



PRINCE WILLIAM
COUNTY

CPA2017-00009

Route 29 Small Area Plan



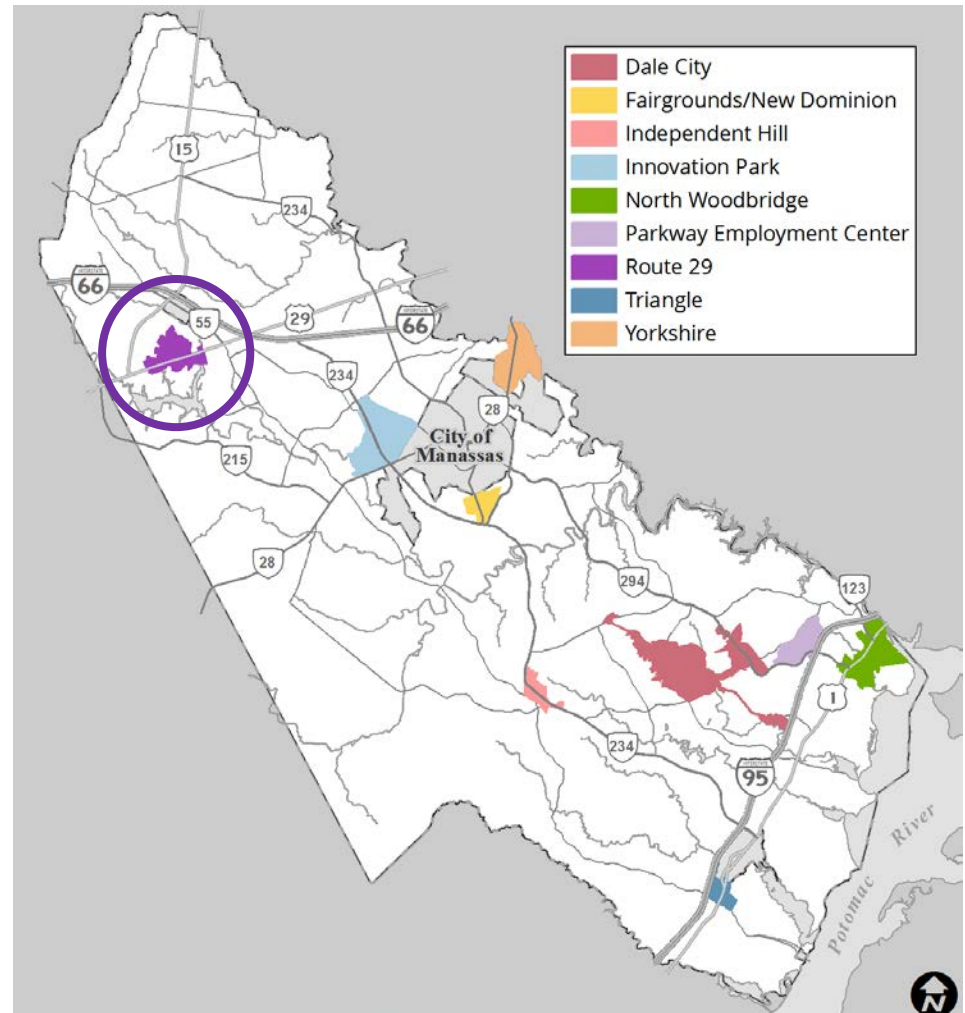
Bryce Barrett
Planning Office

2/17/2021

Background

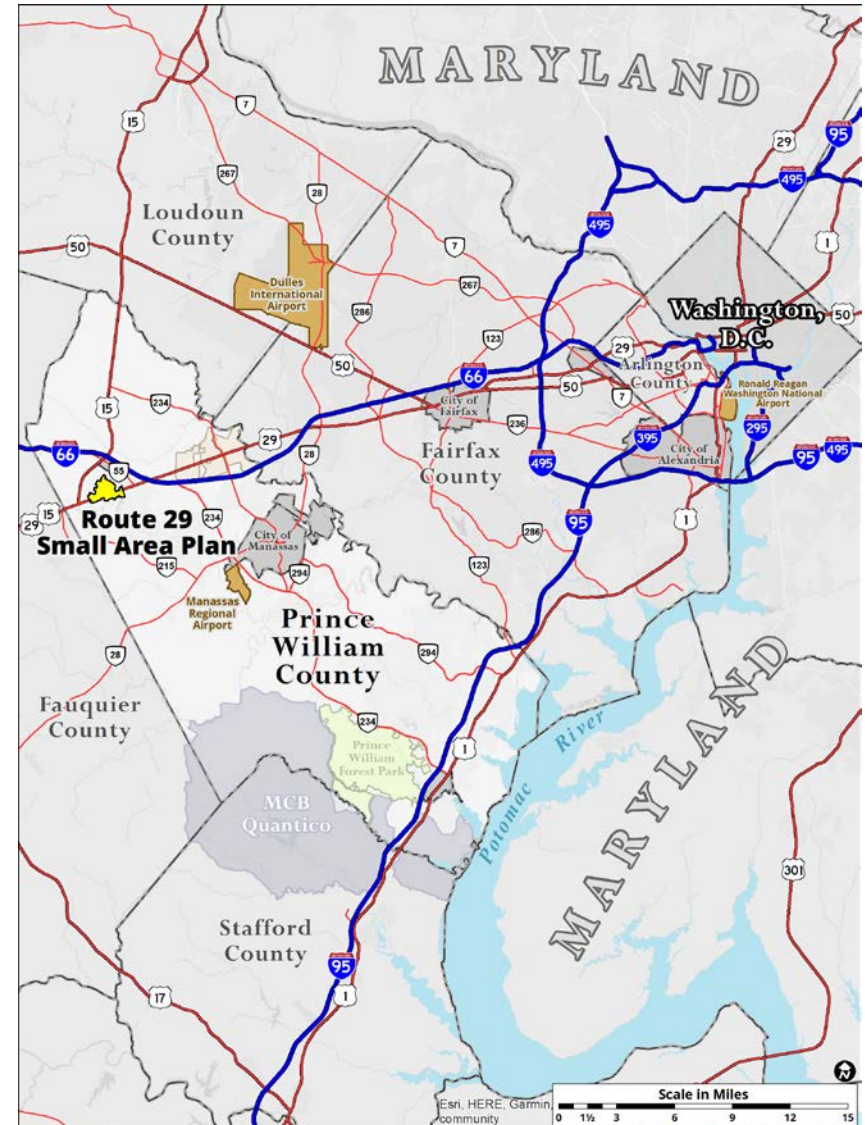
The Board of County Supervisors initiated a series of Small Area Plans on August 3, 2016:

- North Woodbridge
- The Landing at Prince William
- **Route 29**
- Independent Hill
- Dale City
- Innovation Park
- Triangle
- Yorkshire
- Fairgrounds/New Dominion



Purpose and Intent

- Establish **long-term vision** for future growth
- Create a **sense of place** focused on walkability, connectivity, neighborhood businesses
- Provide greater emphasis on
 - **detailed planning,**
 - **visioning,** and
 - **design**
- Incentivize **Economic Development**
- Support **integrated residential opportunities**
- Protect **Environmental and Cultural Resources**



Public Participation Process

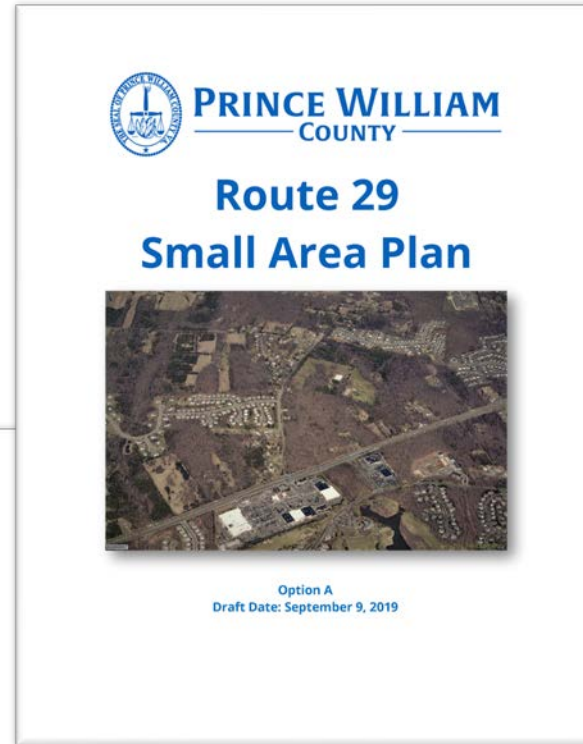
- Internal and External Stakeholders Meetings
- Design Charrette
- Public Meetings with the Carver Road Community
- Three Community Conversations Meetings
- Public Town Hall
- Three Planning Commission Worksessions
- Planning Commission Public Hearing

2019 Draft

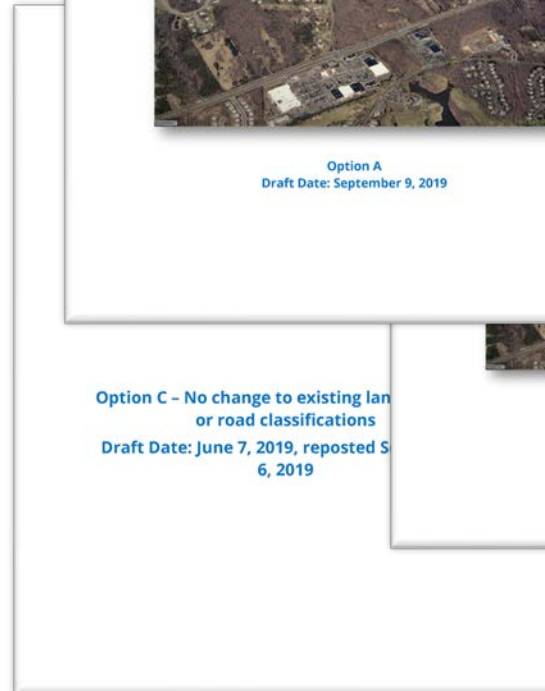
Plan was originally brought forth in 2019 with three draft options:

- Draft - Option A: Downplan Land Use and Road Network (including Old Carolina Road)
- Draft – Option B: Downplan Land Use and Road Network (with the exception of Old Carolina, existing 4-lane classification, but substitutes a narrower right-of-way section)
- Draft – Option C: Take No Action (no change)

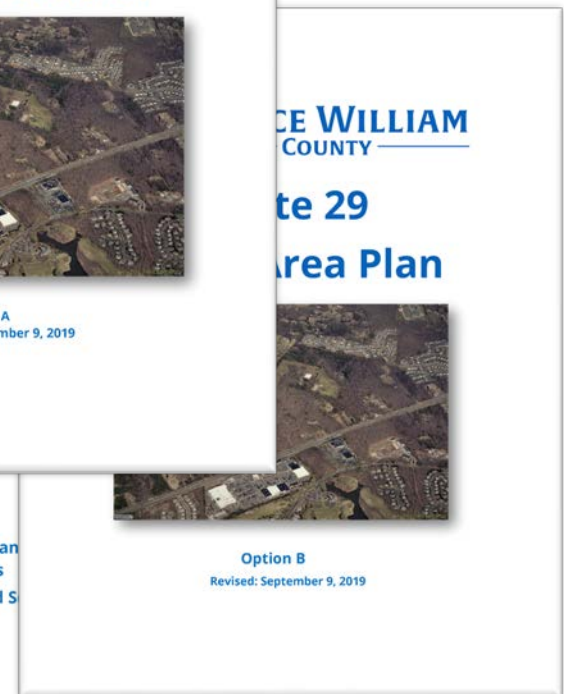
The Planning Commission voted to defer the Small Area Plan to a date uncertain at the September 18, 2019 public hearing to allow additional analysis of the Settlement Area.



Option A
Draft Date: September 9, 2019



Option C - No change to existing land use or road classifications
Draft Date: June 7, 2019, reposted September 6, 2019



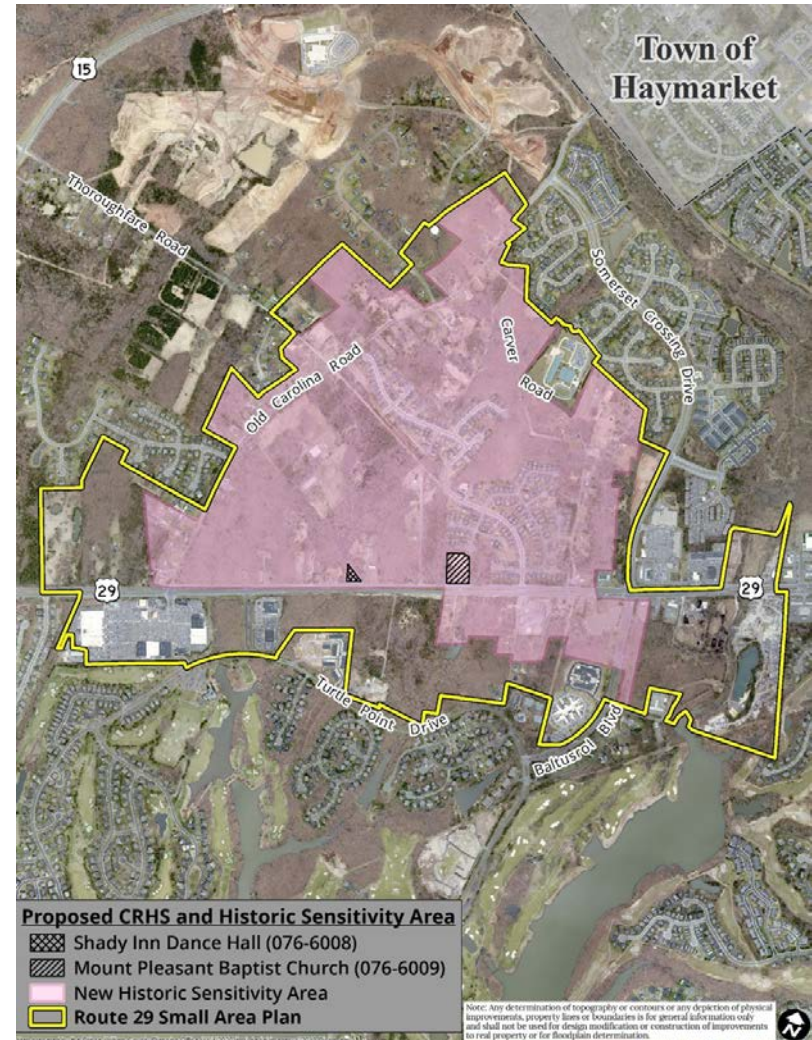
Option B
Revised: September 9, 2019

BOCS Directives

Staff was directed at the September 22, 2020 BOCS Hearing to downplan the area known as the Settlement including:

- Downplanning the Long-Range Land Use Plan
- Downplanning the road network specifically Old Carolina Road, Carver Road, McGraw's Corner Drive extended and Thoroughfare Road.

Staff was also directed at the February 12, 2019 BOCS hearing to downplan the road network.



Current Status

The Route 29 Small Area Plan today has been revised for several considerations:

1. Findings from The Settlement Recordation Project are incorporated into the current draft
2. Additional downplanning has been recommended to proposed land uses within “The Settlement area”
3. Staff worked with Transportation to propose a downplanned road network which still provides an acceptable level of service.

Only one draft has been brought forward for consideration before the Planning Commission.



Small Area Plan

1. Vision and Thematic Principles

2. Placetypes

- Transect Map
- Future Land Use Plan

3. Design Elements

4. Mobility Plan

- Road
- Transit
- Bicycle
- Pedestrian

5. Green Infrastructure Plan

6. Cultural Resources Plan

7. Economic Development Plan

8. Level of Service Plan

Implementation Plan

VISION: The Route 29 planning area is a sustainable, pedestrian-friendly series of neighborhoods focused on connecting to existing retail, residential, and cultural amenities, while providing opportunities for future residential, office, retail, and mixed-use growth, and focused on protecting and celebrating the cultural and environmental assets of the area.



PLACETYPES: Create a community that capitalizes on the existing green space while building a vibrant arts and entertainment area, and vibrant, pedestrian-friendly neighborhoods to create a place for both residents and visitors to live, work, and play.



DESIGN: Create and implement high-quality design standards for pedestrian-scaled private and public development. Integrate facility design and public safety programs to enhance safety and personal security.



MOBILITY: Create a multimodal network that connects to the community's mobility hubs and connect the area's neighborhoods with a robust pedestrian and bicycle network.



GREEN INFRASTRUCTURE: Ensure a robust and connected system of greenways, blueways, trails, open space and corridors that provide a benefit to the environment, community and local wildlife.



CULTURAL RESOURCES: Identify and protect Prince William County's significant historical, archaeological, architectural, and other cultural resources, including those significant to the County's minority communities, for the benefit of all the County's citizens and visitors.

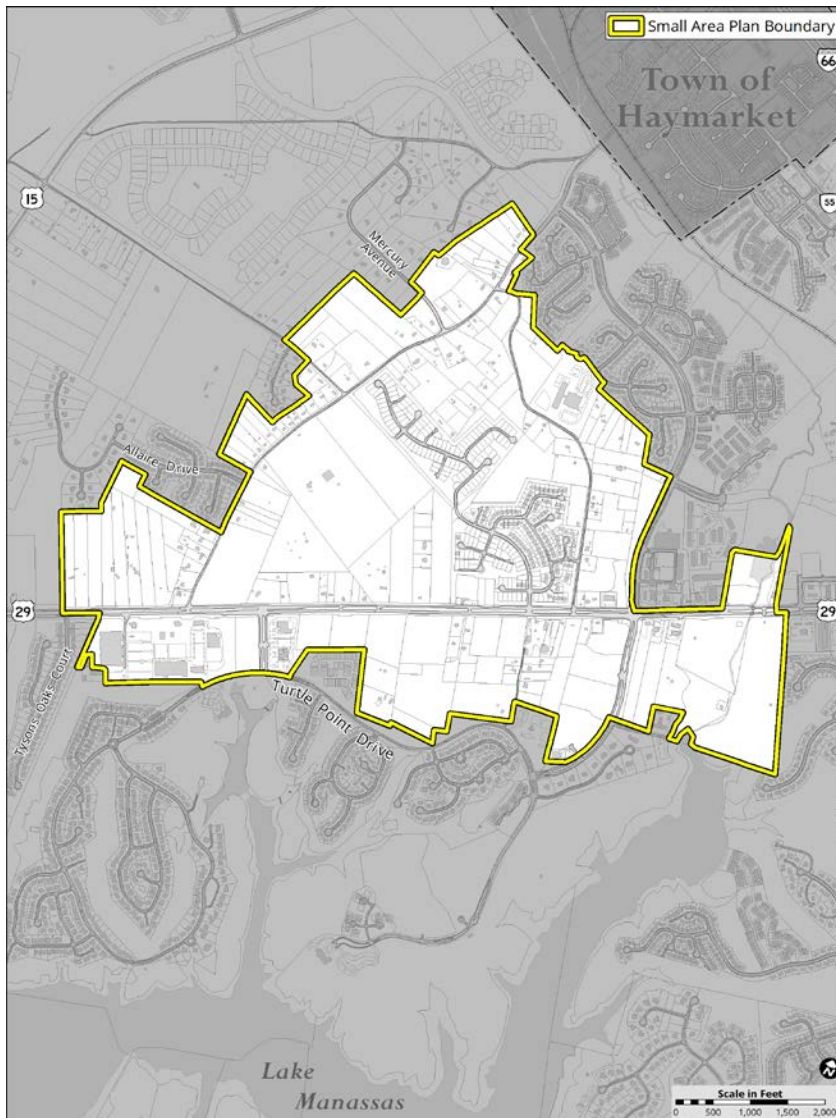


ECONOMIC DEVELOPMENT: Encourage economic development to attract and retain high quality businesses and services.



LEVEL OF SERVICE: Ensure an adequacy of public facilities including high-quality schools, fire stations, police facilities, libraries, and other government buildings.

Route 29 Overview



- Study area covers a total of 865.5 acres.
- Opportunities and assets include:
 - Largely undeveloped
 - Multiple cultural resources including:
 - Settlement Historic District
 - Mt. Pleasant Baptist Church
 - Shady Inn Dance Hall
 - Buckland Mills Elementary
 - Shops at Stonewall

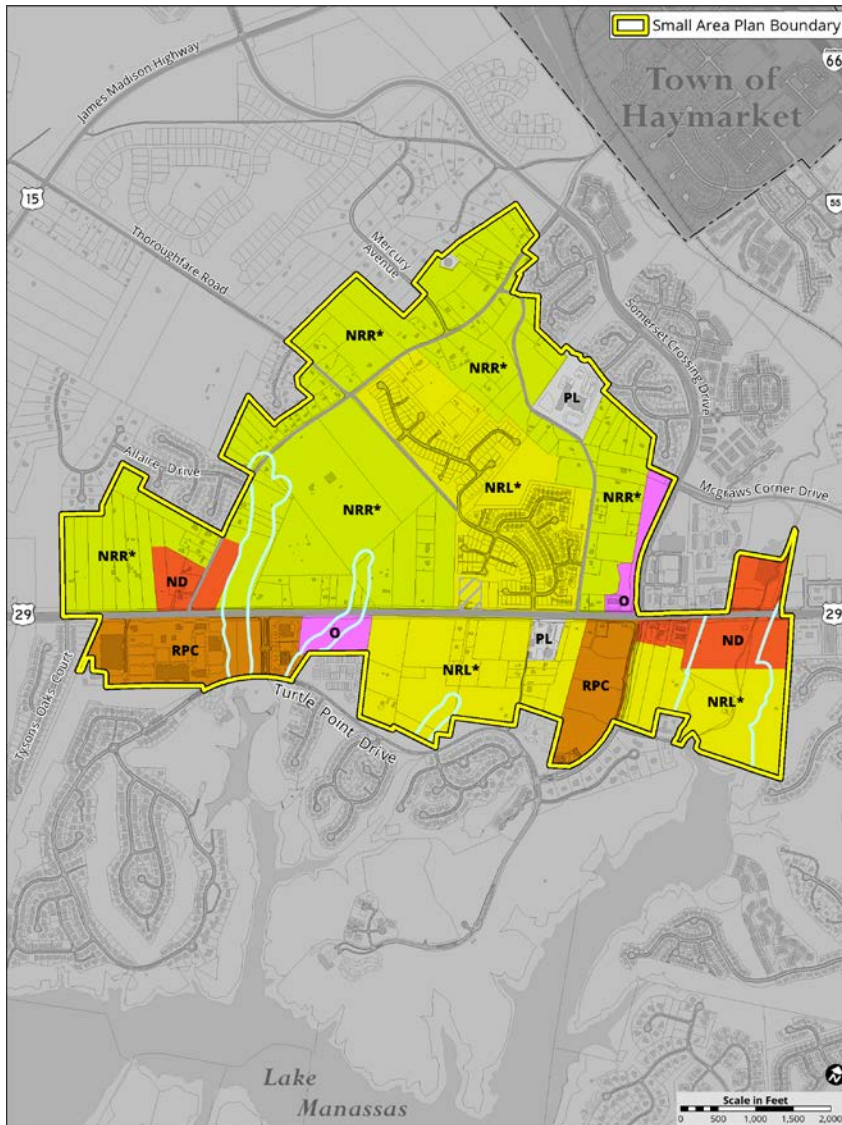
Vision and Thematic Principles



Vision:

The Route 29 planning area is a sustainable, **pedestrian-friendly** series of **neighborhoods** focused on connecting to existing retail, residential, and cultural amenities, while providing opportunities for future residential, office, retail, and mixed-use growth, all while **protecting** and **celebrating** the cultural and environmental assets of the area.

Proposed Land Use Plan

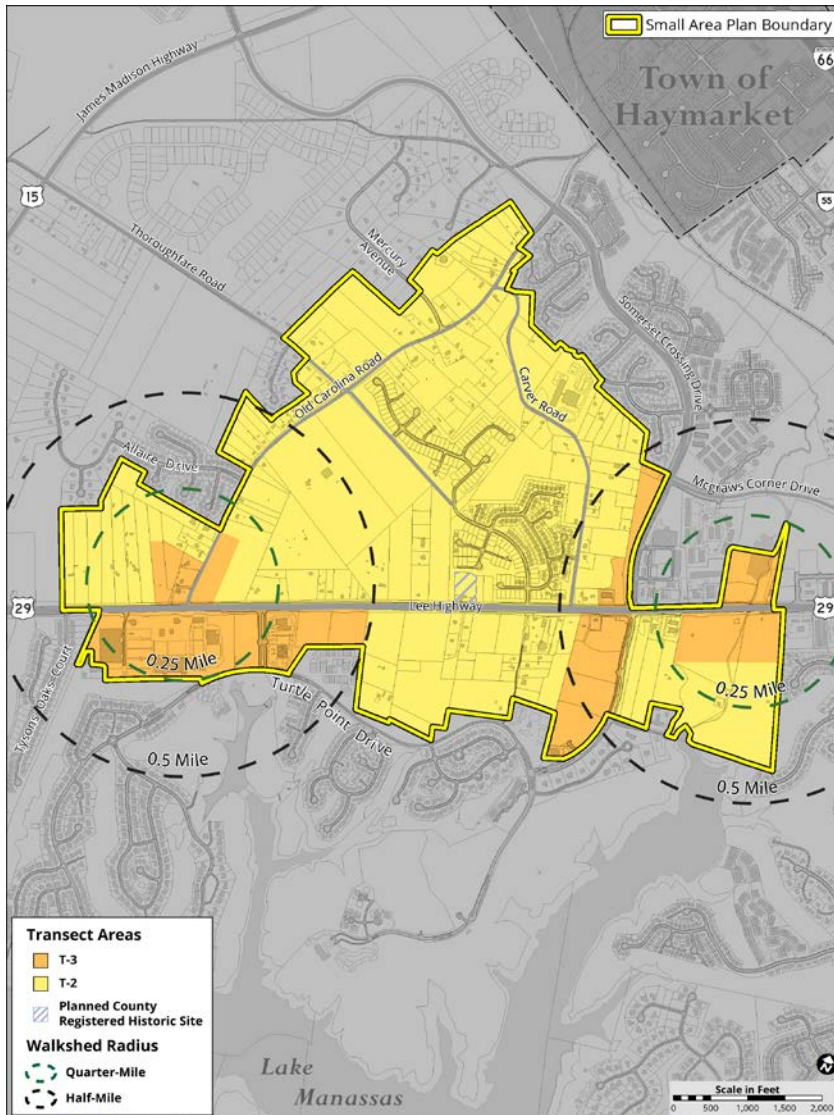


Land Use Designations:

1. Neighborhood (ND)
2. Neighborhood Residential Low (NRL)
3. Neighborhood Rural Residential (NRR)
4. Office (O)
5. Residential Planned Community (RPC)
6. Public Land (PL)

Note: The Residential Planned Community designation shown in the plan represents the Lake Manassas RPC.

Proposed Transect Plan



The overall density in the Plan has been reduced:

- **T-3** includes the areas around Old Carolina Rd and Route 29, along portions of Somerset Crossing Drive and Baltusrol Blvd.
- **T-2** includes the rest of the plan and allows for lower residential densities.

Neighborhood Design Elements



Projected Intensity of the Plan

District (Small Area Plan)	Route 29 Estimates		
	Low	Medium	High
Non-residential (Potential GFA)	867,310 1,380,638	2,194,568 1,799,551	3,5121,826 2,218,466
Total Jobs	2,788 3,322	6,743 4,541	10,697 5,761
Dwelling Units	1,163 816	3,709 1,238	6,255 5,031
People	3,180 2,479	9,702 3,754	16,224 5,031
Total People + Jobs	5,968 5,801	16,445 8,295	26,921 10,792
Total Land Area	865.5 acres		
Activity Density	7 6.7	20 9.6	33 12.4
Density Classification	P-3	P-4 P-3	P-4 P-3

Comparison: Existing Comprehensive Plan vs. Proposed Small Area Plan

	Existing Comprehensive Plan	Proposed Small Area Plan	+/-
Total Dwellings	3, 553	1,238	-2,315
Total Nonresidential GFA	4,940,817	1,799,551	-3,141,266
Daily Vehicle Trips	149,875	76,277	-73,598
Total Students	1,582	698	-884

Cultural Resources

Justin Patton
County Archeologist



Settlement Recordation Project



- Intent - record elements that remain of this community and tell its history from immediately after the Civil War to the present day
- Community wanted their area recorded in the records
- The Prince William Board of County Supervisors allocated general funds to pay a consultant to help with this effort

What is the Recordation

- Primary Research
- Oral History
- Recording resources with the Virginia Department of Historic Resources
 - Architectural forms
 - Preliminary Information Forms
- Nominating resources to the Virginia Landmarks Register and the National Registry of Historic Places
- Some products require approval by VDHR and the National Park Service
- Interpretation – Telling the Story

National Register of Historic Places and Criteria of Significance

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- Criteria A. That are associated with events that have made a significant contribution to the broad patterns of our history; or; or
- Criteria B. That are associated with the lives of persons significant in our past;
- Criteria C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criteria D. That have yielded, or may be likely to yield, information important in prehistory or history.

Aspects of Integrity

Integrity is the ability of a property to convey its significance. To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The following sections define the seven aspects and explain how they combine to produce integrity.

- **LOCATION** - Location is the place where the historic property was constructed or the place where the historic event occurred.
- **DESIGN** - Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- **SETTING** - Setting is the physical environment of a historic property.
- **MATERIALS** - Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **WORKMANSHIP** - Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **FEELING** - Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- **ASSOCIATION** - Association is the direct link between an important historic event or person and a historic property.

Progress and Results

- Preliminary Information Forms
 - The Settlement Historic District (076-6010)
 - Mount Pleasant Baptist Church (076-6009)
 - The Shady Inn Dance Hall (076-6008)
- NRHP/VLR nomination Mount Pleasant Baptist Church & Cemetery
- Oral History – 4 interviews
- Interpretation (ongoing)
 - Wayside Signs
 - Popular History

Route 29 Recommendations

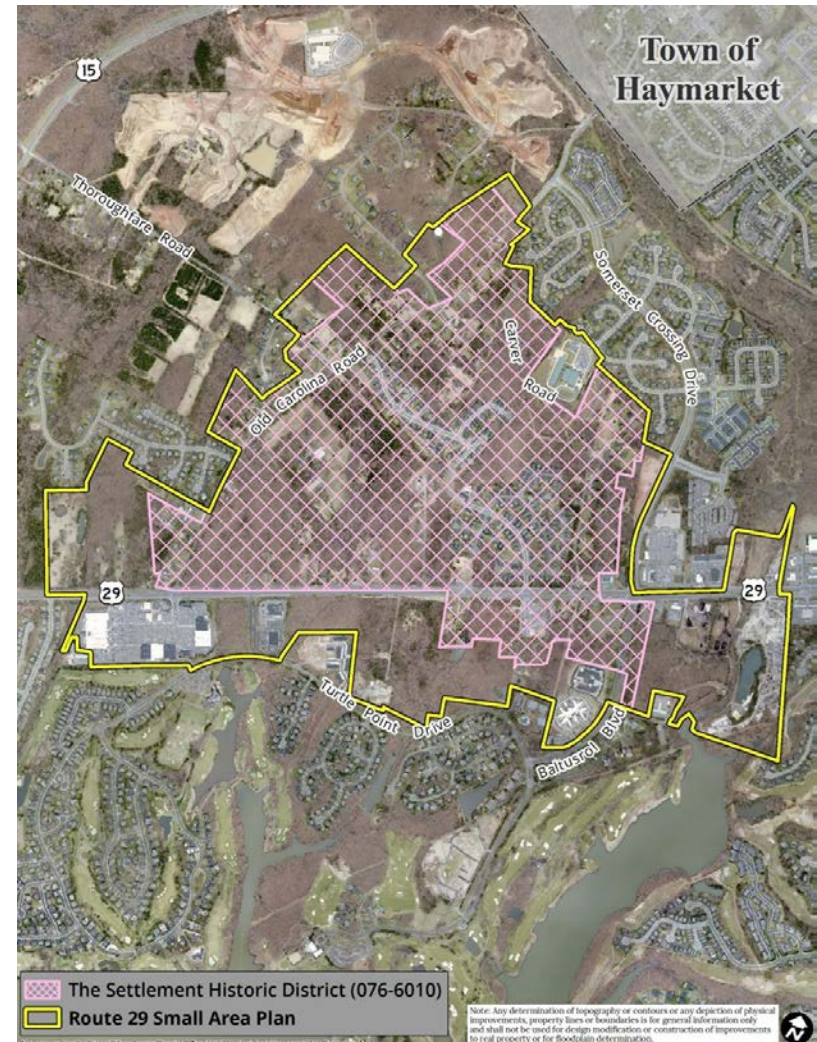
Create New Historic Sensitivity Area coterminous with boundary of The Settlement Historic District

Classify the Mount Pleasant Baptist Church as a County Registered Historic Site

Classify the Shady Inn Dance Hall as a County Registered Historic Site (pending owner consent)

Identify, document or preserve pre-contact Native American archaeology sites, historic archaeology sites, and African-American sites and history.

Interpret the small area plan's history to the citizens and visitors.

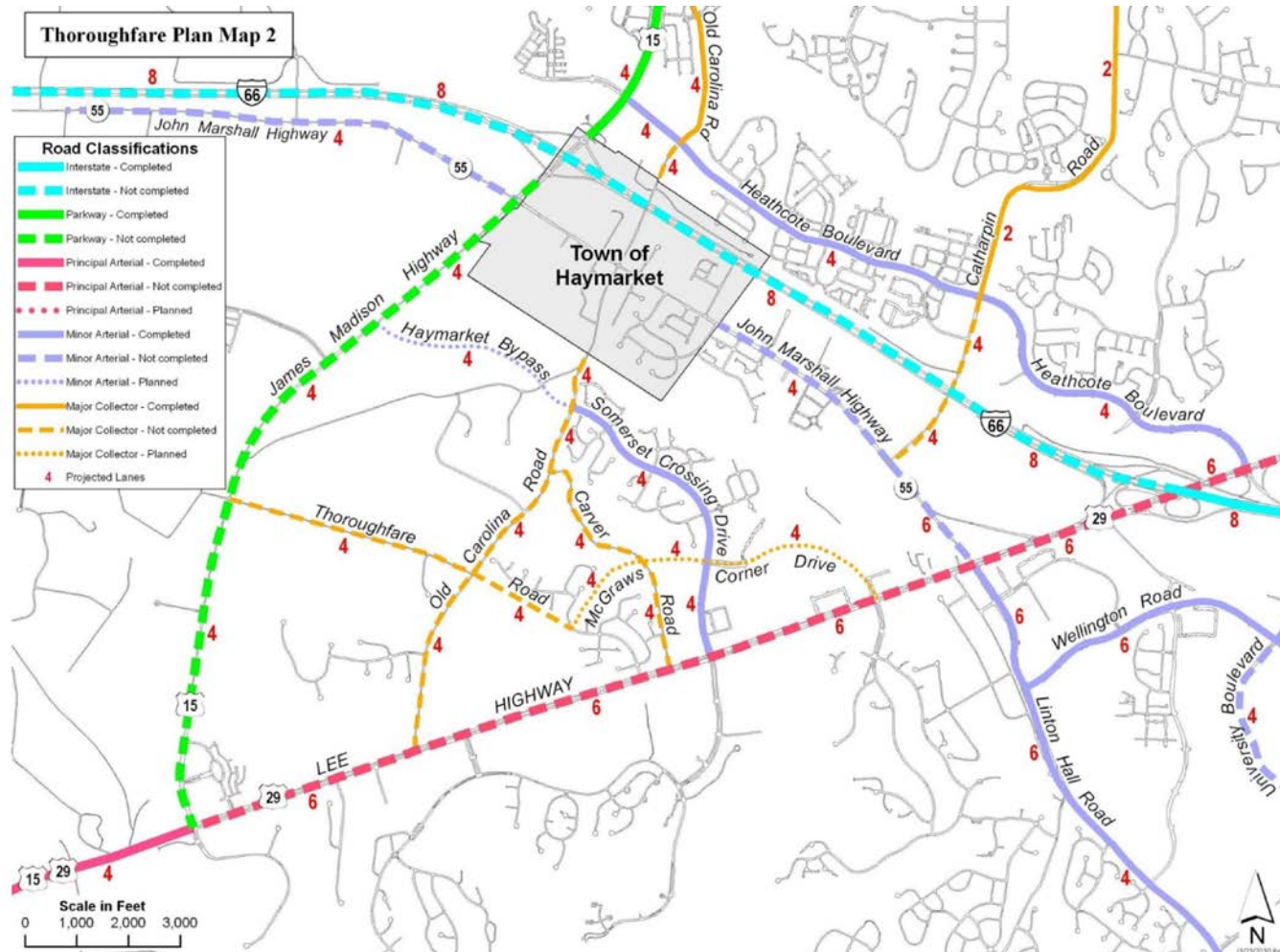


Mobility

Elizabeth D. Scullin, PE
Transportation

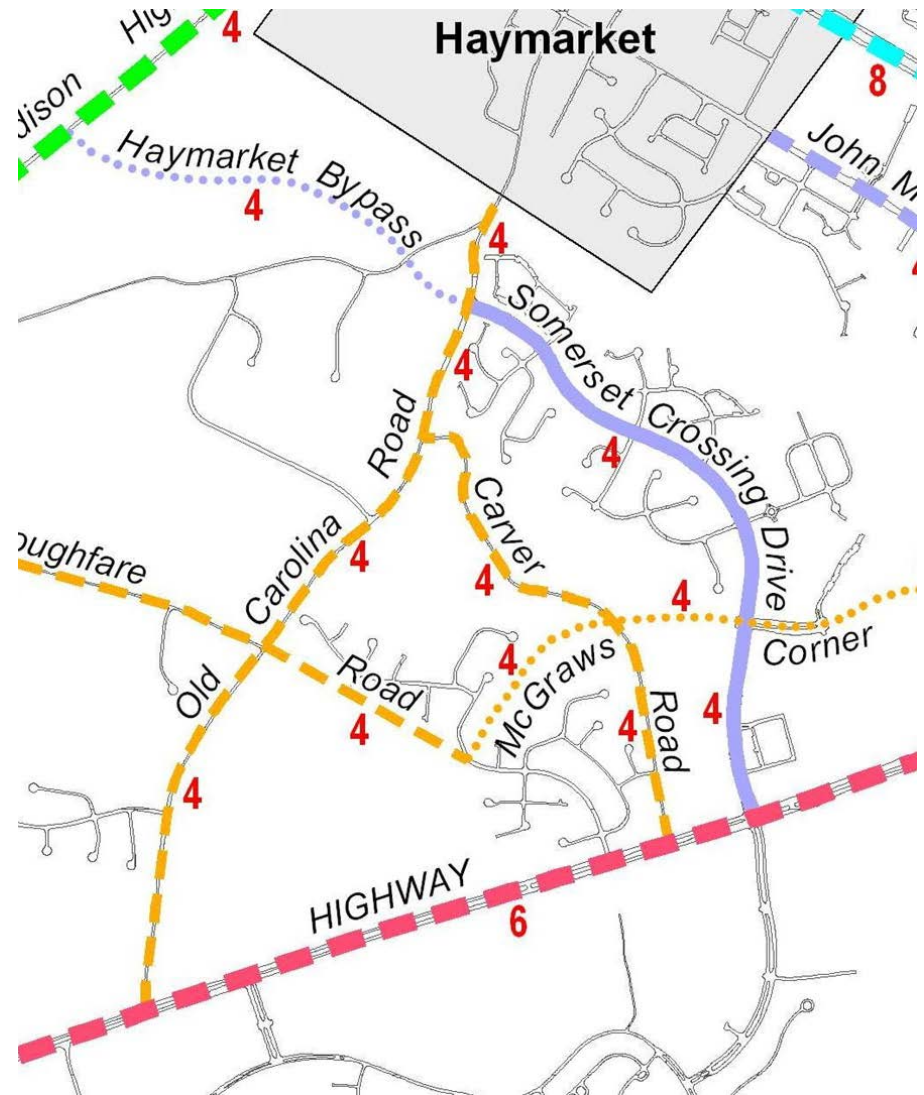


Mobility – Current Thoroughfare Plan



Proposed Road Classification

- The current draft proposes significant downplanning of the road network:
 - **Thoroughfare Road** – 2-lanes
 - **Carver Road** – 2-lanes
 - **Old Carolina Road** – 4-lanes with a reduced right-of-way
 - **McGraws Corner Drive** – not extended west of Somerset Crossing Drive



Staff Recommendation

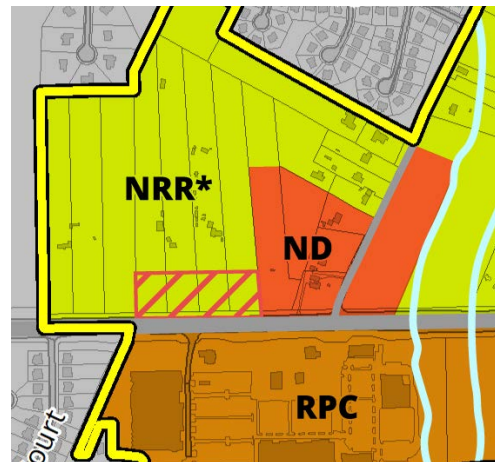
Planning Office recommends **adoption** of Comprehensive Plan Amendment #CPA2017-00009, Route 29 Small Area Plan for the following reasons:

- Plan provides **greater predictability for uses within the Route 29 Corridor**
- Plan **focuses on the historical significance of the area and offers additional protections of The Settlement area through downplanning the land use and road network**
- Plan provides an **alternative vision** and future land use pattern from the existing CEC Designations.
- Plan **reflects extensive feedback** from the community and BOCS directives to staff.

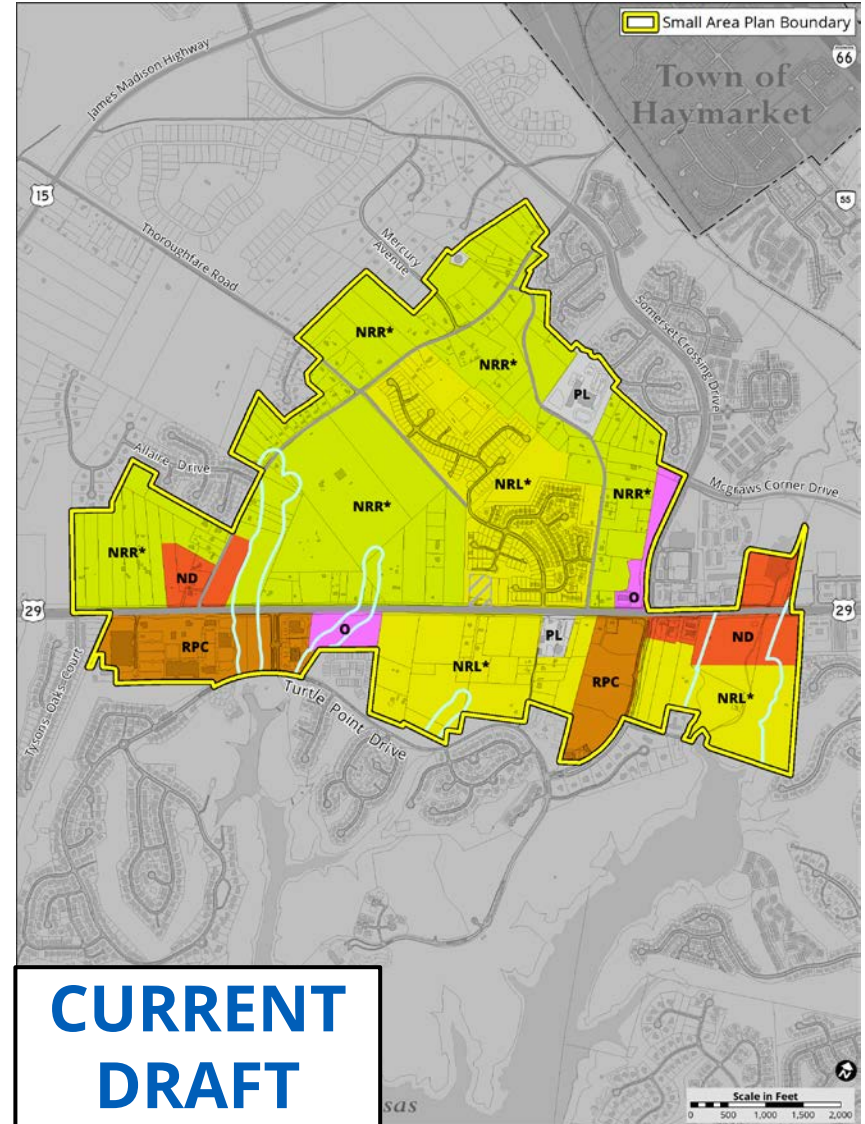
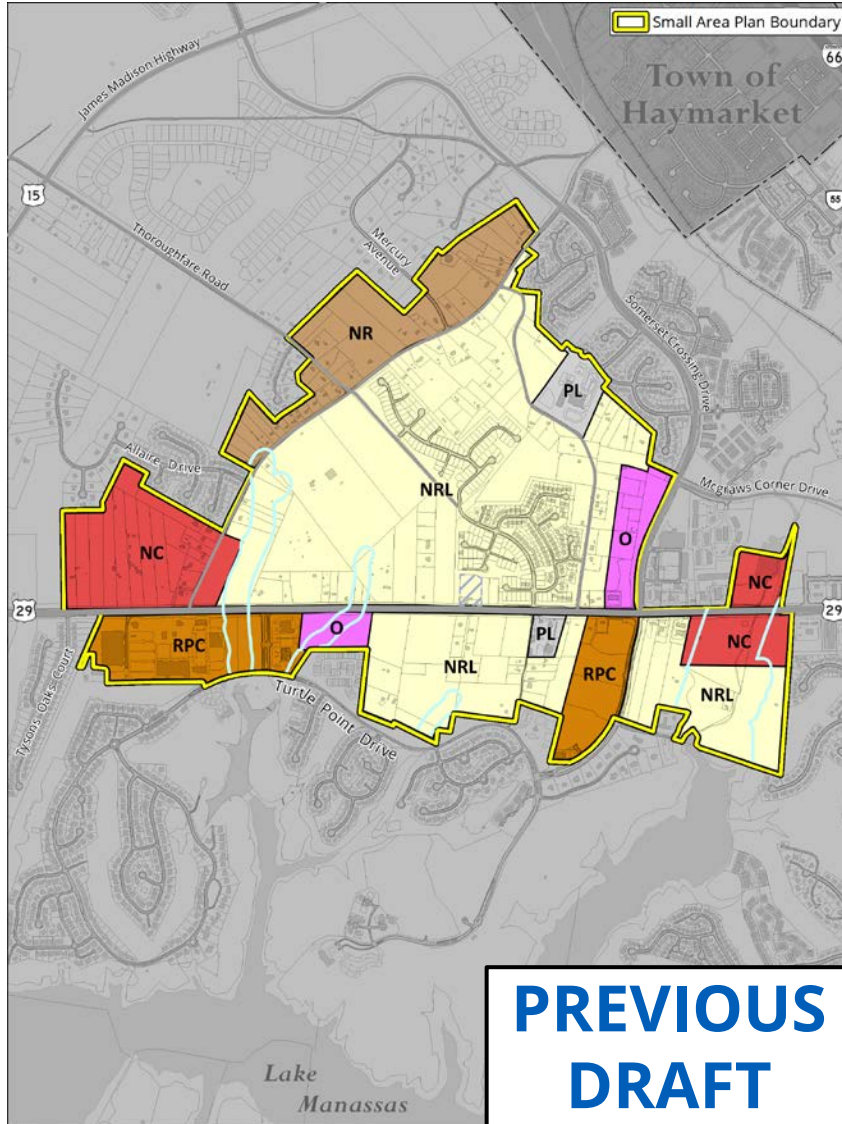
Additional Considerations

Since the draft was published the Planning Office has received additional comments staff would support incorporation into the plan prior to the BOCS hearing:

1. Lowering the proposed transect density of the Neighborhood nodes from T-3 to T-2
2. Extending the eastern Neighborhood Node further west along Route 29 as shown on the graphic below:



Support Slides



Support Slides

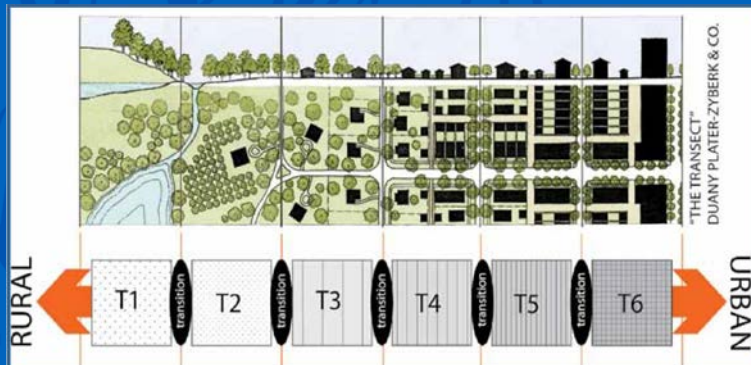
		Neighborhood	Office	Neighborhood Residential Low	Neighborhood Rural Residential
USES	Primary Uses	<ul style="list-style-type: none"> Retail & Service Commercial Multi-Family Residential above first floor Office 	<ul style="list-style-type: none"> Office Entertainment Commercial Hotel 	<ul style="list-style-type: none"> Single Family Detached 	<ul style="list-style-type: none"> Single Family Detached
	Secondary Uses	<ul style="list-style-type: none"> Civic, Cultural, Community Institutional Hotel 	<ul style="list-style-type: none"> Retail & Service Commercial Civic, Cultural, Community Institutional 	<ul style="list-style-type: none"> Accessory Residential Units 	<ul style="list-style-type: none"> Accessory Residential Units
FORM & CHARACTER	Use Pattern	Separate or Vertical Mixed Use Limited to one drive-through per Neighborhood district	Separate or Vertical Mixed Use	Separate Uses No Cluster Provision Allowed	Separate Uses No Cluster Provision Allowed
	Target Residential Density	T-3: 4-12 du/acre T-2: 0.5-4 du/acre	N/A	T-2: 0.25-1 du/acre	T-2: 0.5-1 du/acre
	Target Non-Residential FAR	T-3: Up to 0.57 FAR	T-3: Up to 0.57 FAR	N/A	N/A
	Target Land Use Mix	Residential: 50-75% Non-Residential: 20-45% Civic: 5%+	Residential: 0% Non-Residential: 95% Civic: 5%+	Residential: 100% Non-Residential: 0% Civic: 0%	Residential: 100% Non-Residential 0% Civic: 0%
	Target Building Height	T-3: Up to 4 stories for mixed use buildings only T-2 : 1-3 stories	T-3: Up to 5 stories	T-2 : 1-3 stories	T-2 : 1-3 stories
	Minimum Open Space	20% of site	20% of site	10% of site	30% of site

Support Slides

		Neighborhood	Office	Neighborhood Residential Low	Neighborhood Rural Residential
FORM & CHARACTER	Use Pattern	PMD PMR B-2	O(L)	R-2 R-4	SR-1 SR-3
	General Block Dimensions	Flexible dimensions based on circulation patterns and access to buildings and parking areas	Flexible dimensions based on circulation patterns and access to buildings and parking areas	N/A	N/A
	General Building Placement	The main entrances of buildings should be located along primary streets or facing key intersections. As these uses are primarily located in suburban areas, appropriate green buffers are recommended along roadways.	The main entrances of buildings should be located along primary streets or facing key intersections. As these uses are primarily located in suburban areas, appropriate green buffers are recommended along roadways.	Appropriate green buffers where required along roadways. Buildings behind the sidewalk ROW and standard residential setback requirements appropriate for the zoning district.	Appropriate green buffers where required along roadways. Buildings behind the sidewalk ROW and standard residential setback requirements appropriate for the zoning district.
	Street Type	Urban/Local Street sections	Local Street sections	Standard residential street sections	Standard residential street sections
	Pedestrian and Bicycle Circulation	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas
	Parking	Landscape screening required for off-street parking areas that have frontage on primary or secondary roads.	Landscape screening required for off-street parking areas that have frontage on primary or secondary roads.	Off-street parking permitted on driveway	Off-street parking permitted on driveway
	Parking Access	Limited vehicular access from primary streets. Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.	Parking and service access from secondary streets is preferred; access from primary streets should be limited.	Vehicular access from residential street section	Vehicular access from residential street section

Multimodal Planning

- Link Land Use and Transit
- Identify Transects
- Multimodal Network
- Transit Supportive Densities



T6

MIXED USE INTENSITY	High
ACTIVITY DENSITY (jobs + people/ac)	100+/ac
AVG. BLDG. HEIGHT	8+ Stories
TYPICAL MAX BLDG. HEIGHT	20+ Stories
TYPICAL NET FAR	2.30+
SUPPORTED TRANSIT TECHNOLOGY	LRT/Rail

T5

MIXED USE INTENSITY	High
ACTIVITY DENSITY (jobs + people/ac)	60-100/ac
AVG. BLDG. HEIGHT	6 Stories
TYPICAL MAX BLDG. HEIGHT	12 Stories
TYPICAL NET FAR	1.38-2.30
SUPPORTED TRANSIT TECHNOLOGY	BRT/LRT

T4

MIXED USE INTENSITY	Moderate
ACTIVITY DENSITY (jobs + people/ac)	25-60/ac
AVG. BLDG. HEIGHT	4 Stories
TYPICAL MAX BLDG. HEIGHT	8 Stories
TYPICAL NET FAR	0.57-1.38
SUPPORTED TRANSIT TECHNOLOGY	Express Bus

T3

MIXED USE INTENSITY	Moderate
ACTIVITY DENSITY (jobs + people/ac)	10-25/ac
AVG. BLDG. HEIGHT	3 Stories
TYPICAL MAX BLDG. HEIGHT	5 Stories
TYPICAL NET FAR	0.23-0.57
SUPPORTED TRANSIT TECHNOLOGY	Fixed Route Bus

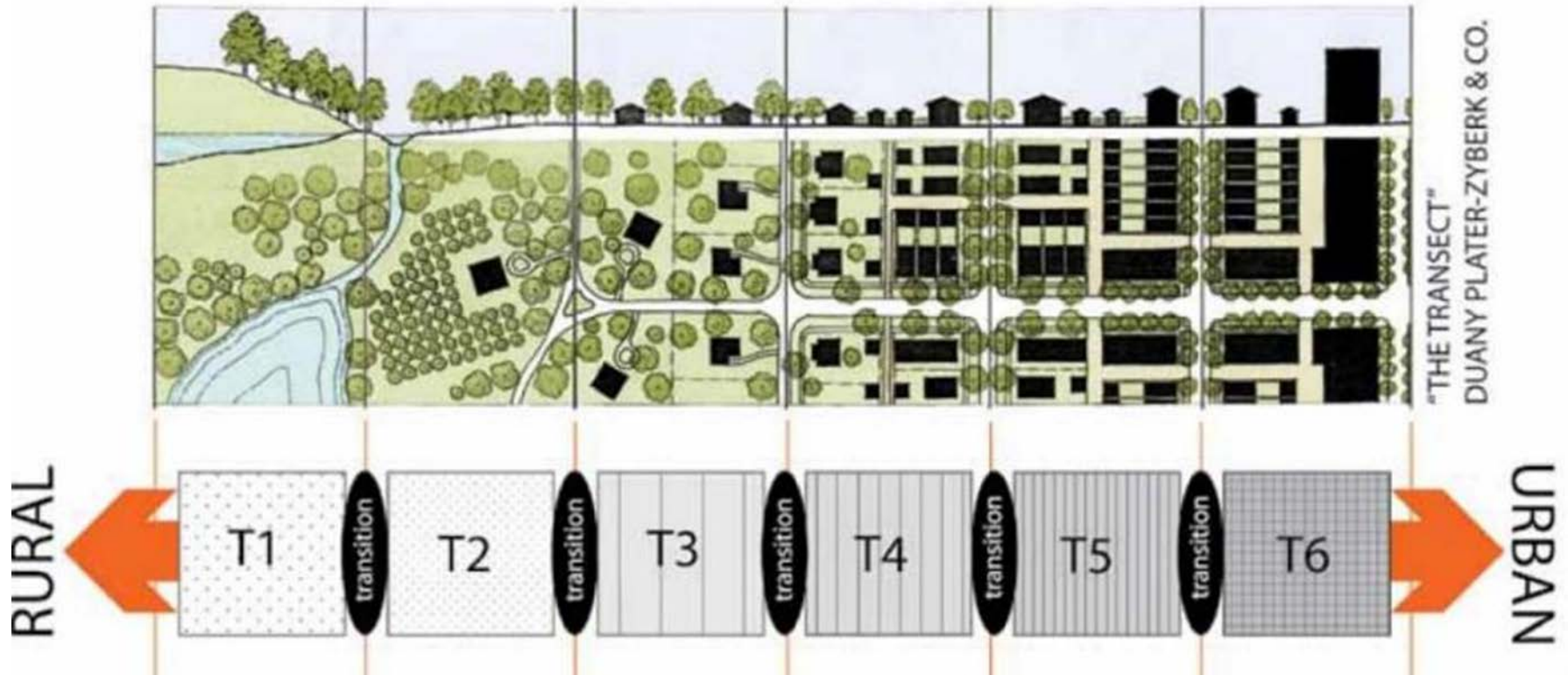
T2

MIXED USE INTENSITY	Low
ACTIVITY DENSITY (jobs + people/ac)	1-10/ac
AVG. BLDG. HEIGHT	1.5 Stories
TYPICAL MAX BLDG. HEIGHT	3 Stories
TYPICAL NET FAR	0.02-0.23
SUPPORTED TRANSIT TECHNOLOGY	Demand Response

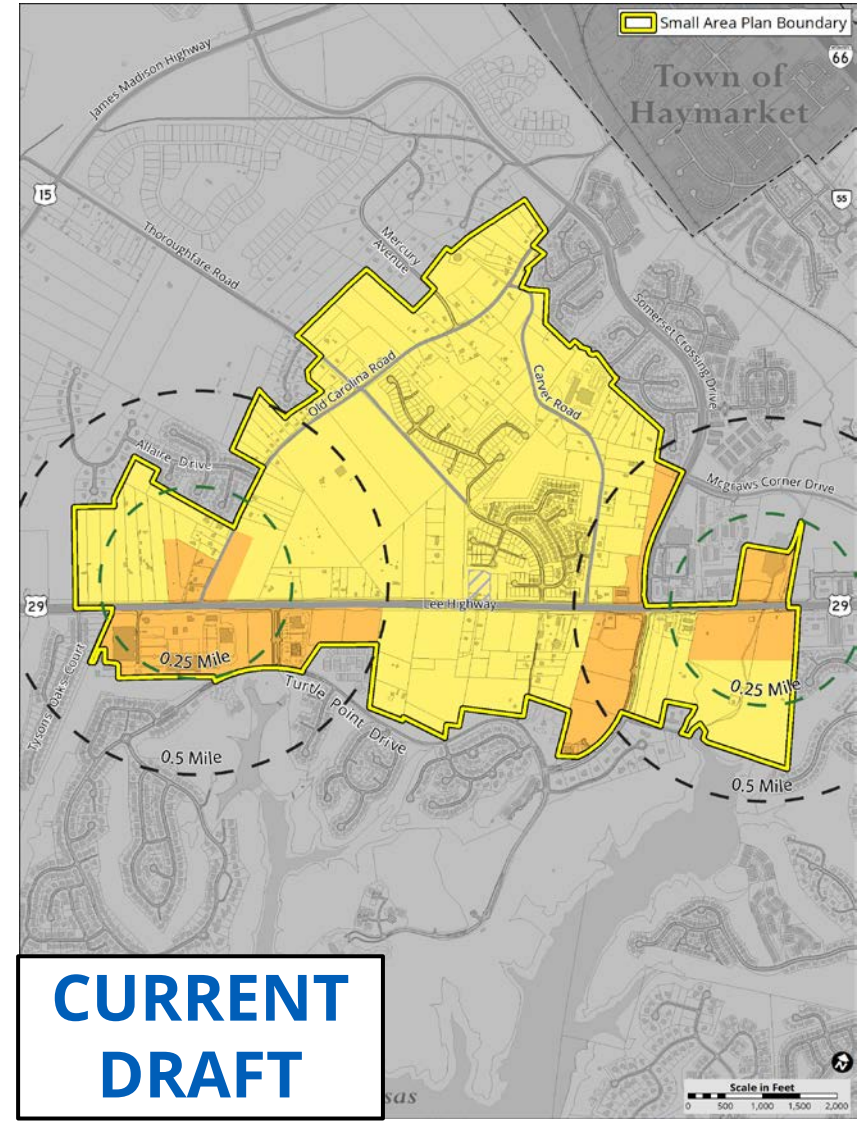
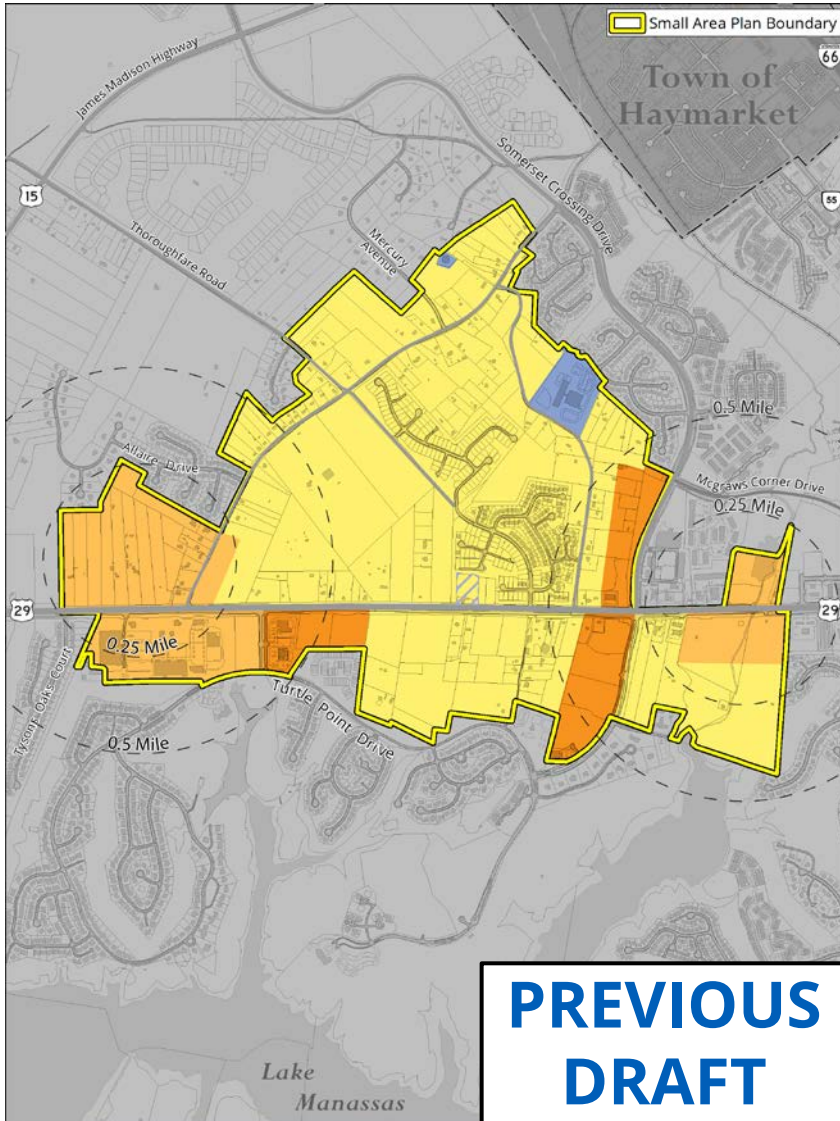
T1

MIXED USE INTENSITY	Very Low
ACTIVITY DENSITY (jobs + people/ac)	0-1/ac
AVG. BLDG. HEIGHT	1 Stories
TYPICAL MAX BLDG. HEIGHT	2 Stories
TYPICAL NET FAR	0-0.02
SUPPORTED TRANSIT TECHNOLOGY	Demand Response

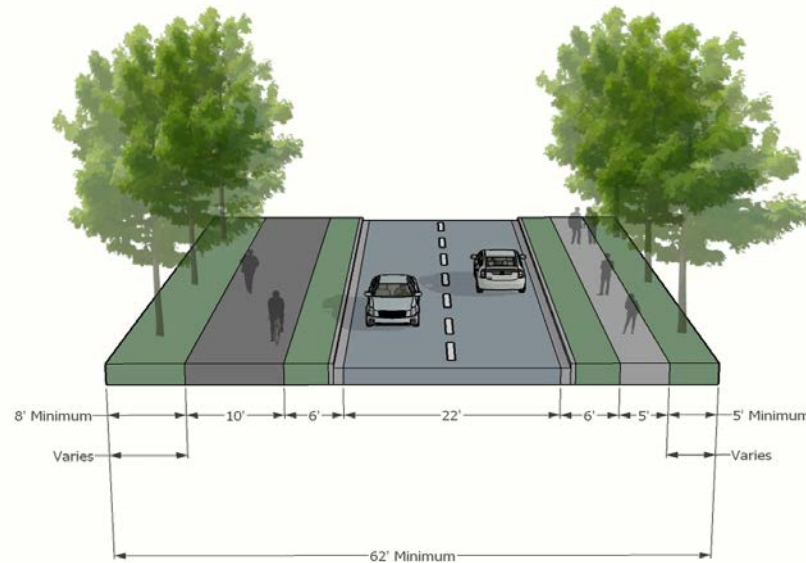
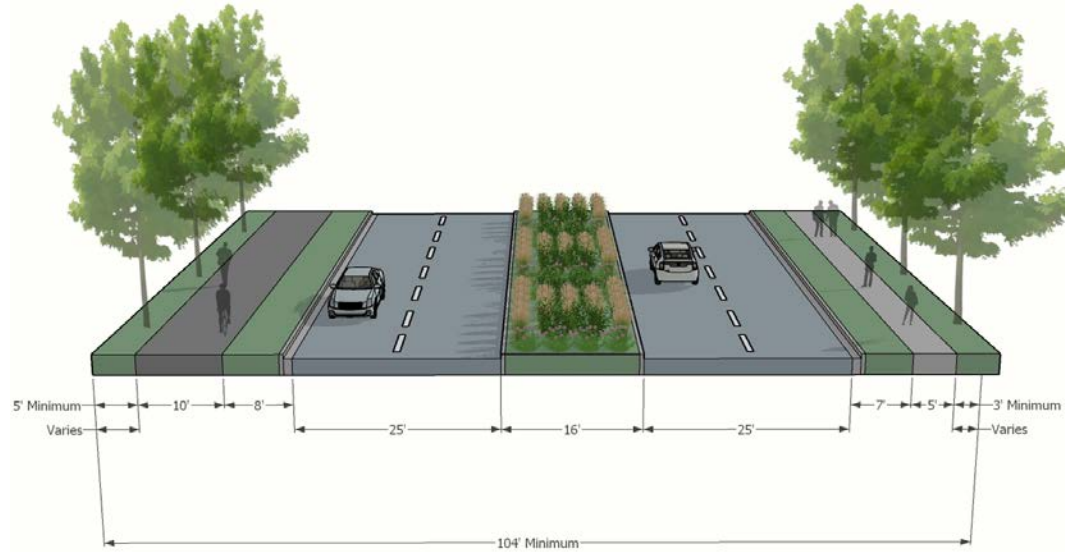
Transects



Transect Map Comparison



Support Slides



Level of Service – Schools

Projected School Facility Needs by Existing and Projected Population

Type of School	Existing (2019)	Additional Need by 2040
Elementary	1	22%
Middle	1	7%
High	2	6%