



PRINCE WILLIAM COUNTY

LAND USE



Adopted December 13, 2022

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INTRODUCTION

INTENT

The Land Use Chapter provides a development vision showing how the County will utilize its land resources. In addition, this Chapter provides a plan to accommodate future development in an efficient and sustainable way that is compatible with the character of various communities while protecting the valuable and sensitive natural resources throughout the County and contributing to the County's Climate and Resiliency goals.

The Land Use Chapter provides integration of environmental justice, equitable development, and smart growth approaches to establish healthy, inclusive and sustainable neighborhoods through the development of a Land Use Plan. The Land Use Plan considers the County's existing and future needs for commerce, environmental protection, energy efficiency, historic preservation, housing, industry, public and semi-public facilities, parks and recreation, transportation, as well as social and economic sustainability.

Prince William County, as a locality within the Washington metropolitan region, recognizes that growth and change will occur, and embraces the belief that change is vital to the well-being of the community. Over the past two decades, Prince William County has experienced significant growth pressures and, while population continues to grow, the supply of land capable of supporting development continues to decrease. To address this situation and accommodate growth, the Land Use Plan incorporates best planning practices that encourage the provision of diverse housing choices and mixed land uses, while protecting the established character of existing urban, suburban, and rural neighborhoods.

Prince William County's strategy for accommodating future growth and creating equitable and sustainable communities builds on the foundation of its many diverse neighborhoods and aims to create a better community by providing:

- a variety of housing options,
- locations for employment growth,
- walkable communities with good transit access,
- services and the infrastructure needed to support growth,
- respect for the natural environment and enhancements to the County's cultural resources, and
- growth that enables all residents to participate in the County's economy and civic life.

This Chapter envisions a County where growth builds stronger neighborhoods, heightens stewardship of the environment, leads to enhanced economic opportunity and security for all residents, and is accompanied by greater racial and social equity across Prince William County's communities. The Land Use Chapter encompasses the gamut of Countywide land uses from desirable and well-designed neighborhoods, to high-density and intensity mixed-use centers at strategic locations, to quiet and serene rural communities. To further enhance and improve the quality of life in Prince William County, this Chapter presents Countywide policies that will allow the

County to address growth and development in future planning and implementation initiatives that achieve smart growth principles while acknowledging the unique characteristics of the County that residents value.

VISION AND QUALITY OF LIFE VALUES

This chapter is an official statement of the County's vision for land use and development pattern. The Land Use Plan continues to consciously manage the timing, location, and characteristics of growth. It expresses the community's aspirations and goals for the County's future, while articulating a corresponding set of policies and recommendations, called action strategies, to guide future decisions regarding land use, development, and capital improvements. The Plan's vision is built upon the land use concepts of incorporating equity and sustainability while embracing the Quality-of-Life Values that are important to the community. Developing processes that further the land use vision will ensure success in implementing the Plan. Providing the tools necessary to achieve the vision establishes a pathway to success. Lastly, reviewing the public facilities needed is a critical component to ensure investment in public infrastructure furthers the vision of plan's implementation.

Vision

"Prince William County is a diverse and thriving community that strives to be an equitable, sustainable, and vibrant place which offers access to a variety of employment, housing and mobility opportunities while respecting our distinct cultural and environmental resources as well as promoting the quality-of-life values that establish a unique sense of place."

Quality-of-Life Values

Quality-of-Life Values refers to the overall quality of one's daily experiences that are defined in terms of happiness and contentment, health, and well-being. There are seven conditions from a planning perspective that are needed to create a successful and sustainable community.



Figure 1: Quality-of-Life Values

Accessible Community: Connect community amenities, facilities, and services through equitable access to adequate infrastructure using multi-modal or digital technology options to reach these important resources including opportunities for life-long learning, leisure, and recreational activities, employment, as well as other elements that create a healthy, safe, and secure community.

Community Collaboration: Encourage civic involvement in the policy change and development process, while ensuring transparency and accountability through open communications by engaging all residents and stakeholders, including our vulnerable and underserved populations.

Cultural & Environmental Stewardship: Cultivate an appreciation of ownership in the process of preserving and enhancing all the County's history (districts, buildings, sites, cemeteries, and landscapes) as well as environmental resources through the preservation of open space, the incorporation of design features, best practices, policies, and strategies that promote long term efficiency and sustainability of these valuable assets.

Economic Prosperity: Promote economic opportunities that provide a mix of businesses that maintain and create jobs that offer living wages, expand the commercial tax base, and enhance the quality of life for all residents while promoting entrepreneurship, innovation, and workforce development.

Inclusive Community: Embrace the vibrant, culturally and ethnically diverse population that makes our community distinct while creating conditions through an equity lens that allow all to participate and reach their full potential.

Housing Opportunities: Ensure an adequate supply of affordable and diverse types of housing options that meet the needs of all County residents and considers preserving existing neighborhoods and promoting universal design for aging in place.

Healthy & Supportive Community: Foster access to enhanced environmental, recreational, and cultural opportunities, ensuring these benefits and these amenities are available to all residents as part of a healthy and supportive community.

LAND USE & DEVELOPMENT TRENDS

Prince William County is part of the Washington metropolitan area and is geographically located approximately 23 miles south of Washington, D.C., and 70 miles north of Richmond, Virginia. The County encompasses approximately 207,621 acres, or 324.41 square miles. The County is encompassed by natural boundaries including the Potomac River to the east, the Occoquan River/Reservoir & Occoquan Bay to the northeast, Bull Run to the northwest, and Chopawamsic Creek to the southeast. Prince William County is also bound by other political subdivisions of the Commonwealth of Virginia including Fairfax County to the north and northeast, Loudoun County to the north and northwest, Fauquier County in the west and southwest, Stafford County in the south, the City of Manassas Park in the north, and the City of Manassas in the central part of the County. On the eastern side of Prince William County and across the Potomac River is Charles County, Maryland.

The predominant pattern of development in the County consists of a mix of urban character development mostly in the east, suburban character in the east, central, and western areas along major corridors and roads, and rural character in the northwestern and southwestern portions of the County. This diversity offers a choice in use and lifestyle from the urbanized communities and inland suburban communities to the rural communities. Dispersed throughout the County are several distinct Residential Planned Communities (RPC) that vary in land use and density. In general, these RPC communities include a core of local-serving commercial uses, services, schools, and public facilities surrounded by residential neighborhoods.

LAND USE PRINCIPLES

GUIDING LAND USE PATTERNS

Long-range planning involves the purposeful arrangement of land use in a balanced, equitable, and orderly manner. Guiding land use patterns in an efficient approach requires the use of planning tools that facilitate the process. One of the most appropriate tools to optimize land use patterns is the concept of Smart Growth Principles. Smart growth is implementation of a set of principles to guide development and land-use decisions. These principles were developed by the Smart Growth Network, a partnership of government agencies, developers, environmentalists, historic preservation advocates, professional organizations, and interests from the real estate industry. The United States Environmental Protection Agency defines smart growth as a range of development and conservation strategies that help protect our natural environment and make our communities more attractive, economically stronger, and more socially diverse. The ten principles of Smart Growth, as adapted specifically to the County, provide a sound basis by which the County can plan for its long-term future. These principles are shown on the following graphic (Figure 2).

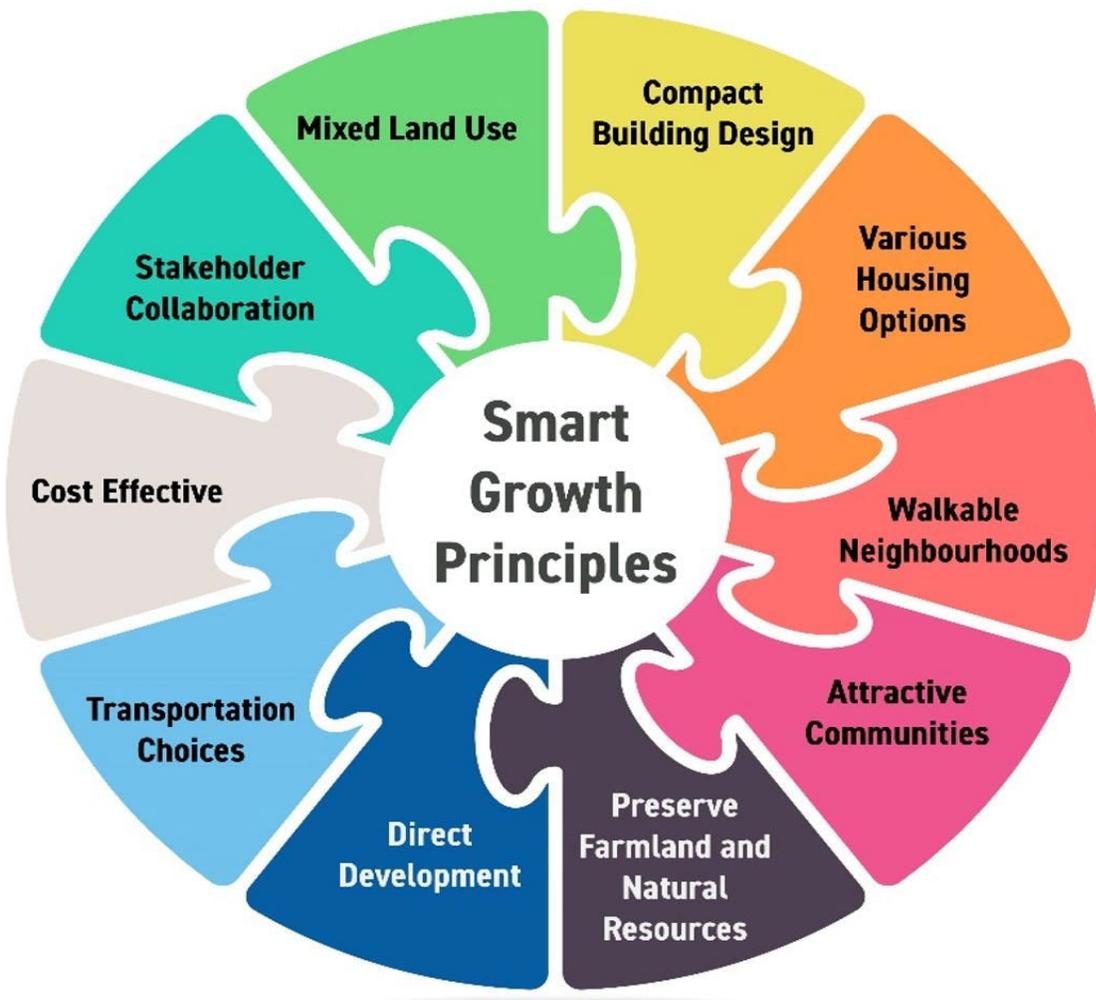


Figure 2: Ten Principles of Smart Growth

1. Mix land uses to provide proximity of residential uses to amenities, jobs, and complimentary uses.
2. Take advantage of compact, environmentally friendly, and energy efficient building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, cultural resources, natural beauty, and critical environmental areas.
7. Strengthen and direct development toward existing communities and infrastructure.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost-effective.
10. Encourage community and stakeholder collaboration.

Complementing the Smart Growth Principles is the concept of Holistic Communities approach to land use planning. This model adds value by providing a means for developing and implementing a land use system that will effectively balance competing economic, environmental, and social demands while ensuring the sustainability of a new development also benefits the surrounding communities.

Implementation of these two models will allow for the County's long-term success. Smart Growth Principles and Holistic Communities recognize connections within and among communities and the interrelatedness of these developments with quality of life. It leverages new growth to improve the broader community.

LAND USE POLICY 1: Provide a strategic arrangement of a variety of land uses in the County necessary to meet the needs of a growing and diverse population, existing and prospective businesses, and providing protection for cultural and natural resources in a fiscally sound and equitable manner that achieves a high-quality livable community.

ACTION STRATEGIES:

- LU1.1** Ensure adequate land uses necessary to provide a supply of land that allows the County to compete on a regional, national, and international basis for advanced technological industries and other economic development opportunities that will bring new jobs to Prince William County residents, particularly new professional and other high-paying jobs.
- LU1.2** Provide land uses that allow for diversity of housing unit types and employment opportunities throughout the County.

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- LU1.3** Periodically update the County's Build-Out Analysis and Residential Inventory to monitor the amount of available residential and non-residential development capacity.
- LU1.4** Advocate policies and public funding that align with the County's Strategic Plan, Budget, Capital Improvements Program, and Secondary Road Improvements Program that direct needed infrastructure improvements to achieve the Comprehensive Plan goals in the County.
- LU1.5** Review and amend, if necessary, the Zoning Ordinance to be consistent with the adopted Long-Range Land Use classifications, land use policies, and to provide flexibility for projects that meet the overall intent and goals of the Comprehensive Plan.

LAND USE INTENSITY

The intensity of land use has a direct effect on the ability to provide adequate levels of service for transportation and public facilities. The Comprehensive Plan is the primary mechanism available to the County for establishing appropriate locations for various levels of land use intensity. Through this mechanism, development is encouraged to occur in accord with the Plan, at intensities that can assist in achieving various County goals. For instance, high intensity uses will be in areas of the County where the transportation and public facilities systems can best accommodate the demands from such uses, thereby efficiently using County resources. The pace of development in the County should be in general accord with the Comprehensive Plan and sustainable by the provision of transportation and public facilities.

LAND USE POLICY 2: Encourage land use densities and intensities that promote efficient development patterns throughout the County.

ACTION STRATEGIES:

- LU2.1** Integrate land use intensity with access to transportation and proximity to public facilities.
- LU2.2** New development applications should have densities that are appropriate to the character areas in the County and are consistent with those reflected on the Long-Range Land Use Map.
- LU2.3** Direct new development to areas served by transit corridors, particularly designated activity centers, town centers, and redevelopment corridors, and appropriate areas within Small Area Plans.
- LU2.4** Provide height and density transitions between higher-intensity development areas and surrounding residential and rural communities.

HARMONIOUS LAND USE PATTERNS (COMPATIBILITY)

Each land use should be located only on an appropriate site in terms of size, access, environmental conditions, community facilities, and compatibility with its neighbors. Development patterns and trends should exhibit an orderly transition of appropriate land uses in a compatible relationship to one another to establish desirable living, working, and leisure environments. Likewise, the intensity and design of a proposed development should be appropriate to surrounding uses or transition from one intensity to the next and should complement and enhance the character of the surrounding area.

Different land use types may require mitigation measures between uses. The arrangement of buildings and uses along with sufficient buffering between different uses will enhance the compatibility of neighboring uses and improve the relationship between different uses in the community. Specific setback, landscaping, and site arrangement requirements are set out in the Zoning and Subdivision Ordinances and in the Design and Construction Standards Manual (“DCSM”) to ensure that there are appropriate measures for spatial, noise, and visual considerations. For projects within Activity Centers, Redevelopment Corridors, and other mixed use developments, flexibility on landscaping, specific buffers, and setbacks can be achieved using a form-based design.

LAND USE POLICY 3: Protect existing and planned land uses from potential incompatible land uses.

ACTION STRATEGIES:

- LU3.1** Designate appropriate transition areas between incompatible uses and environmental resource protection areas to minimize undesirable impacts to the community.
- LU3.2** Use transitions in building scale, intensity of use, and adequate buffering between semi-compatible land uses in accordance with the Land Use Compatibility Matrix, by including adequate distance, screening, setbacks, vegetative buffers, or combinations of these means. Proposed developments should utilize the standards of the Community Design Plan.
- LU3.3** New development should provide adequate transitions between higher-density neighborhoods and lower-density neighborhoods while providing multimodal connections to existing neighborhoods throughout the area.

DESIGN GUIDELINES (QUALITY OF DEVELOPMENT & PLACEMAKING)

The County’s Land Use Plan covers a broad range of activities including determining how land will be used, how to provide infrastructure and services for those uses, and how the built environment should appear. Two essential components of this process needed to achieve a vibrant community are quality of development and placemaking.

Quality of development is more than the appearance of a development. It also involves how the development functions through design elements, features, and interconnectivity with adjacent neighborhoods. Moreover, it entails the assimilation of land use with the natural environment, cultural and social identities, as well as open space to create a sustainable community.

Placemaking is an element of quality development that involves the planning, design, and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being, as well as strengthening the connection between community and the places people share. This concept goes beyond just promoting better design principles. Placemaking facilitates creative thinking, capitalizes on community assets, and contributes to the creation of a successful community.

The use of design guidelines is an effective tool to encourage the elements associated with the quality of development and placemaking can attain attractive and livable communities. Design guidelines also help create integration of land use with mobility options (automobile, pedestrian, bicycle, bus, and transit) that provide connectivity both internal and external to the development. The general design guidelines are provided in this section with the more detailed elements being listed in the Placetypes section of the Land Use Chapter.

LAND USE POLICY 4: Promote a balanced mix of community-scale uses, incorporating design guidelines that allow for distinctive, attractive development with a strong sense of place.

ACTION STRATEGIES:

- LU4.1** Encourage using design standards appropriate for community context that create place-specific identities in different areas of the County.
- LU4.2** Encourage the creation of places with distinctive identities using high-quality design features consistent with the character of the community.
- LU4.3** Create a distinct, unified area through streetscape enhancements such as lighting, street furniture, and consistent tree canopies to establish a sense of place.
- LU4.4** Improve an area's specific branding through wayfinding elements such as signage, public art, and interpretive elements of historical context to establish a community identity.

LAND USE POLICY 5: Encourage site, architectural, signage, and landscape designs that complement the scale and character of existing and planned development throughout the County.

ACTION STRATEGIES:

- LU5.1** Ensure generalized development plans and master zoning plans- submitted with applications for rezonings, special use permits, and, where appropriate and consistent with applicable law, public facility reviews – to include architectural, sign, lighting, and landscape concepts for all developments. In addition, proposed layouts and architectural elevations for all non-residential projects should be provided. Employ the

Illustrative Design Guidelines for Office Development and the Illustrative Gateway/Corridor Design Guidelines, provided as supplements to this chapter, as illustrative examples of the high-quality development the County seeks.

- LU5.2** For those portions of the County that have been targeted for redevelopment/revitalization – or where such activity is occurring – allow flexibility in applying Design Guidelines.
- LU5.3** Signs should be compatible in design, scale, material, style, and color with other site amenities, with buildings and landscaping, and with both the overall design character of the development in question and any adjacent development.
- LU5.4** Signs for individual uses in mixed-use developments should be designed and installed consistent with a development-wide sign program.
- LU5.5** Encourage the development of a hierarchy of appropriately scaled entry and directional signs.
- LU5.6** Encourage the incorporation of signs into a development’s landscape plans.

LAND USE POLICY 6: Encourage site, building, and landscape designs that result in the creation of safe and accessible pedestrian circulation and community open space.

ACTION STRATEGIES:

- LU6.1** Encourage the provision of open spaces and community facilities in new developments and locate them close to active uses – commercial, community services, employment, and schools where appropriate.
- LU6.2** Encourage the provision of pedestrian links between and among commercial properties, community facilities, and nearby residential neighborhoods.
- LU6.3** Encourage the clear delineation of pedestrian ways in commercial parking lots and other thoroughfares for public use – through the use of landscaping, lighting, signage, contrasting pavement, pavement marking, or other innovative treatments.
- LU6.4** Encourage the provision of wider sidewalks or multi-use trails in non-residential areas with high levels of pedestrian activity. Encourage buildings along main streets in town centers to be oriented with their fronts adjacent to the sidewalk with preference for parking in the rear where possible.

COORDINATION OF DEVELOPMENT (TIMING)

The Comprehensive Plan land use classifications are mapped on the Long-Range Land Use Map. Within each land use classification, there is a range of density or intensity. All areas with the same land use classification, however, are not equal in terms of their location or the time frame within which their development is appropriate. Currently, some areas are more readily accessed by transportation, more readily connected to the sewer system, and closer to schools and thus better able to accommodate – at

established levels of service – a higher level of density or intensity. Different density or intensity levels are appropriate in different locations, as reflected on the Long-Range Land Use Map. As utility and facility networks are expanded and levels of service increased, consistent with the Comprehensive Plan, potential density and intensity will increase accordingly, but within the established density or intensity ranges set forth by the Comprehensive Plan.

Encouraging more intense uses in areas already well serviced – and infill of well-serviced areas already substantially developed, but still within the maximum density established in the Long-Range Land Use Plan– will discourage leap-frog development, land speculation, and sprawl development extended into areas of the County poorly serviced, while allowing the County to better focus limited fiscal resources. The criteria below are intended to aid in the determination of whether a proposed project is appropriately timed and has a density of development relative to the available infrastructure. These criteria are consistent with the goals, objectives, policies, and action strategies of the individual chapters of the Comprehensive Plan, with the Comprehensive Plan as a whole, and with the use of conditional zoning.

The criteria are not presented in order of importance.

Public Services

What are the current level of service “LOS” standards in a given area and how do they compare to the LOS standards established in the Safe & Secure Communities, Community Education, Parks , Recreation and Tourism, Technology, and Connectivity chapters of the Comprehensive Plan?

Does the development proposal adequately mitigate its impacts to achieve the intended level of service standards, or does the development need to be phased to allow the appropriate levels of service to be achieved in the area?

Mobility

Proposed development can have numerous effects on the County's transportation network. Transportation impact mitigation measures should be incorporated into the approved Transportation Impact Analysis (“TIA”) that accompanies applicable Comprehensive Plan amendment, rezoning, and special use permit requests.

1. Proximity to Existing/Programmed Transportation Facilities: Is the site in the general vicinity of an arterial or collector road that is improved or funded for improvement to the standards identified in the Mobility Plan, as reflected by the Capital Improvements Program (“CIP”) or the Virginia Six-Year Transportation Plan? Is there existing or planned capacity for the Transportation Facilities? Does the impacted transportation system have the capacity to absorb the trips generated by the development proposal without degrading the adopted level of service? If not, are on-site and/or off-site mitigation measures proposed to offset the impacts?
2. Transportation Systems Management: Does the development proposal address a broad range of programs and techniques to increase the efficiency of the transportation system? (Examples include, but are not limited to, participation in a transportation funding district, vanpooling,

staggered work hours, employer-assisted transit use incentives, shuttle services, pedestrian, or bicycle access between the residential and/or non-residential development and public transportation, etc.)

3. Transit: Is the project in the urban portions of the County and within walking distance of transit services or a Transit Corridor? Is effective pedestrian access provided between the project and transit service(s)? Does the project account for an on-site commuter parking area or are other transit facilities being provided? Are there non-motorized facilities including items such as trails, sidewalks, and bikeways? Does the project provide internal non-motorized facilities?
4. Residential Site Location: If the development is a residential project, is the site close to or within walking distance of existing or planned employment areas? Is the site close to or within walking distance to shopping and services? Will the development provide effective pedestrian access between the residential project and nearby employment and/or commercial and service areas and/or public buildings and facilities?

LAND USE POLICY 7: Phase growth of development to coincide with the establishment of necessary adequate infrastructure, amenities, and public services.

ACTION STRATEGIES

- LU7.1** Coordinate development proposals with the orderly extension and provision of adequate public facilities and infrastructure.
- LU7.2** Encourage public/private partnerships for provision of needed public infrastructure.
- LU7.3** Planned development district projects should phase in both the infrastructure and non-residential uses in an orderly manner to create complete communities.
- LU7.4** In planned mixed-use developments, allow for interim uses that are consistent with achieving the broad range of goals in the Comprehensive Plan.
- LU7.5** A phasing plan should be provided upon rezoning approval to help ensure that critical infrastructure (i.e., roads, sidewalks, drainage, water, and sewer) for office, employment, and lodging uses is developed adequately for each phase of the project.

ALIGNMENT WITH MOBILITY AND HOUSING CHAPTERS

There is an inherent relationship between the Land Use, Mobility, and Housing Chapters of the Comprehensive Plan. Many of the policies and action strategies in the Land Use Chapter represent the synthesis of concepts and policies from the Mobility and Housing Plans. Recognizing and understanding the interdependent relationship between the Land Use Chapter and these other plans is necessary to assure an integrated and cohesive Land Use Plan. The following describes the interrelationships among these plans:

Mobility Plan

The Mobility Plan provides the multimodal infrastructure that is essential to support the various land uses in a community. The mobility plan provides the existing and proposed pedestrian, bicycle, road, transit, and trail networks that connect communities and link the County to the region. The capacity required for the road network is based on the average number of daily vehicle trips that would be generated with build-out of the uses designated by the Long-Range Land Use Map.

Land Use Plan

The Land Use Plan and policies closely consider the design, characteristics, and availability of transportation infrastructure addressed by the Mobility Plan to assure their compatibility with the character and needs of the communities.

Housing Plan

The Land Use Plan is closely related to the Housing Plan in that the Long-Range Land Use Map must provide sufficient capacity to meet existing and long-range housing needs of the community based on population projections and Council of Governments (“COG’s”) Regional Housing Needs Assessment. The Land Use Plan establishes the distribution of residential growth and densities appropriate for a diverse range of housing types and affordability to address the needs of the County.

LAND USE POLICY 8: Purposefully integrate a variety of residential uses near transportation hubs, Activity, and Employment Centers to create vibrant multimodal communities.

ACTION STRATEGIES

- LU8.1** Support higher-density residential uses in transit-oriented developments such as Town Centers, Activity Centers, Redevelopment Corridors, and near employment areas. Higher residential densities are encouraged to be located near or with access to mass transit stations like the Virginia Railway Express, bus routes, and other transit nodes and facilities.
- LU8.2** Support affordable housing incentives with appropriate buffering and design in accordance with the bonus density applicable to each transect.
- LU8.3** Consider travel modes other than the automobile to better connect and integrate residential uses with non-residential uses.
- LU8.4** Strategically designate residential land use to encourage development of housing to accommodate the population growth projections with consideration for expanding affordable housing and multigenerational households.
- LU8.5** Adopt Complete Streets policies that improves safety and mobility in new residential development and study existing neighborhoods that need to improve the local street and pedestrian connections to enhance the community.
- LU8.6** Utilize the Multimodal System Plan to integrate land use and multimodal transportation planning.

CULTURAL RESOURCES

Prince William County promotes the identification, evaluation, and protection of cultural resource sites throughout the County. The County’s list of resources identified by the Board of County Supervisors known to have significant cultural resource value, are given the land use classification of County Registered Historic Site (“CRHS”) in the Comprehensive Plan. Other significant resources include those listed on or determined eligible for listing on the National Register of Historic Places. Development proposals that impact significant cultural resources are to be evaluated with regard to provision of long-term measures to protect the integrity of such resources where appropriate. Development should preserve, renovate, or otherwise restore an archaeological site, historic site, historic structure, or viewshed.

LAND USE POLICY 9: Encourage a land use pattern that supports preservation of cultural, historic and archaeological sites and the goals and objectives of the Cultural Resources Plan.

ACTION STRATEGIES:

- LU9.1** Encourage development densities at the low end of the range of the land use classifications and/or provide context appropriate mitigation adjacent to County Registered Historic Sites (“CHRS”), as reflected on the Long-Range Land Use Map and in the Cultural Resources Plan.
- LU9.2** Evaluate rezoning and special use permit applications within and/or adjacent to CRHS-designated land to determine the appropriate density or intensity, layout, and height of new development.
- LU9.3** Include the American Battlefield Protection Program maps in an appropriate location in the Comprehensive Plan to inform the public of the presence and location of battlefields in Prince William County, as they are presently known to exist.
- LU9.4** Where appropriate, employ the principles of context sensitive design solutions for pedestrian and vehicular networks in areas with cultural resources.

LAND USE POLICY 10: Preserve and enhance the unique architectural and landscape qualities of the County.

ACTION STRATEGIES:

- LU10.1** Encourage design compatibility between new and existing development for commercial development in the County. When there is more than one building on a site, design new commercial structures as a cluster of small-scale buildings to minimize their mass and to blend with existing buildings.
- LU10.2** Use appropriate indigenous plant materials and traditional planting patterns in areas visible from public thoroughfares so that new buildings blend into their landscape surroundings.

- LU10.3** Provide site plans and building designs that protect the existing visual quality and natural resource values that make these areas distinctive.
- LU10.4** Encourage any new development in rural communities to preserve the visual character of the rural landscape by providing appropriate building setbacks, with landscaped/preserved open space occupying the setback area; and preserve important scenic resources—hedgerows, mature trees, farm buildings, walls and fences, and open fields.

LAND USE POLICY 11: Encourage site plans and building designs for new development that enhance the settings of the County Registered Historic Sites, as identified in the Cultural Resources Plan.

ACTION STRATEGIES:

- LU11.1** Design projects to mitigate the adverse effects of development on the architectural and landscape features of archaeological and historic sites and structures when developing properties or adjacent properties.
- LU11.2** Encourage the preservation of views to and from historic properties through the protection of farm fields, meadows, and woodlands.
- LU11.3** Incorporate adaptive reuse of historic structures into new developments, rather than demolition, and provide sufficient land around archaeological and historic sites and structures to preserve the integrity of the site in the historic context.

ECONOMIC DRIVERS

In Prince William County, land use plays a major role in planning for economic development. The Land Use Plan provides direction for development to occur that provides areas for residential uses including affordable and workforce housing, employment opportunities that expand the non-residential tax base, environmental sustainability, and infrastructure investment that, utilized in the right combination, results in a high quality of life. The County's Land Use policies and action strategies are designed with the concept of complete communities which entails bringing together many factors that create places that are enjoyable to live, work, and play. Being in an area that boasts a high quality of life gives businesses the opportunity to attract and retain talented employees.

The Land Use Plan provides a planning framework for our community to build upon existing plans and leverage local assets to improve the quality of life to residents. Prince William County has unique assets that can be used to attract employers and investment. Building on these assets is one of the best ways that the County can stimulate the local and regional economy.

Development proposals that provide for increased targeted employment opportunities, the development and expansion of existing local businesses, and serve to diversify the County's economy are to be encouraged. The Comprehensive Plan encourages economic development in centers consisting of mixed-use projects, planned developments, and improvements that focus public capital improvements in those centers – including the existing residential communities which support them – so that they remain viable, visually pleasing, and prosperous.

Economic drivers are those elements that are critical for achieving a strong local and regional economy. For these economic drivers, the County intends to take a holistic approach that considers all aspects of community life. Consideration should include generating revenue and creating jobs, and strategies addressing housing needs, the environment and sustainability, and access to community services. Three of the main economic drivers associated with land use include:

Dedicated and Supportive Land Use

The Land Use Plan provides a variety of different commercial and industrial uses that create diverse economic opportunity. Location of these uses should be based on intensity and consistency of the compatible uses. Dedicated land uses for specific targeted industries and supportive uses should capitalize on efficiencies, and productivity advantages when marketing to industry specific users. Also, using patterns of clustering or agglomeration of businesses is ideal for attracting similar industries to the County.

Existing and Planned Infrastructure

Existing and proposed infrastructure including transportation, communications, and utility networks are essential in land use decisions related to economic development. Ensuring infrastructure is in place or having mechanisms to finance new or rebuilding infrastructure is critical to the success of new and existing businesses.

Affordable and Diverse Housing Market

Having an affordable assortment of residential opportunities to provide housing to a diverse workforce is essential to drive innovation, productivity improvements, and economic growth. Communities offering a variety of housing options that link these residential areas to entertainment and employment uses can improve the quality of life of residents and offer support to local businesses by attracting new talent and retaining employees through a variety of housing options. These opportunities help facilitate Prince William County's economic development goals.

Land Use Policy 12: Provide for a variety of land uses throughout the County that facilitate the goals of a holistic economic development plan and support various intense uses to attract targeted industries and new commercial development as well as retain existing businesses while considering opportunities to support culturally driven, social, environmental, and economic resilience.

ACTION STRATEGIES:

- LU12.1** Align land use with both residential and non-residential uses to create opportunities in Historically Underutilized Business "HUB" Zones in tandem with encouraging investment and redevelopment.
- LU12.2** Promote land use development targeting resources to support new residential construction with commercial revitalization to facilitate the connectivity of housing with employment opportunities.

- LU12.3** Ensure that the County provides enough properly located lands dedicated for industrial uses exclusive of data centers.
- LU12.4** Promote, retain, and support land use practices associated with agribusiness and agritourism as part of the targeted rural economy.
- LU12.5** Staff should encourage Comprehensive Plan amendments and rezonings that would result in an increase in acreage for prospective targeted industries and mixed-use development in appropriate locations.
- LU12.6** Encourage the provision and maintenance of water, sewer, electricity, transportation, and communications infrastructure to support targeted industries and existing County-based companies at appropriate locations in the County.

LAND USE POLICY 13: Encourage and support agribusiness and agritourism as an integral part of the County's economy and as an opportunity to incentivize the preservation of agricultural land.

ACTION STRATEGIES:

- LU13.1** Implement the Agriculture Forestry District (AF) as a designation to protect and preserve agricultural and forests lands throughout the County.
- LU13.2** Identify and evaluate flexibility of land use classifications that could offer primary or secondary uses that allow co-location of agribusiness and agritourism activities.

EQUITY

The consideration of equity is an important component in Prince William County's Land Use Plan. Equity is defined as "the state, quality or ideal of being just, impartial and fair." The goal of equity is to create conditions that allow all to reach their full potential. Equity in the County is broadly concerned with access to resources and opportunities for all members of the community with emphasis to include those who have been traditionally overlooked or at disadvantage to participate in the process of land use decisions. Equity helps address fairness in providing for affordable housing opportunities as well as access through multimodal opportunities to amenities, healthcare and services. To help address equity in the community, the land use decision making process should include an equity lens. Another important planning tool in achieving equity is placing focus on Equity Emphasis Areas ("EEAs") identified by the Washington Metropolitan Council of Governments ("COG"). EEAs are defined as locations characterized by high concentrations of low-income individuals, people of color, and individuals for whom English is not their primary language.

In Prince William County, there are 17 census tracts identified as Equity Emphasis Areas (see Figure 3). EEAs should be prioritized for special consideration in local planning and decision making to further accessible, livable, sustainable, and prosperous communities.

In addition to these Equity Emphasis Areas, consideration should include focus on opportunities to reduce food deserts that exist throughout the County. A food desert is defined by the US Department of Agriculture (“USDA”) as “a low-income census tract where a substantial number or substantial share of residents does not have easy access to a supermarket or large grocery store.” A map of these food desert locations in the County can be found in Figure 4. According to the USDA, healthy food is defined as “fruits, vegetables, whole grains, low-fat milk, and other foods that make up the full range of a healthy diet.”

Three of the common factors used in determining food desert locations include:

Accessibility: How many healthy food sources there are in one area, or how far away the closest healthy food source may be.

Individual barriers: A person’s own unique restrictions that may prevent them from accessing healthy food, such as not enough time in their schedule or lack of necessary funds to purchase food.

Neighborhood indicators: Determining factors such as reliable and abundant public transportation, or if average neighborhood incomes are near or below the poverty line.

According to the recent, “Countywide Grocery Store Market Analysis” prepared for the Prince William County Department of Economic Development, “within Prince William County where grocery stores are not conveniently located. Specifically, the Triangle and South Woodbridge areas are prime for new grocery stores.” Utilizing the data from this report will help guide future grocery store markets in areas needed throughout the County.

Altogether, incorporating land use policies that align with goals identified by COG’s Equity Emphasis Areas, the County’s 2021-2024 Strategic Plan, and the intent to reduce food desert locations throughout the County can demonstrate the land use consistency of commitment by County’s departments and agencies to addressing equity as part of the decision-making process.

LAND USE POLICY 14: Advocate for land use policies that increase affordable housing options, access to amenities and open public spaces, and encourage the development of healthy neighborhoods that enhance quality-of-life for all residents.

ACTION STRATEGIES:

LU 14.1 Affordable housing should be provided in proximity to employment opportunities and availability to transit.

- LU 14.2** Identify communities with unmet LOS needs and develop a plan to equitably meet those needs.
- LU 14.3** Land use and development decisions should involve an equity lens to be consistent, predictable, fair, and cost effective, while addressing impacts associated with gentrification.
- LU 14.4** Encourage as part of any redevelopment or revitalization efforts to identify appropriate opportunities to expand the supply of usable and accessible open space in the area through improvements to existing open space areas and the development of new public spaces.

LAND USE POLICY 15: Identify and acknowledge communities that may not have equitable access to amenities, resources, or opportunities to better understand existing conditions as well as the area's history while directing planning efforts to address these deficiencies.

ACTION STRATEGIES:

- LU 15.1** Identify Equity Emphasis Areas within Prince William County and incorporate these areas into the County's GIS mapping system.
- LU 15.2** Identify effective opportunities to engage individuals of communities identified as Equity Emphasis Areas.
- LU 15.3** Provide enhanced mobility and accessibility options to the traditionally underserved population groups in the EEAs.
- LU 15.4** Establish methods for benchmarking equity and measuring outcomes in specific areas of the County and Countywide planning.
- LU 15.5** Study and identify food desert locations throughout the County using the USDA's methodology, County GIS, and utilize the Prince William County Department of Economic Development's Grocery Store Market Analysis and Study to explore opportunities to improve accessibility to affordable and healthy food are provided.
- LU 15.6** Utilize flexibility of uses in land use classifications that encourage economic and community-based opportunities such as farmer markets as an interim strategy to minimize the impacts of food desert locations.

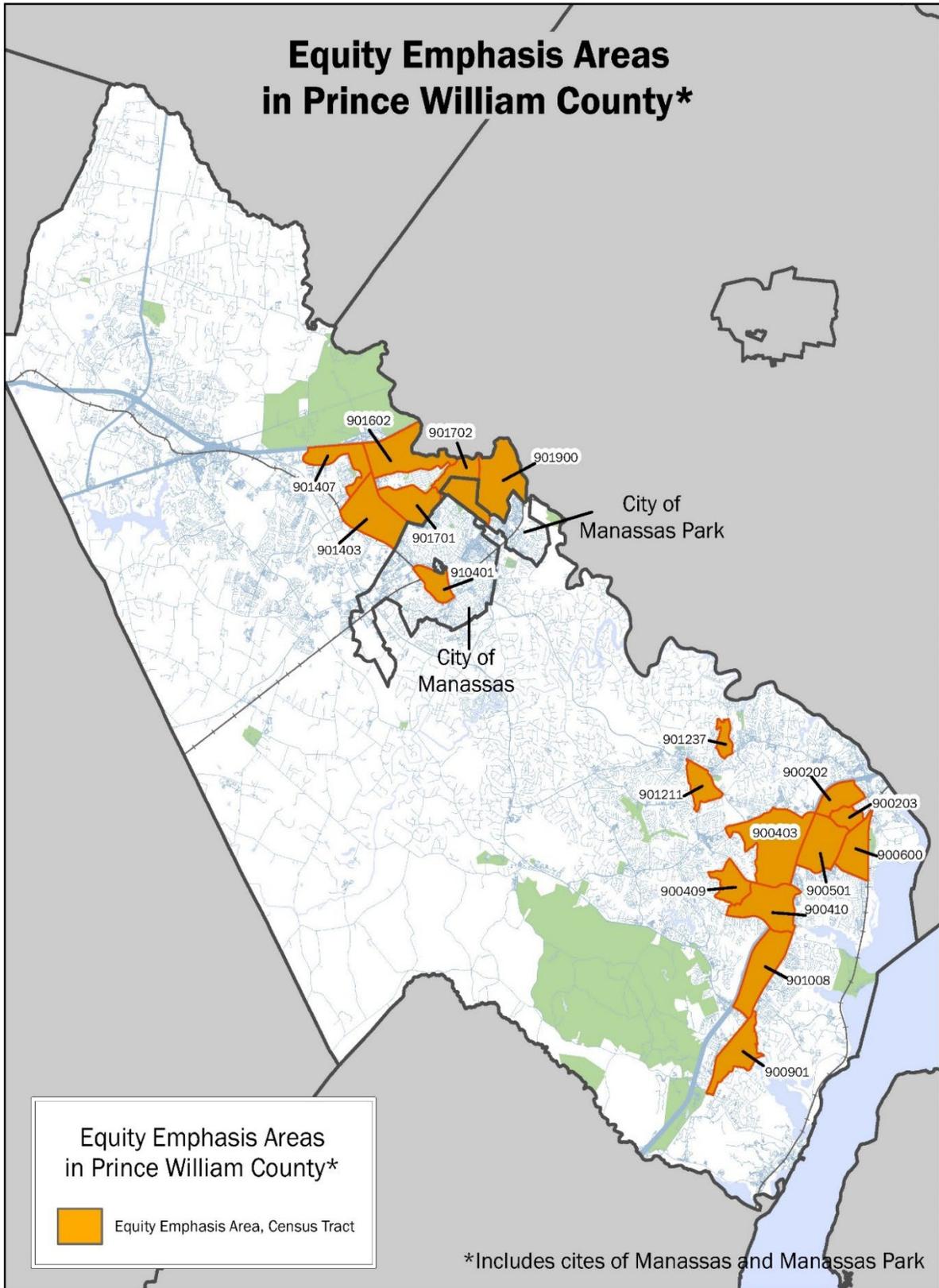


Figure 3: Equity Emphasis Areas

LAND USE CHAPTER

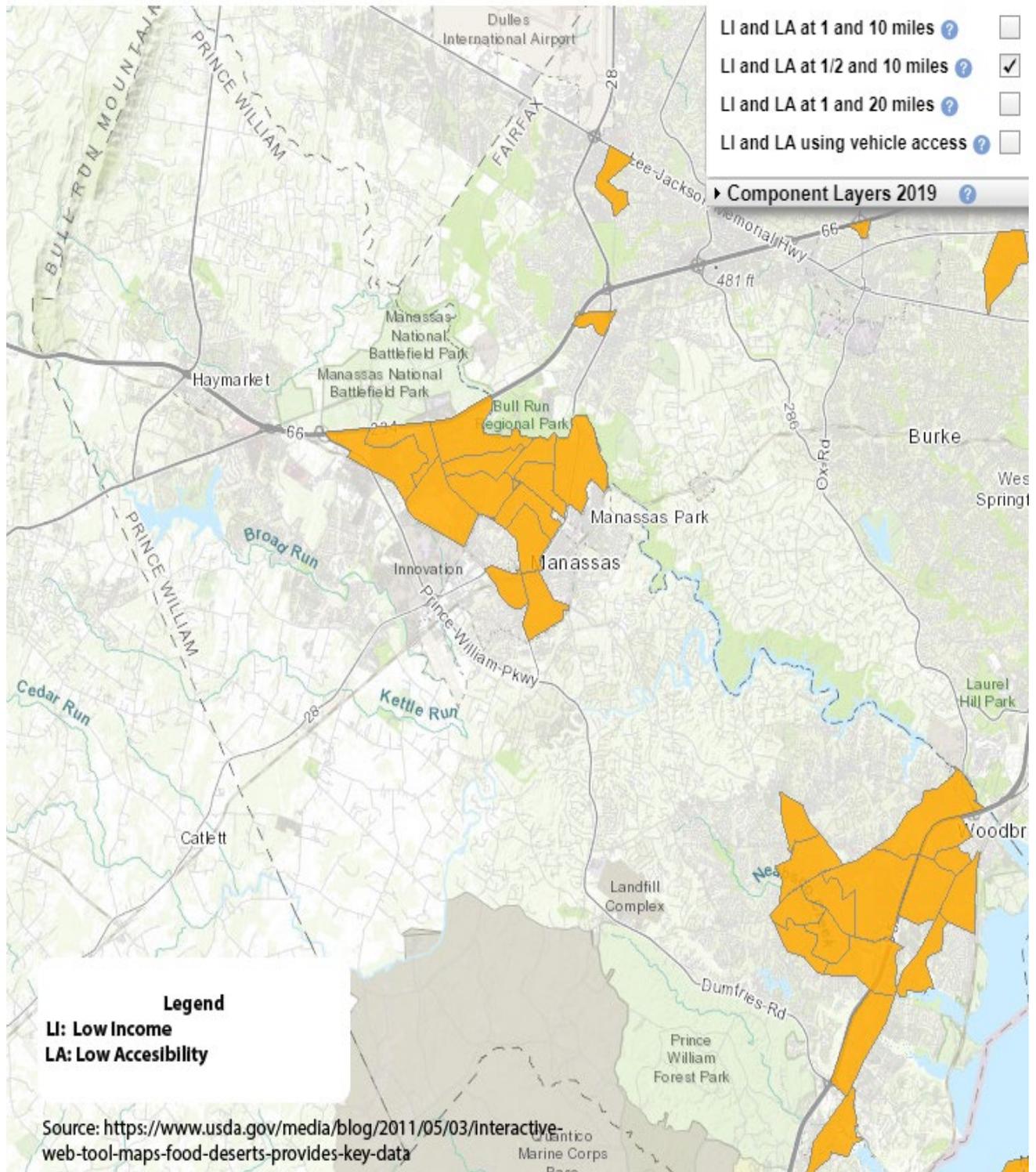


Figure 4: Food Desert Locations

ENVIRONMENTAL JUSTICE

Environmental justice (“EJ”) is defined by the U.S. Environmental Protection Agency (“EPA”) as “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

The intent of EJ is to help achieve fairness and balance in access to environmental resources, in bearing environmental burdens, and in participating in environmental decision-making. Often minority and low-income communities have less access to resources and experience more burdens than others due to factors such as systemic racism, poverty, and direct access to political power. Equitable policies do not distribute resources equally or relieve burdens equally — they seek to address the imbalance that groups experience.

LAND USE POLICY 16: The land use decision making process should include consideration of mitigating localized environmental and public health impacts, especially in low-income and people-of-color communities.

ACTION STRATEGIES:

- LU 16.1** Develop a checklist to use as part of the land use planning, zoning, and permitting review process that will consider mitigation of localized environmental and public health impacts, especially in low-income and people-of-color communities.
- LU 16.2** Public outreach should involve a variety of methods in the effort to reach all members of the community especially those underserved and those most likely to be impacted by a land use project.

SUSTAINABILITY

According to the EPA, sustainability is the management of resources that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainable development is the process for improving the long term economic, environmental, and social well-being of a community through wise land use planning. The traditional sprawling growth pattern of low-density development, which disperses residents over a wide area, consumes resources at a rate greater than can be replenished and is not sustainable. To address this concern, the County’s Land Use Plan will integrate other elements such as energy use, environment, housing, infrastructure, and transportation considerations toward a common goal of building and establishing lasting communities and neighborhoods and meeting the County’s Climate and Resiliency goals.

Below is a Venn Diagram showing both the cooperative and competitive interests associated with sustainability. The goal of successful sustainability involves balancing these interests to meet the present and future needs of community.

- Economic growth and resilience
- Affordability
- Energy security and reliability
- Infrastructure
- Workforce



- Water quality and quality
- Climate & Air quality
- Soil quality
- Greenhouse gas emissions
- Preservation

- Diversity of Jobs
- Living Wages
- Access to Amenities
- Affordable Housing Options
- Community Education
- Quality of Life

Figure 5: Sustainability Venn Diagram

LAND USE POLICY 17: Promote sustainable land development that provides for a balance of economic opportunity, social equity including environmental justice, and protection of the natural environment.

ACTION STRATEGIES:

- LU17.1** Encourage a mix of complementary land uses and project designs that address the long-term sustainability including cultural, environmental, and economic health of both the individual development and the broader community.
- LU17.2** Residential subdivisions should be planned to conserve open space and natural resources, protect agricultural operations, reduce impervious footprints, use sustainable development practices, and provide community amenities, where appropriate and consistent with applicable laws.
- LU17.3** Encourage land use activities and patterns, such as buffers and open space, to protect surface and groundwater resources.
- LU17.4** Encourage development projects to restore, connect, and protect natural habitats and sensitive lands.
- LU17.5** Encourage adaptatively reuse of significant architectural resources for housing or community facilities.
- LU17.6** Provide complete streets in new development that offer multimodal transportation systems designed and operated to accommodate all users with less reliance on the automobile to reduce carbon emissions.
- LU17.7** Promote the adaptive use of existing buildings and infill development as effective sustainable best practices to minimize development pressures on undeveloped areas.

LAND USE POLICY 18: Encourage a land use pattern that incorporates and protects environmental features in accordance with the goals and objectives of the Environment Plan of the Comprehensive Plan, Prince William County's 2021-2024 Strategic Plan, and contributes to the County's Climate and Resiliency goals.

ACTION STRATEGIES:

- LU18.1** Integrate new development into the natural landforms and encourage minimizing the amount of impervious surface areas in new development.
- LU18.2** Encourage using low maintenance pervious paving and, when appropriate, remove paved areas in existing developments to minimize runoff.
- LU18.3** Recognize existing forest areas as important features for carbon sequestration, protecting water quality, contributing to the overall beauty of the County, and promoting ecological diversity.
- LU18.4** Preserve and protect the natural terrain, drainage, and canopy areas in new development in accordance with the action strategies of the Environment Plan.

- LU18.5** Preserve historic and champion trees and other specimen trees in cooperation with the County Arborist.
- LU18.6** Encourage the integration of public open space areas with neighboring properties to avoid fragmentation of open spaces and natural areas.
- LU18.7** Encourage the placement of buildings or other appropriate mitigation to minimize impacts to Environmental Resource Protection Areas, particularly near important natural resource areas, such as perennial streams.
- LU18.8** Align new roads to follow the natural contours of the land. Consider DCSM road standards that will allow greater preservation of the natural terrain and vegetation especially areas with mature trees.
- LU18.9** Encourage re-vegetation with appropriate indigenous species and the restoration of natural landscape features to mitigate the negative impact of development on native plant and animal communities.
- LU18.10** Encourage the control of exotic nuisance plant species, where appropriate.
- LU18.11** Protect and improve water quality through the application of stormwater control measures for new development and redevelopment projects.

LAND USE POLICY 19: Encourage sustainable land use development that reduces Greenhouse Gas “GHG” emissions and the carbon footprint of development.

- LU19.1** Aspire to attain the COG targets for reduction in GHG emissions, attaining renewable sources goals ,and other action strategies of the Sustainable Growth goals as identified in the Prince William County 2021-2024 Strategic Plan, through land use planning best practices.
- LU19.2** Encourage land use development that offers multimodal options, including emphasis on pedestrian and bicycle facilities, advanced transportation technology, and alternative fuel sources.
- LU19.3** Encourage site development to use energy efficient and low impact design through the use of environmental features and landscaping.
- LU19.4** Promote the use of alternative energy sources, including renewable energy technology, microgrids, and energy storage that reduce the dependence on high emission energy sources and can provide systematic energy resilience.
- LU19.5** Evaluate and consider amending the Design and Construction Standards Manual to include design guidelines and incentives for energy efficiency for new and renovated buildings.
- LU19.6** New public facilities, rezoning, and special use permit applications should include designs that provide energy efficient construction of buildings that minimize the carbon footprint and explore the use of renewable energy when feasible.

- LU19.7** Implement a retrofitting program for energy efficiency for all County facilities.
- LU19.8** Promote reforestation rural, semi-rural, and suburban areas to store forest carbon and restore watershed integrity and promote tree planting to increase tree canopy in urban areas to combat the urban heat island effect.
- LU19.9** Encourage high density development and the majority of future growth to occur within adopted Small Area Plans areas, Activity Centers, and Redevelopment Corridors.

PLACE TYPES (DEVELOPMENT PATTERNS AND CONCEPTS)

The Land Use Plan refines the County's policies to better adapt to rapid changes in technology, demographics, and market factors without losing sight of the County's vision and goals. Central to this more adaptable, enduring approach to land use is the “place type” concept.

The place type approach provides a way to shape the future of Prince William County by emphasizing contextual elements such as appearance, character, form, and sense of place rather than focusing only on specific uses. Place type categories define elements including the density that is associated with each distinct area throughout the County.

Place types provide the design intent and key planning and design parameters related to how each place will be developed—with a desirable mix of land uses, public spaces, roads, parking, and other infrastructure.

One important concept related to placetypes is mobility connectivity. Multimodal systems are one of the best ways to ensure this relationship between land use and transportation interact in a collaborative arrangement.

The Virginia Department of Rail and Public Transportation (“DRPT”) has published the **Multimodal System Design Guidelines** which provides a holistic framework for multimodal planning and best practices for identifying centers of activity, designating connected networks for all travel modes, and designing and retrofitting multimodal corridors.

Core to the concept of multimodal systems is the use of Transects to describe the range of natural and built environments from the countryside to the urban mixed use or town centers as a set of bands of uniform density called Transect Zones or “T-Zones”. Each T-Zone defines a consistent scale of density and intensity of development and the whole complement of streets, buildings, and open space that goes along with that level of intensity. “Density” refers to the total or average number of people or households in a given unit of two-dimensional area (such as an acre), while “intensity” describes the amount of constructed building volume in each unit of two-dimensional area. Density focuses on people, while intensity focuses on the built form.¹

¹ DRPT, Multimodal System Design Guidelines, March 2020.

Within the Multimodal System Design Guidelines, the system of Transect densities has been used to define the types and surrounding contexts of both Multimodal Centers and Multimodal Corridors. This transect approach identifies and allocates elements of rural to urban development and their suitability to varying environments. The rural to urban transect explains the continuum of densities from the more populated urban areas to the less populated rural communities. Using these planning tools to guide growth creates both a better quality of life within communities and better environmental practices across all scales.

An illustration of the Rural to Urban transect spectrum can be found in Figure 6.

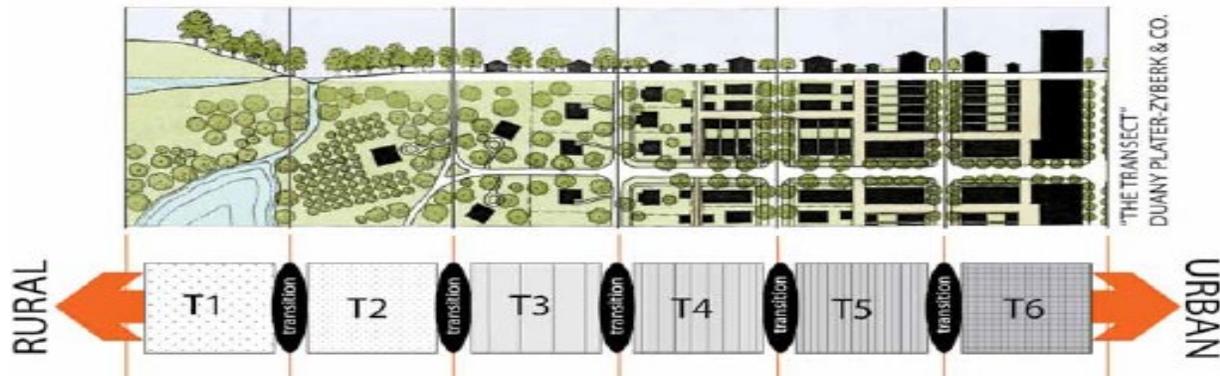


Figure 6: Rural to Urban Spectrum

The rural-to-urban transect table provides the potential to create both a better quality of life within communities and better environmental practices across all scales. This transect approach identifies and allocates elements of rural to urban development and their suitability to varying environments.²

² DRPT, Multimodal System Design Guidelines, March 2020.

Form Element/Transects	T-0	T-1A	T-1 or T-1B	T-1C	T-2	T-3	T-4	T-5	T-6
Target Residential Density	1 du/10 acre (Ten-acre lots)	1 du/5 acre (Five-acre lots)	1 du/2 acres (Two-acre lots)	2 du/ 1 acres (Half-acre lots)	1-4 du/acre (Quarter-Acre lots)	4-12 du/acre (3,630 sf per unit density to quarter-	8-24 du/acre (1,815 sf per unit density to 5,445 sf per unit)	20-50 du/acre (871 sf per unit density to 2,178 sf per	50-100 du/acre (435 sf per unit density to 871
Target Net FAR	0-0.01	0-0.02	0-0.03	0-0.05	0.05-0.23	0.23-0.57	0.57-1.38	1.38-2.30	2.3+
Target Building Height	1-2 Stories	1-2 Stories	1-2 Stories	1-3 Stories	1-3 Stories	3-5 Stories	4-8 Stories	6-12 Stories	8-20 Stories
Activity Density* (jobs+people/acre)	0-1/acre	0-1/acre	0-3/acre	0-5/acre	1-10/acre	10-25/acre	25-60/acre	60-100/acre	100+/acre
Preferred Transit Technology	<i>Demand Response</i>	<i>Demand Response</i>	<i>Demand Response</i>	<i>Demand Response</i>	<i>Demand Response</i>	<i>Fixed Bus Route</i>	<i>Express Bus</i>	<i>BRT/LRT</i>	<i>LRT/Rail</i>
<p>Note: Conservation Residential are required to meet a higher open space requirement so lot sizes will be smaller than indicated above.</p> <p>*Activity Density is used by the County to evaluate transit supportive density and should not be applied to individual projects.</p>									

Figure 7: Table of Form Elements Associated with Transects

The Land Use Plan identifies specific Transect densities for each area of the County. The Activity Density is the sum of people and jobs in the area divided by the acreage, yielding a total density of jobs plus people per acre. These figures are used for projections in Land Use and Transportation planning.

The Activity Densities for each Transect Zone reflect both existing and future densities, although the future, planned land uses and densities are the primary consideration in the development of the Mobility and Level of Service sections of this Plan. Activity Density is used by the County to evaluate transit supportive density and should not be applied to individual projects.

The final core concepts used in these Guidelines are those of the Transect and Activity Density. The Activity Densities for each Transect Zone can reflect either existing or future densities, although typically future, planned densities should be considered in the development of a Multimodal System Plan. ³ The data is at the Census block level and shows the sum of jobs and population in each Census block. The pattern of densities in the map highlights the real-world variability of densities on a block-by-block basis. ⁴

Based on the analysis of a wide variety of potential Multimodal Centers in the Commonwealth of Virginia according to these basic metrics of Activity Density, the following six Multimodal Center types and corresponding densities have been defined for these Guidelines to establish a basic palette of place types for planning purposes. ⁵

³ DRPT, Multimodal System Design Guidelines, March 2020.

⁴ Ibid.

⁵ Ibid.

P-6	Urban Core
P-5	Urban Center
P-4	Large Town or Suburban Center
P-3	Medium Town or Suburban Center
P-2	Small Town or Suburban Center
P-1	Rural or Village Center
SP	Special Purpose Center

Figure 8: Six Multimodal Center Types

Within the Multimodal System Design Guidelines, the system of Transect densities has been used to define the types and surrounding contexts of both Multimodal Centers and Multimodal Corridors.

Multimodal System Plan is an integrated land use and multimodal transportation plan that helps ensure that there is a connected circulation network for all travel modes.⁶ A Multimodal System Plan can combine all of the existing land use and transportation plans into a unified whole. The Multimodal System Plan neither establishes any new policies or changes any existing policies – it merely assembles existing land use and transportation policies into a single unified plan.⁷

⁶ DRPT, Multimodal System Design Guidelines, March 2020.

⁷ Ibid.

Multimodal Corridor Design

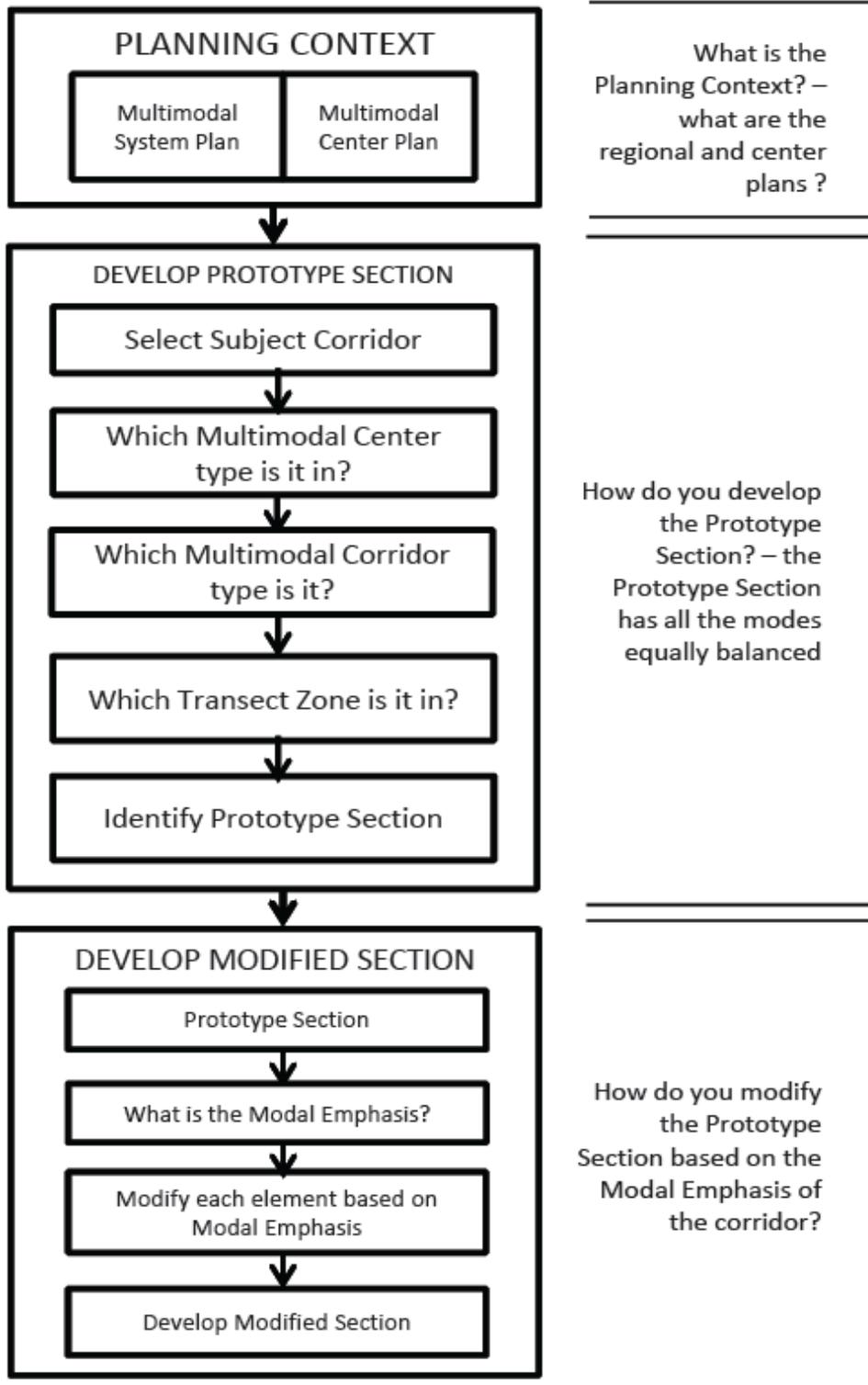


Figure 9: Multimodal System Plan

LAND USE CHAPTER

In the Multimodal System Plan, there are three multimodal classifications: Districts, Centers, and Corridors. Figure 10 is a map showing the different Districts, Activity Centers, and Redevelopment Corridors in Prince William County.

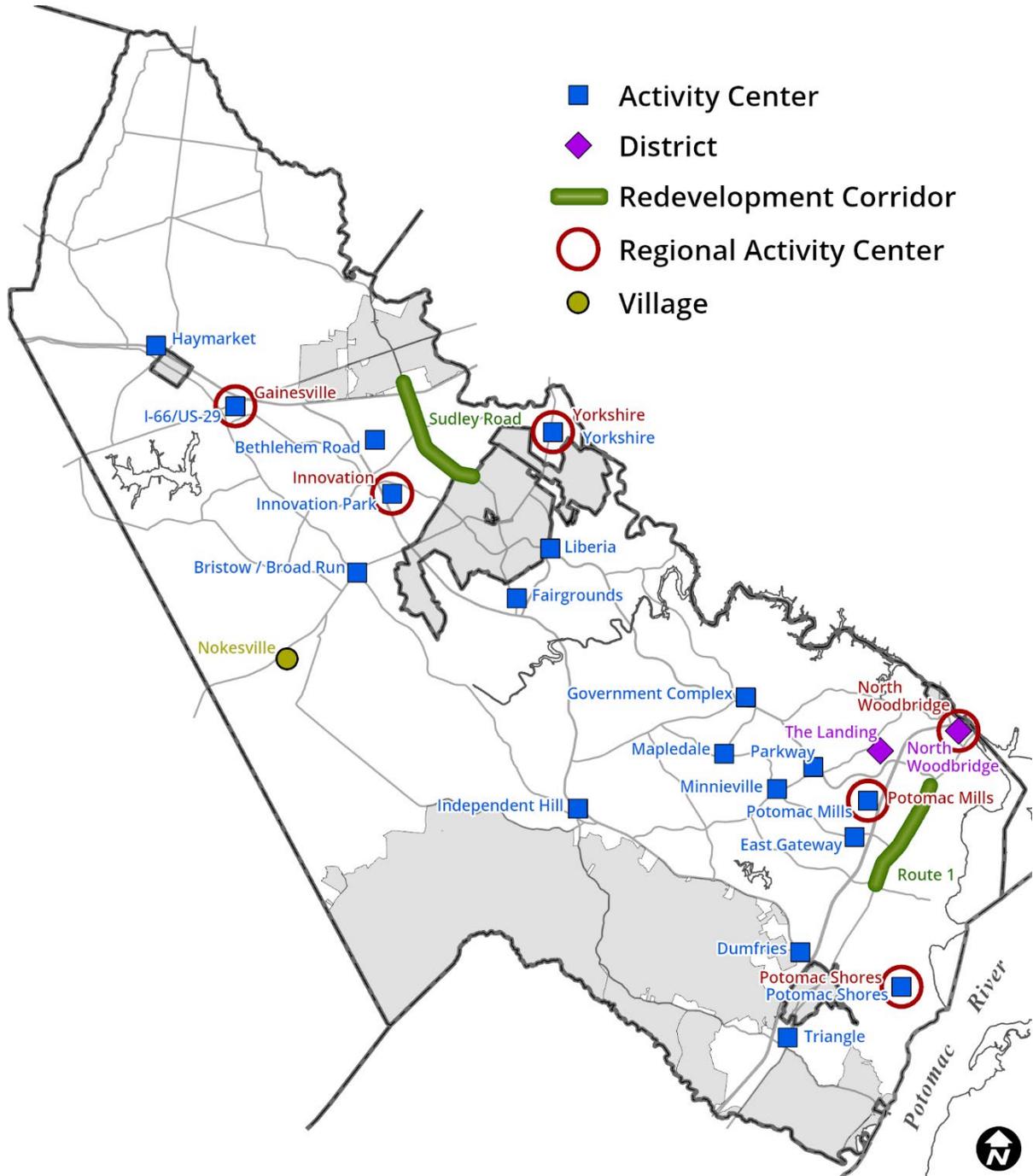


Figure 10: Districts, Centers, Redevelopment Corridors in Prince William County

MULTIMODAL DISTRICTS

Multimodal Districts are generally broad land areas designated by a locality or region to have at least a moderate level of multimodal connectivity, either now or in the future. Multimodal Districts are typically areas having moderate to high Activity Density, and they may overlap with areas defined by local policy documents as urban growth boundaries, service districts, or mixed use neighborhoods.

MULTIMODAL CENTERS (ACTIVITY CENTERS)

Multimodal Centers are defined as a smaller area than a district having, either now or in the future, a moderate level of multimodal connectivity with good multimodal characteristics. These areas are the locations that serve areas within the County such as nodes within a Small Area Plan area or near major employment centers. These areas will provide supplemental future growth while playing a major role in achieving the goals associated with the Smart Growth Principles.

Multimodal Centers are much more compact nodes than Multimodal Districts and consist of localized centers of activity and density, whether population, employment, or activities (retail, civic, or other activity-generating uses). Served by existing or future transit (although in low-intensity centers this may not be possible). One of the primary characteristics of a Multimodal Center is a mixture of land uses. The County has identified twenty activity centers throughout the County and provided generalized land use policies for these multimodal centers. Of the twenty activity centers, nine areas were studied in more detail and these locations are shown on the map in Figure 10.

The Activity Centers studied include Bethlehem Road, Dumfries (Route 234), Fairgrounds, Haymarket (I-66 and US-15), I-66 & Route 29, Liberia Avenue, Potomac Mills, Yorkshire, and the Government Complex.

Additional Activity Centers that were incorporated into the Land Use Map and could be candidates for further study include; Ashland and Montclair, Braemar, Bristow, Dillingham Square, Judicial Center, Old Bridge & Route 123, Potomac Shores, Potomac Town Center, Rippon VRE, Southbridge and Tacketts Mill. Maps of these respective areas can be found on pages 33-43.

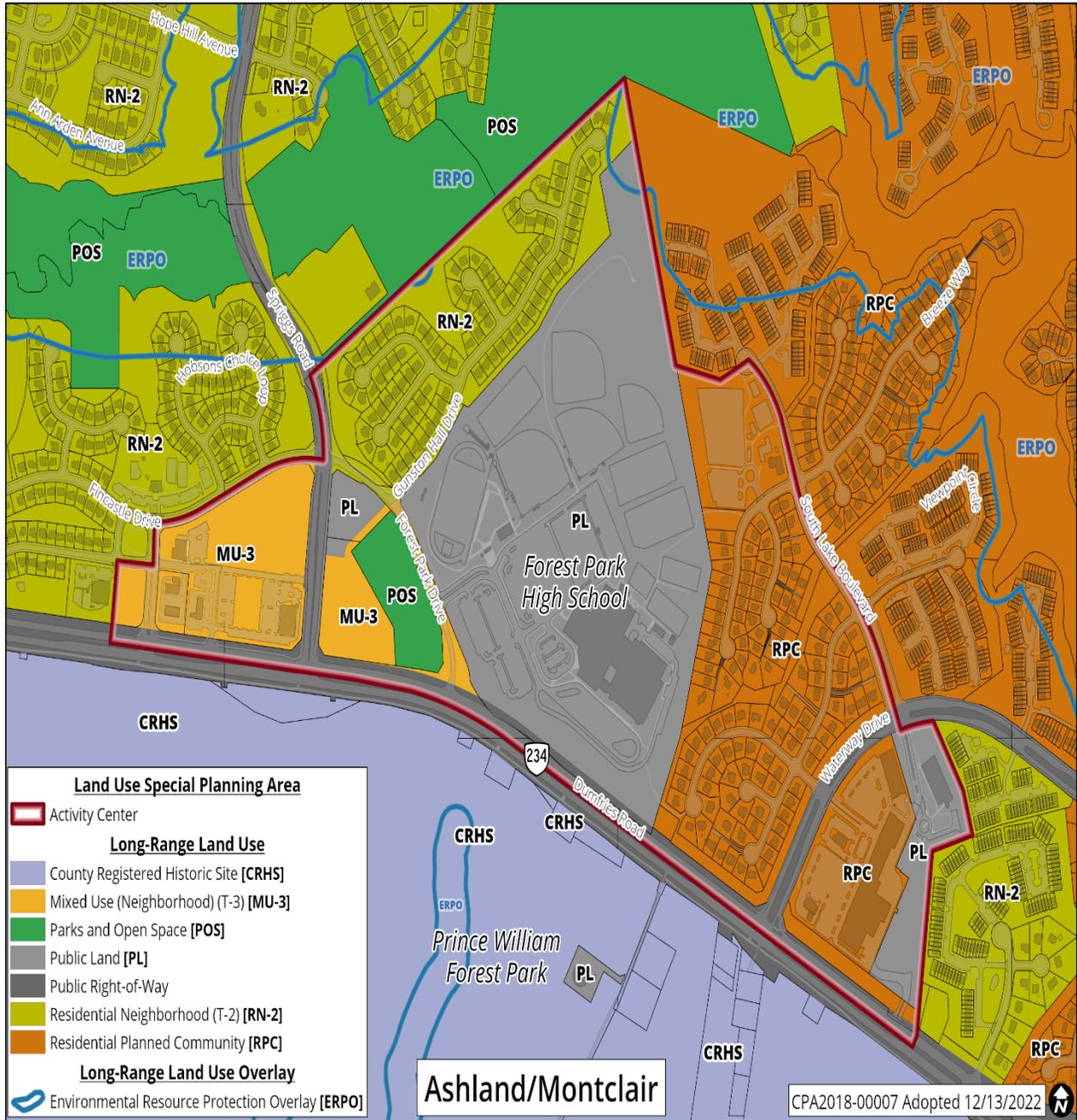


Figure 11: Ashland -Montclair Activity Center

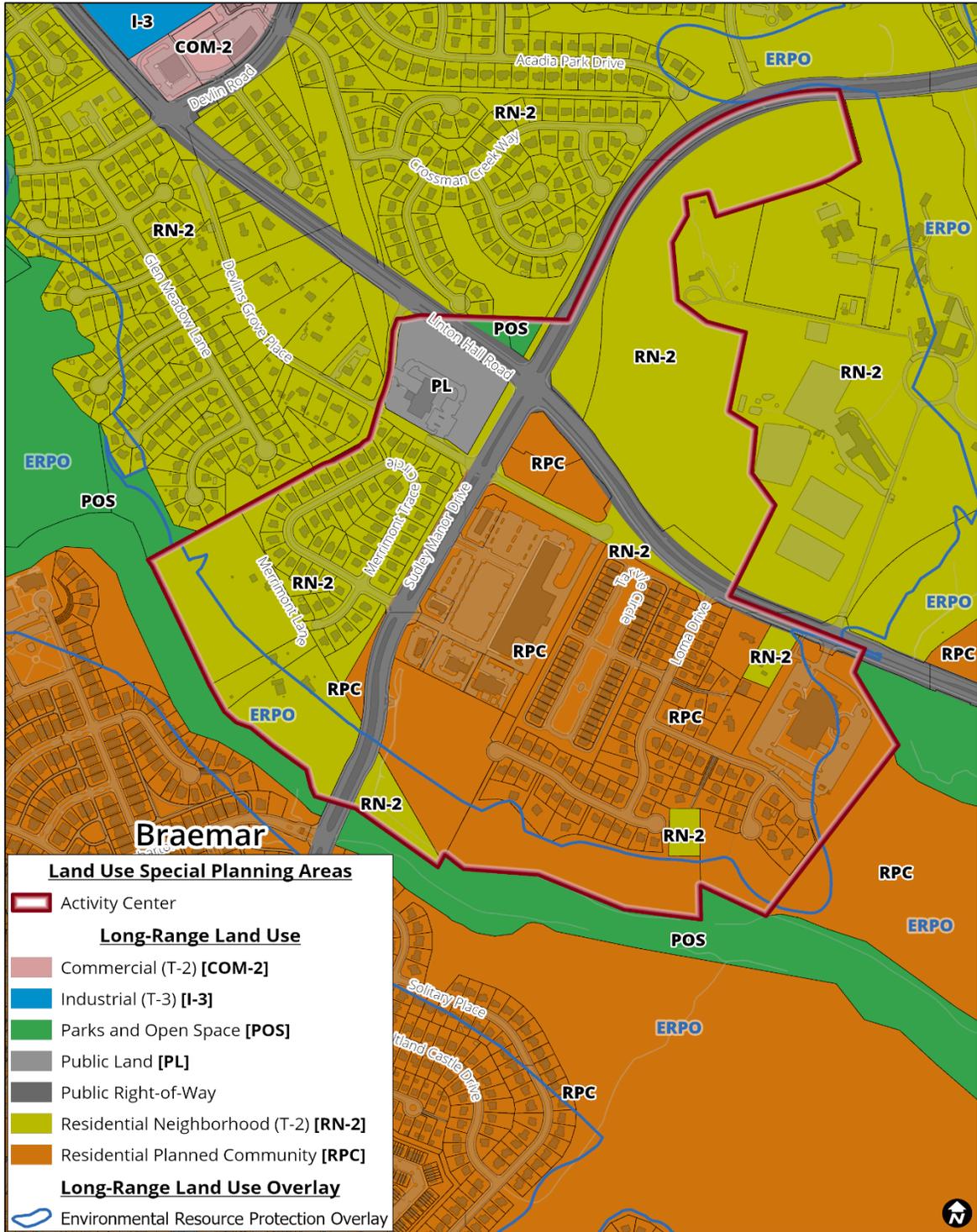


Figure 12: Braemar Activity Center

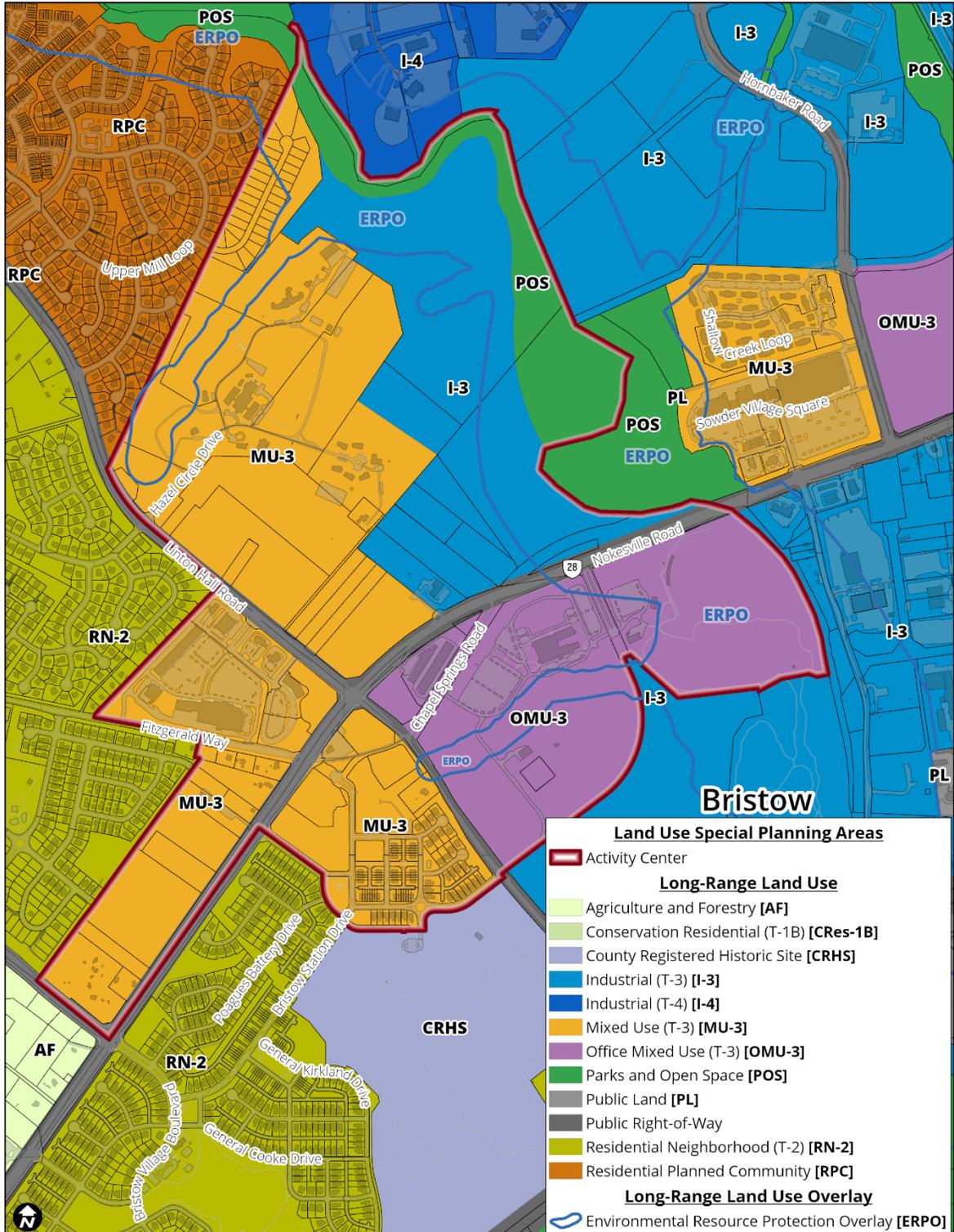


Figure 13: Bristow Activity Center

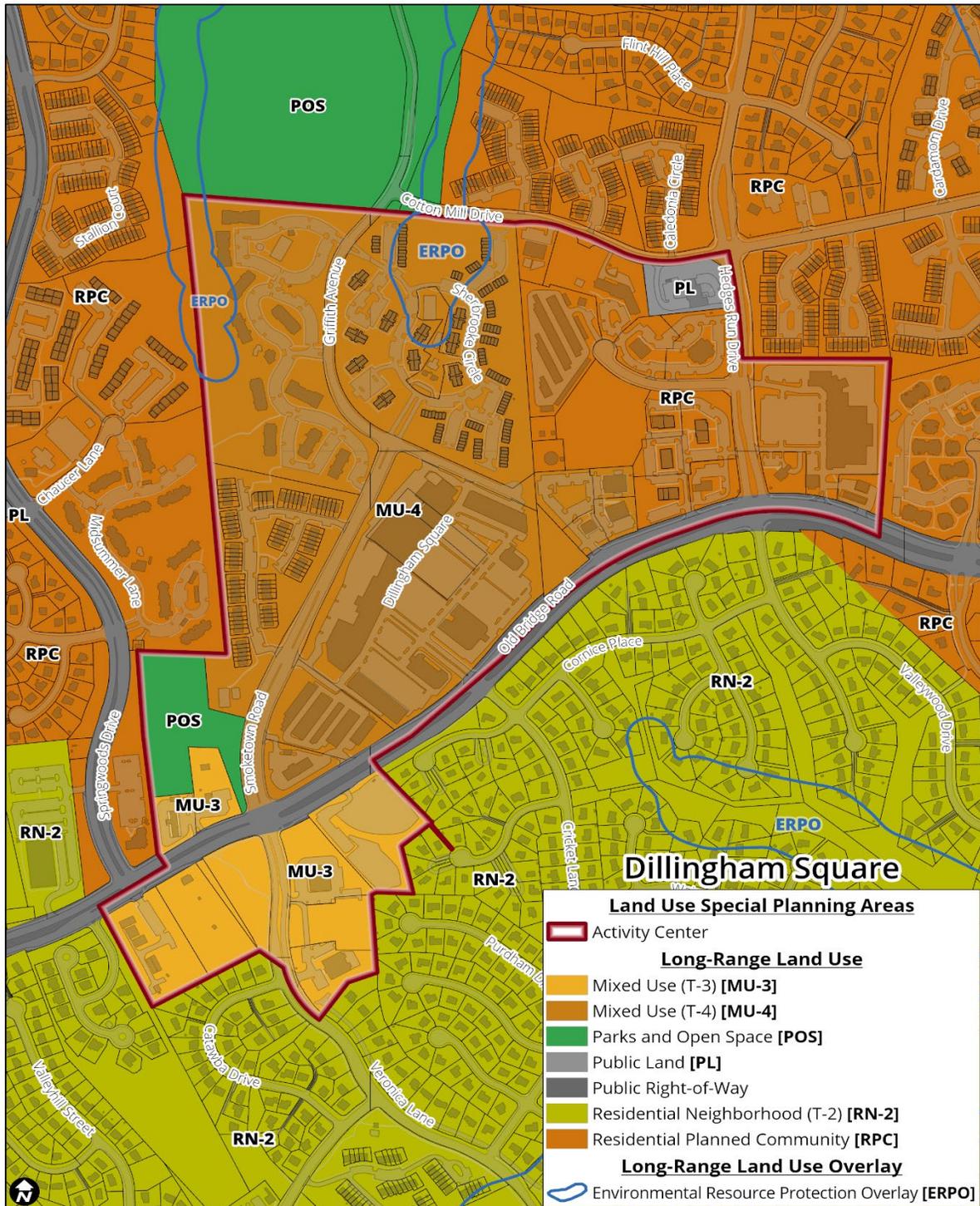


Figure 14: Dillingham Square Activity Center

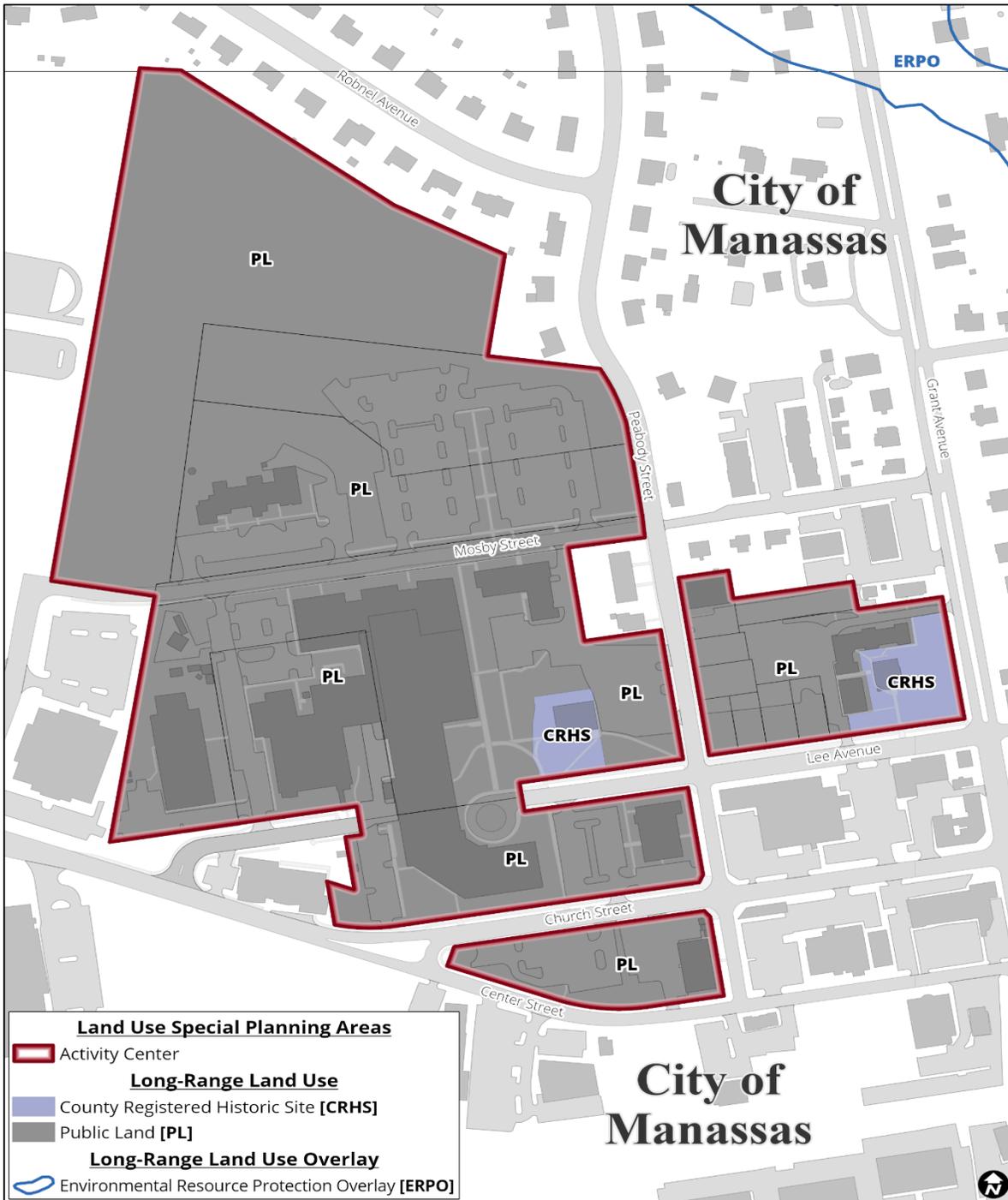


Figure 15: Judicial Center Activity Center

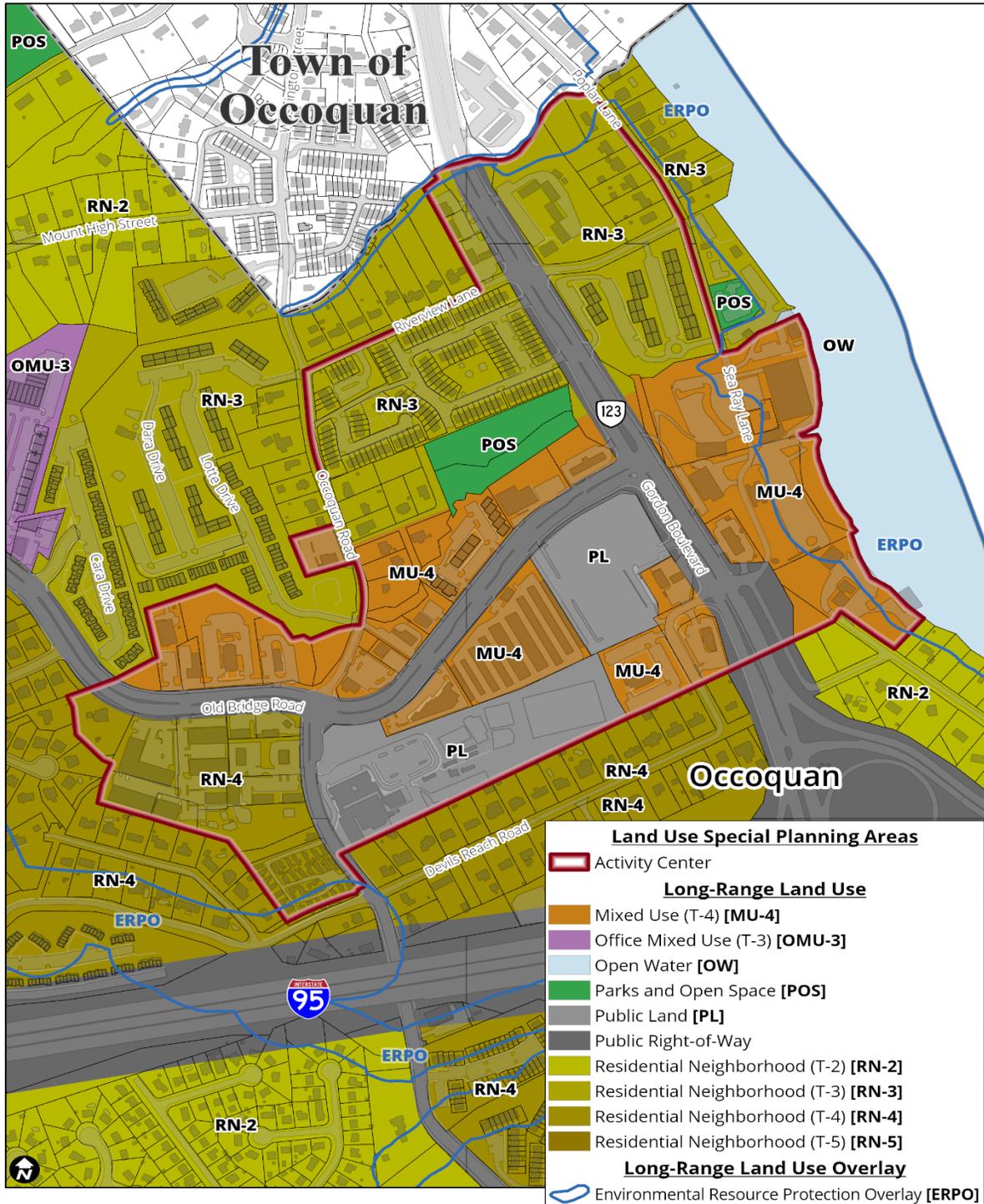


Figure 16: Old Bridge/Route123 Activity Center

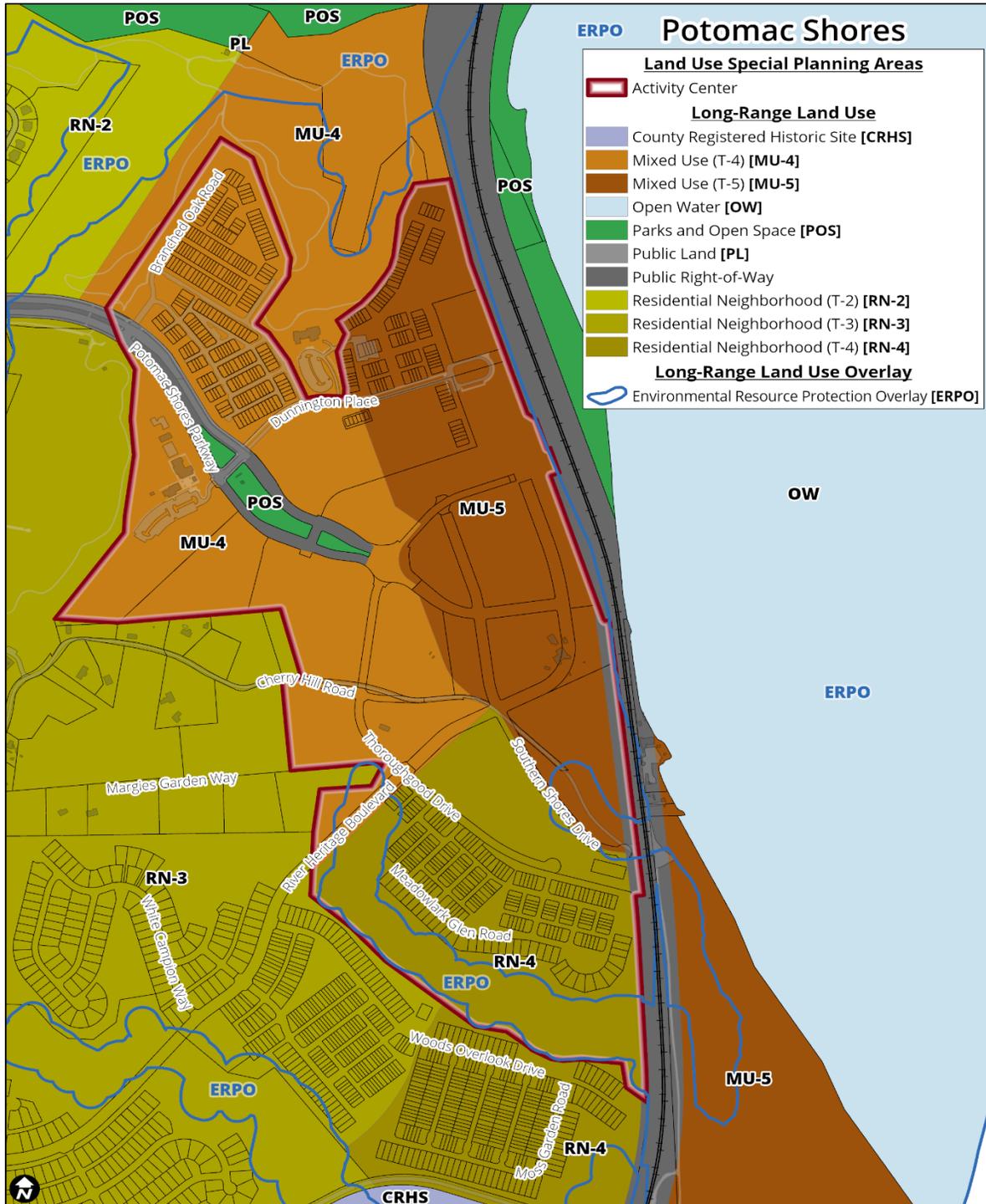


Figure 17: Potomac Shores Activity Center

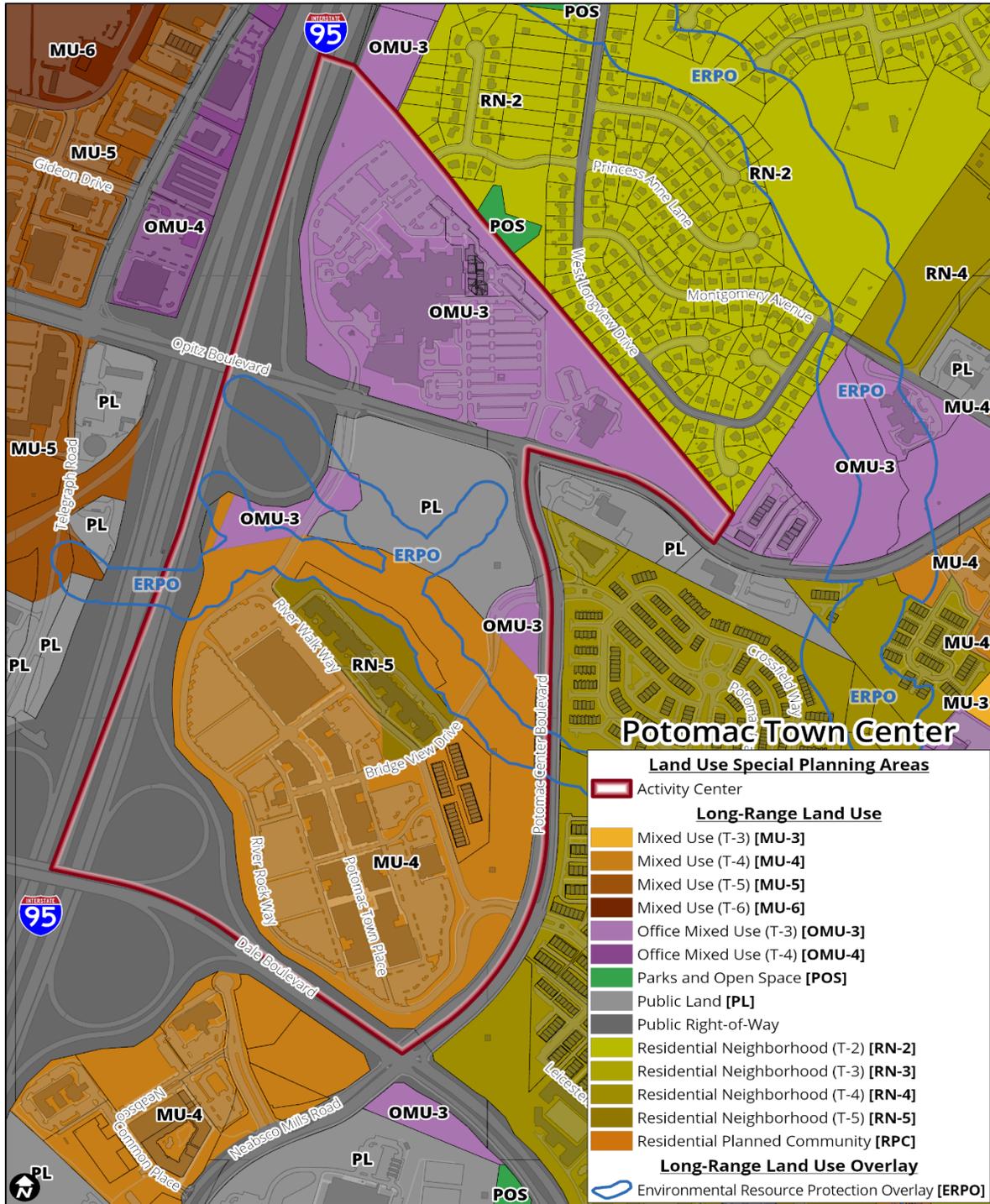


Figure 18: Potomac Town Center Activity Center

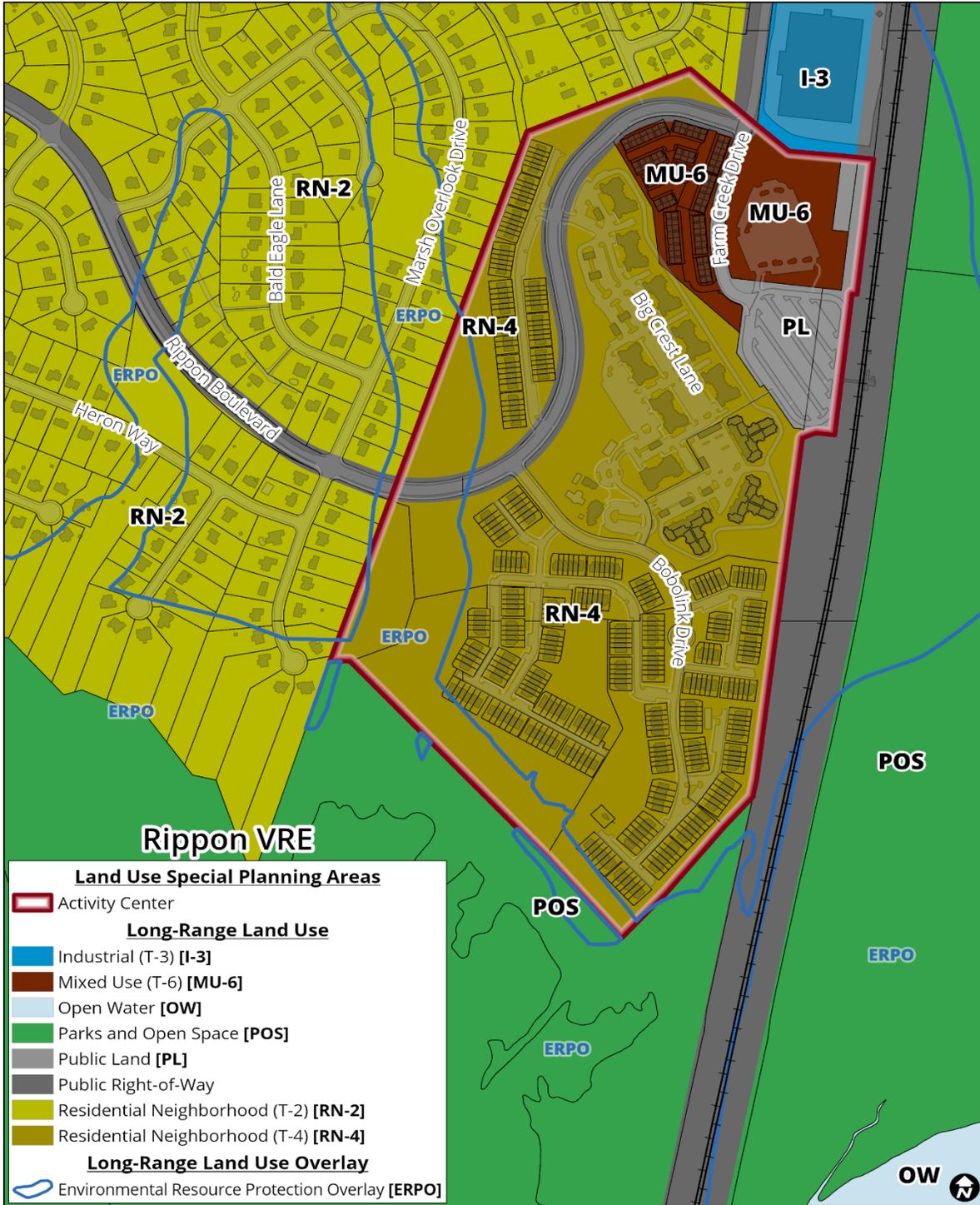


Figure 19: Rippon VRE Activity Center

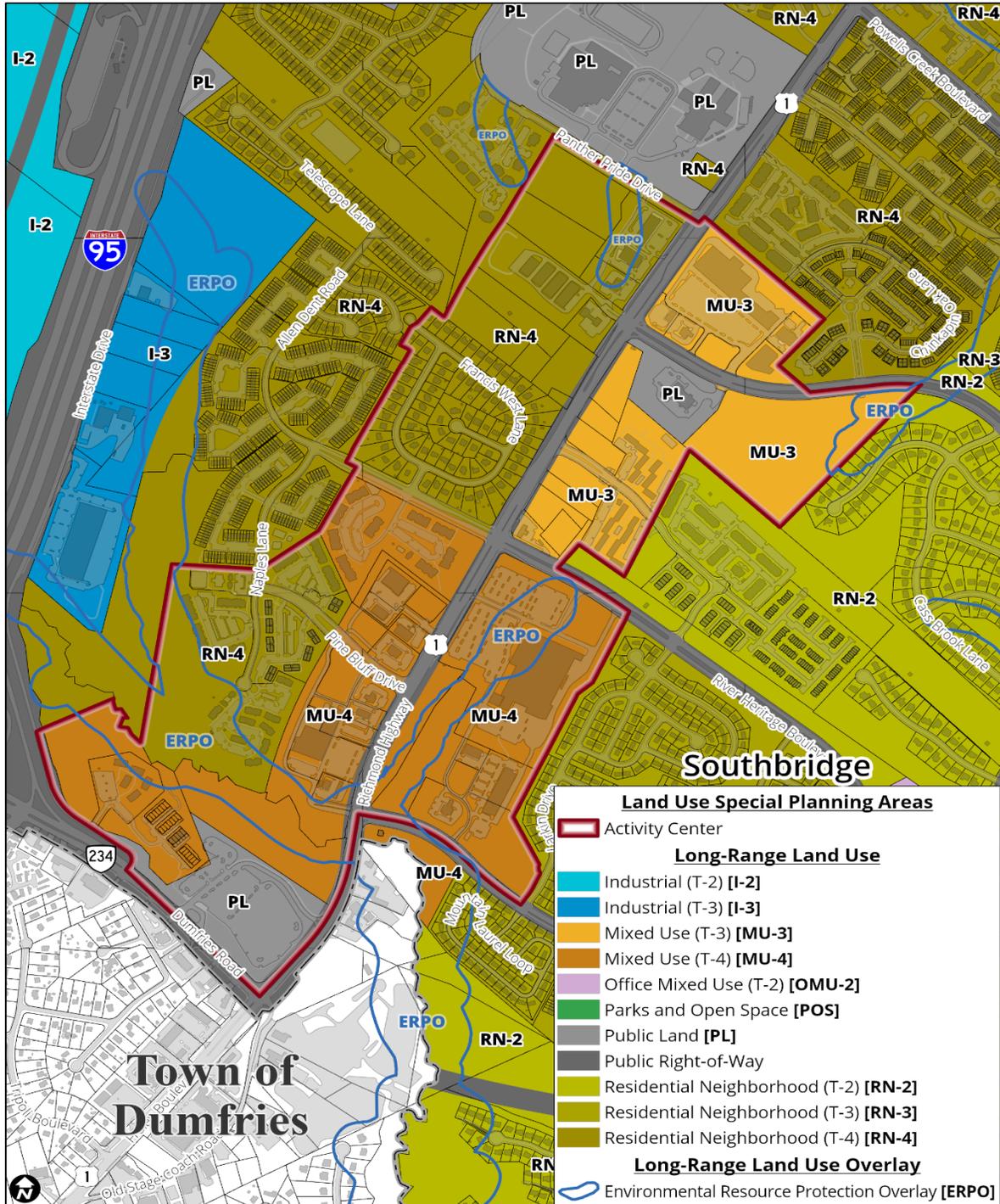


Figure 20: Southbridge Activity Center

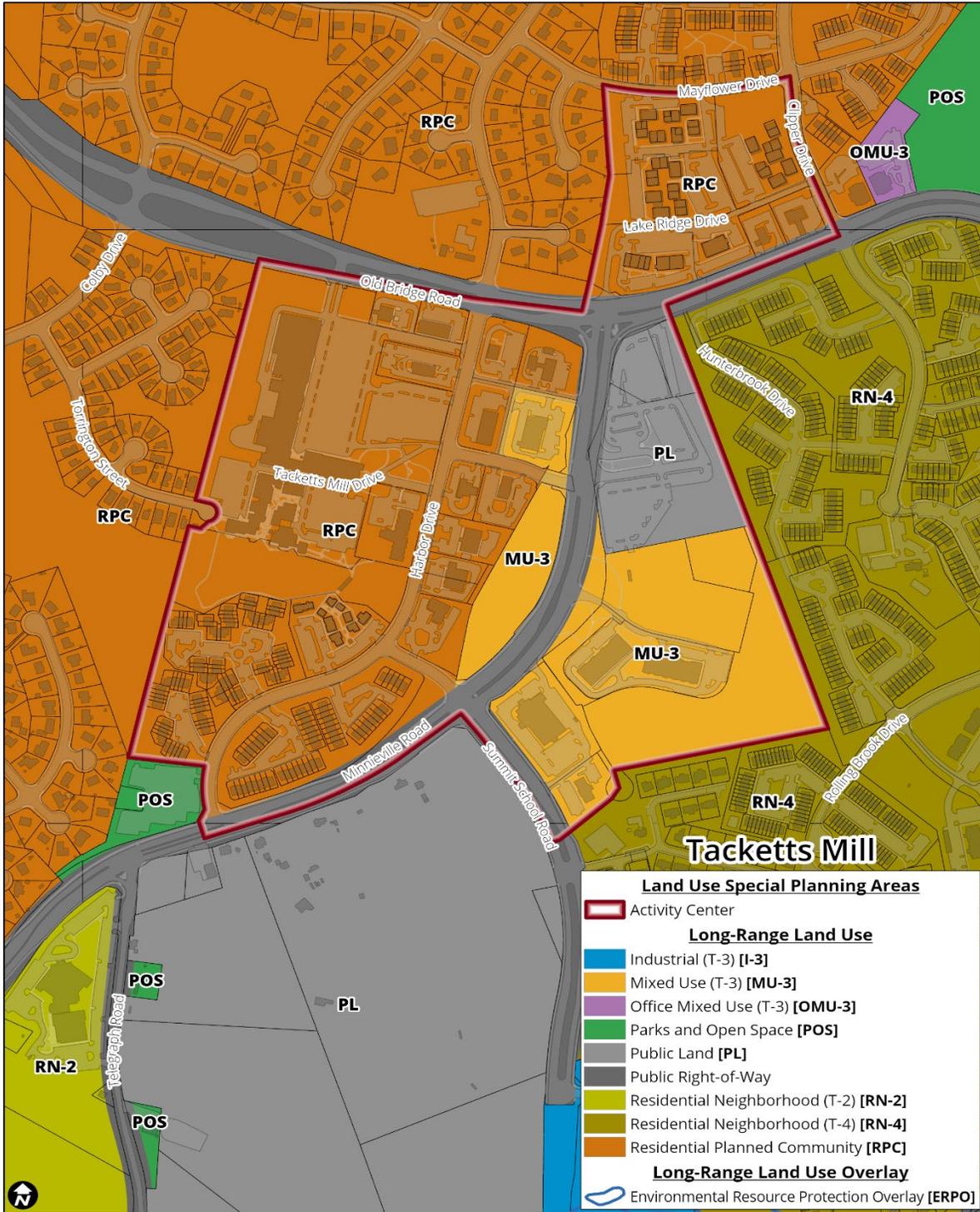


Figure 21: Tacketts Mill Activity Center

ACTIVITY CENTERS

BETHLEHEM ROAD ACTIVITY CENTER: The study area consists of approximately 604 (+/-) acres along Bethlehem Road. The study area is generally bounded by Balls Ford Road in the north and Sudley Manor Road in the south and Prince William Parkway in the west (see Figure 11). The study area has close proximity to two interchanges, I-66/Sudley Road and I-66/Prince William Parkway. Bethlehem Road bisects the residential uses in the east from the industrial uses in the west.

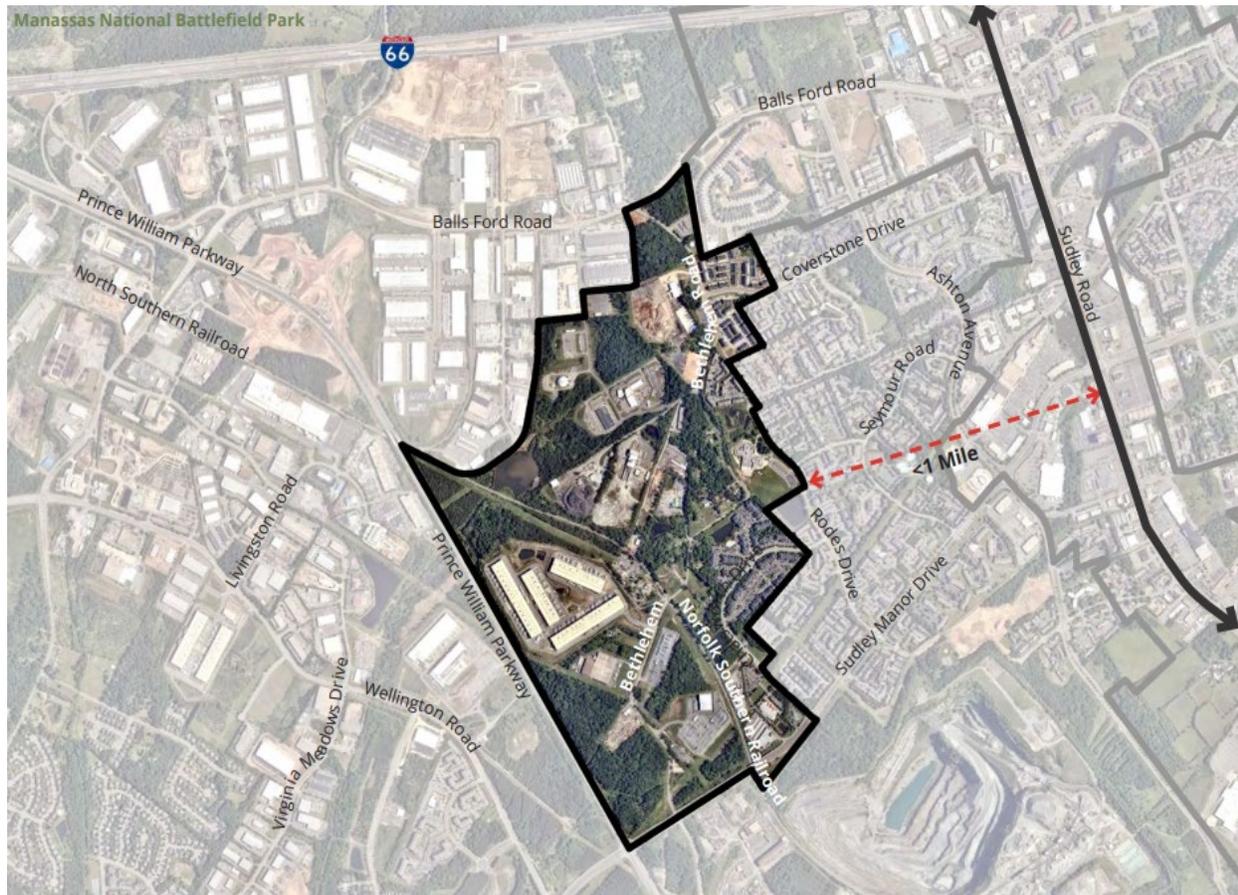
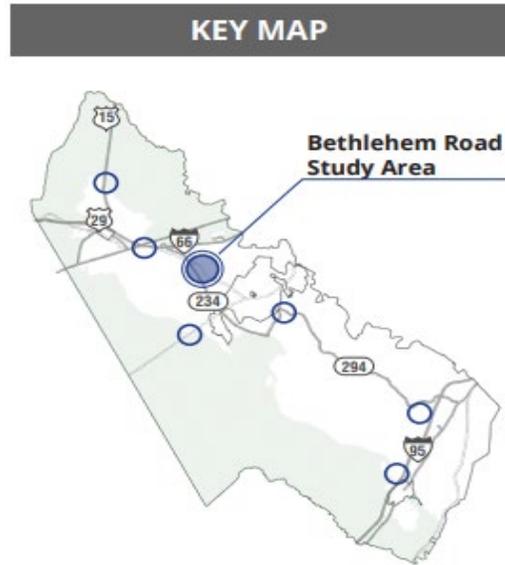


Figure 22: Bethlehem Activity Center General Location and Study Area Boundaries

BETHLEHEM ROAD ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Industrial (I), T-3 areas will complement existing concentrations of manufacturing and industrial uses, enabling the area to evolve as a major employment center for the County.

Office Mixed Use (OMU), T-3 areas along Bethlehem Road will serve as a buffer between residential and industrial uses, while allowing for compatible employment uses.

Office Mixed Use (OMU), T-2 areas along Bethlehem Road will allow for compatible employment uses.

Residential Neighborhood (RN), T-3 areas support existing residential areas that allow residents to live close to amenities such as Mullen Elementary School and nearby employment opportunities.

Public Land (PL), T-3 is comprised of public facilities, including Mullen Elementary School.

Parks and Open Space (POS), T-1 will provide recreational space for the adjacent mixed-use areas and residential neighborhoods.

Note: Transect categories are labeled with “T” designations along with the land use designations in the map and the key.

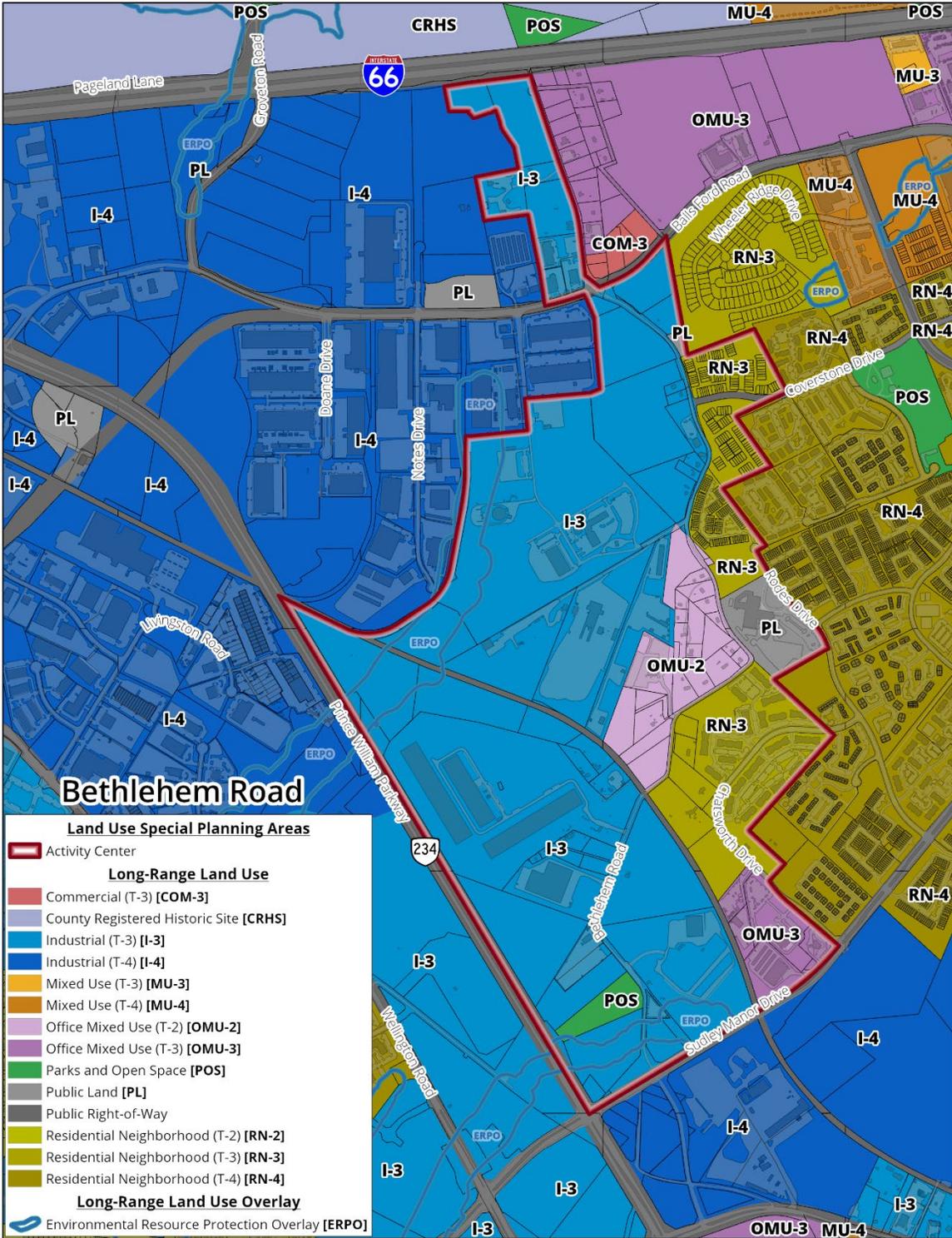


Figure 23: Land Use Bethlehem Road Activity Center

BETHLEHEM ROAD VISION

Bethlehem Road will accommodate a range of employment-based and residential uses. Land uses will evolve to ensure sensitive transitions between residential and non-residential uses, while improving access and connectivity.

BETHLEHEM ROAD LAND USE POLICY

BRLU POLICY 1: Diversify non-residential uses to complement existing industrial development in a manner that is compatible with existing residential uses. Potential non-residential uses may include research facilities, general office, data centers, light manufacturing, or other similar uses.

ACTION STRATEGIES:

BRLU 1.1. Provide enhanced buffers and transitions (e.g., open space, landscaping, land use transitions, etc.) between higher-intensity industrial areas and existing residential neighborhoods.

BETHLEHEM ROAD HOUSING POLICY

HP POLICY 1: Support and protect existing residential neighborhoods and housing stock east of Bethlehem Road.

BETHLEHEM ROAD MOBILITY POLICY

BRMP POLICY 1: Enhance multimodal connectivity along Bethlehem Road to include connectivity to nearby residential communities.

ACTION STRATEGIES:

BRMP 1.1 Improve pedestrian and bicycle connections, implement traffic calming measures (such as roundabouts), and enhance streetscape character along Bethlehem Road.

BRMP 1.2 Explore opportunities to minimize freight traffic along Bethlehem Road.

BRMP 1.3 Analyze the feasibility of straightening Bethlehem Road to remove sharp curves, while respecting existing properties and resources including Mullen Elementary School, local churches, and other community facilities.

BRMP 1.4 Extend Mason King Court and/or Notes Drive to provide more convenient access and alternate routes to industrial properties with the intention of limiting industrial traffic along Bethlehem Road.

BRMP 1.5 Expand transit options from the area to Manassas VRE and nearby Park & Ride lots.

BRMP 1.6 Enhance multimodal connectivity to the Sudley Road shared-use path and the planned trail along Ashton Avenue.

Dumfries Road Activity Center: The study area consists of approximately 276 (+/-) acres along Dumfries Road (Route 234). Dumfries Road is a major thoroughfare that bisects the study area (east/west). This activity center is generally bounded by the Four Seasons subdivision and Resources Protection Area (“RPA”) in the north and Prince William Forest Park located south and west of the study area (see Figure 13). The I-95/Dumfries Road interchange serves as the eastern boundary. The Town of Dumfries is located southeast of the study area.

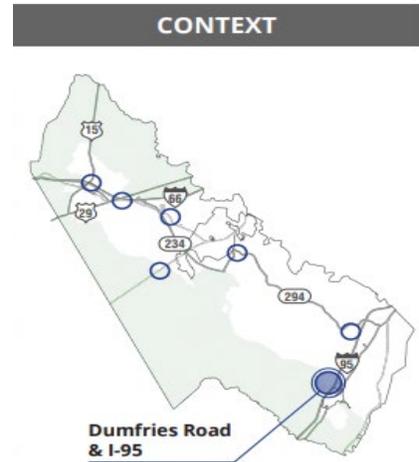


Figure 24: Dumfries Activity Center General Location and Study Area Boundaries

DUMFRIES ROAD ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-5 allows for higher-intensity mixed use development, incorporating a variety of housing types, community amenities, commercial uses, employment activities, and vertical mixed-use development that leverages the area's regional access via I-95 and proximity to the Town of Dumfries.

Mixed Use (MU), T-4 allows for medium-intensity mixed use development, incorporating a variety of housing types, community amenities, commercial uses, employment activities, and vertical mixed-use development.

Mixed Use (MU), T-3 allows for development that will be compatible with existing building heights and character while transitioning to lower intensities (building height step-downs) closer to adjacent single-family residential neighborhoods and natural resource areas.

Residential Neighborhood (RN), T-3 areas accommodate a mix of housing, neighborhood-serving commercial uses, and small offices.

Note: Transect categories are labeled with "T" designations along with the land use designations in the map and the key.

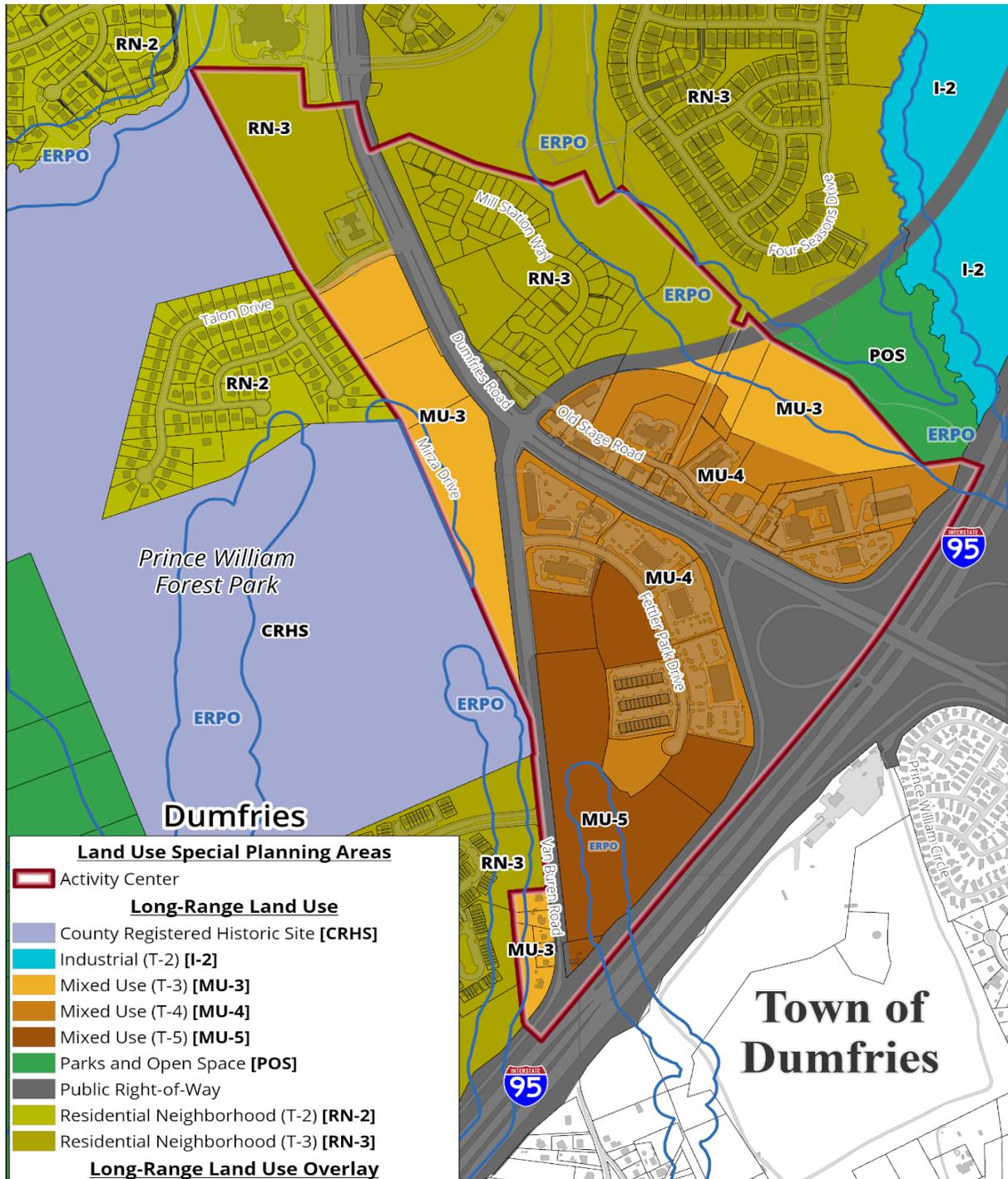


Figure 25: Land Use Dumfries Route 234 Activity Center

DUMFRIES ROAD VISION

Fulfill the area's potential as a place to live, work and visit, leveraging its strategic location adjacent to I-95, Marine Corps Base Quantico and the Town of Dumfries.

DUMFRIES ROAD LAND USE POLICY

DRLU POLICY 1: Encourage residential, commercial, and office infill development -- in a compact and walkable development pattern -- that complements existing uses.

ACTION STRATEGIES:

DRLU 1.1 Develop frontage lots along Dumfries Road with attractive, high-quality site and building design to support existing and future mixed-use development.

DRLU 1.2 Encourage the development of retail and service uses that leverage the area's location next to I-95 and near destinations in the Town of Dumfries.

DRLU 1.3 Encourage a mix of housing, office, and neighborhood-serving commercial uses at a scale compatible with surrounding residential neighborhoods.

DRLU 1.4 Develop a relationship between developed areas and adjacent natural resource areas by integrating a system of open spaces and parks.

DUMFRIES ROAD HOUSING POLICY

DRHP POLICY 1: Provide a range of new housing options, including small-lot single family homes, townhomes, and multifamily.

DUMFRIES ROAD MOBILITY POLICY

DRMP POLICY 1: Improve multimodal connectivity along Dumfries Road to surrounding residential neighborhoods.

ACTION STRATEGIES:

DRMP 1.1 Increase pedestrian and bicycle connectivity along Dumfries Road. Include additional placemaking opportunities -- such as streetscape improvements, wayfinding signage, public art, lighting, etc. -- to visually tie the area to the Town of Dumfries.

DRMP 1.2 Minimize curb cuts and other impediments to provide safe pedestrian and bicycle access.

DRMP 1.3 Establish vehicular, pedestrian, and bicycle connections to surrounding residential neighborhoods (including the planned Van Buren Road extension).

DRMP 1.4 Explore opportunities to create additional pedestrian and bicycle connections under or over I-95, where feasible, to connect this area to destinations within the Town of Dumfries.

Fairgrounds Activity Center: The study area consists of approximately 1,326 (+/-) acres along Old Dumfries Road. Old Dumfries Road bisects the study area (east/west). This Activity Center is generally bounded by the City of Manassas in the north, Prince William Parkway in the south and east, and Mayfield Trace subdivision in the west (see Figure 15). The study area consists mostly of a combination of residential, commercial, institutional, industrial, agriculture, and open space uses. A variety of intensities of residential exists within and surrounding the study area.

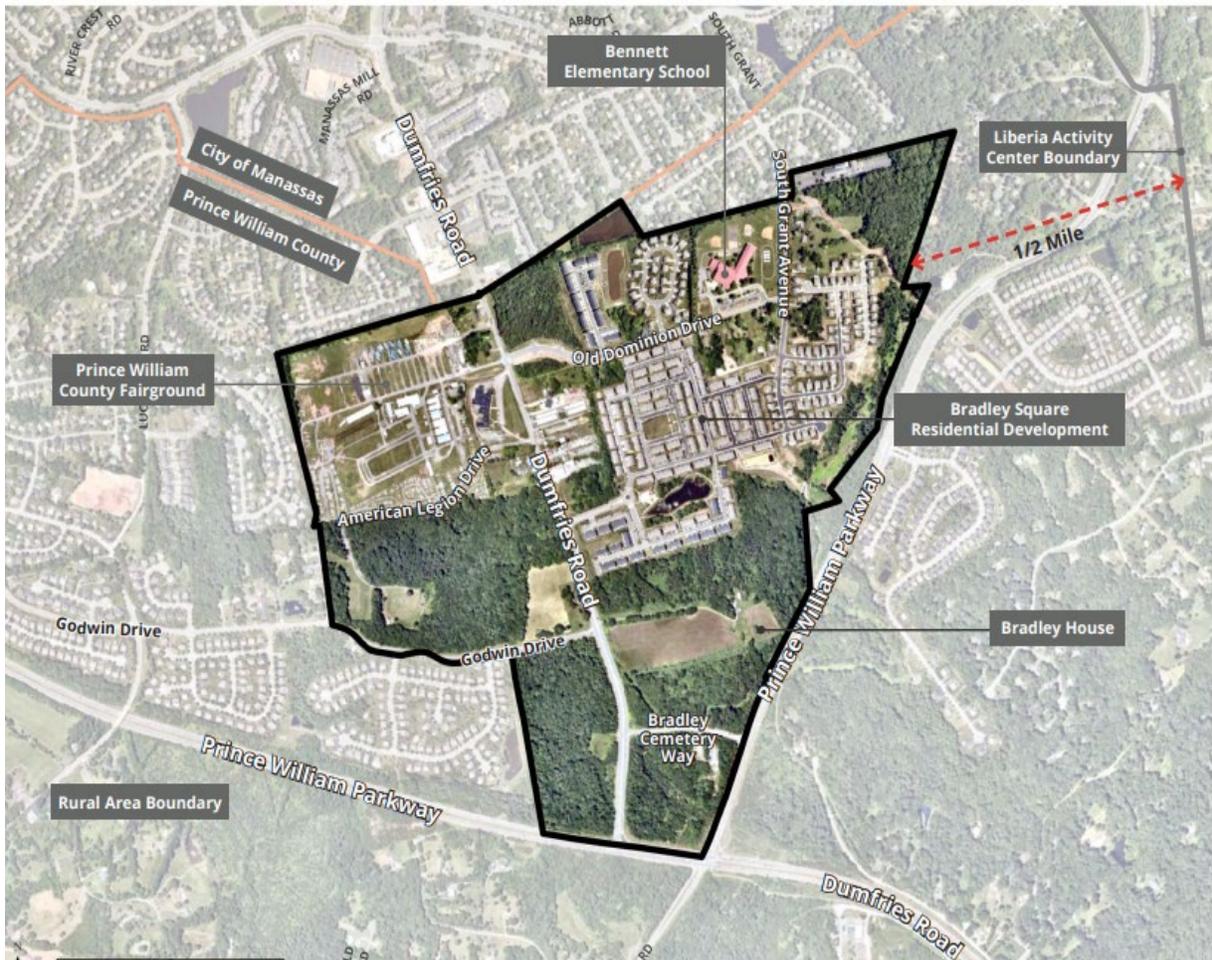
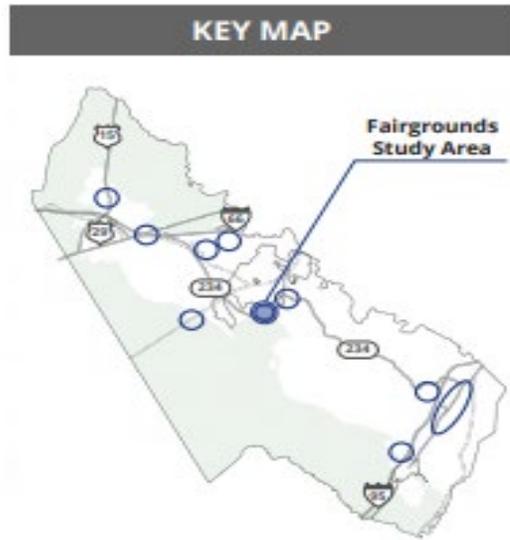


Figure 26: Fairgrounds Activity Center General Location and Study Area Boundaries

FAIRGROUNDS ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Residential Neighborhood (RN), T-3 designations will serve as transitions between higher-intensity uses along Dumfries Road and existing suburban and semi-rural residential neighborhoods, while offering a variety of single-family housing options.

Residential Neighborhood (RN), T-2 designations will serve as transitions between higher-intensity residential uses and existing suburban and semi-rural residential neighborhoods.

Arts & Entertainment District Overlay (A&E) will allow for additional arts and entertainment uses to complement future Parks and Open Space areas.

Mixed Use (MU), T-3 areas along Dumfries Road will allow for community-serving retail and a higher density of residential uses and housing types in proximity to the planned Brentsville Road / Prince William Parkway interchange.

Commercial (COM), T-3 designations will accommodate commercial areas to serve surrounding residential neighborhoods and the larger community.

Office Mixed Use (OMU), T-3 will support professional offices and related commercial facilities along Dumfries Road near the planned interchange.

Public Land (PL), T-3 designations reflect existing public facilities in the area, including the National Guard Recruitment Facility as well as Bennett Elementary School.

Note: Transect categories are labeled with "T" designations along with the land use designations in the map and the key.

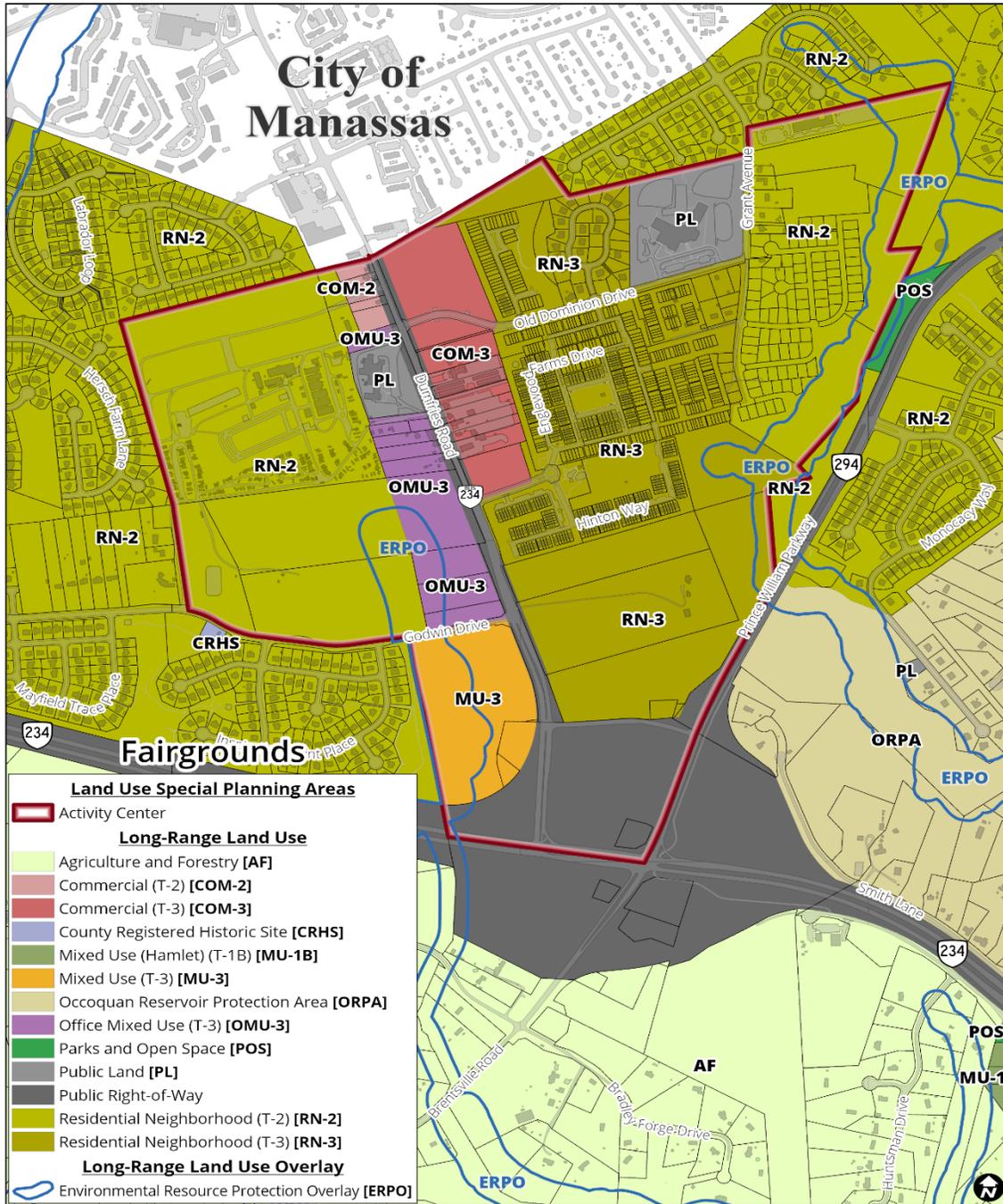


Figure 27: Land Use Fairgrounds Activity Center

FAIRGROUNDS VISION

Create a cohesive and connected residential mixed-use neighborhood with a range of housing options. Establish a network of connectivity between residential areas to employment areas ~~open spaces and~~ preserving and restoring existing natural and cultural resources and when possible integrating these resources within new developments.

FAIRGROUNDS LAND USE POLICY

FALU POLICY 1: Establish an integrated community for the surrounding residential neighborhoods and the region while preserving the valuable cultural and environmental features that are distinct to the Fairgrounds area.

FALU 1.1 Expand housing options in the Fairgrounds area by encouraging a range of single-family and limited multifamily housing options east and west of Dumfries Road.

FALU 1.2 Provide a transition in land use intensity and residential density such that land use intensity is compatible with surrounding semi-rural areas, with higher intensities located along Dumfries Road.

FALU 1.3 Encourage redevelopment of underutilized properties along Dumfries Road with a mix of commercial, institutional and residential uses, including the existing National Guard Armory.

FALU 1.4 Create a connected grid of streets by incorporating new street connections as development and redevelopment occurs.

FALU 1.5 Preserve Environmental Resource Areas as natural assets and utilize these areas as accessible open space amenities.

FALU 1.6 Create spaces for outdoor recreation and community gatherings as part of development and redevelopment.

FALU 1.7 Explore opportunities for conservation- or cluster-style residential development that preserves environmental resource areas as part of the development of adjacent sites. Encourage the preservation of existing trees, whenever possible.

FALU 1.8 Restore and adaptively reuse Bradley House and its surrounding grounds as development occurs on surrounding properties. Create a publicly accessible open space around Bradley House to preserve the house's historical context and Civil War graves while creating a recreational amenity and destination. Conduct an archaeological analysis of known Civil War encampments in the area around Bradley House. Recommend the Bradley House as a potential "Resident Curator Program Candidate."

FALU 1.9 Commemorate the Fairgrounds area's historical role as the site of the Prince William County Fair through interpretive elements such as historical markers, interpretive panels, special paving or crosswalk treatments, murals, or similar elements.

FAIRGROUNDS HOUSING POLICY

FAHP POLICY 1: Provide a variety of housing options in the area, including single-family attached and single-family detached. Accommodate affordable housing as part of residential development.

FAIRGROUNDS MOBILITY POLICY

FAMP POLICY 1: Enhance the streetscape and improve multimodal connectivity along Dumfries Road with connectivity to nearby residential communities and the Prince William Parkway shared-use path.

ACTION STRATEGIES:

FAMP 1.1 Improve pedestrian and bicycle infrastructure throughout the Fairgrounds area through sidewalk connections, bicycle route additions, pedestrian, and bicyclist safety features.

FAMP 1.2 Enhance streetscape character along Dumfries Road and connected roadways by providing improved pedestrian facilities and adjacent site and building related amenities.

FAMP 1.3 Encourage short block lengths with enhanced pedestrian crossing opportunities during the site development process.

FAMP 1.4 Expand transit options from the area to the City of Manassas VRE station and Park & Ride lots.

FAMP 1.5 Expand connectivity from the Fairgrounds area to the Prince William Parkway's shared-use path.

Haymarket Activity Center: The study area consists of approximately 450 (+/-) acres located near the I-66 and Route 15 / James Madison Highway interchange in northern Prince William County. Interstate 66 bisects this Activity Center (north and south). This Activity Center is generally bounded by the Dominion Valley and Stoney Branch Crossing subdivisions in the north and Villages of Piedmont and conservation area in the south, the Town of Haymarket in the east, and the Heflin Farm and Antioch Road in the west (see Figure 17).

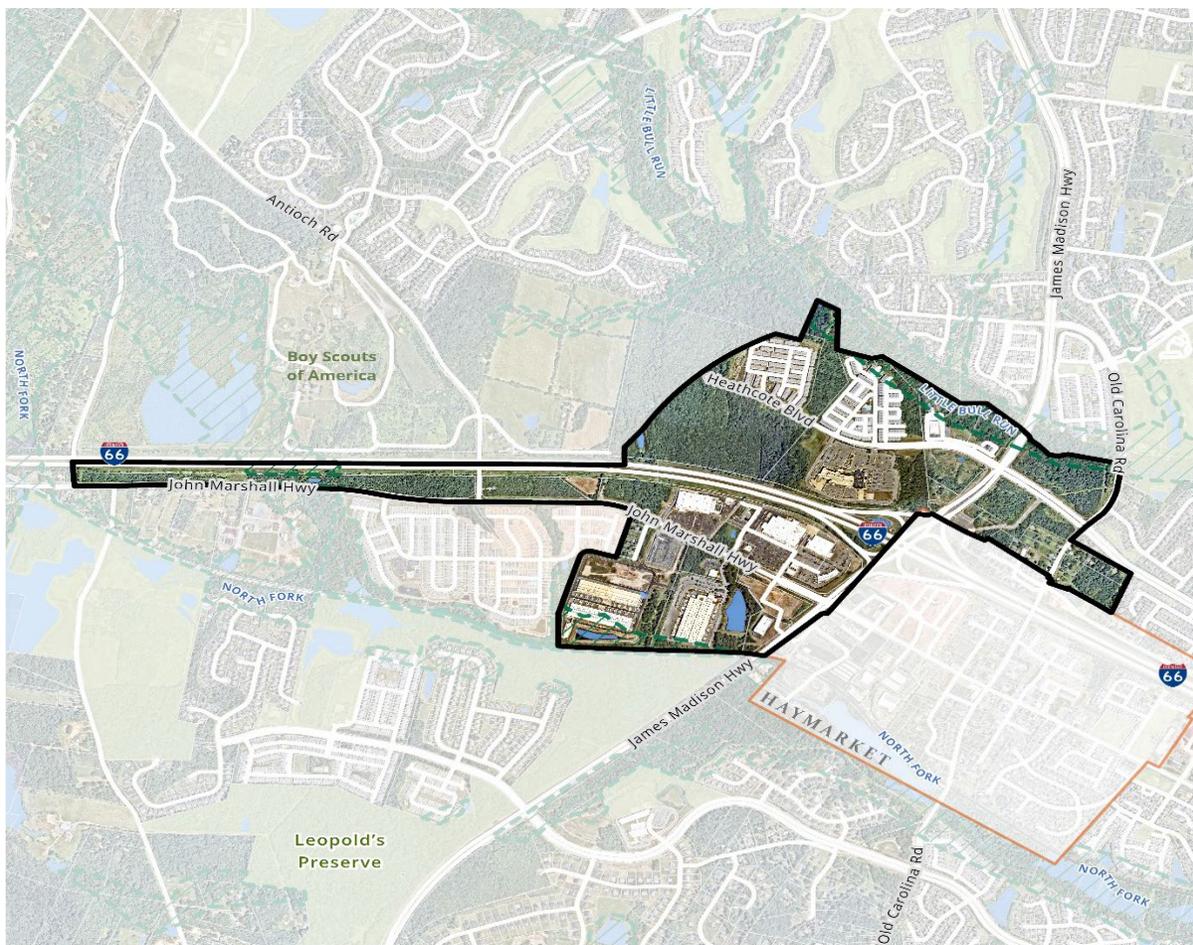
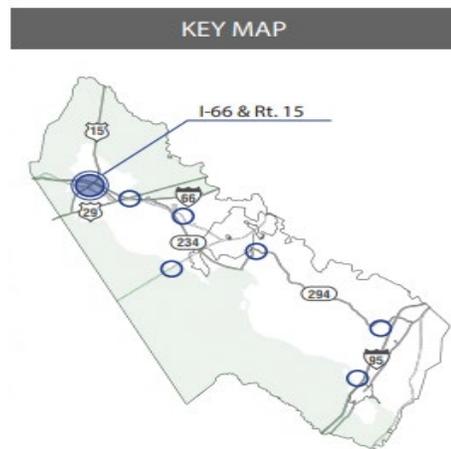


Figure 28: Haymarket Activity Center General Location and Study Area Boundaries

HAYMARKET ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Heathcote Health Center is a major regional employment anchor in this Activity Center .

Office Mixed Use (OMU), T-4 areas, located around the Heathcote Health Center, allow for higher-intensity development, including supportive employment uses, hotels, and research and development.

Office Mixed Use (OMU), T-3 area just north of Heathcote Boulevard allows for the same uses as those found within the OMU, T-4 areas, yet at a lower-intensity, providing height and density transitions between the higher-intensity areas and surrounding lower-intensity residential neighborhood.

Mixed Use (MU), T-4, allows for higher-intensity mixed use development with housing, office, and retail uses around the VDOT Commuter lot to serve the surrounding communities.

Mixed Use (MU), T-3, areas will integrate housing, office, and retail uses that serve the hospital and surrounding communities. These areas also provide a transition between higher-intensity hospital campus uses and the surrounding rural communities.

Commercial (COM), T-3 areas along John Marshall Highway support existing, planned, and future regional commercial amenities.

Residential Neighborhood (RN), T-3 areas include a range of housing options near employment and mixed-use centers.

Industrial (I), T-3 areas on the south side of John Marshall Highway will continue to support data center, light industrial, and advanced manufacturing uses.

Parks & Open Space (POS), T-1 area will serve as a buffer between the residential neighborhood and I-66.

Note: Transect categories are labeled with “T” designations along with the land use designations in the map and the key.

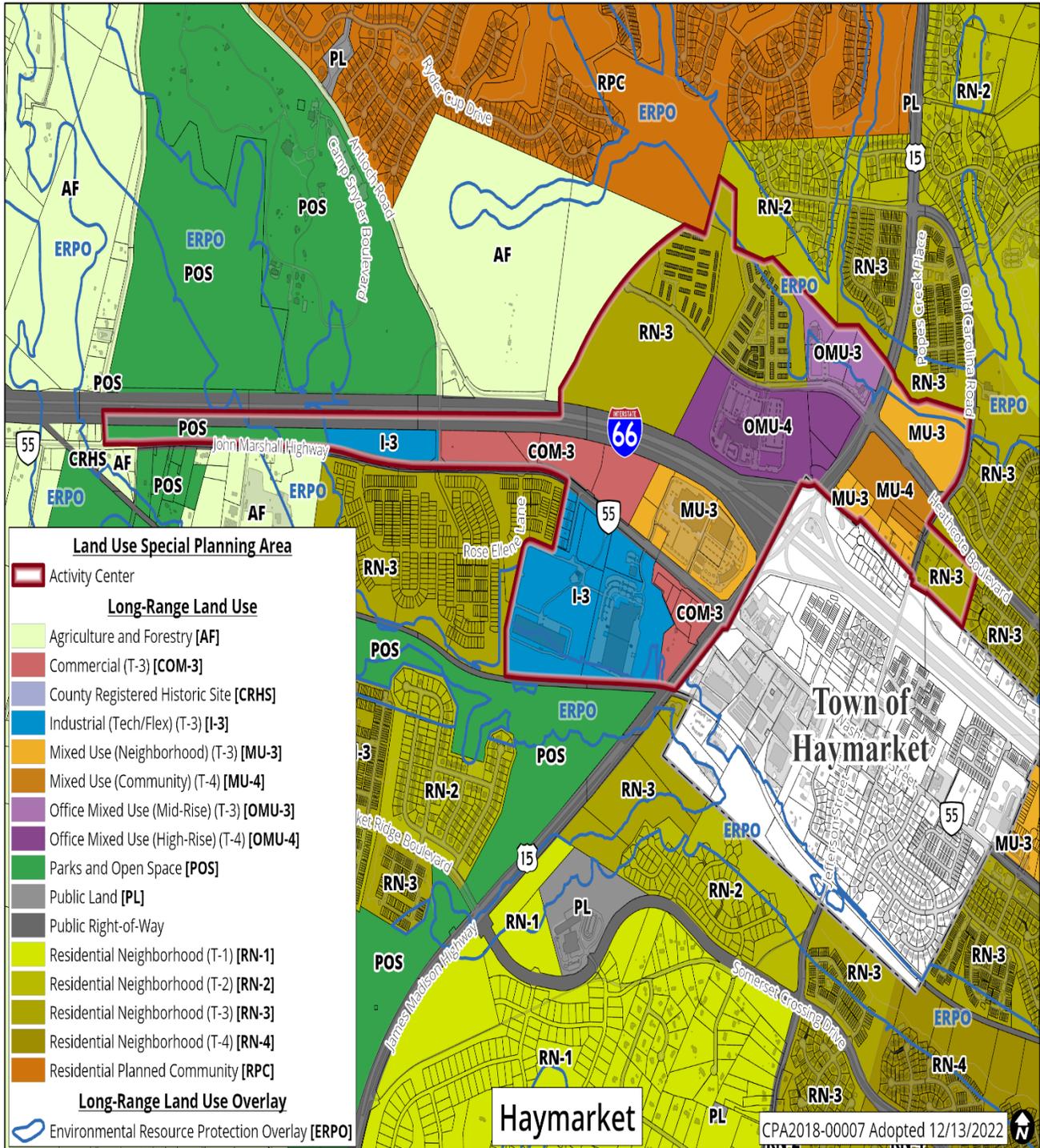


Figure 29: Haymarket Activity Center

HAYMARKET ACTIVITY CENTER VISION

Create an identifiable employment and commercial node for the Haymarket area that will be supported by multimodal connections and diverse housing options.

HAYMARKET ACTIVITY CENTER LAND USE POLICY

HALU POLICY 1: Encourage mixed-use development that integrates neighborhood serving commercial uses and diverse housing options, particularly close to employment centers.

ACTION STRATEGIES:

HALU 1.1 Prioritize job creation by encouraging additional employment uses to complement the Heathcote Health Center.

HALU 1.2 Provide height and density transitions between higher-intensity development areas and surrounding residential and lower-intensity areas.

HALU 1.3 Establish the area as a cohesive 'Health District' through area specific branding elements, wayfinding, public art, and other placemaking features.

HALU 1.4 Create a distinct, unified area through streetscape enhancements such as lighting, street furniture, and consistent tree canopies to establish a sense of place.

HALU 1.5 Ensure appropriate transition to a lower density and intensity when approaching a historic district such as Thoroughfare and other rural communities west of Antioch Road.

HAYMARKET ACTIVITY CENTER HOUSING POLICY

HAHP POLICY 1: Encourage a range of housing options, including small-lot single family detached, single-family attached, and multifamily.

HAYMARKET ACTIVITY CENTER MOBILITY POLICY

HAMP POLICY 1: Create a walkable, bikeable, multimodal area which links seamlessly to the historic core of Haymarket and surrounding residential neighborhoods.

ACTION STRATEGIES:

HAMP 1.1 Expand access to environmental and open space resources along Little Bull Run and within the Leopold Reserve to preserve ecological resources and better enable these resources to serve as community amenities.

Gainesville I-66/US-29 Activity Center: The study area consists of approximately 930 (+/-) acres located near the I-66 and Route 29 Highway interchange in Prince William County. Interstate-66 bisects this Activity Center (north and south). This Activity Center is generally bounded by the Heritage Hunt subdivision and Conway Robison State Forest in the north and Wentworth Green in the south, the Manassas National Battlefield Park in the east, and Linton Hall Road in the west (see Figure 19).

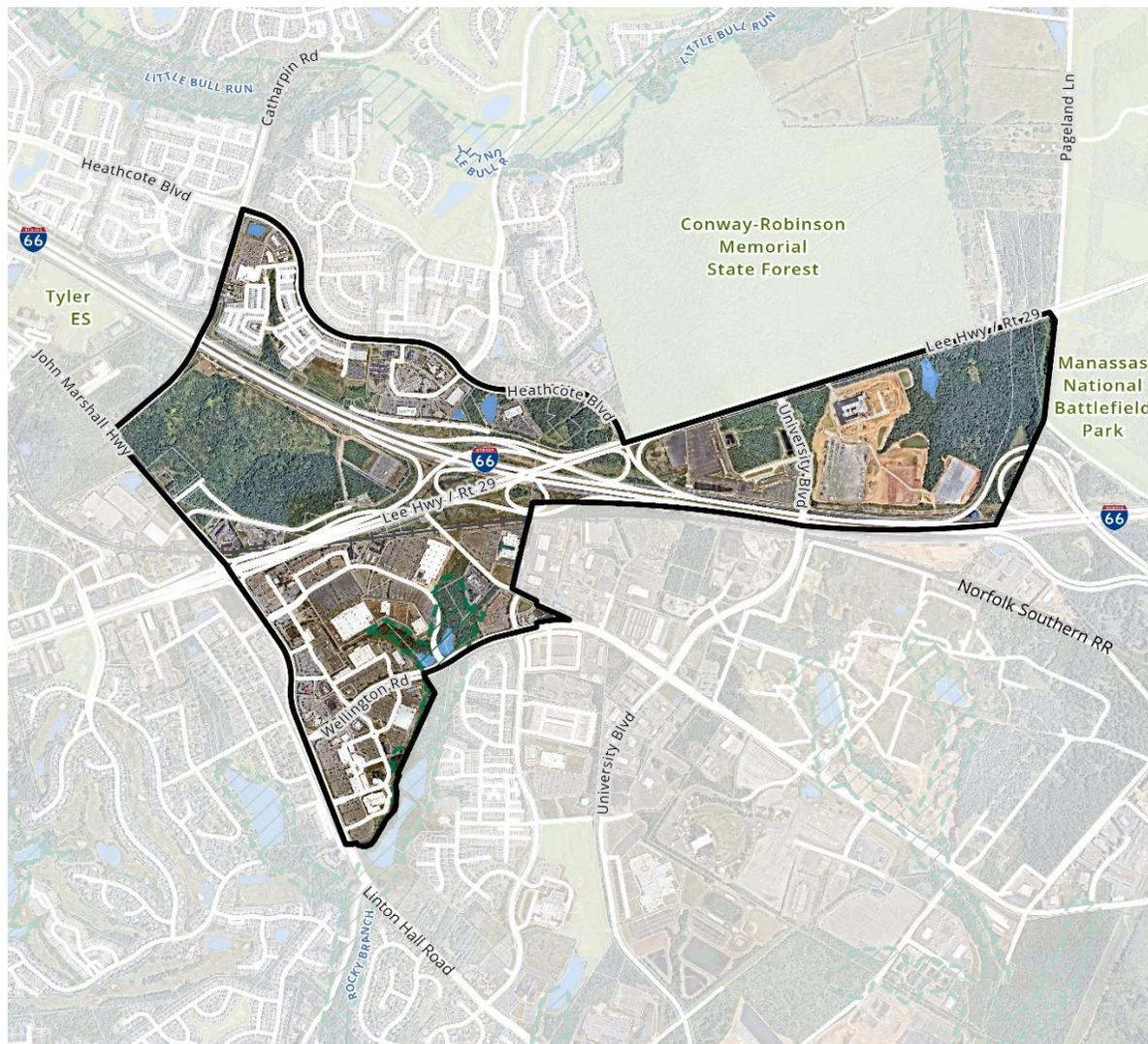
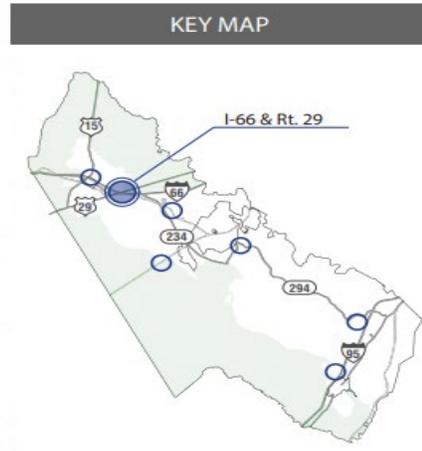


Figure 30: Gainesville Activity Center General Location and Study Area Boundaries

GAINESVILLE ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-5 designation at existing commercial sites will diversify existing land use patterns, incorporating additional housing, employment opportunities, and civic spaces. This designation will support future high-capacity transit in this area.

Mixed Use (MU), T-3 area accommodates transit-oriented, mixed-use development adjacent to I-66 and the University Boulevard Park and Ride facility.

Industrial (I), T-4 area situated between I-66 and John Marshall highway will support heavy industrial uses, such as manufacturing uses and distribution/fulfillment facilities, as well as data centers.

Industrial (I), T-3 area will leverage the study area's proximity to major electricity transmission lines by supporting light manufacturing and data center uses.

Commercial (COM), T-2 area along Route 29 will serve the surrounding residential neighborhood and the larger community with retail, retail service, and office uses.

Public Land (PL), T-3 designation reflects existing public facilities in the area, including the University Boulevard Park & Ride.

Parks & Open Space (POS), T-1 designation will serve as a buffer between I-66 and the Manassas National Battlefield Park.

Note: Transect categories are labeled with "T" designations along with the land use designations in the map and the key.

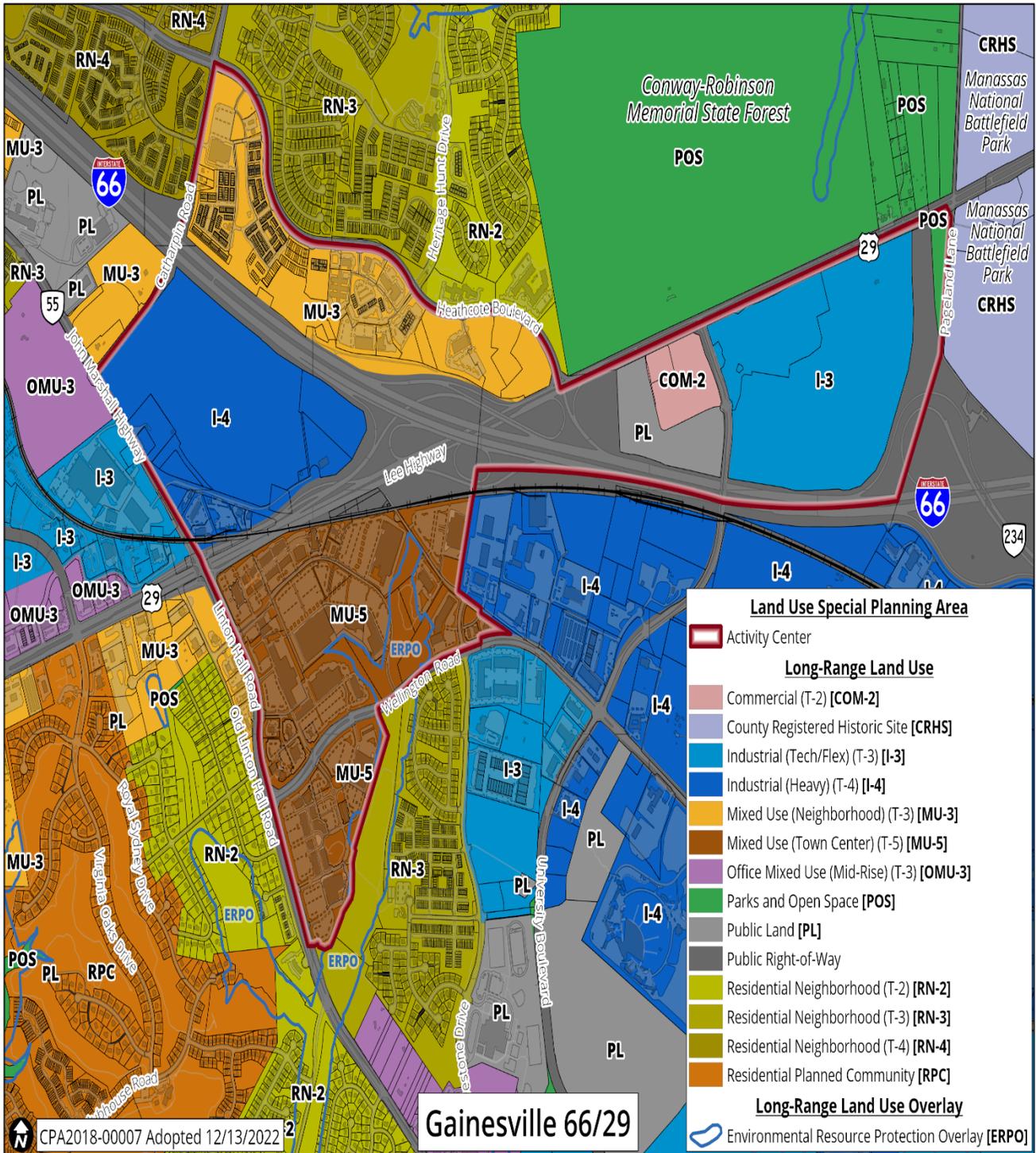


Figure 31: Land Use Gainesville Activity Center

GAINESVILLE VISION

Establish the I-66 and Route 29 area as a major gateway into the County from the west while creating a distinguished 'place' that accommodates commerce, employment, and housing.

GAINESVILLE LAND USE POLICY

GALU POLICY 1: Brand the area as a cohesive 'County Gateway' district through wayfinding and branding elements such as signage and public art to establish a community identity.

ACTION STRATEGIES:

GALU 1.1 Create a distinct, unified district through streetscape enhancements, lighting and street furniture, wayfinding elements, public art/interpretive elements, and area-specific branding.

GALU 1.2 Implement a walkable street grid as commercial sites redevelop to support a walkable, bikeable, and transit-oriented district.

GALU 1.3 Create a series of interconnected parks and opens spaces as part of future Town Center development to establish a sense of place and provide community amenities.

GALU 1.4 Establish synergies between area land uses and surrounding regional attractions, such as Jiffy Lube Live, by integrating complementary visitor-oriented amenities (e.g., restaurants retail, hotels, etc.).

GALU 1.5 Support compatible data center development in select areas. Adequately buffer this use from adjacent corridors, residential neighborhoods, and cultural resources through landscaping and architectural treatments.

GALU 1.6 Developments closest to Conway Robinson State Forest and Manassas National Battlefield Park should mitigate viewshed impacts through appropriate buffering, design, and landscaping.

GAINESVILLE HOUSING POLICY

GAHP POLICY 1: Encourage residential infill at existing shopping center sites to diversify land uses and to provide housing options near shopping, employment, cultural/natural resources, and transit.

GAINESVILLE MOBILITY POLICY

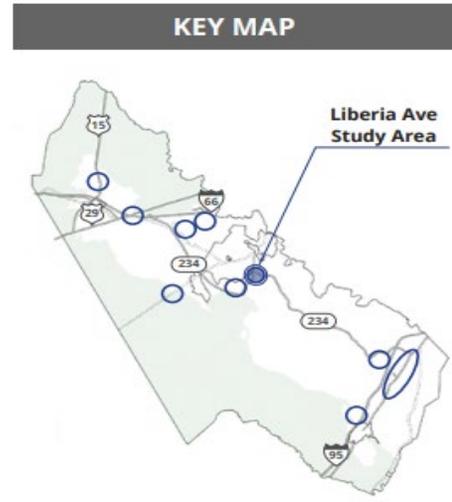
GAMP POLICY 1: Enhance multimodal connectivity throughout the Activity Center and to nearby cultural resources.

ACTION STRATEGIES:

GAMP 1.1 Improve bicycle and pedestrian connectivity between existing shopping centers to reduce vehicle trips.

- GAMP 1.2** Establish improved connections to nearby national and regional parks including Manassas National Battlefield Park and Conway Robinson Forest.
- GAMP 1.3** Protect, enhance, and provide additional access to local resource protection areas. Explore the potential for these areas to serve as open space amenities to surrounding residential neighborhoods.

Liberia Avenue Activity Center: The study area consists of approximately 404 (+/-) acres located around the intersection of Liberia Avenue and Prince William Parkway. A portion of Prince William Parkway bisects this Activity Center (north and south). This Activity Center is generally bounded by the City of Manassas in the north and west, Cabin Village and Parkway West subdivisions in the south, and Arrowwoods Estates subdivision in the east (see Figure 21). This area consists of a combination of residential, commercial, institutional, agricultural, and open space uses. A variety of intensities of residential exists within and surrounding the study area.



LIBERIA ACTIVITY CENTER LAND USE PLAN



Figure 32: Liberia Avenue Activity Center General Location and Study Area Boundaries

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-3 designations along Liberia Avenue / Prince William Parkway will allow for a variety of uses, including community-serving commercial and residential.

Residential Neighborhood (RN), T-2 areas will serve as a transition between higher-intensity mixed use areas along Liberia Avenue and Prince William Parkway and surrounding lower-intensity uses, while offering a variety of detached single-family housing options.

Commercial (COM), T-3 area along Liberia Avenue will serve the surrounding residential neighborhoods and the larger community with employment uses, including retail and commercial services.

Parks and Open Space (POS), T-1 area between Prince William Parkway and Buckhall Road will accommodate community-serving facilities, such as a school, recreational facility and/or open space.

Note: Transect categories are labeled with "T" designations along with the land use designations in the map and the key.

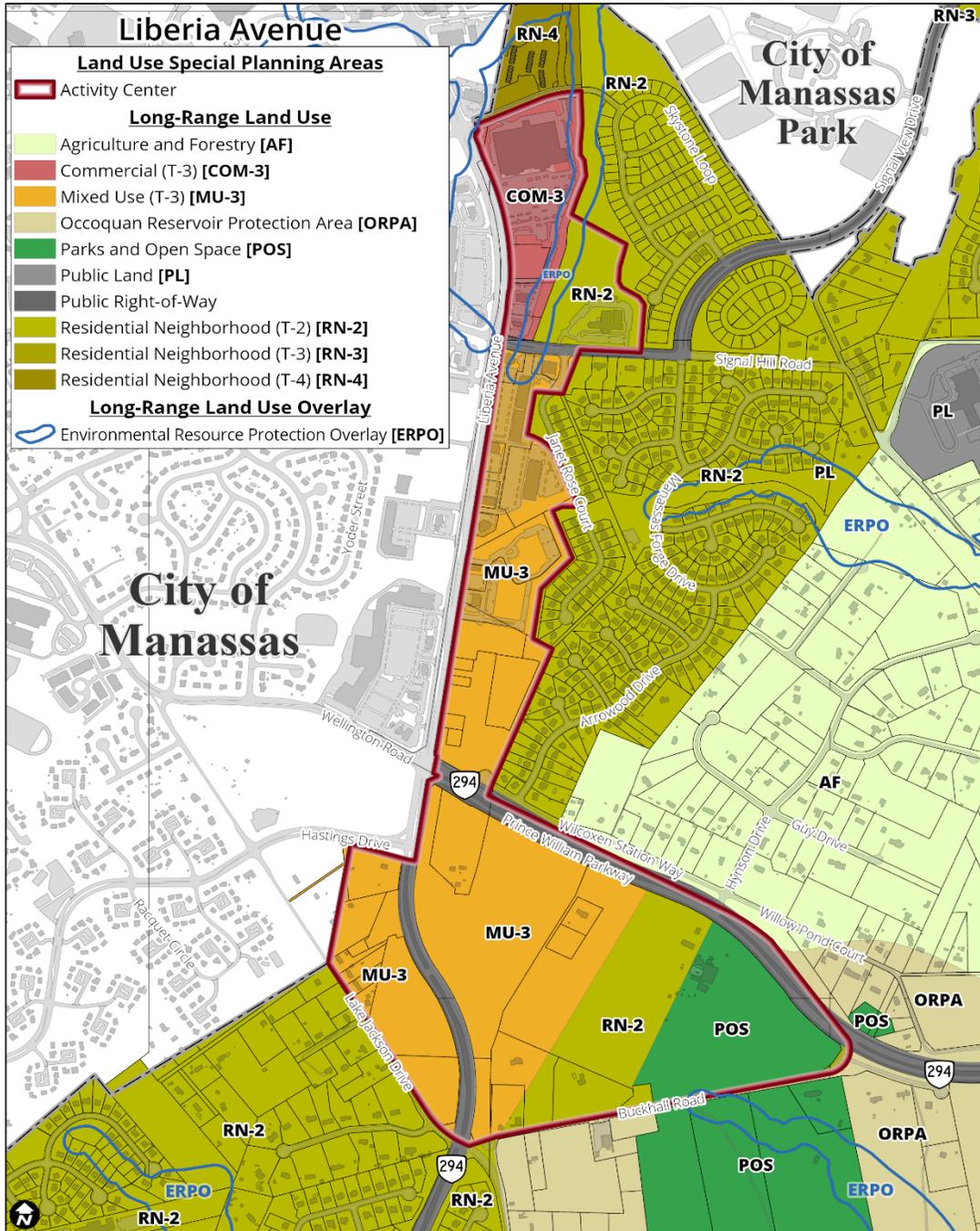


Figure 33: Land Use Liberia Avenue Activity Center

LIBERIA AVENUE VISION

Transition the area to a more urban character that leverages the area's proximity to VRE stations by accommodating new housing and employment options as well as neighborhood-serving commercial uses and public facilities. Provide a range of housing types and mobility options in the area while emphasizing integrated multimodal connections that reduce the need for automobiles for local trips.

LIBERIA AVENUE LAND USE POLICY

LALU POLICY 1: Encourage a mix of land uses in compact, pedestrian-oriented development patterns that create a unique sense of place.

ACTION STRATEGIES:

LALU 1.1. Promote commercial uses along Liberia Avenue frontage to maximize the high-visibility intersection with Wellington Road/Prince William Parkway.

LALU 1.2 Accommodate a mix of small-lot, single-family housing options within the additional land area south of Wellington Road/Prince William Parkway.

LALU 1.3 Designate the southeastern portion of the area for public facilities such as a potential school, recreational facility or open space.

LALU 1.4 Create a connected network of streets in the area south of Wellington Road/Prince William Parkway by adding new street connections as development occurs in order to provide multimodal access and alternate routes for residents.

LALU 1.5 Maintain the commercial character on the of east side of Liberia Avenue north of Wellington Road/Prince William Parkway, while allowing a mix of uses if commercial properties should redevelop over time. Foster a pedestrian-oriented streetscape along commercial frontage, enhancing pedestrian and bicyclist access to commercial uses from surrounding neighborhoods.

LALU 1.6 Discourage automobile-oriented site design elements, such as drive throughs and front-loaded residential garages, throughout the area.

LALU 1.7 Integrate new open spaces and community gathering places into the design of new development in the area.

LALU 1.8 Create land use and building height transitions between higher-intensity uses along Liberia Avenue and lower-intensity, lower-scale uses abutting larger-lot, single-family residential neighborhoods, particularly to the east and southeast.

LALU 1.9 Coordinate with the City of Manassas to address cohesive built form and visual character along the east and west sides of Liberia Avenue by coordinating streetscape improvements, setbacks, landscaping, and other elements.

LIBERIA AVENUE HOUSING POLICY

LAHP POLICY 1: Provide a mix of housing options south of Prince William Parkway/Wellington Road, including single-family attached, single-family detached, and duplexes.

LIBERIA AVENUE MOBILITY POLICY

LAMP POLICY 1: Improve the multimodal connectivity along Liberia Avenue to the residential communities and nearby transit.

ACTION STRATEGIES:

LAMP 1.1 Leverage the area's proximity to VRE and increases in residential density as an opportunity to reduce the number of local automobile trips.

LAMP 1.2 Improve connections to the City of Manassas and Manassas Park VRE Stations through pedestrian and bicycle improvements, trail connections, and potential shuttle service to VRE stations.

LAMP 1.3 Improve pedestrian and bicycle access and safety in the area through enhanced pedestrian and bicycle facilities, including installing additional pedestrian crossings and connections between residential neighborhoods and area destinations, including commercial uses.

LAMP 1.4 Improve and expand trail connections to connect destinations, including (a) widening and continuing the existing multi-purpose trail connecting Prince William Parkway/Wellington Road to the vicinity of Hastings Drive, and (b) constructing a bicycle and pedestrian trail along Buckhall Road.

LAMP 1.5 Encourage commuter transportation/ridesharing program(s) that designate locations for slugging, Uber, Lyft, or other innovations that may address future connectivity and reduce the need for travel via personal automobile.

Potomac Mills Activity Center: The study area consists of approximately 770 (+/-) acres located near Interstate Highway 95 in Eastern Prince William County. Potomac Mills Mall is a regional destination and commercial anchor. Smoketown Road and Opitz Boulevard bisect this Activity Center (north and south). This Activity Center is generally bounded by Prince William Parkway in the north, Dale Boulevard in the south, I-95 in the east, and Dale City Residential Planned Community in the west (see Figure 23).

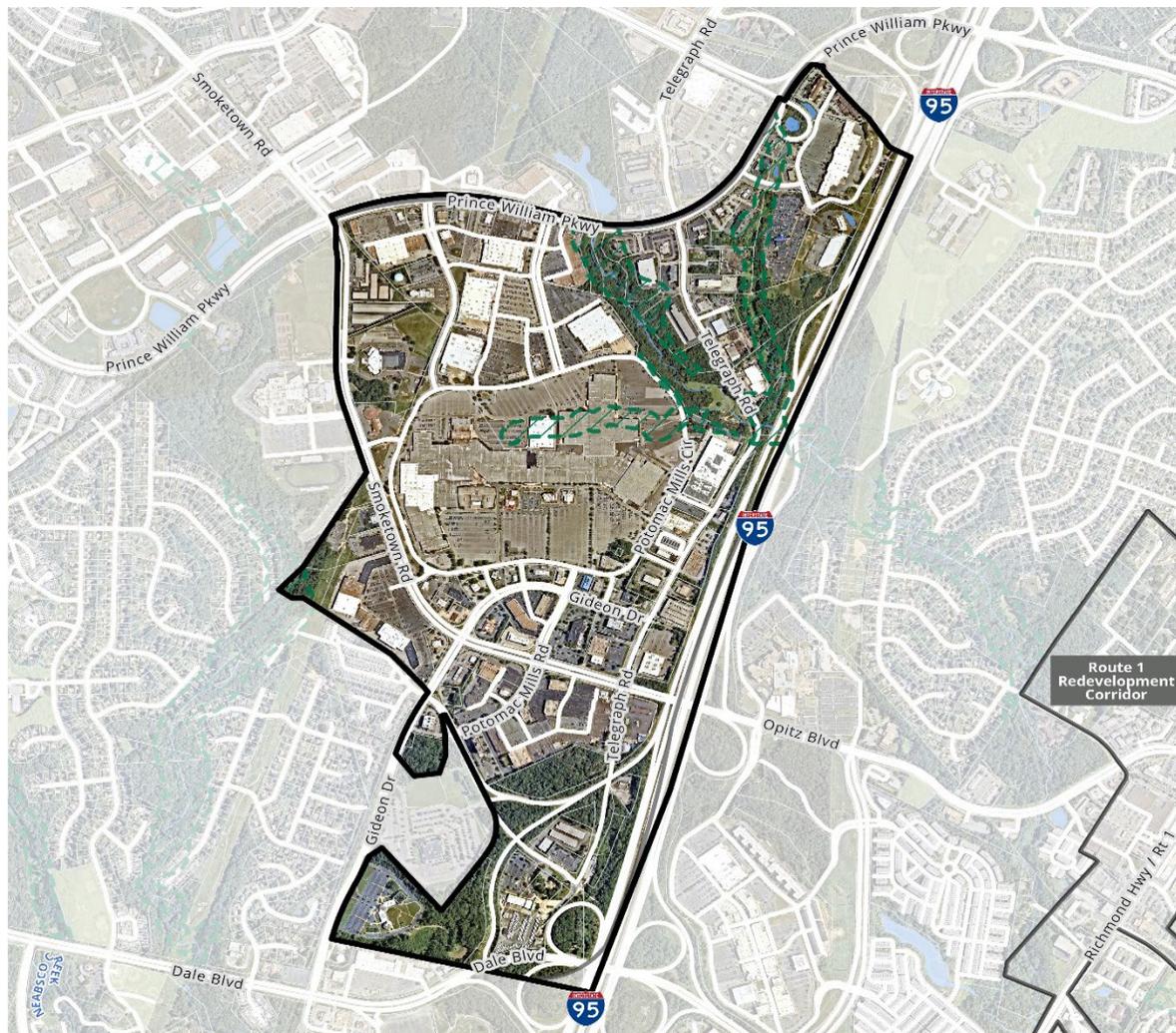
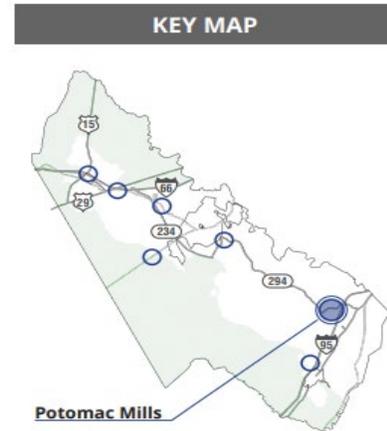


Figure 34: Potomac Mills Activity Center General Location and Study Area Boundaries

POTOMAC MILLS ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-6 area, which includes the Potomac Mills Mall site, will allow for a diversity of land uses, including multi-family housing, retail services, office, and institutional. Vertical mixed-use development, including structured parking, is preferred over horizontal.

Mixed Use (MU), T-5 areas will serve as transitions between the higher-intensity Urban Town Center developments and existing lower-intensity residential areas. Vertical mixed-use development, including multi-family housing, retail and retail services, institutional, office, and structured parking, is preferred over horizontal.

Mixed Use (MU), T-4 areas along Gideon Drive and Dale Boulevard allow for higher-intensity mixed-use developments with a preference for vertical mixed-use development over horizontal. These areas also allow for hospitality-related uses, including hotels and lodging.

Mixed Use (MU), T-3 areas will serve as a transition between the higher-intensity mixed uses and surrounding environmental resources. Uses may include single-family detached, single-family attached, and multi-family housing options, retail and retail services, office, and institutional.

Office Mixed Use (OMU), T-4 areas will serve as a transition between higher-intensity Town Center uses and I-95 while providing employment opportunities that leverage proximity to Sentara Northern Virginia Medical Center.

Industrial (I), T-3 areas along Telegraph Road recognize existing concentrations of light manufacturing and industrial development.

Public Land (PL), T-3 areas reflect existing public facilities in the area, including the OmniRide/OmniLink Transit Center.

The **Parks and Open Space (POS), T-1** area along Telegraph Road will support potential spaces for community gathering, passive recreation, and trails.

Note: Transect categories are labeled with "T" designations along with the land use designations in the map and the key.

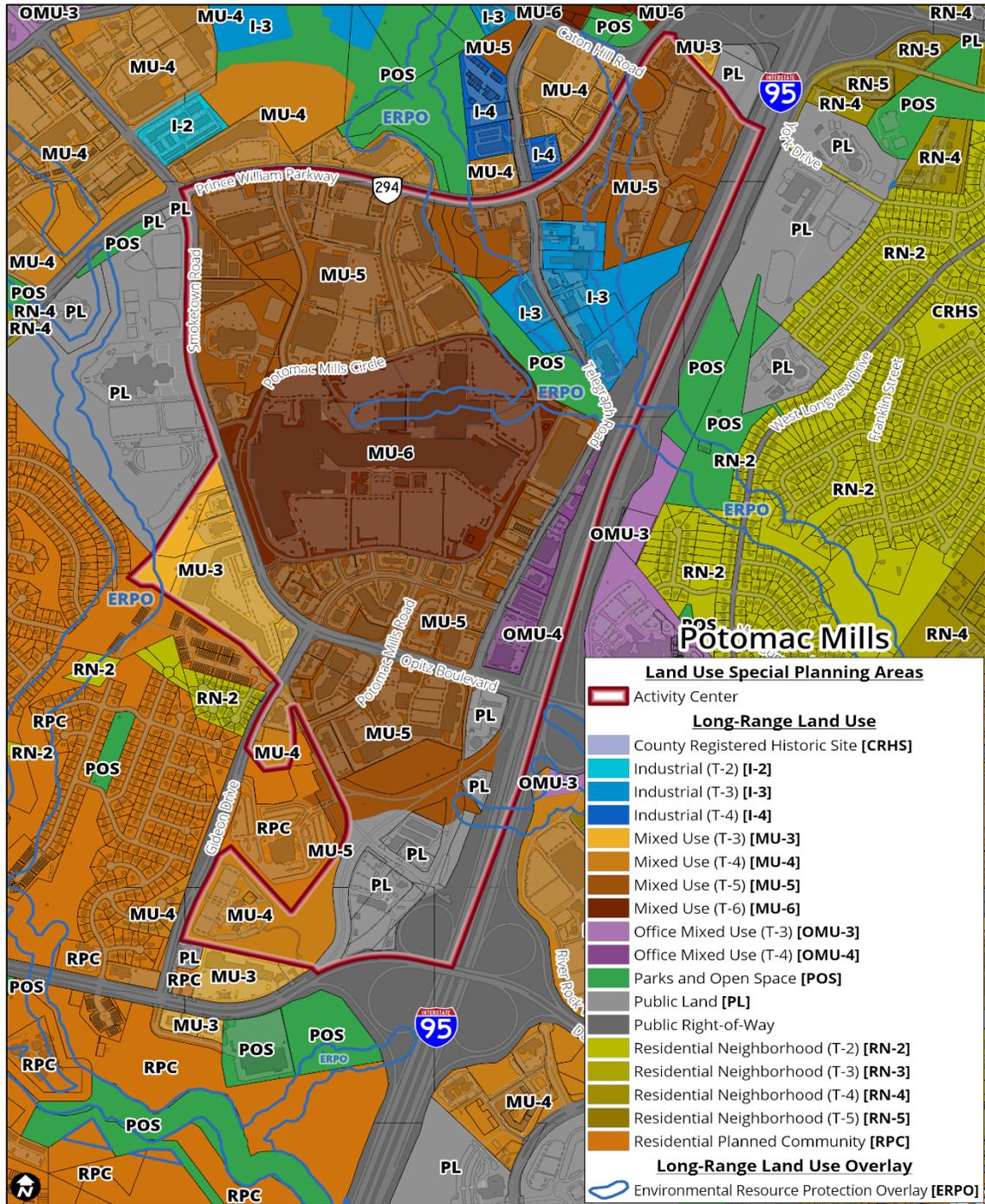


Figure 35: Land Use Potomac Mills Activity Center

POTOMAC MILLS VISION

Establish the Potomac Mills area as Prince William County's urbanized center by transitioning the area into a cohesive, compact, walkable, mixed-use, and transit-oriented district.

POTOMAC MILLS LAND USE POLICY

PMLU POLICY 1: Transition Potomac Mills Mall and strip commercial sites to cohesive, compact, walkable, mixed-use, and transit-oriented development.

ACTION STRATEGIES:

PMLU 1.1 Provide diverse housing options to support and enhance existing regional entertainment and destination uses.

PMLU 1.2 Create synergies with adjacent destinations and redevelopment focus areas such as the U. S. Route 1 redevelopment corridor, Stonebridge at Potomac Town Center, and Neabsco Common.

PMLU 1.3 Build upon the area's proximity to Sentara Northern Virginia Medical Center and existing supportive medical office land uses.

PMLU 1.4 Reduce impervious surfaces and add green infrastructure.

PMLU 1.5 Create a series of interconnected parks and opens spaces as part of future mixed-use development to establish a sense of place and to provide community amenities.

PMLU 1.6 Establish a distinct brand and identity for Potomac Mills Mall as an urban center for Prince William County using thematic streetscape treatments, furnishings, public art, lighting, and unifying landscaping.

POTOMAC MILLS HOUSING POLICY

PMHP POLICY 1: Encourage residential infill at existing shopping center sites to diversify land uses and to provide housing near shopping, employment, cultural/natural resources, and transit service.

POTOMAC MILLS MOBILITY POLICY

PMMP POLICY 1: Improve pedestrian and bicycle connections between existing shopping centers and community amenities along transportation corridors. Include frequent/managed crossings and separated pedestrian and bicycle facilities, particularly across major barriers (e.g., wide roadways and natural features).

ACTION STRATEGIES:

PMMP 1.1 Convert auto-oriented suburban arterial corridors to multimodal corridors.

- PMMP 1.2** Create improved pedestrian and bicycle connections through streetscape enhancements and greenway connections.
- PMMP 1.3** Consider access management, including consolidation of curb cuts.
- PMMP 1.4** Leverage existing transit options by providing improved multimodal connections to surrounding neighborhoods and to amenities. Ensure safe access to transit facilities throughout the area.
- PMMP 1.5** Incorporate new street connections as redevelopment occurs to create a walkable street grid and to break up existing large sites.

Yorkshire Activity Center: The study area consists of approximately 1,150 (+/-) acres located near the interchange of Interstate Highway 66 and U. S. Route 29 in Prince William County. Route 28 bisects this Activity Center (east and west). This Activity Center is generally bounded by Bull Run and Fairfax County in the north, the City of Manassas Park in the south and west, and Bull Run in the east (see Figure 25). This area is a combination of residential, commercial, institutional, industrial, and open space uses. A variety of intensities of residential exists within and surrounding the study area. The entire study area lies within the Qualified Opportunity Zone.

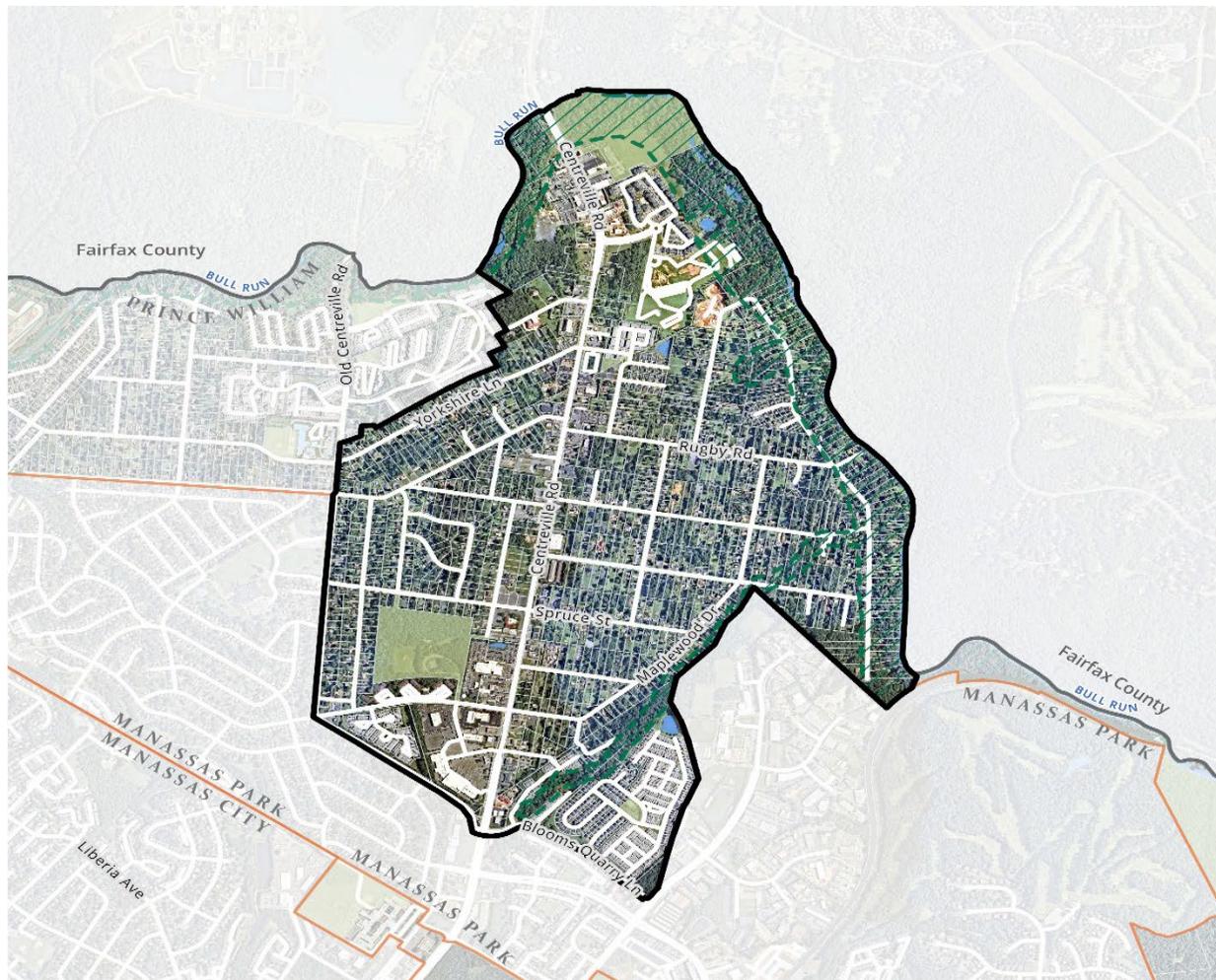
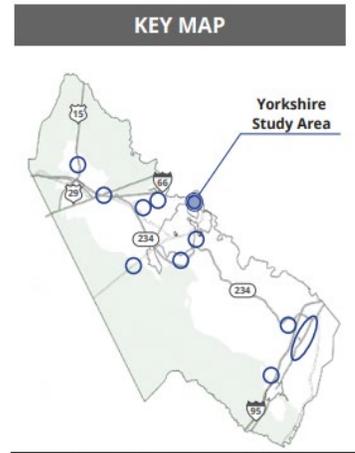


Figure 36: Yorkshire Activity Center General Location and Study Area Boundaries

YORKSHIRE ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-3 areas along Centreville Road / Route 28 will allow for neighborhood-serving commercial uses and infill residential development.

Residential Neighborhood (RN), T-2 areas will maintain the scale of existing single-family detached residential neighborhoods.

Residential Neighborhood (RN), T-4 and **Residential Neighborhood (RN), T-3** designations will support existing higher-intensity residential neighborhoods surrounding Centreville Road / Route 28 and allow for detached and attached single-family housing options.

Public Land (PL), T-3 designations reflect existing public facilities in the area, including Fire Station 8.

Parks & Open Space (POS), T-1 designations reflect existing public parks in the area, including Joseph D. Reading Park and Orchard Bridge Park.

Note: Transect categories are labeled with “T” designations along with the land use designations in the map and the key.

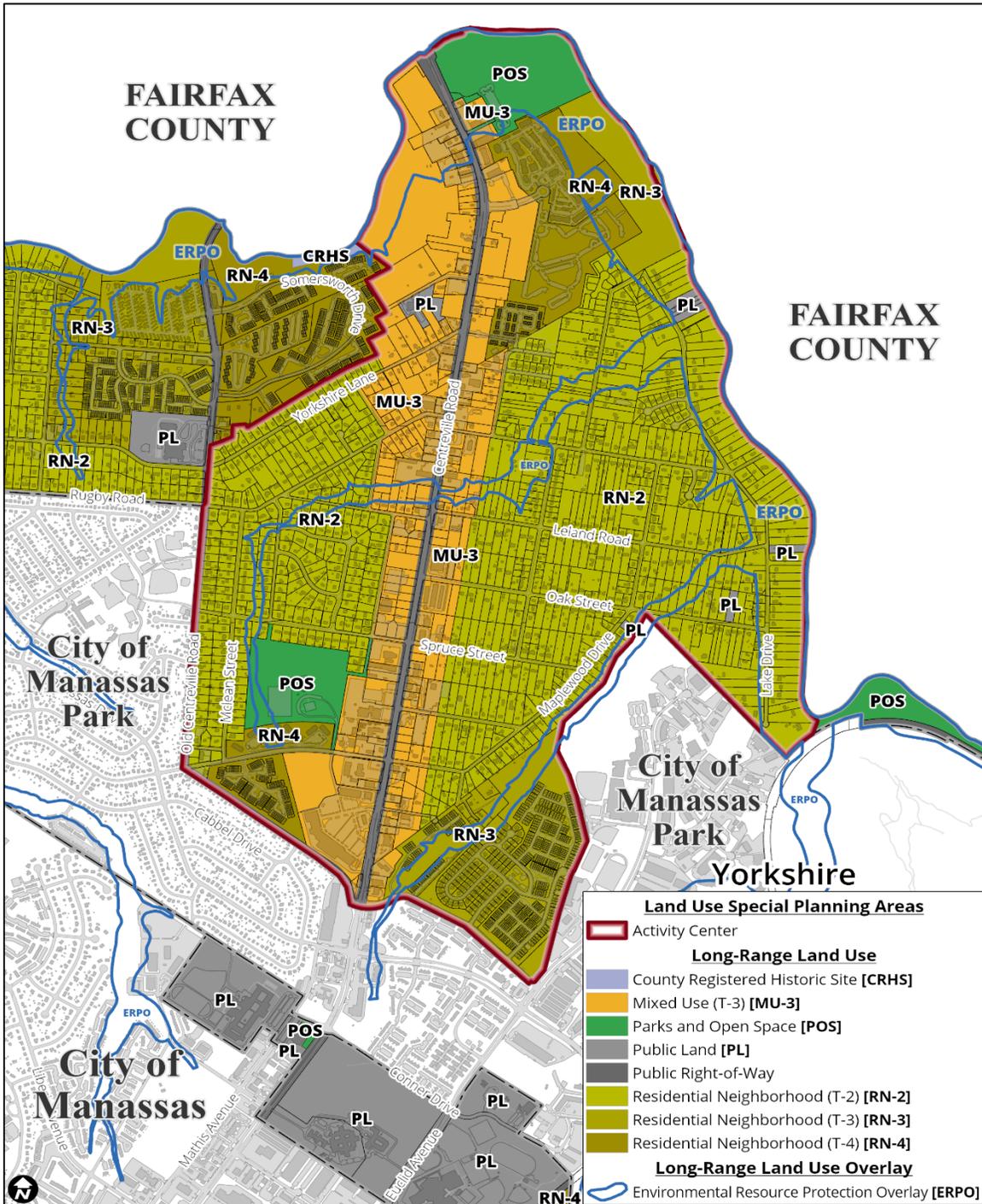


Figure 37: Land Use Yorkshire Activity Center

YORKSHIRE ACTIVITY CENTER VISION

Through reinvestment and redevelopment, establish Centreville Road / Route 28 as a mixed-use corridor and welcoming gateway into the County with a mix of commercial uses and infill housing. Balance land use changes with efforts to retain Yorkshire's diversity and unique character while preserving the area's affordability.

YORKSHIRE ACTIVITY CENTER LAND USE POLICY

YOLU POLICY 1: Preserve the character of Yorkshire and the existing residential neighborhoods while providing opportunities for new housing diversity that will support existing small businesses.

ACTION STRATEGIES:

- YOLU 1.1** Pursue opportunities for the redevelopment of commercial properties along Centreville Road/Route 28 with a mix of uses that includes community-serving commercial uses and infill housing.
- YOLU 1.2** Invest in public realm improvements—including additional sidewalk connections, streetscape enhancements, pedestrian safety improvements, improvements to public spaces, etc.—along the Centreville Road/Route 28 corridor to attract future development interest.
- YOLU 1.3** Establish welcoming gateways into the County from Fairfax County and the City of Manassas Park through gateway elements such as signage and wayfinding, landscaping and streetscape improvements, public art, and Yorkshire-specific branding elements.
- YOLU 1.4** Conduct cultural resources surveys to locate cultural resources in the Yorkshire area, including Civil War-era encampments and other resources known to exist in the area.
- YOLU 1.5** Recognize Old Centreville Road as an historic transportation corridor through interpretive elements such as interpretive kiosks and by documenting the history of the area. Conduct archaeological surveys of undeveloped land along the corridor to identify potentially significant cultural and historic resources.
- YOLU 1.6** Expand the supply of usable and accessible open space in the area through improvements to existing open space areas and the development of new public spaces as part of redevelopment, where appropriate and consistent with applicable law.
- YOLU 1.7** Encourage a joint partnership, or exploration of grants, to bury the powerlines along Route 28, within the Activity Center.

YORKSHIRE ACTIVITY CENTER HOUSING POLICY

YOHP POLICY 1: Preserve the area's existing residential neighborhoods.

ACTION STRATEGIES:

- YOHP1.1** Ensure the continued preservation of naturally occurring affordable housing and encourage new opportunities and diversity of housing options.
- YOHP1.2** Encourage context-sensitive residential infill-development to expand housing options in the area. Infill residential should include higher density multifamily and attached single-family homes along the Centreville Road/Route 28 corridor and attached single-family (e.g., townhouses and duplexes) as existing residential properties transition and redevelop.

YORKSHIRE ACTIVITY CENTER MOBILITY POLICY

YOMP POLICY 1: Improve pedestrian and bicycle connectivity and infrastructure throughout the study area, with particular attention to pedestrian access and safety improvements along Centreville Road/Route 28, including addressing sidewalk gaps and upgrading infrastructure for compliance with the Americans with Disabilities Act.

ACTION STRATEGIES:

- YOMP1.1** Incorporate a shared use path as part of the planned Old Centreville Road expansion to connect proposed trails in the area.
- YOMP1.2** Construct crosswalks with pedestrian hybrid beacons along Centreville Road/Route 28 and Well Street.
- YOMP1.3** Improve connections to the Manassas and Manassas Park VRE Stations and work with OmniRide to explore the potential to bring transit services to the Yorkshire area.
- YOMP1.4** Accommodate traffic demand on Route 28 through improved pedestrian, bicycle, and transit opportunities as well as through exploration of enhancements to existing road networks and provision of additional roadway connections.

Government Complex Activity Center: The study area of this Activity Center consists of approximately 859 (+/-) acres which is generally bounded on the north by Asdee Lane; on the south by Dale City; on the east by the Westridge, Laurel Hills, and the Glen developments; and on the west by Davis Ford Road and Hoadly Road (see Figure 27). Prince William Parkway (Parkway) is the main east/west route through the area and is an important feature from both a mobility and community design perspective. The Parkway serves as both a cross-County connector and a front door to the communities on either side of the road. Prince William Parkway is envisioned as a landscaped boulevard with streetscape features that enhances and supports the corridor creating a sense of place for the activity center. The full plan can be accessed at this [link](#).

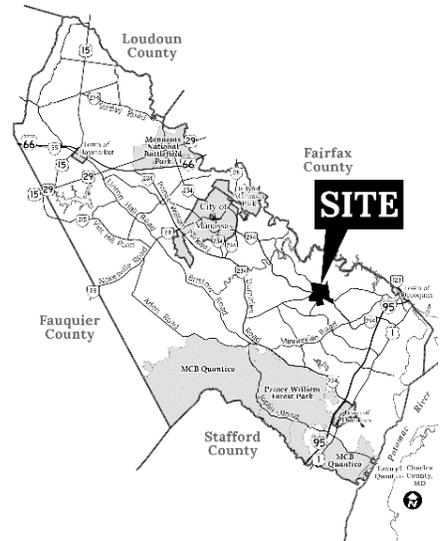


Figure 38: Government Complex Activity Center General Location and Study Area Boundaries

GOVERNMENT COMPLEX ACTIVITY CENTER LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-4 areas along the south side of Prince William Parkway will allow for community-serving commercial uses, office, and infill higher-density residential development.

Mixed Use (MU), T-3 areas along the north side of Prince William Parkway and west of Hoadly Road will allow for community-serving retail and a density of residential uses and housing types in proximity to the existing planned community.

Office Mixed Use (OMU), T-3 areas along Prince William Parkway support existing development.

Park & Open Space (POS), T-1 areas reflect the existing and expanded park in the area with a robust trail network north of the County's Government Administrative Center.

Public Land (PL), T-3 areas reflect existing public facilities in the area.

Residential Neighborhood (RN), T-3 designations consist of existing residential units that will be connected to a trail system from the park and nearby mixed-use developments that surround the Prince William Parkway.

Note: Transect categories are labeled with "T" designations along with the land use designations in the map and the key.

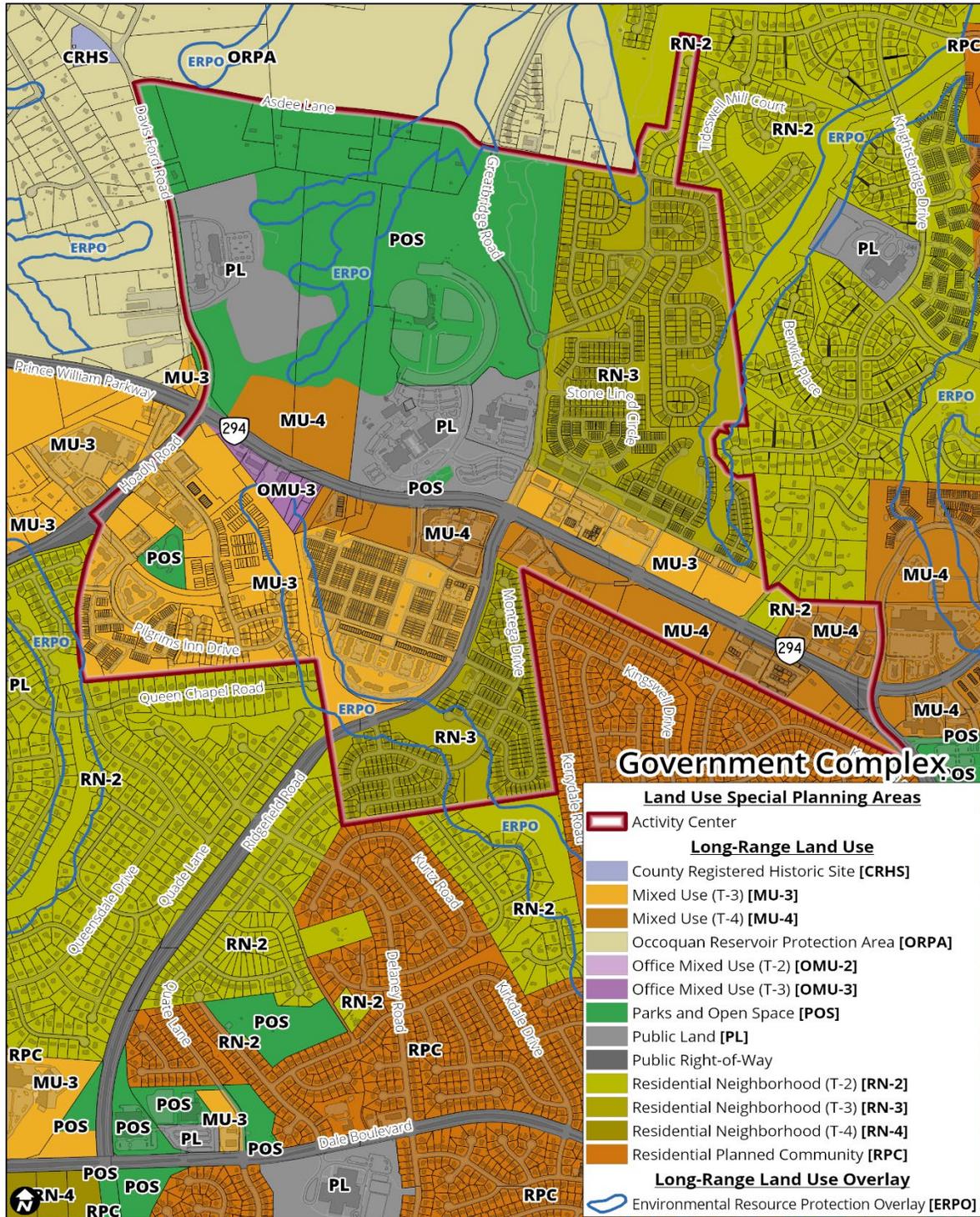


Figure 39: Land Use Government Complex Activity Center

- A. GOVT WAREHOUSE / OFFICE (LONG TERM)
- B. GOVT WAREHOUSE / OFFICE
- C. GOVT WAREHOUSE / OFFICE
- D. GOVT WAREHOUSE / OFFICE
- E. MULTI-FAMILY HOUSING/RETAIL
- F. MULTI-FAMILY HOUSING/PARKING STRUCTURE
- G. GOVT OFFICE, RETAIL
- H. GOVT OFFICE (2 LEVEL)
- I. GOVT OFFICE
- J. GOVT OFFICE (2 LEVEL)
- K. OFFICE
- L. MULTI-FAMILY HOUSING
- M. GOVT OFFICE/ PARKING STRUCTURE
- N. ENLARGED SW POND
- O. NEW MULTI-USE TURF FIELDS
- P. STADIUM RENOVATION (CONCOURSE, BOX SEATING, PICNIC AREA, AND ROOFTOP BAR)
- Q. SPLASH PAD/ PLAYGROUND
- R. FOOD TRUCK GARDEN/ PICNIC AREA
- S. PAVILLION/ ICE RINK
- T. INDOOR PRACTICE BUILDING
- U. RELOCATED MAINTENANCE BUILDING
- V. HIKING TRAIL
- W. TRANSIT DROP OFF/ PICK UP
- X. ARTISTS MARKET
- Y. PARKING STRUCTURE
- Z. FUTURE BMX FIELD EXPANSION



Figure 40: Illustrative Government Complex Activity Center

GOVERNMENT COMPLEX VISION

The Government Complex Activity Center is envisioned as a balanced and integrated mixed-use community situated on the Prince William Parkway that builds upon the existing community and serves as the County government's administrative complex while providing a variety of land uses that include offices, residential, retail, and a regional park that integrates cultural and environmental resources.

GOVERNMENT COMPLEX LAND USE POLICY

LU POLICY 1: Obtain land on the north side of Prince William Parkway for future expansion of the central administrative offices of the County government and additional recreational uses in a manner that includes integrated residential and retail creating a mixed-use community that can be developed through public/private partnerships.

ACTION STRATEGIES:

- GCLU 1.1** Encourage a mix of uses integrated both vertically and horizontally that include residential, office, and retail in a compact, pedestrian-oriented development pattern that complements the existing government complex facilities.
- GCLU 1.2** Acquire land to expand the existing recreational facilities to create a regional park that improves the existing the stadium and the BMX course while adding new amenities.
- GCLU 1.3** Integrate the regional park development with the topographic and other environmental constraints in the area to create open space that preserves substantial woodland areas.
- GCLU 1.4** Designate the western portion along the north side of Prince William Parkway for multifamily residential, retail, and County government offices.
- GCLU 1.5** Create a network of trail systems that provides connectivity to adjacent residential neighborhoods.
- GCLU 1.6** Foster a pedestrian-oriented streetscape along commercial frontage, while enhancing pedestrian and bicyclist access to nearby commercial uses from surrounding neighborhoods.
- GCLU 1.7** Integrate new open spaces and community gathering places into the design of new development in the area.

GCLU 1.8 Create land use and building height transitions between higher-intensity uses along Prince William Parkway to lower-density toward Asdee Lane.

GCLU 1.9 Address cohesive built form and visual character by coordinating streetscape improvements, setbacks, landscaping, and other elements within the Government Complex Activity Center.

GCLU POLICY 2: Encourage the development of a mixed-use center of commercial, office, and residential development on the south side of Prince William Parkway.

ACTION STRATEGIES:

GCLU2.1 The center should be a truly mixed-use development with the construction of mixed-use buildings e.g., first-floor retail and services with office and/or residential uses on the upper floors.

GCLU2.2 Use neo-traditional concepts that include a core center area, street grid, and centralized community facilities, retail services, open spaces, and focal points.

GCLU2.3 Encourage developers to locate and design areas of surface parking that will accommodate future intensification of land uses within the center using potential future structured parking options.

GCLU POLICY 3: Maintain an overall objective of achieving higher-intensity land uses in the core area of the County Center and County Complex with appropriate transitioning of development densities throughout the Activity Center Plan area.

ACTION STRATEGIES:

GCLU3.1 The developments fronting on Prince William Parkway, extending from the County Center and Complex areas to the Glen, should contain a significant amount of office development. Allow some residential development in this parcel that is integrated with development on the adjoining properties.

GOVERNMENT COMPLEX COMMUNITY DESIGN

GCCD-POLICY 1: Use consistent, high-quality development using the design guidelines throughout the Activity Center Plan area to establish a sense of place and identity and to signify the importance of Prince William County.

ACTION STRATEGIES:

GCCD 1.1 Rezoning and special use permit applicants should provide consistent, high-quality design and construction of buildings, landscaping, signage, and lighting and renderings or other written or graphic materials that depict adherence to good community design principles and consistency with the established County Center and County Complex design concepts.

GCCD 1.2 Discourage highway-oriented drive-in and drive-through uses, automotive uses, such as sales, leasing, service, and repair, in the western area along Prince William Parkway, Hoadly Road, and Davis Ford Road.

GCCD 1.3 Encourage neo-traditional patterns of housing comparable to that in older cities, such as the Old County section of Alexandria. Within these areas, single-family, duplex, triplex, and rows of houses, as well as multifamily buildings, co-exist and can be mixed within the County Center and County Complex areas, if appropriately designed.

GCCD 1.4 A high level of architectural performance and construction standards should be met in all construction in the Activity Center Plan area in the rezoning and special use permit process. Architectural drawings showing 360-degree architecture, building elevations, and material sample boards should be submitted with each proposal. Encourage architectural plans that are developed specifically to match the overall quality, style, and design envisioned for the central focal point of the County.

GCCD-POLICY 2: Implement an overall network/framework plan to implement the County Complex on the north side of Prince William Parkway.

ACTION STRATEGIES:

GCCD 2.1 Where appropriate and consistent with applicable law, new development in the mixed-use area should complete applicable portions of the overall roads and trails network necessary for the development in accordance with the County Complex Activity Center Design Guidelines.

GCCD 2.2 Construct interfacing spine roads and street grids to form central organizing open spaces. Integrate the east and west sides of the McCoart/Service Authority/Pfizer Stadium complex with a connector road.

GCCD 2.3 Within the regional park area allow for the creation of a water feature amenity for passive recreational use. This feature should be fully integrated into the overall design of the area and has a clear connection and relationship to a central open space.

GCCD-POLICY 3: Establish a well-designed, privately developed County Center on the south side of Prince William Parkway.

ACTION STRATEGIES:

GCCD 3.1 Design the County Center to include a core area that has a variety of mixed-use buildings, building heights, and a signature architecture that provides an overall sense of place. Discourage freestanding retail uses as a method of achieving the vision for the County Center which is designed to support and compliment the County Complex on the north side.

GCCD 3.2 Use the County Center Design Guidelines and Concept Plan as the design example for the design of all buildings and amenities within the County Center.

GCCD-POLICY 4: Establish a signature boulevard streetscape along Prince William Parkway to create a distinct identity of the County Center as an Activity Center, as well as an important location of historical and cultural activities.

ACTION STRATEGIES:

GCCD 4.1 Use the Prince William Parkway Streetscape Concept as the guide for completion of all projects along the frontage of the parkway.

GCCD 4.2 Where appropriate and consistent with applicable law, require the appropriate design approach and construction of the streetscape as new development occurs along the Parkway frontage.

GCCD 4.3 Encourage developers to coordinate all roadside utility lines and easements to facilitate completion of the Prince William Parkway Streetscape Concept, prior to preparing a general development plan for a particular property.

GCCD 4.4 Where appropriate and consistent with applicable law, all existing and proposed overhead utility lines should be placed underground in conjunction with new development in order to emphasize the unique character of the area as the central activity area of the County.

GCCD 4.5 Complement the public improvement portion of the Prince William Parkway streetscape through any available grants, appropriate monetary contributions of a rezoning or special use permit, tree planting program of the County Arborist's office, the County's Capital Improvements Program, and/or through special programs or agreements with the Virginia Department of Transportation (VDOT).

GCCD 4.6 Where appropriate and consistent with applicable law, install public street information signs, streetlights, and traffic signals along Prince William Parkway through coordination between the Prince William Department of Transportation and VDOT to achieve upgraded facilities that complement the overall streetscape design.

GOVERNMENT COMPLEX CULTURAL RESOURCES POLICY

GCCR-POLICY 1: Establish the County Complex as a potential cultural resources activity area for the County.

ACTION STRATEGIES:

GCCR 1.1 Pursue a County historical museum/archives/history library dedicated to identifying, documenting, and preserving the prehistory (prior to 1607) and history of Prince William County.

GCCR 1.2 Expand and improve the headstone repository within the Activity Center Plan area.

GCCR 1.3 Explore developing incentives for donation of significant recovered prehistoric and historic artifacts to the County historical collection where appropriate and consistent with applicable law.

GOVERNMENT COMPLEX ECONOMIC DEVELOPMENT POLICY

GCEC-POLICY 1: Encourage public and private development that will further the economic development goals of the County, expand County services in an efficient, responsible, and sustainable manner to adequately support the current and future needs of the residents, enhance the County's image, and promote tourism.

ACTION STRATEGIES:

- GCEC 1.1** Market the Activity Center Plan area through innovative marketing techniques and a dedicated website. Establish the Government Complex Activity Center Plan area as a unique and special place for the integration of public and private uses that will establish the area as a focal point for the County.
- GCEC 1.2** Explore the feasibility of incorporating public improvements such as, but not limited to, a community-scale performing arts center, historical museum/archives, library, senior center, County government office buildings, neighborhood public schools, parks, public safety buildings, transportation, and other infrastructure improvements, to enhance the County Center development.
- GCEC 1.3** Recognize that the development in the Activity Center Plan area, which may include office space, an expanded stadium, community-scale performing arts center, historical museum/archives, and library, could generate a need for lodging in the mid-County area.

GOVERNMENT COMPLEX ENVIRONMENT POLICY

GCEN-POLICY 1: Preserve the extensive woodland cover in the Activity Center Plan area, recognizing its fundamental role in maintaining the health of the Occoquan watershed and overall appearance of the area as reflected in Figure 28 Government Complex Land Use Map.

ACTION STRATEGIES:

- GCEN 1.1** Ensure a higher level of woodland preservation than is typically achieved in Prince William County. Applicants for rezonings, special use permits, and public facilities reviews outside the County Center and County Complex areas, should identify intermittent streams beyond the Chesapeake Bay Resource Protection Areas, as defined by current County maps or Preservation Area Site Assessments ("PASAs"). PASAs, as described in the Design and Construction Standards Manual, shall not be used to reduce or eliminate intermittent streams shown on USGS and County maps. Encourage 50-foot-wide undisturbed areas to be provided around these streams. In addition, preserve woodlands on 15% and greater slopes a distance of 50 feet back from both intermittent and continual streams in the area.
- GCEN 1.2** Applicants should identify, at the time of rezoning and/or special use permit application, approximate limits of clearing and grading, drain field locations, and woodland preservation areas in the conditions of approval or a proffered general development plan

or master zoning plan. Such preservation areas should be considered part of the required open space of the particular zoning district. Outside the County Center and County Complex areas, desired percentages of tree preservation on a site are as follows:

- 10% in nonresidential developments;
- 20% in suburban density residential developments;
- 35% in semi-rural density; and
- Higher levels of woodland preservation.

GCEN 1.3 Preserve 50- to 100-foot-wide strips of existing woodland between new development and existing neighborhoods around the periphery of the Activity Center Plan area. Determine the appropriate widths of such preservation areas during the rezoning or special use permit process, including considering any input from the existing neighborhoods.

GCEN 1.4 As a part of the overall woodland preservation strategy, provide 50- to 75-foot-wide strips of woodland along Prince William Parkway, outside the County Center and County Complex areas, as described in the Prince William Parkway Streetscape Concept. Locate such areas outside of the street right-of-way and utility easements as discussed in more detail in the Community Design Chapter.

GCEN 1.5 Encourage, as part of the approval process for rezonings, special use permits, or site plans, shared parking arrangements, where appropriate, to minimize impervious surfaces in the Activity Center Plan area.

GCEN 1.6 Public Works, Environmental Services Division staff should identify the optimal locations for regional storm water management facilities to allow for the creation of wet ponds. Encourage the pro-rata share arrangements contained in the Design and Construction Standards Manual to address shared contribution to a regional wet pond system as each development occurs in the Activity Center Plan area.

GCEN 1.7 During the rezoning and special use permit review process, encourage 100% redundant erosion and sediment control devices and low-impact development techniques be included as development occurs. Water quality monitoring programs should be considered for inclusion as part of the conditions of rezonings and special use permits.

GCEN 1.8 To provide for maximum protection of large trees in the Activity Center Plan area, consult the County Arborist's list of champion trees and field identify specimen trees as part of the rezoning and special use permit application, in consultation with the County Arborist.

GCEN 1.9 Encourage contiguous woodland preservation areas in the suburban and semi-rural areas for the expressed purpose of wildlife preservation. Consider conservation easements or other appropriate preservation methods, such as open space controlled by a homeowner's association, to achieve County requirements for tree canopy coverage, open space, and water quality.

GCEN1.10 Encourage the use of sustainable design in both new and retrofitted buildings by using energy efficient and environmentally friendly concepts to minimize the carbon footprint.

GOVERNMENT COMPLEX HOUSING POLICY

GCH-POLICY 1: Encourage housing that is reflective of the needs of a diverse population both in terms of cost point options and lifestyle preferences within the Government Complex Activity Center.

ACTION STRATEGIES:

- GCHP 1.1** Encourage neo-traditional patterns of housing comparable to that in older cities., such as the Old County section of Alexandria. Within these urban areas single-family, duplex, triplex, and rows of houses, as well as multifamily buildings, co-exist and can be mixed within the County Center and County Center areas, if appropriately designed. Encourage housing styles and types of high-design and construction standards and quality that would be sought by employees who would work within the Activity Center Plan area. A high level of architectural performance and construction standards should be met in all construction in the Activity Center Plan area in both the rezoning and special use permit process.
- GCHP 1.2** Encourage much of the housing in the Activity Center plan area to be constructed within a continuation of the neo-traditional type of development and the grid pattern of streets established in the County Center and County Complex areas to achieve a strong link between residential areas and nonresidential areas (central greens and community activity areas), and to achieve compact, clustered areas of residential development. Discontinue or alter the grid, as required, to preserve wooded slopes and wetland areas or where lower densities of development are appropriate.
- GCHP 1.3** Design layout of housing to support walkable vibrant communities with multi-modal options to services and employment.

LEVEL OF SERVICE PLAN

GOVERNMENT COMPLEX COMMUNITY EDUCATION POLICY

GCCE-POLICY 1: Plan for new community education opportunities by using collocated spaces within the Activity Center.

ACTION STRATEGY:

- GCCE 1.1** Plan for and allow public and/or private schools of special instruction, magnet schools, branch/satellite trade schools, colleges, by using shared space in the County Complex that contribute to a sense of community. With the additional residential development proposed in the County Center portion of the Activity Center Plan area, establish neighborhood public schools in or nearby the Activity Center Plan area.

GCCE-POLICY 2: Assess the need for a new special collections library or history museum within the Activity Center Plan area as a community focal point.

ACTION STRATEGY:

GCCE 2.1 Evaluate with the current or proposed County's Capital Improvements Program whether it is beneficial to consider a new centralized special collections library, history museum, and archives that focuses on the cultural and historical resources of Prince William County.

GOVERNMENT COMPLEX PARKS, RECREATION & TOURISM

GCPR-POLICY 1: Plan for a new regional park and recreational facilities within the Activity Center Plan area.

ACTION STRATEGIES:

GCPR 1.1 Encourage sufficient land for expansion of organized sports, leisure, tourism, festival, performing arts, and other recreational activities in the vicinity of Pfitzner Stadium, and coordinate the master planning of these activities with the County Center Design Guidelines and Concept Plan.

GCPR 1.2 Encourage a continuous pedestrian trail system throughout the Activity Center Plan area and connect the system to the residential areas along Springwoods Drive within the Lake Ridge community.

GCPR 1.3 Incorporate informal open spaces, stream valleys, trails, greens, squares, or other such spaces as appropriate within new developments.

GOVERNMENT COMPLEX UTILITY INFRASTRUCTURE POLICY

WATER POLICY

GCWA-POLICY 1: Encourage all development in the Activity Center Plan area to be connected to public water.

ACTION STRATEGIES:

GCWA 1.1 Plan for and construct new water lines in the Activity Center Plan area to help minimize environmental impact.

GCWA 1.2 Develop the Activity Center Plan area with an appropriate arrangement of land uses and construction techniques to preserve the water quality of the Occoquan Watershed, protect existing wells, and protect the public water supply in the Occoquan Reservoir.

GCWA 1.3 Connect all new nonresidential development, and residential development on lots 2-1/2 acres or less, to public water.

GOVERNMENT COMPLEX SEWER POLICY

GCSW-POLICY 1: Encourage all development in the Activity Center plan area to be connected to public sewer.

ACTION STRATEGIES:

GCSW 1.1 Plan for and construct public sewer systems that help minimize environmental impact.

GCSW 1.2 Develop the Activity Center Plan area with an appropriate arrangement of land uses and construction techniques to preserve the water quality of the Occoquan Watershed, protect existing wells, and protect the public water supply in the Occoquan Reservoir.

GCSW 1.3 Connect all new nonresidential development, and residential development on lots 2-1/2 acres or less, to public sewer.

GOVERNMENT COMPLEX MOBILITY POLICY

GCMP POLICY 1: Focus transportation improvements at existing intersections along Prince William Parkway.

ACTION STRATEGIES:

GCMP 1.1 Explore the feasibility of establishing a bond program for construction of roundabouts or grade-separated intersections on Prince William Parkway at Hoadly/Davis Ford Road intersections.

GCMP 1.2 Where appropriate and consistent with applicable law, applicants for rezoning, special use permit, and site plan review should provide the applicable turn lanes and sidewalk or bicycle trails along the frontage of Prince William Parkway. Encourage such improvements with utility installations and general development plans or site plans to allow for continuation of the Prince William Parkway streetscape concept.

GCMP 1.3 Minimize right-in/right-out turns on Prince William Parkway. Limit crossovers to the five existing median crossover points (1- Ridgewood Center Drive/Laurel Hills Drive, 2-Black Forest Lane/Reid Pond Drive, 3-Ridgefield Road/Asdee Lane, 4-County Complex and County Center entrance, and 5- Branscome Paving/Maxfield entrance).

GCMP 1.4 Consider a safe, easily accessible below or above-grade pedestrian crossing on Prince William Parkway between the County Center and County Complex.

GCMP POLICY 2: Focus public and private resources on completing the main framework of streets and pedestrian network within the Activity Center Plan area.

ACTION STRATEGIES:

GCMP 2.1 Improve pedestrian and bicycle infrastructure throughout the Activity Center through sidewalk connections, bicycle route additions, pedestrian and bicyclist safety features, etc.

Improve pedestrian safety by installing additional pedestrian crossings, including north-south crossings of Prince William Parkway.

- GCMP 2.2** Enhance streetscape character along Prince William Parkway and connected roadways by providing improved pedestrian facilities, and adjacent site and building related amenities.
- GCMP 2.3** Encourage greenway corridors with passive recreation to encourage increased connectivity between residential and commercial areas while preserving the natural environment.
- GCMP 2.4** Encourage short block lengths with enhanced pedestrian crossing opportunities during the site development process.
- GCMP 2.5** Use a formal grid/modified grid pattern of streets. Establish public portions of the overall network plan.
- GCMP 2.6** Coordinate the residential component in the Activity Center to continue the street grid pattern into all applicable parcels as they become available for development.
- GCMP 2.7** Provide appropriate traffic calming designs such as roundabouts, on-street parking, landscaped bump-out islands, special paving to signify transitions in land use, and reinforce the overall pace and pedestrian orientation desired within the County Center.

GCMP POLICY 3: Integrate multi-modal transportation facilities into the Activity Center Plan area.

ACTION STRATEGIES:

- GCMP 3.1** Plan new office buildings and cultural and historical facilities in a manner that will allow shared use of parking lots for different peak demands.
- GCMP 3.2** Design surface parking lots to accommodate structured parking, if needed, for future intensification of the County Center and the County Complex areas, or to simply minimize the amount of surface parking.
- GCMP 3.3** Design office buildings and cultural and historical facilities near the center of the County Center area with sublevel parking.

MULTIMODAL CORRIDORS

Multimodal Corridors are those areas that have moderate to high levels of multimodal connectivity within the region's transportation system. These corridors are usually major roads that provide access into and out of a locality. Many of these corridors exist in matured areas of the County and need to be revitalized.

REDEVELOPMENT CORRIDORS

Redevelopment Corridors are geographic areas consisting of older commercial neighborhoods which aren't experiencing their full economic potential and are identified as a priority for planning and investment strategies that serve as a catalyst to promote and perpetuate economic viability. The County has identified 2 redevelopment corridors which are shown on the map in Figure 10. The two redevelopment corridors are Route 1 and Sudley Road Corridor.

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Route 1 Corridor: This corridor consists of 414 (+/-) acres and is approximately 3.0 miles long. The study area is generally bounded by the North Woodbridge Small Area Plan area in the north and Neabsco Mills Road in the south (see Figure 30). Two major corridors (Opitz Boulevard and Dale Boulevard) bisect the study area. The study area is located in close proximity to Interstate 95 and the Potomac Mills Activity Center. The Neabsco Creek lies just southeast of the study area; a branch of the creek goes through the southern section of the study area. There are a variety of intensities of residential uses which surround the study area with a combination of commercial shopping centers, automobile dealerships, business parks, industrial parks, and varied intensities of residential along the corridor.

KEY MAP

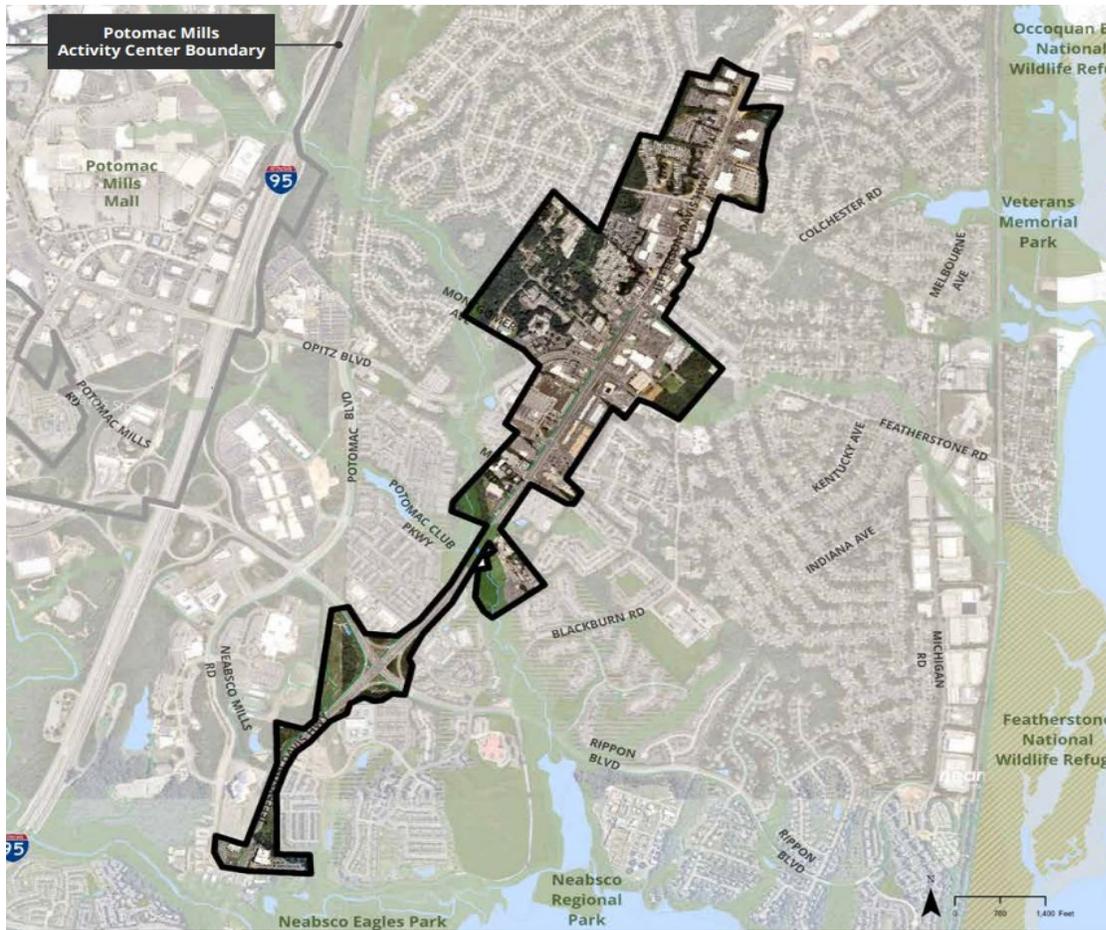
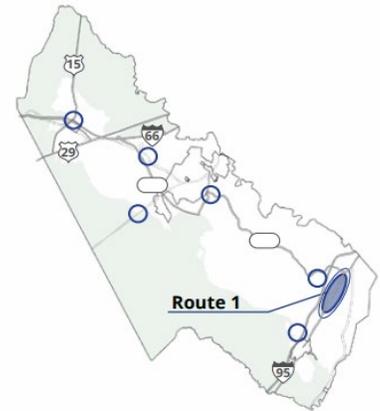


Figure 41: Route 1 Redevelopment corridor general location and Study Area Boundaries

ROUTE 1 CORRIDOR LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-4 areas provide for high intensity uses. Featherstone Plaza has the potential to serve as the heart of the corridor, as this designation allows for community-serving retail, employment uses, and integrated residential development opportunities.

Mixed Use (MU), T-3 areas will provide a transition between residential uses and higher-intensity commercial uses along the Route 1 corridor, while incorporating a range of housing options as well as limited community-serving commercial uses.

Residential Neighborhood (RN), T-4 designation will serve as a transition between mixed use areas and lower-intensity residential uses, while offering a variety of single-family and multi-family housing options.

Residential Neighborhood (RN), T-3 area will offer a variety of single-family and multi-family housing options at a lower-intensity.

Office Mixed Use (OMU), T-3 and **Office Mixed Use (OMU), T-2** will continue to allow for office uses along Route 1 while also accommodating a mix of uses.

Public Land (PL), T-3 is comprised of public facilities, including OWL Station 12 and the Post Office.

Parks & Open Space (POS), T-1 will allow the Resource Protection Areas to remain in much of their natural state. These areas will expand the supply of accessible open space within the Route 1 corridor, while providing spaces for community gatherings, passive recreation, and trails.

Note: Transect categories are labeled with "T" designations along with the land use designations in the map and the key.

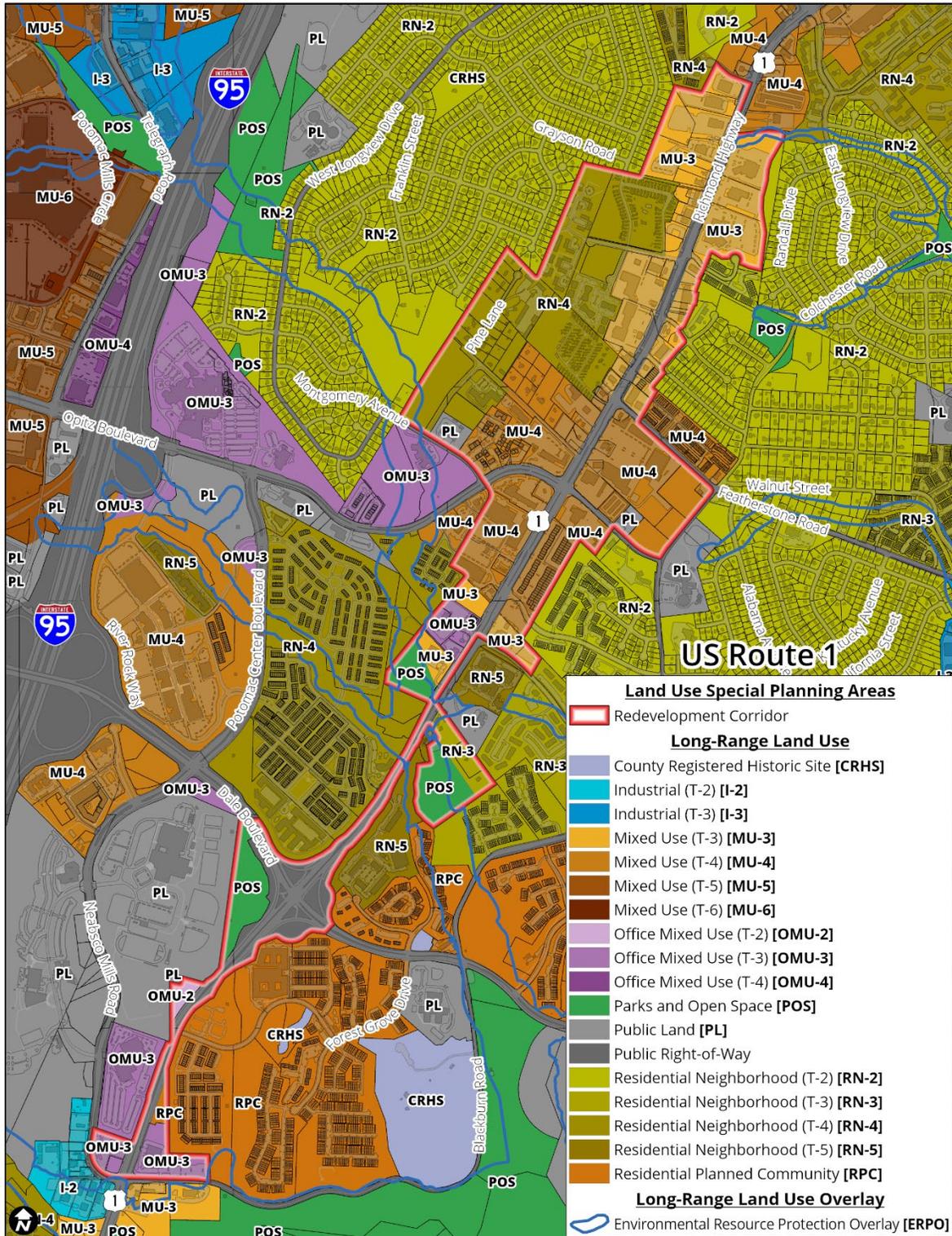


Figure 42: Route 1 Corridor Land Use Map

ROUTE 1 CORRIDOR VISION

Route 1 will transition to a walkable and well-connected corridor with a compact development pattern and an integrated mix of uses. Through redevelopment of existing strip commercial and auto oriented uses the corridor will gain a variety of housing options and neighborhood-serving commercial uses while preserving the area's diversity and ensuring its long-term affordability.

ROUTE 1 CORRIDOR LAND USE POLICY

ROLU POLICY 1: Encourage mixed-use development that integrates neighborhood serving commercial uses with additional housing options while preserving the area's diversity and affordability.

ACTION STRATEGIES:

ROLU 1.1 Prioritize the redevelopment of Featherstone Plaza and surrounding properties as a mixed-use node and catalyst for additional redevelopment along Route 1.

ROLU 1.2 Encourage assemblage of parcels to create meaningful redevelopment opportunities, particularly in the vicinity of Featherstone Plaza and at the northern end of the corridor.

ROLU 1.3 Incorporate public gathering spaces and open space amenities as part of redevelopment projects.

ROLU 1.4 Maximize the potential of stream corridors and Resource Protection Areas to serve as accessible open space amenities.

ROUTE 1 CORRIDOR HOUSING POLICY

ROHP POLICY 1 : Provide a variety of housing options along the Route 1 corridor ranging from single-family attached to multifamily. Incorporate both affordable and market-rate options.

ACTION STRATEGIES:

ROHP 1.1 Encourage residential infill development to provide additional housing options. Residential infill should create a transition in scale and intensity between the Route 1 land uses and surrounding residential communities.

ROUTE 1 MOBILITY POLICY

ROMP POLICY 1: Improve walking and bicycling connections along Route 1 as well as between Route 1 and surrounding neighborhoods.

ACTION STRATEGIES:

ROMP 1.1 Continue to improve the pedestrian environment by implementing additional streetscape improvements, including consolidation of curb cuts as redevelopment occurs.

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ROMP 1.2 Incorporate new street connections as part of redevelopment to enhance access and provide alternative connections to Route 1 for local trips.

ROMP 1.3 Incorporate additional pedestrian crossings along Route 1 to improve safety and reduce walking distances.

ROMP 1.4 Enhance multimodal connectivity to the Rippon and Woodbridge VRE stations.

ROMP 1.5 Provide connections to the local and regional trail network.

Sudley Road Corridor: This corridor consists of 1,326 (+/-) acres and is approximately 2.87 miles long. The study area is generally bounded by Manassas National Battlefield Park in the north, Ashton Avenue in the west, Godwin Drive in the south, and a portion of Williamson Boulevard in the east (see Figure 33). Three major corridors (Balls Ford Road, Sudley Manor Drive, and Godwin Drive) and one highway (Interstate-66) bisect the study area. The Sudley Road Activity Center abuts the study area to the west. There are a variety of intensities of residential uses surrounding the study area with a combination of commercial shopping centers, agriculture, open space, residential, car dealerships, and industrial parks are within the corridor.

KEY MAP

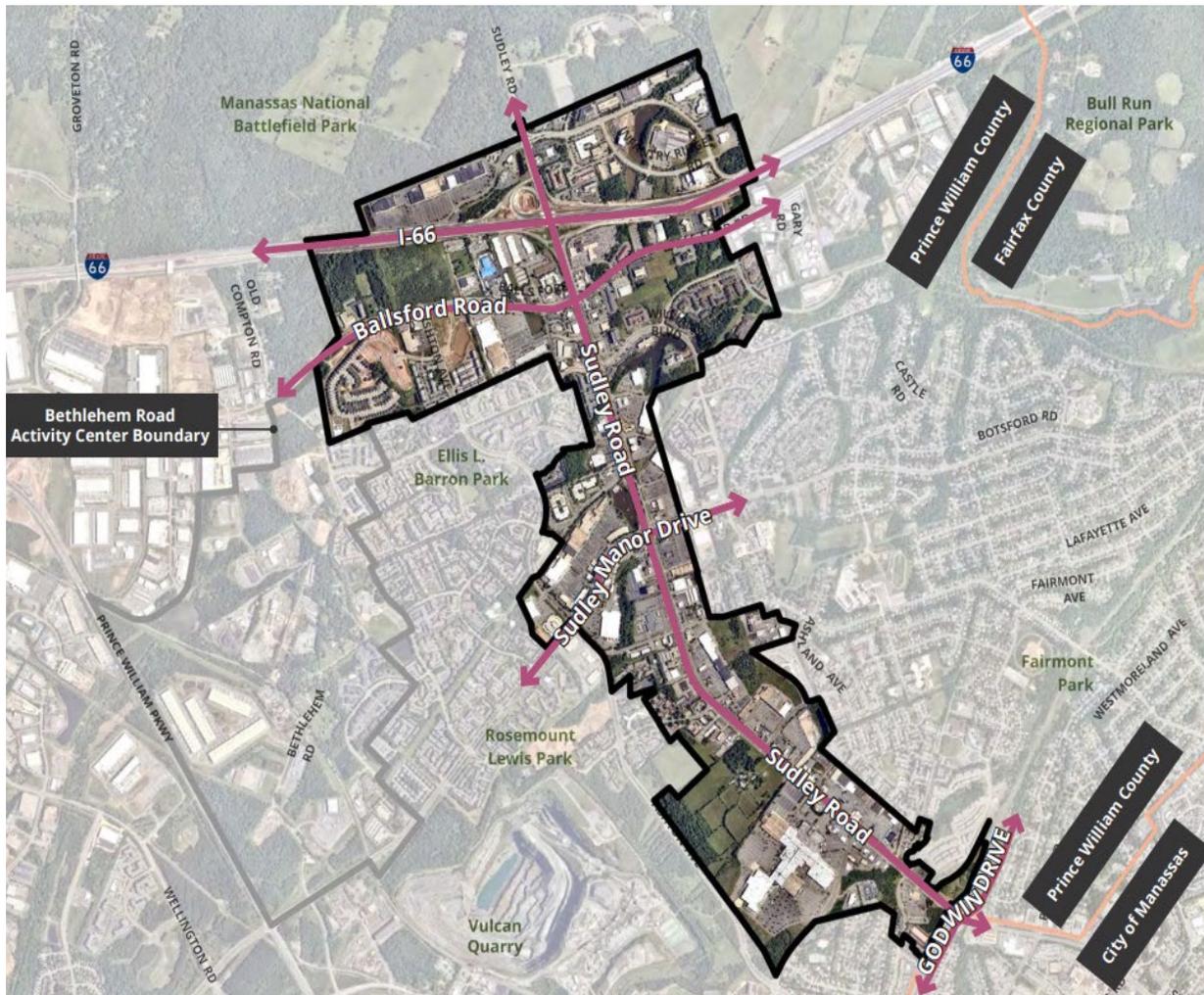
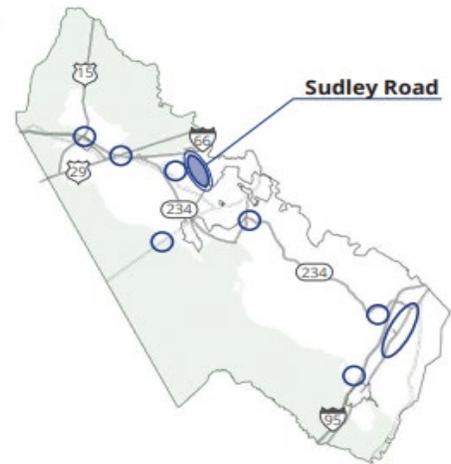


Figure 43: Sudley Road Redevelopment Corridor General Location and Study Area Boundaries

SUDLEY ROAD CORRIDOR LAND USE PLAN

The Long-Range Land Use classifications associated with the study area include the following:

Mixed Use (MU), T-6 area will allow for infill development at the Manassas Mall which includes high-density residential along with redevelopment of the commercial areas.

Mixed Use (MU), T-5 areas will allow for higher-intensity mixed-use development along Sudley Road, integrating housing options, community-serving retail, other commercial and employment activities, and public spaces.

Mixed Use (MU), T-4 areas will allow for mixed-use development at a lower-intensity from MU, T-5. This designation will also enable a sensitive transition between the Manassas National Battlefield Park and the rest of the Sudley Road Redevelopment Corridor.

Office Mixed Use (OMU), T-3 areas will support a mix of uses while accommodating hospitality, dining and retail, family-oriented entertainment, and office uses that complement the Manassas National Battlefield Park and Northern Virginia Community College campus.

Residential Neighborhood (RN), T-3 areas will serve as transitions between mixed-use development along Sudley Road and surrounding residential neighborhoods.

Industrial (I), T-3 – Tech/Flex areas will allow for and support a mix of light manufacturing, light industrial and commercial flex, start-up businesses, and office uses, while also accommodating existing and planned data center uses.

Public Land (PL), T-3 designation reflects potential public facilities in the area.

Commercial (COM), T-3 area along Sudley Manor Drive will serve the surrounding residential neighborhood and the larger community with retail, retail service, and office uses.

Parks & Open Space (POS), T-1 areas will serve as a buffer between the residential neighborhoods and higher-intensity uses along Sudley Road. They will also provide opportunities to incorporate recreational space for the adjacent mixed-use areas and residential neighborhoods, as well as expand the trails network.

Public Land (PL) designations reflect existing public facilities in the area.

Note: Transect categories are labeled with “T” designations along with the land use designations in the map and the key.

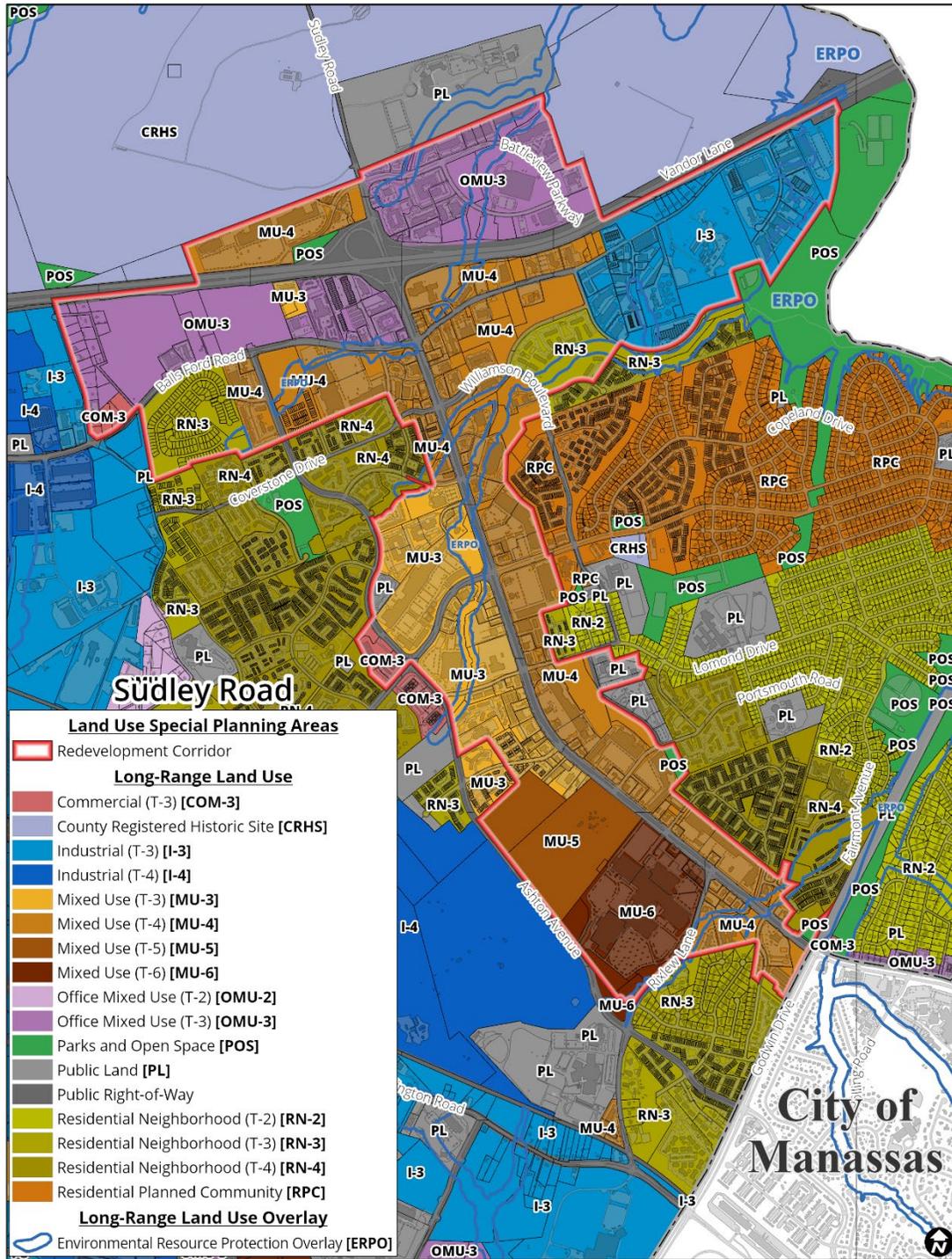


Figure 44: Sudley Road Corridor Land Use Map

SUDLEY ROAD CORRIDOR VISION

Leveraging the many cultural, historic, and natural resources surrounding it, Sudley Road will evolve into a mixed-use corridor offering new housing options, neighborhood-serving commercial uses, and hospitality amenities in a compact, pedestrian-oriented form. The corridor will serve as an attractive gateway into the County from the Manassas National Battlefield Park and the City of Manassas.

SUDLEY ROAD CORRIDOR LAND USE POLICY

SRLU POLICY 1: Encourage the redevelopment of older strip commercial uses with a compact mix of uses that integrates new housing options and neighborhood-serving commercial uses. Prioritize the redevelopment of the Manassas Mall site as a catalyst for further redevelopment of the corridor.

ACTION STRATEGIES

SRLU 1.1 Complement the adjacent Manassas National Battlefield Park (“Park”) and the Northern Virginia Community College campus with hotels, dining and retail, family-oriented entertainment uses, and other visitor amenities at the northeastern portion of the corridor, adjacent to Interstate 66. Strategically limit building heights, including rooftop mechanicals, adjacent to Manassas National Battlefield Park to prevent visual impacts to the viewsheds.

SRLU1.1 Protect the integrity of Manassas National Battlefield Park by encouraging compatible development along its borders. Encourage use of the building design guidelines found in the Data Center Opportunity Zone Overlay District which limits height and visibility from the Park, while minimizing light intrusion into the Park. Incorporate landscape buffers, appropriate trees, facade colors that blend into the landscape (brown and green preferred), and other measures to mitigate visual impact on the Park.

SRLU1.2 Through infill residential development, foster a sensitive transition in scale and intensity between Sudley Road and surrounding residential uses.

SRLU1.3 Integrate open space and community gathering spaces as part of redevelopment, on undeveloped or underutilized land, and along stream corridors, in order to provide community amenities where appropriate and consistent with applicable law.

SRLU1.4 Explore opportunities to create welcoming and identifiable gateways from the City of Manassas and Manassas National Battlefield Park. Pursue gateway strategies such as

streetscape and median enhancements, signage, public art, and landscaping. Honor the historical significance of the Park through landscape improvements that foster a transition in character as Sudley Road approaches the Park.

SRLU1.5 Accommodate a range of light manufacturing, light industrial and commercial flex, start-up businesses, and office uses, as well as existing and planned data center uses, in designated technology flex areas adjacent to Interstate 66.

SRLU1.6 Explore the opportunity of converting the Vulcan Quarry to parks & open space once the quarry has reached the end of its productive use.

SUDLEY ROAD CORRIDOR HOUSING USE POLICY

SRHP POLICY 1: Provide a range of housing options along the Sudley Road corridor, including affordable and market-rate options.

ACTION STRATEGIES:

SRHP1.1 Integrate infill residential development, with a range of single-family and multi-family housing options, adjacent to the Sudley Road corridor.

SUDLEY ROAD CORRIDOR MOBILITY POLICY

SRMP POLICY 1: Improve pedestrian and bicycle connections along and across Sudley Road. Explore opportunities for new and/or enhanced east-west connections, including new and/or enhanced crossings on Sudley Road, and connections to surrounding neighborhoods and parks. Explore the potential for pedestrian refuge areas within the Sudley Road median.

ACTION STRATEGIES:

SRMP 1.1 Improve the pedestrian environment by enhancing the Sudley Road streetscape, while consolidating curb cuts.

SRMP 1.2 Integrate new street connections as commercial sites redevelop to create a connected street grid.

SRMP 1.3 Connect the Sudley Road Corridor to existing and proposed trails, with connections to existing natural resource areas and cultural resources.

SRMP 1.4 Improve pedestrian connections to Manassas National Battlefield Park from the area south of Interstate 66.

ACTIVITY CENTERS AND REDEVELOPMENT CORRIDORS GENERAL POLICIES

The general land use policies associated with Activity Centers and Redevelopment Corridors are listed below. The policies in this section address the form and design characteristics of these distinct areas of the County.

LAND USE POLICY 20: Encourage growth in multimodal districts and Activity Centers through the development of planned communities that provide a variety of residential options, public facilities, goods and services, open space, cultural and recreational opportunities, various modes of transportation options, and employment opportunities.

ACTION STRATEGIES:

- LU20.1** Encourage investment in necessary public infrastructure to further the implementation of multimodal districts, Activity Centers, and Redevelopment Corridors.
- LU20.2** Development within multimodal districts and Activity Centers should complement the mix concentration of uses as defined in this chapter at the density and intensity needed to support local transit.
- LU20.3** Residential development within multimodal districts and Activity Centers should develop at a higher density than the surrounding residential uses outside of the district or center.
- LU20.4** Allow incentives such as density bonuses, shared parking, and lower parking requirements to encourage the desired land uses within multimodal districts and Activity Centers.
- LU20.5** Encourage shared/structured parking within mixed use activity centers. Design surface parking, when proposed, to accommodate future redevelopment.
- LU20.6** Provide multimodal links between uses within multimodal districts and Activity Centers and emphasize internal pedestrian walkability, bikeability and a pedestrian-oriented streetscape.
- LU20.7** Situate parking within multimodal districts and Activity Centers to enhance the pedestrian environment and facilitate access between destinations.
- LU20.8** Encourage developers to design on-street parking, use structured parking, and reduce off-street parking where appropriate.
- LU20.9** Encourage compatible institutional and public facility uses to be located within the multimodal districts and Activity Centers through the Capital Improvement Program and through new development.
- LU20.10** Encourage open space within new development in multimodal districts and activity centers that protects and complements existing environmental and cultural resources.
- LU20.11** Consider flexibility in the mix of uses allowed in land designated within multimodal districts and activity centers provided the project contributes to a center's mix of uses and form as defined in this chapter.

LAND USE POLICY 21: Redevelopment efforts will be encouraged in geographic areas consisting of older commercial corridors as shown on the Land Use Map and identified as a priority for planning and investment strategies that serve as a catalyst to promote and perpetuate economic viability.

ACTION STRATEGIES:

- LU21.1** Create corridors that are pedestrian oriented, have an integrated multimodal transportation network, and architecture that create a sense of place.
- LU21.2** Encourage the consideration of streetscaping in the overall design of projects and infrastructure within redevelopment corridors.
- LU21.3** Encourage the redevelopment of older strip commercial uses with a compact mix of uses that integrates new housing options and neighborhood-serving commercial uses.
- LU21.4** Integrate open space and community gathering spaces as part of redevelopment, on undeveloped or underutilized land, and along stream corridors, in order to provide community amenities, where appropriate and consistent with applicable law.
- LU21.5** Create a connected grid of streets by incorporating new street connections as new development and redevelopment occurs.
- LU21.6** Encourage residential, commercial, and office infill development -- in a compact and walkable development pattern -- that complements existing uses.
- LU21.7** Encourage a mix of housing, office, and neighborhood-serving commercial uses at a scale compatible with surrounding residential neighborhoods.

LAND USE POLICY 22: Promote a mix of complementary land uses within activity centers and redevelopment corridors which builds synergies between established development and future growth.

ACTION STRATEGIES:

- LU22.1** Engage with local community members, stakeholders, organizations, and others to help plan the type of development that is desired in activity centers and redevelopment corridors.
- LU22.2** Encourage development to consider, at a minimum, mixed uses (both horizontal and vertical, as appropriate), and amenities (including, but not limited to, public open space, community gathering spaces, and community parks).
- LU22.3** Create compact, walkable growth through infill development which includes elements such as short blocks, tree-lined gridded streets, pedestrian-level building forms, locating buildings near primary streets, providing parking behind buildings, among other elements.

LAND USE POLICY 23: Encourage the creation of distinct identities in activity centers and redevelopment corridors through the implementation of community design principles, connectivity concepts, and land use.

ACTION STRATEGIES:

- LU23.1** Develop detailed design guidelines for proposed and existing centers and corridors which address elements of site and building design.
- LU23.2** Develop unifying and place-specific site and streetscape concepts that provide improved public realm elements. Improvements should include, at a minimum, roadside buffers, trees, and plantings, improved multimodal and pedestrian oriented transportation networks, lighting, and attractively designed open spaces.
- LU23.3** Consider, as part of building design, appropriate building materials, frontages, heights, fenestrations, orientations, and building transitions among other elements.
- LU23.4** Encourage the use of stormwater facilities as architectural features of new development.
- LU23.5** Encourage the provision of outdoor dining in commercial areas adjacent to dining establishments.

LAND USE POLICY 24: Ensure appropriate land use transitions that are respectful to the scale and intensity of existing development patterns within and immediately adjacent to centers and corridors.

ACTION STRATEGIES:

- LU24.1** Utilize the transect model of development which implements step-down in development scale and intensity.
- LU24.2** Locate higher intensity uses and larger scale development in appropriate areas which have access to commercial centers, transit corridors, or other Activity Center areas.

LAND USE POLICY 25: Identify, protect, and preserve cultural, historic, and environmental resources within activity centers and redevelopment corridors.

ACTION STRATEGIES:

- LU 25.1** Utilize historic documentation and engage with local community members and stakeholders to identify local historic and cultural sites. Implement preservation programs, where possible, to maintain these sites.
- LU 25.2** Protect environmental resources within activity centers and redevelopment corridors through preservation mechanisms such as zoning, land banking, or other programs.
- LU 25.3** Prioritize the preservation of existing woodland areas of the County by identifying and preserving historic, champion, and specimen trees in cooperation with the County Arborist.

- LU 25.4** Encourage interpretative material and other infrastructure, where appropriate and consistent with applicable law, to tell the story of any cultural, historic, or environmental site.
- LU 25.5** Encourage preservation of the historic integrity of sites through careful consideration of view corridors/ viewsheds, historic landscapes, site preservation, cultural landscapes, etc.
- LU 25.5** Incorporate Design and Construction Standards Manual road standards that will allow greater preservation of the natural terrain and woodland areas.

LAND USE POLICY 26: Ensure that the following Community Design Characteristics are used within Activity Centers and Redevelopment Corridors.

ACTION STRATEGIES:

- LU 26.1** Incorporate the following Streetscape and Site Design elements within activity centers and redevelopment corridors when and where appropriate.
- a. Develop streetscapes that include, as appropriate, roadside buffers (such as landscape panels, on-street parking, hardscape installations, etc.), trees and plantings, open spaces, lighting, streetscape furniture (such as benches, trash cans, etc.), signage, and wayfinding elements.
 - b. Encourage, where appropriate and consistent with applicable law, the undergrounding, relocation, or consolidation of utilities to help mitigate the negative visual impact of overhead utilities. Coordinate with private property owners as part of the undergrounding process, where applicable, and as needed.
 - c. Encourage new development to incorporate natural landforms and waterways into site design.
 - d. Consider venues and spaces for the installation of public art with a specific focus at high-visibility and highly frequented public spaces.
 - e. Provide a variety of family-oriented amenities which include a mix of active and passive uses (e.g., playgrounds, sports facilities, exercise areas, walkways, etc.)
 - f. Encourage natural screening materials where possible (such as tree plantings, riparian buffers, natural vegetation). In areas where natural buffers are not feasible, utilize hard infrastructure installations as needed.
- LU 26.2** Incorporate the following transportation elements within activity centers and redevelopment corridors when and where appropriate.
- a. Provide lighting, shelter, signage, wayfinding, and route information at transit facilities, including bus stops, park-and-ride lots, VRE stations, and other locations.
 - b. Incorporate multimodal transportation infrastructure elements such as bicycle storage, micro-transit infrastructure, signage, and wayfinding, etc.
 - c. Create complete streets to include treatments for transit and travel lanes, street buffers, multimodal transportation zones (sidewalks, bike lanes), and frontage zones where appropriate.

- d. Use unique building materials (brick piers, faux stone veneer, and painted railings) on all proposed overpasses and flyovers.
- e. Develop design and best practice standards for transportation facilities which provide guidance for new, redeveloped, and existing transit facilities.

LU 26.3 Incorporate the following Building Design Characteristics within activity centers and redevelopment corridors when and where appropriate.

- a. Incorporate high-quality architecture and building design which includes unique building materials, frontages, heights, fenestrations, orientation, and building transitions among other elements.
- b. Encourage the provision of shelter for pedestrians, complementary building designs (including pad sites), clearly designated building entries, and integrated signage (with complementary materials, lettering, color, and lighting) in the design/re-design of building facades visible from public ways.
- c. Encourage the appropriate placement of buildings to minimize the need for excessive grading.

LU 26.4 Incorporate the following natural area elements within activity centers and redevelopment corridors when and where appropriate.

- a. Encourage the use of natural stormwater management designs, such as wet ponds, as an alternative to dry detention ponds. Where appropriate, develop systems that function as extensions of a site's natural drainage properties.
- b. Minimize the amount of impervious surfaces in new development by using appropriate low maintenance pervious paving, and the removal of paved areas in existing developments, where applicable, to minimize runoff.
- c. Encourage re-vegetation activities that employ appropriate indigenous species and the restoration of natural landscape features to mitigate the negative impact of development on native plant and animal communities.
- d. Encourage the eradication or control of exotic nuisance plant species, where appropriate.

LU 26.5 Incorporate the following elements within Gateways located in activity centers and redevelopment corridors when and where appropriate.

- a. Promote improved landscape treatments, attractive gateway signage, lighting, fencing, and other elements.

ADAPTIVE REUSE

Adaptative reuse is the repurposing of an existing structure in order to accommodate new uses while preserving the structure. This often involves improving existing buildings to allow for modern design and building program preferences. The County encourages adaptive reuse to prolong

building lifespans, reuse existing resources, facilitate market alternatives, and encourage preservation of historic structures through appropriate renovation.

LAND USE POLICY 27: Promote adaptive reuse as part of the Comprehensive Plan's goals to meet the housing needs, provide civic amenities, preserve historic structures, improve economic development, and provide resilience to neighborhoods.

ACTION STRATEGIES:

- LU27.1** Incentivize building reuse at a neighborhood scale to encourage activation of a cohesive community.
- LU27.2** Encourage adaptive reuse projects to provide space for a mix of uses.
- LU27.3** Evaluate the Zoning Ordinance, Design and Construction Standards Manual, and site design requirements to determine if any should be modified to allow greater flexibility in the adaptive reuse of buildings.
- LU27.4** Encourage adaptive reuse projects that provide more investment, development, and revitalization in areas and in structures that might otherwise remain vacant or underused.
- LU27.5** Consider using the County's Landfill for Parks & Open Space once the facility has reached the end of its useful lifespan.

INFILL DEVELOPMENT

Establishment of a new use on a site that may be undeveloped or underutilized but is located in an area of established, stable development where roads, water, sewer, and general services are available or planned. Infill sites are often small (less than 25 acres), and their development should complement or complete a larger development area.

To optimize infrastructure investments, leverage existing service capacity, and reduce development pressure on areas not designated for growth. Infill development is characterized by development or redevelopment of undeveloped or underutilized parcels of land in otherwise built-up areas, which are usually served by or have ready access to existing infrastructure and services. Focusing development and redevelopment on infill sites takes advantage of this existing infrastructure while helping to steer development away from greenfield sites on the urban fringe, which are more expensive to serve with infrastructure and services.

LAND USE POLICY 28: Encourage infill development efforts in appropriate areas in the County such as Small Area Plan area, Activity Centers, and Redevelopment Corridors, as shown as on the Land Use Map.

ACTION STRATEGIES:

- LU28.1** Infill development should conform to the existing lot size and shape of the existing neighborhood.
- LU28.2** Infill development should conform to the existing design layout and street character of the existing neighborhood.
- LU28.3** Encourage residential, commercial, and office infill development - in a compact and walkable development pattern - that complements existing uses.
- LU28.4** Support infill development that provides for a greater range of house types and densities that allow for a greater diversity of housing options provided that the scale and character of the proposed use is consistent with the existing neighborhood.
- LU28.5** The County should, where appropriate, consider alternatives to conventional zoning regulations to support a development pattern consistent with the goals and objectives of the redevelopment areas and consider infill development that minimizes impact on adjacent uses.

COMPLETE NEIGHBORHOODS

Complete neighborhood refers to a neighborhood where residents have equitable access through multimodal connection to the amenities and services needed to maintain and improve their quality of life. An important component of a complete neighborhood is that it is built to human scale with pedestrian and bicycle facilities and meets the needs of people of all ages, backgrounds, and abilities.

LAND USE POLICY 29: Create complete neighborhoods that provide a mix of residential options that are linked to equitable and easy access to commercial, employment, civic, and recreational amenities through multi-modal connections.

- LU29.1** New development and redevelopment projects should protect and preserve existing neighborhoods to maintain the character and quality of life in that area.
- LU29.2** Provide transitions in building scale, intensity of use, and adequate buffering between semi-compatible land uses in accordance with the Land Use Compatibility Matrix, by using adequate distance, screening, setbacks, vegetative buffers, or combinations of these means. Proposed developments should utilize the standards of the Community Design Plan.
- LU29.3** Provide new neighborhoods with multimodal connections to existing neighborhoods to establish a cohesive community.
- LU29.4** Seek funding to conduct gap analysis of pedestrian, trails, and bicycle facilities in older or underserved neighborhoods to improve the connectivity to amenities and services.
- LU29.5** Build synergies between land uses in older neighborhoods and new development to create a cohesive community.

- LU29.6** Promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities.

SPECIAL PLANNING AREAS

Prince William is composed of a wide array of unique communities and landscapes. Prince William County has in the past and will continue in the future to provide detailed area specific plans and policies. The Comprehensive Plan includes many special planning areas and smaller area plans which are components of the Plan. The following provides an overview of those special elements while the appropriate elements from these plans are linked to this document. These plans are components of the Comprehensive Plan and consulted for specific proposals in the affected areas.

MARINE CORPS BASE QUANTICO JOINT LAND USE STUDY

Prince William, Stafford, and Fauquier Counties as well as Marine Corps Base (“MCB”) Quantico have partnered to develop a Joint Land Use Study (“JLUS”) to examine land uses in around MCB Quantico. As a result of the analysis and collaboration, a set of actions have been drafted to promote land use compatibility and strengthen coordination among MCB Quantico and the Counties.

LAND USE POLICY 30: To recognize MCB Quantico as a valuable asset deserving protection and to help ensure that future development adjacent to or near MCB Quantico does not negatively affect the mission of the military base.

ACTION STRATEGIES:

- LU30.1** Notify the MCB Quantico Base Commander and request feedback on Comprehensive Plan Amendments, Rezoning, and Special Use Permits development within the 3,000’ notice required by the Code of Virginia, and the MCB Quantico peak noise zone.
- LU30.2** When evaluating proposed rezonings and/or special use permits that involve property potentially impacted by MCB Quantico consider measures to reduce potential use incompatibilities between the proposed use and the MCB Quantico training activities.
- LU30.3** Consider whether additional provisions are needed in the Zoning Ordinance to reduce potential use incompatibilities between MCB Quantico training activities and uses located in the County.
- LU30.4** Retain the existing boundary and the 1 unit per 10 acre density of the Agriculture and Forestry areas where it presently exists near MCB Quantico.
- LU30.5** Due to the collective environmental responsibilities of MCB Quantico, Prince William Forest Park, and Prince William County, and in the best interests of preserving the pristine character of the entire south fork of the Quantico Creek watershed, the County should implement cooperative resource protection strategies. Such strategies should employ measures that result in the conservation of that portion of the watershed outside of MCB Quantico and Prince William Forest Park. Such

measures may include best management practices, public land acquisition, and conservation easements.

MANASSAS REGIONAL AIRPORT

Manassas Regional Airport is the largest general aviation airport in the Commonwealth of Virginia with over 400 based aircraft and over 85,000 annual aircraft operations that provide an opportunity to improve multimodal connectivity to other areas throughout the region as well as a great economic opportunity for the County and the City of Manassas.

LAND USE POLICY 31: Optimize economic development opportunities associated with the Manassas Regional Airport to protect the airport from the encroachment of incompatible land uses such as those that are sensitive to noise and other impacts from airport operations.

ACTION STRATEGIES:

- LU31.1** Future residential development is discouraged south of Route 28 (Nokesville Road) due to the proximity of Manassas Regional Airport.
- LU31.2** Land use development decisions should be consistent with the Airport Safety Overlay District.
- LU31.3** Development should use design and form that is consistent with the character of the Manassas Regional Airport.

NEABSCO CREEK WATERFRONT AREA

The Neabsco Creek Waterfront Area serves as a small Activity Center of mixed use along the Neabsco waterfront near Leesylvania State Park. The intent of this minor Activity Center is to achieve high quality new development and protect existing marina and marina-related uses along the Neabsco Creek waterfront.

LAND USE POLICY 32: Encourage the continued viability and appropriate expansion of the existing marina, and marina-related and supportive commercial facilities along the waterfront.

ACTION STRATEGIES:

- LU32.1** Encourage new development and redevelopment that provide a neighborhood-scale commercial node.
- LU32.2** Encourage the use of traditional architecture on all new construction in the study area. New development should use a variety of features such as clapboard siding, cedar and cedar-style shingles and shakes, peaked roofs, gabled and shed dormers, jigsaw ornamentation, covered porches, and maritime-oriented materials.
- LU32.3** Discourage the use of prefabricated materials such as metal siding, split block, and other modern building materials, unless such materials simulate traditional materials (discourage metal warehouses that look like metal warehouses).

LU32.4 Encourage public parking in central locations to encourage pedestrian activity. Encourage pedestrian connections between all the waterfront properties. Discourage any new construction that acts as a barrier to pedestrian traffic.

LU32.5 Encourage signage that uses a traditional or vernacular theme. Discourage backlit signage, multicolored lighting, banners, flags, and similar attention-getting advertising that are not commonly coordinated. Nautical banners and flags, however, are appropriate.

SMALL AREA PLANS

The Prince William Board of County Supervisors initiated an update to the County's Comprehensive Plan, which included the creation of small area plans to direct growth to key locations throughout the County. A small area plan defines a discrete geographical area and presents a unique vision and character – a sense of place. These are implemented by detailed land use plans, mobility plans, proposed economic development, and parks, recreation, and tourism action strategies that fulfill the vision and character. These small area plans provide a foundation to guide growth and development for the County. In addition, they have the opportunity to address Prince William County's Strategic Plan goals by identifying necessary improvements to the multimodal transportation network. As a result of these plans, the County also expects to highlight the potential for defined mixed-use centers, increased private sector investment, and improved transportation infrastructure.

Use small area planning efforts to determine additional strategies to integrate more diverse housing options that support each community's unique character.

Maintain in-depth small area plans and prepare less intensive planning studies depending upon the geographical area and the planning issues involved for identified areas of concern.

An infrastructure implementation plan should be provided at the time of rezoning to ensure that critical infrastructure (i.e., roads, sidewalks, drainage, water, and sewer) for office, employment, and lodging uses is developed adequately for each phase of the project.

The County has six adopted small area plans that are part of the Comprehensive Plan. In order to ensure the new Long-Range Land Use classifications, align with the land uses in the adopted small area plans, this Land Use Chapter includes updates to the small area land use maps. With adoption of this Land Use Chapter, the small area plans (land use maps and transect maps) are updated to reflect the new classifications, which are both compatible and consistent with the recommended land uses of each small area plan. The unique vision, purpose, analysis, design guidelines, policies, actions strategies, and all other elements of the small area plans are recommended remain intact.

The completed small area plans include North Woodbridge, the Landing at Prince William, Dale City, Innovation Park, Independent Hill, and Triangle.

North Woodbridge Small Area Plan

The study area is approximately 327.17 acres and is bounded by natural resources (the Occoquan River and the Occoquan Bay National Wildlife Refuge) to the north and east, by Interstate 95 to the northwest, Belmont Bay in the east ,and by predominantly residential communities along its western edge. The small area plan is bisected by Route 1 and extends from the Occoquan River to Prince William Parkway. The North Woodbridge area is a critical northern gateway into Prince William County and is located within the “Potomac Communities”. The full plan is available at the following link: <https://eservice.pwcgov.org/planning/documents/web/saps/Small%20Area%20Plan%20-%20North%20Woodbridge%20v20191008.pdf>



**North Woodbridge
Small Area Plan**



Adopted October 8, 2019

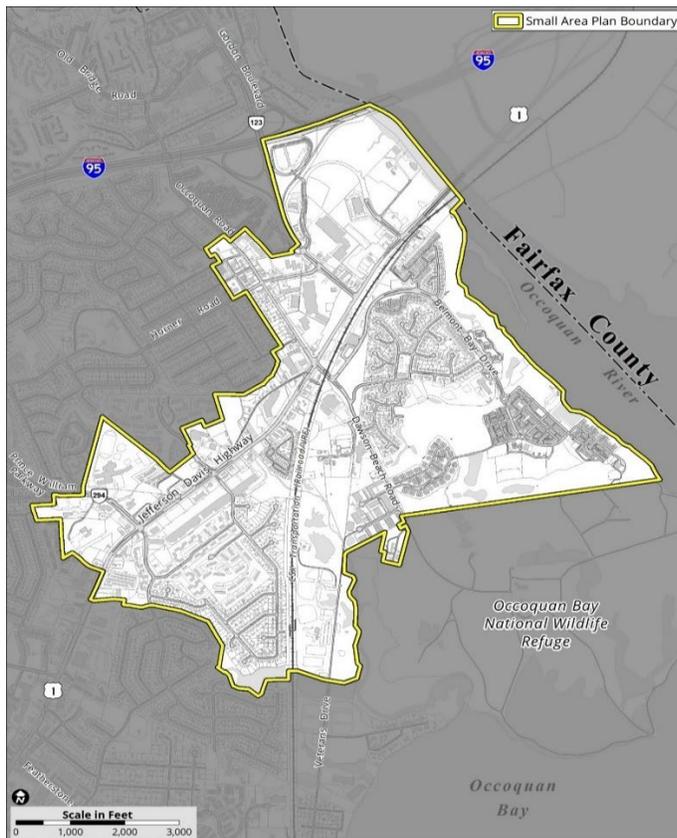


Figure 45: North Woodbridge Small Area Plan Boundary Map

The Long-Range Land Use classifications associated with the North Woodbridge Small Area Plan include the following:

Mixed Use (MU), T-6 associated with a Town Center development located adjacent to the Woodbridge VRE station and is largely within a ½ mile walking radius. This area is selected for the highest mixed-use intensity in the study area due to the relatively large parcels, potential for redevelopment, and adjacency to an existing rail and bus station

Mixed Use (MU), T-5 areas along the Occoquan waterfront will serve as a mix of commercial and residential.

Mixed Use (MU), T-4 along the Route 1 Corridor, and Occoquan and Horner Roads, acts as a transition from the urban nature of the Town Center to represent a neighborhood scale of intensity of mixed non-residential and residential uses.

Commercial (COM), T-3 area along Gordan Boulevard will serve the surrounding residential neighborhood and the larger community with retail, retail service, and office uses.

Residential Neighborhood (RN) consists of existing residential areas in the lower transects consisting of single-family homes and new higher intensity uses that allow residents to live close to amenities such as the VRE, the Town Center, Marumsco Plaza, and nearby employment opportunities.

Industrial (I), T-3 will complement existing concentrations of manufacturing and industrial uses in the area along Dawson Beach Road.

Parks & Open Space (POS) includes such areas as Veterans Memorial Park and new open space associated with Belmont Bay.

Public Land (PL) is comprised of public facilities like Belmont Elementary and Fred M. Lynn Middle Schools .

FAIRFAX COUNTY

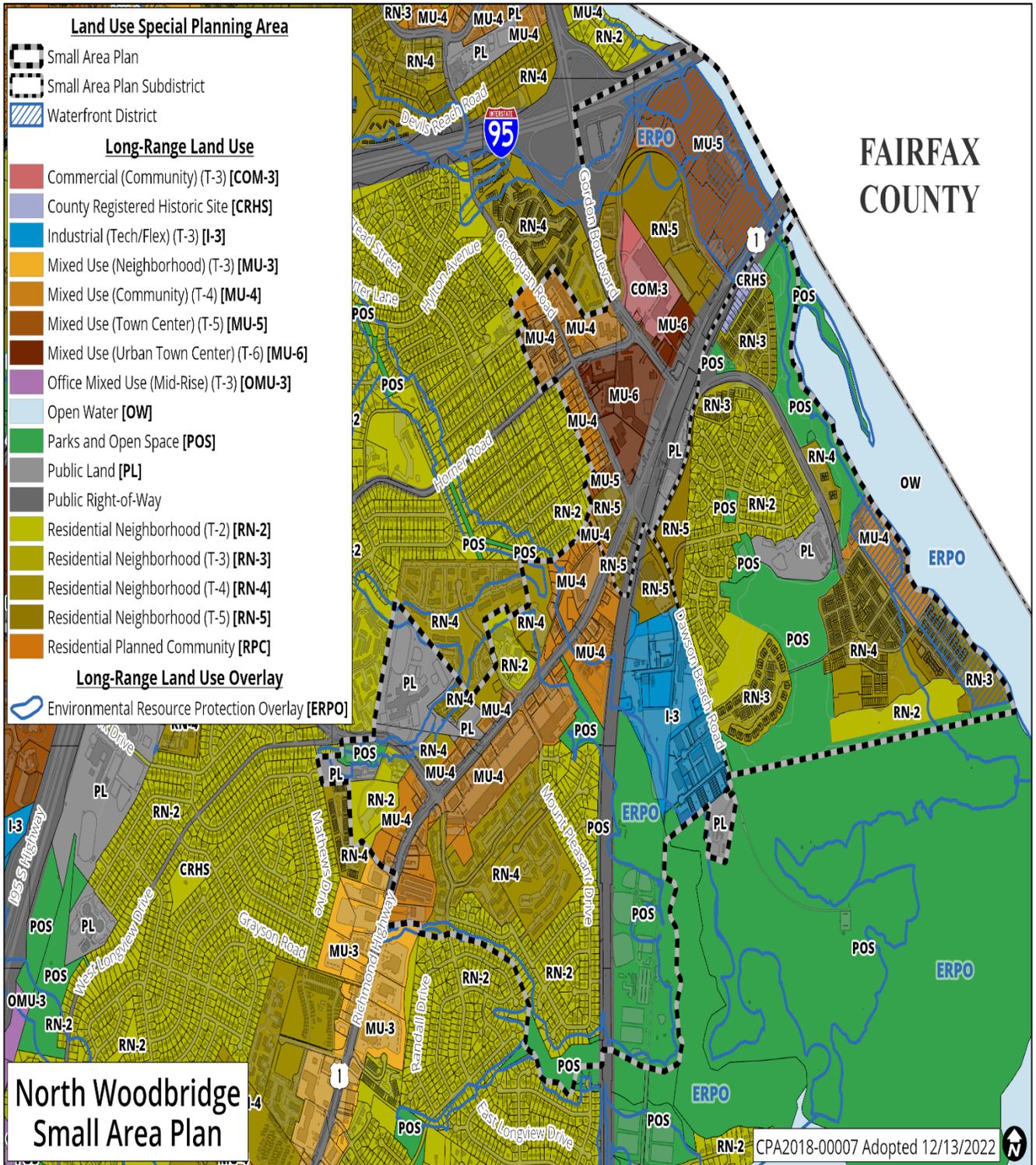


Figure 46: North Woodbridge Small Area Plan Land Use Map

Dale City Small Area Plan

The Small Area Plan area is approximately 3,036 acres and consists primarily of residential with five commercial nodes. The study area is mostly located within the Dale City Residential Planned Community “RPC” and runs along the Dale Boulevard Corridor except for two nodes. The first portion of the Small Area Plan outside the Dale City RPC is to the northeast in the vicinity of Prince William Parkway bound by Elm Farm Road to the northeast (Parkway node). The second section is on the east side of Interstate 95 and comprises the Neabsco Commons development. Altogether, the study area is bound to the west by Hoadly Road and to the southwest by Prinedale Drive. The full plan is available at the following link:

<https://eservice.pwccgov.org/planning/documents/web/saps/Small%20Area%20Plan%20-%20Dale%20City%20v20191210.pdf>

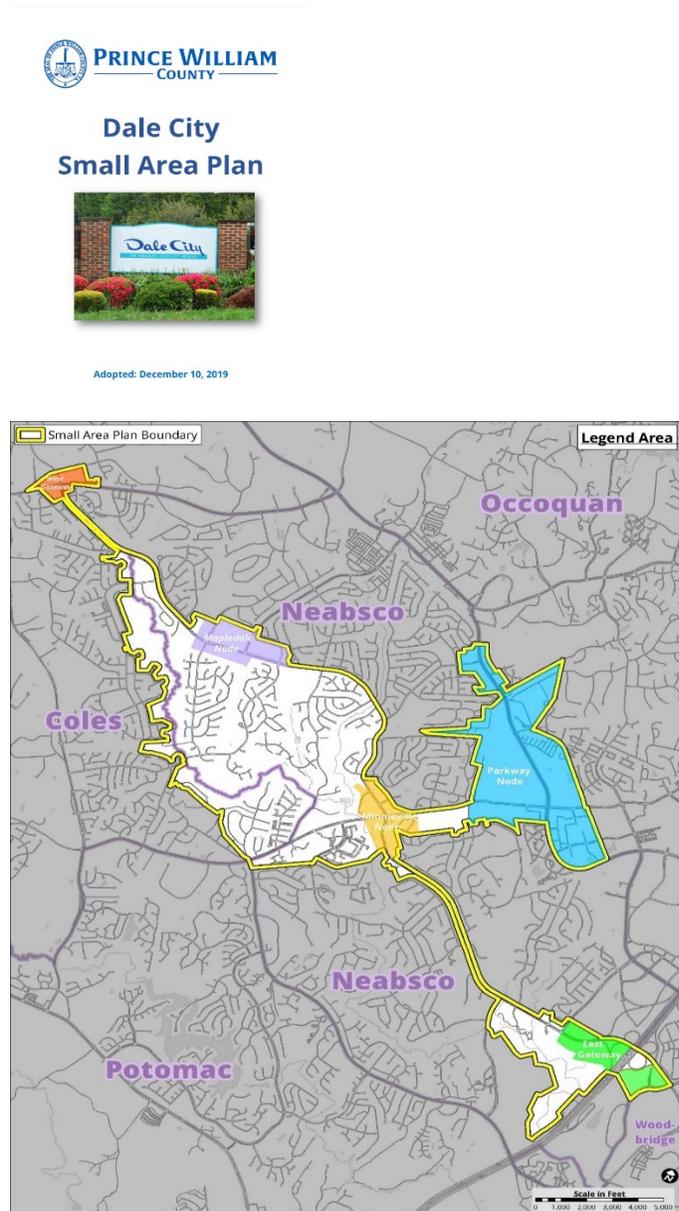


Figure 47: Dale City Small Area Plan Boundary Map

The Long-Range Land Use classifications associated with the Dale City Small Area Plan include the following:

Mixed Use (MU), T-5 associated with a mixed-use development located adjacent to the future transit stations and is largely within a ½ mile walking radius. This area is selected for the highest mixed-use intensity in the study area due to the relatively large parcels, potential for redevelopment, and adjacency to an existing or proposed bus stations.

Mixed Use (MU), T-4 areas within the Neabsco Commons development, and the intersections of Minnieville Road with Prince William Parkway and Dale Boulevard, serve as a mix of commercial and residential uses.

Mixed Use (MU), T-3 areas are planned along Dale Boulevard at Ashdale Plaza, Glendale Plaza, Mapledale Plaza, and Hoadly Road as neighborhood scale of intensity of mixed non-residential and residential uses.

Residential Planned Community, (RPC) areas associated with the Dale City RPC that contain mostly residential uses coupled with commercial and other supportive uses.

Residential Neighborhood (RN) consists of existing residential areas in the lower transects consisting of single-family homes and new higher intensity uses that allow residents to live close to amenities such as the schools, shopping plazas, and nearby employment opportunities.

Parks & Open Space (POS) includes such areas as the existing parks like Turley Field, Andrew Leitch Park, and the Neabsco Greenway.

Public Land (PL) is comprised of public facilities like Beville Middle School and the Dale City Volunteer Fire Station near Birchdale Avenue.

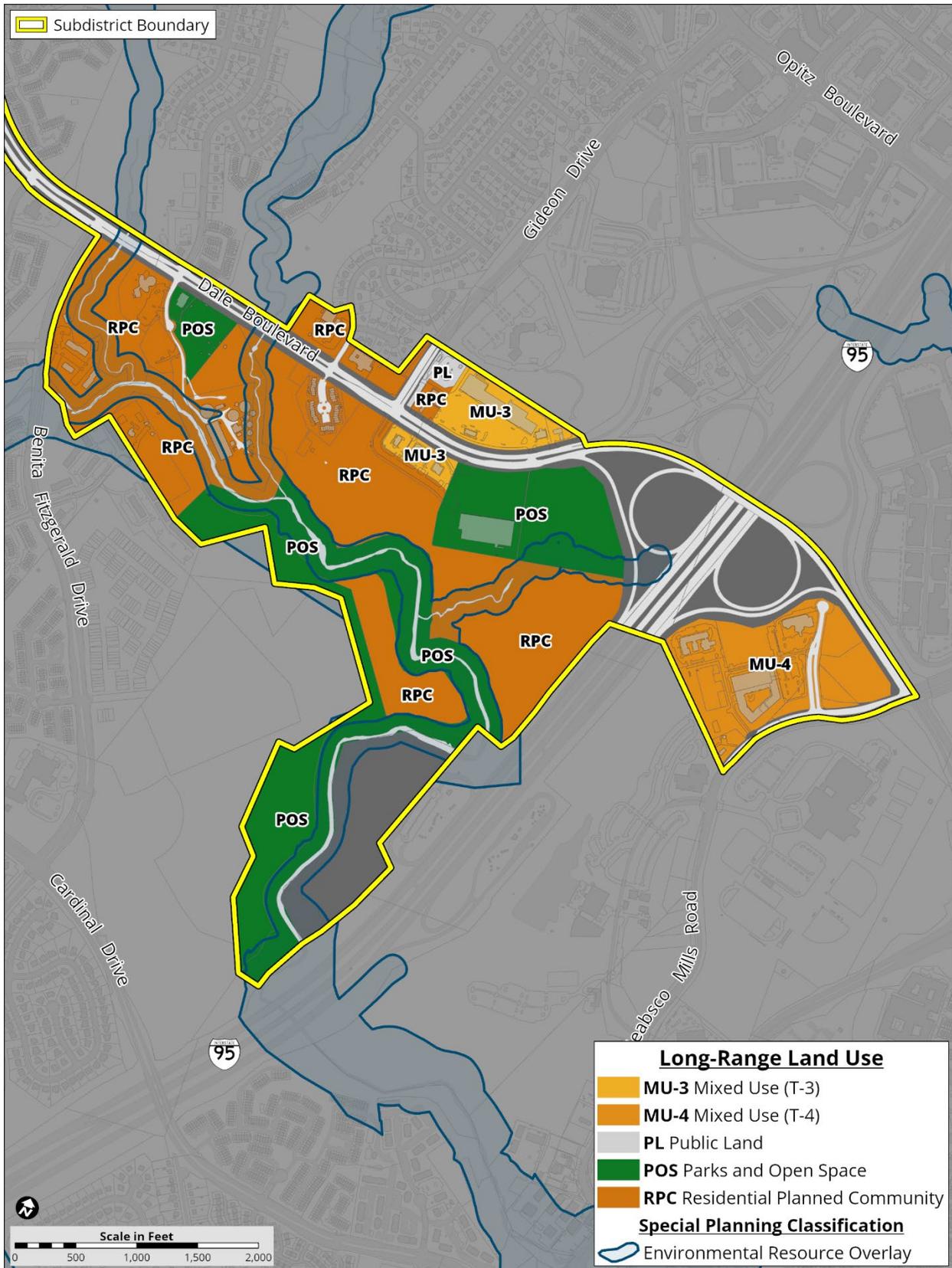


Figure 48: Dale City Small Area Plan (East Gateway) Land Use Map

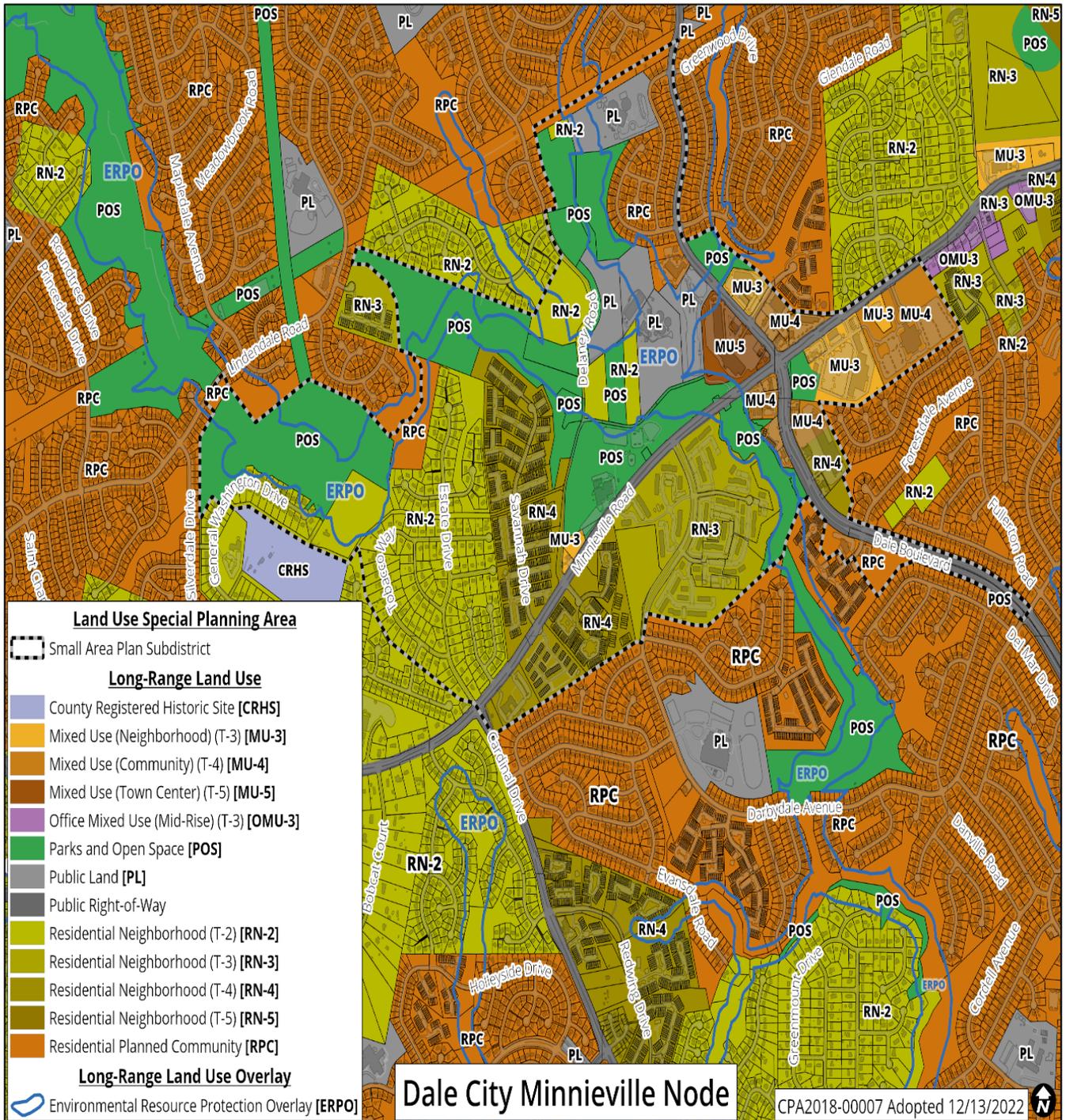


Figure 49: Dale City Small Area Plan (Minnieville) Land Use Map

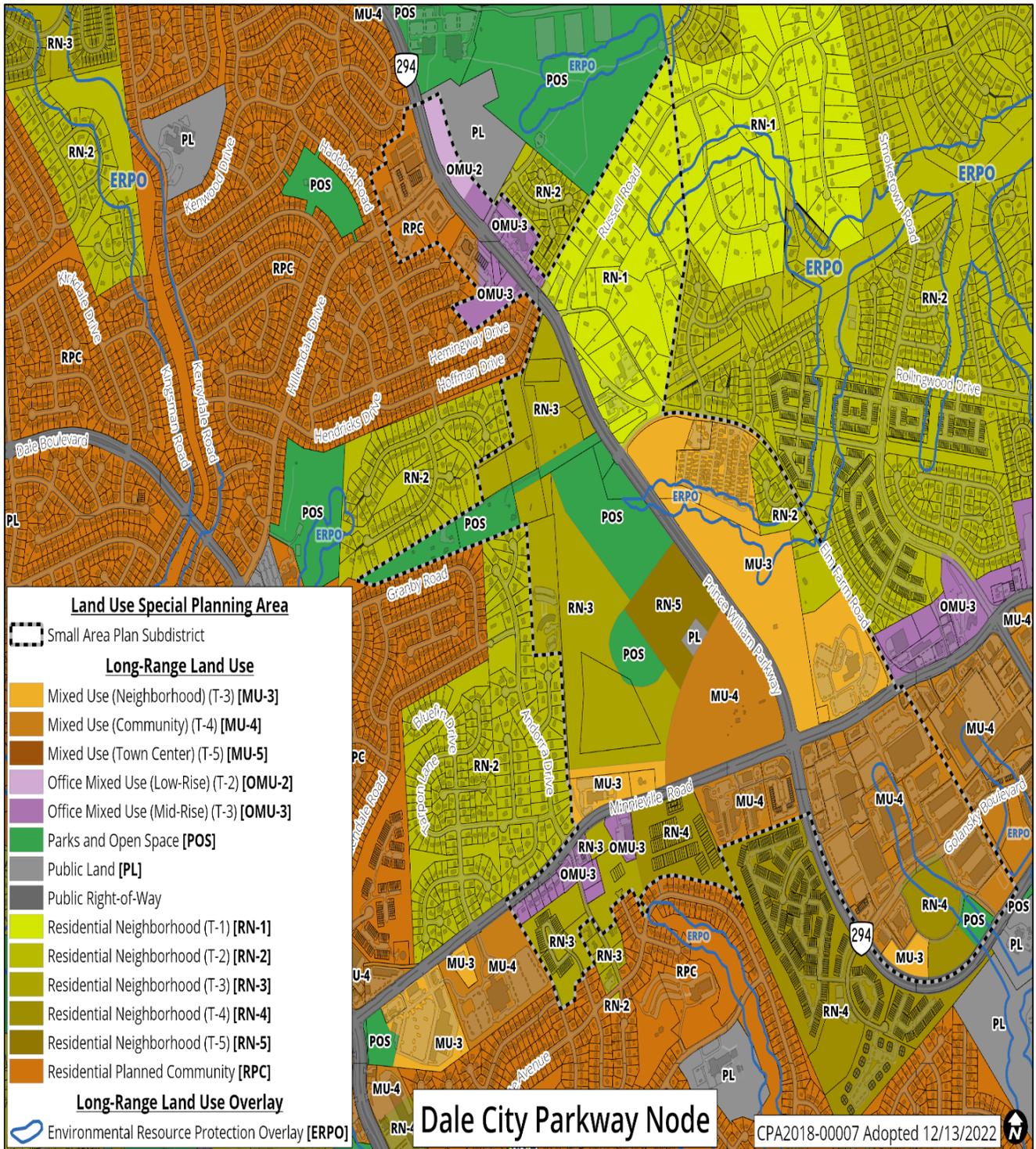


Figure 50: Dale City Small Area Plan (Parkway) Land Use Map

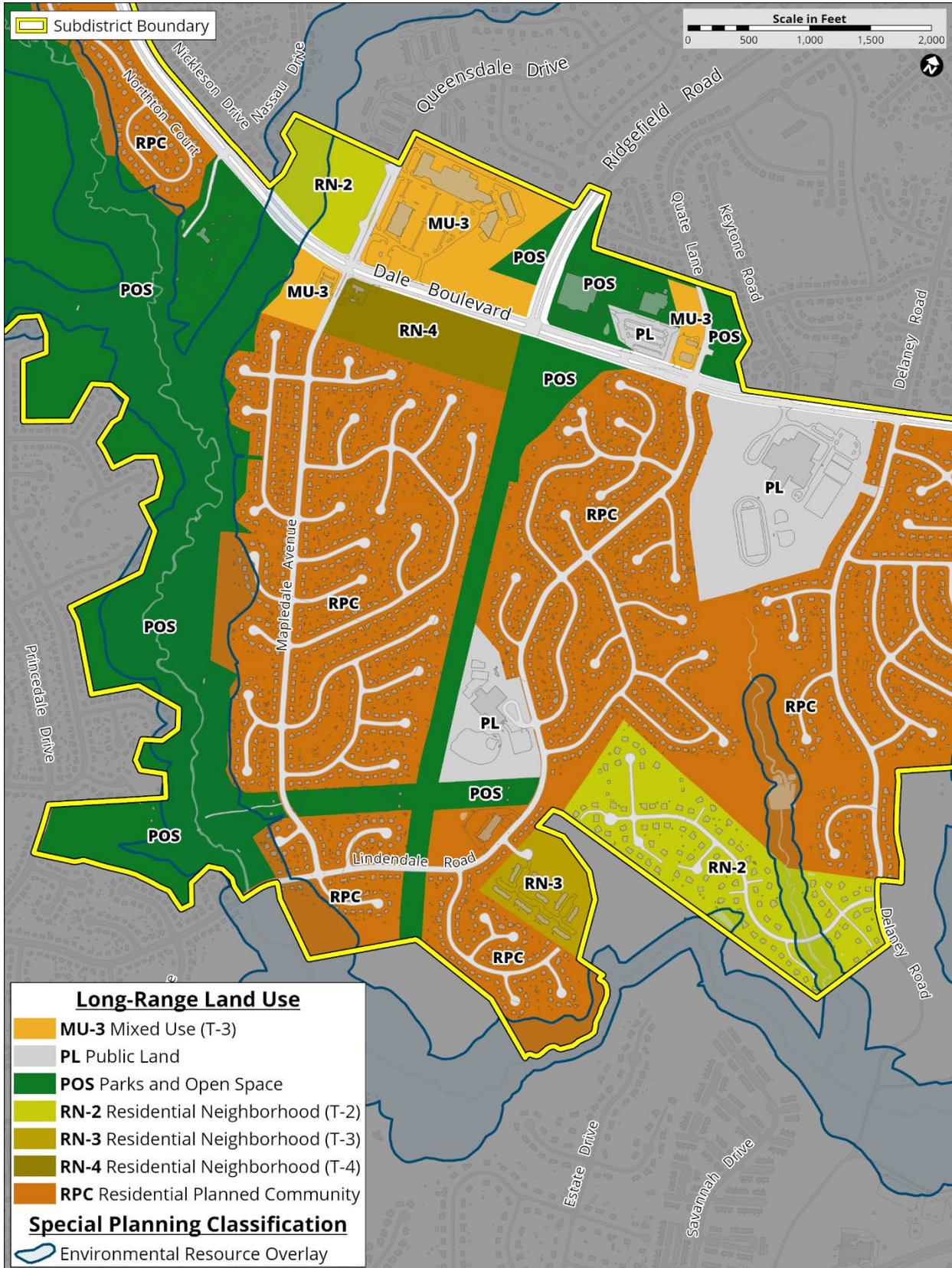


Figure 51: Dale City Small Area Plan (Maple Dale) Land Use Map

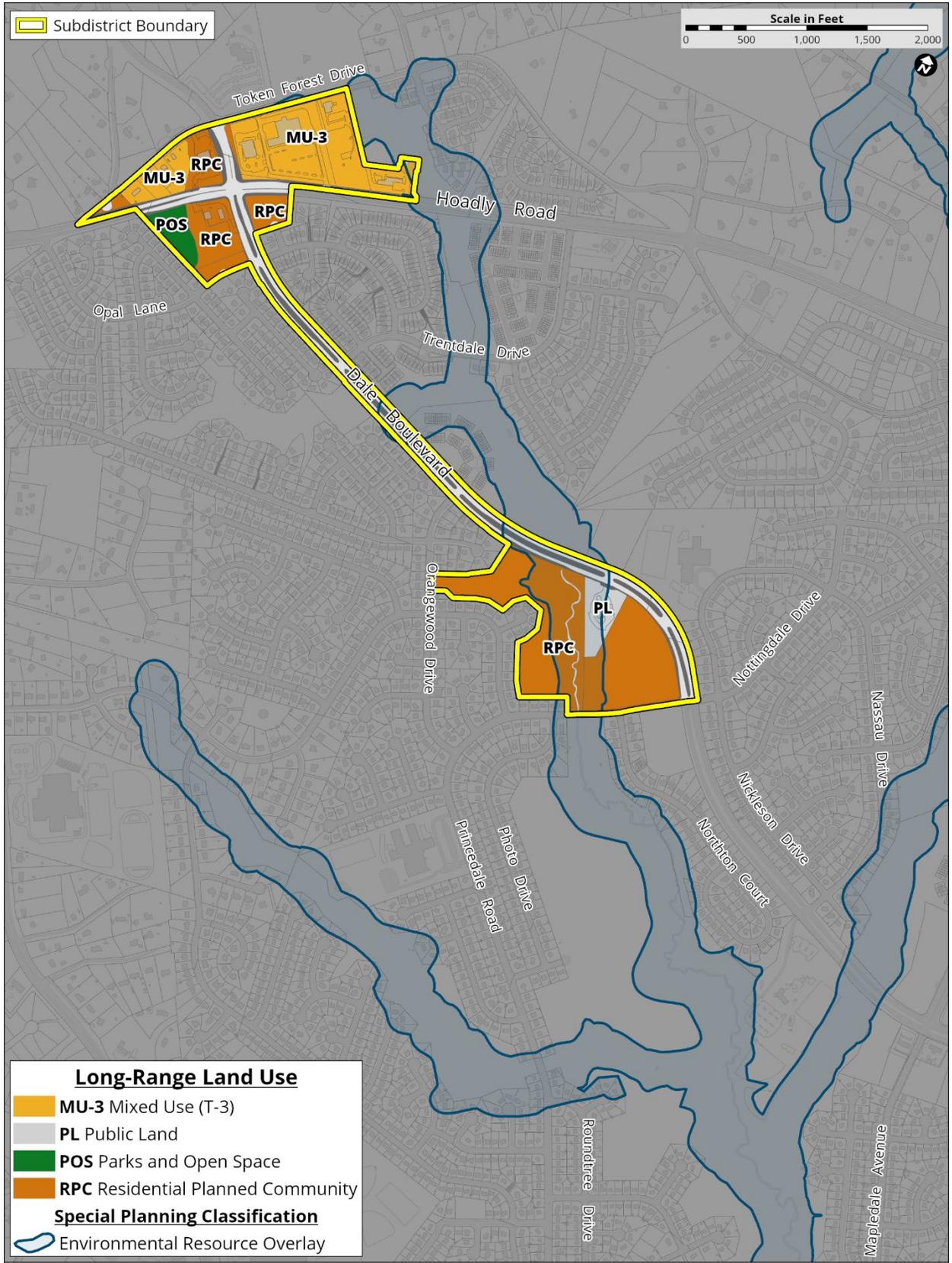


Figure 52: Dale City Small Area Plan (West Gateway) Land Use Map

The Landing at Prince William Small Area Plan

The Small Area Plan generally encompasses approximately 737.3 acres of land that is bounded by Interstate 95 to the east and Prince William Parkway (State Route 294) to the southeast, Minnieville Road (State Route 640) to the west, Summit School Road to the northeast, and Smoketown Road to the southwest. The Landing at Prince William is a critical eastern gateway into Prince William County from Interstate 95. The full plan is available at the following link:

<https://eservice.pwcgov.org/planning/documents/web/saps/Small%20Area%20Plan%20-%20The%20Landing%20at%20Prince%20William%20v20191119.pdf>



**The Landing at Prince William
Small Area Plan**



Adopted: November 19, 2019

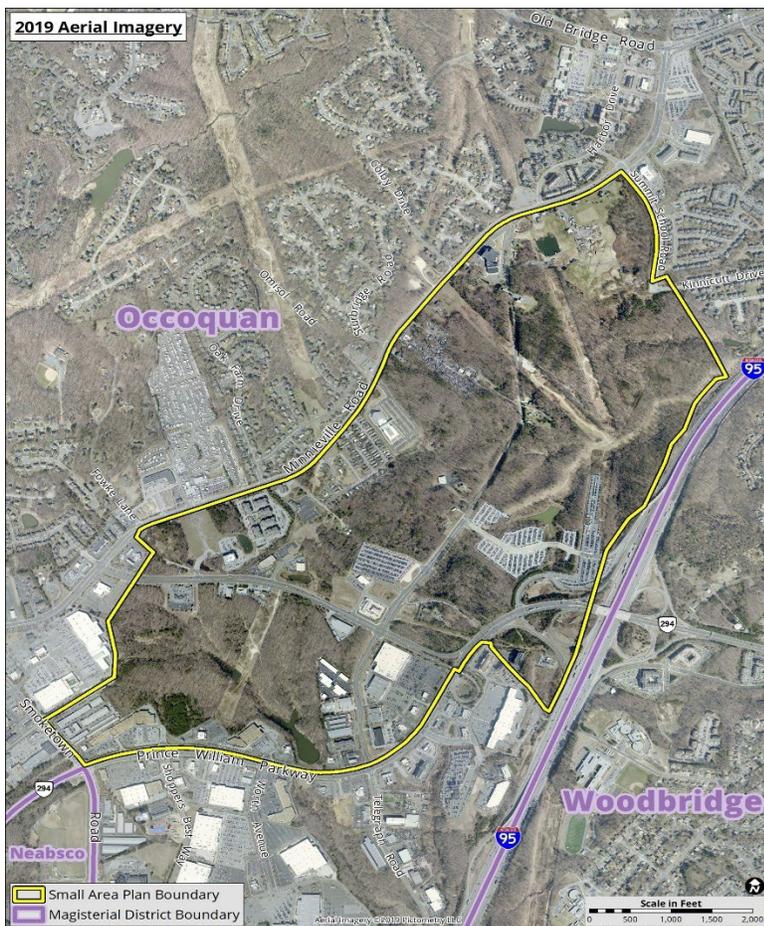


Figure 53: The Landing at Prince William Small Area Plan Boundary Map

LAND USE CHAPTER

The Long-Range Land Use classifications associated with The Landing at Prince William Small Area Plan include the following:

Mixed Use (MU), T-6- associated with a Town Center development located adjacent to the Horner Road and Telegraph Road Commuter lots and is largely within a ½ mile walking radius. This area is selected for the highest mixed-use intensity in the study area due to the relatively large parcels, potential for redevelopment, and adjacency to future bus and/or rail station.

Mixed Use (MU), T-5 is primarily located south of Caton Hill Road and serves as a mix of commercial and residential.

Mixed Use (MU), T-4 is primarily located along the Prince William Parkway and serves as a mix of commercial and residential.

Office Mixed Use (OMU), T-4 this area will serve as a medical facility and office park along Minnieville Road.

Residential Neighborhood (RN), T-2- consists of existing residential areas in the lower transects consisting of single-family homes and opportunities for new residential development between Minnieville Road and Telegraph Road.

Industrial (I), T-4 - will serve as areas with heavy industrial use and warehouses for e-commerce.

Industrial (I), T-3 - will complement existing concentrations of industrial uses in the areas on Caton Hill Road.

Industrial (I), T-2 consists of existing concentrations of light industrial uses in the areas on Smoketown Road.

Parks & Open Space (POS) includes open space areas between Interstate 95 and Telegraph Road that are within the Environmental Resource overlay or Veterans Memorial Park as well as the new open space within Belmont Bay.

Public Land (PL) is comprised of existing or proposed public facilities like transit centers adjacent to Interstate 95 or a proposed school located between Summit School Road and Telegraph Road.

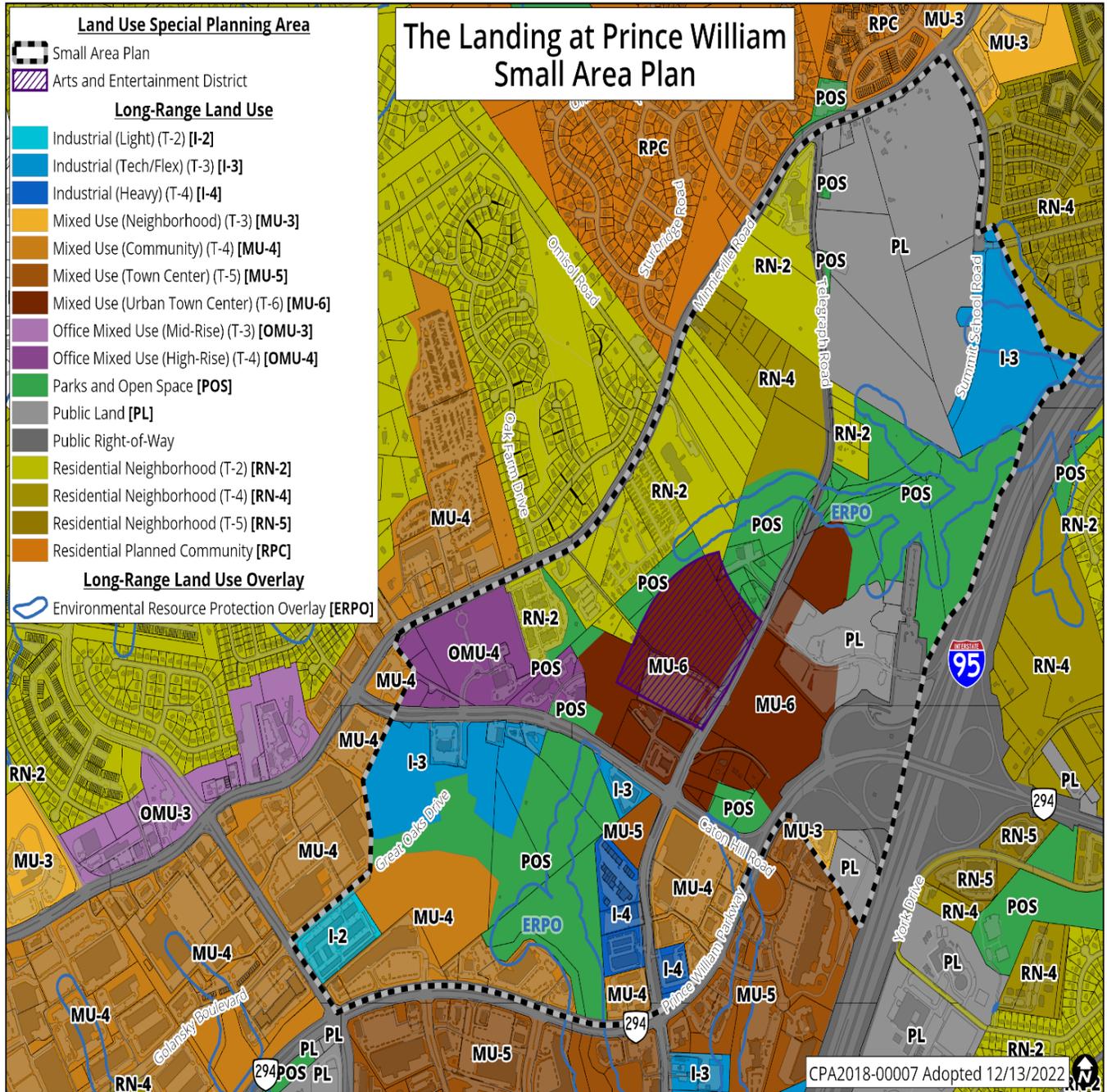


Figure 54: The Landing at Prince William Small Area Plan Land Use Map

Innovation Park Small Area Plan

The study area is approximately 1,761.1 acres and generally encompasses land primarily south of Sudley Manor Drive, west of the Norfolk Southern Railroad, west of Godwin Drive, and north of Route 28/Nokesville Road. The western boundary is formed by Broad Run and Hornbaker Road. The Innovation Park study area is bisected by Prince William Parkway/Route 234. The full plan is available at the following link:

<https://eservice.pwccgov.org/planning/documents/web/saps/Small%20Area%20Plan%20-%20Innovation%20Park%20v20201215.pdf>



**Innovation Park
Small Area Plan**

Adopted December 15, 2020

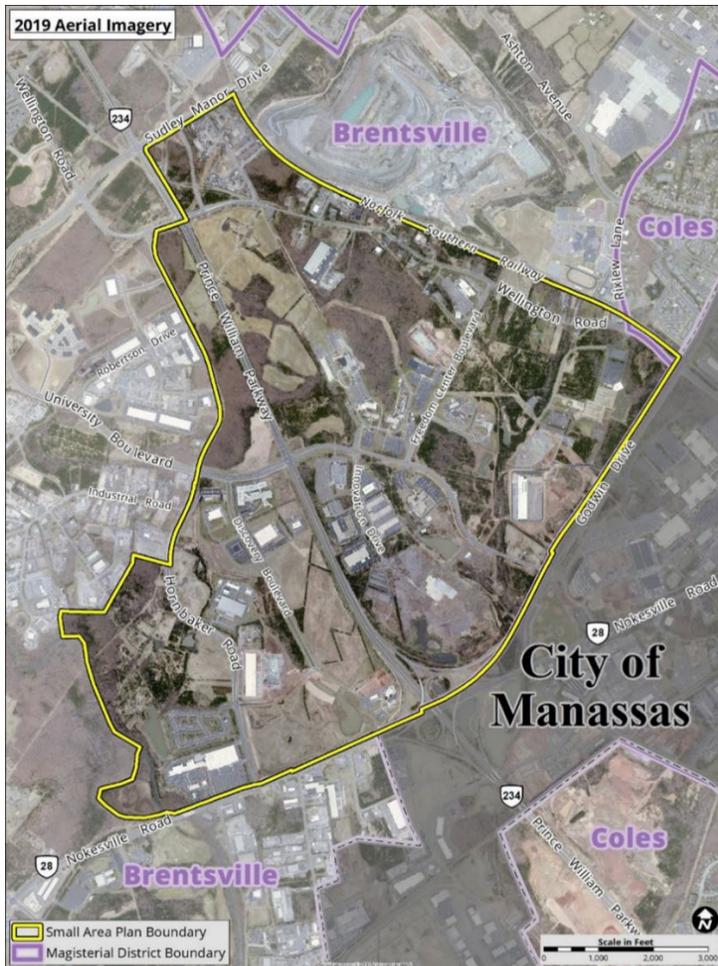


Figure 55: Innovation Park Small Area Plan Boundary Map

The Long-Range Land Use classifications associated with the Innovation Park Small Area Plan include the following:

County Registered Historic Site (CRHS) associated with the Thomasson Barn.

Mixed Use (MU), T-6 associated with the Innovation Town Center development located adjacent to the George Mason University Science and Technology campus. This area is selected for the highest mixed-use intensity in the study area due to the relatively large parcels and being ideal for student housing and commercial development.

Mixed Use (MU), T-5 area for mixed use development along Wellington Road and next to the northern portion of the George Mason University Science and Technology campus.

Mixed Use (MU), T-4 area along Prince William Parkway and Wellington Road to serve as mixed use residential and commercial development.

Mixed Use (MU), T-3 serves for mixed use areas that include existing and future commercial development adjacent to residential developments.

Office Mixed Use (OMU), T-4 serves as an opportunity for office parks or more intensive uses along Prince William Parkway and south of University Boulevard.

Office Mixed Use (OMU), T-3 serves for office and retail uses including existing facilities such as the Virginia Department of Forensic Sciences. The OMU area along Nokesville Road also has an Arts & Entertainment Overlay that allows uses such as the Two Silos Brewery. The OMU area south of Wellington Road contains a Transit District Overlay that allows for residential units as part of the development.

Industrial (I), T-4 serves as areas for heavy industrial use and is located between Wellington Road and Sudley Manor Drive.

Industrial (I), T-3 serves as an opportunity for data centers and other industrial uses along Hornbaker Road and Godwin Drive.

Parks & Open Space (POS) includes areas for open space corridors for future trails near Discovery Boulevard and Broad Run.

Public Land (PL) is comprised of public facilities like George Mason University, Freedom Center, and the County Police Western District station.

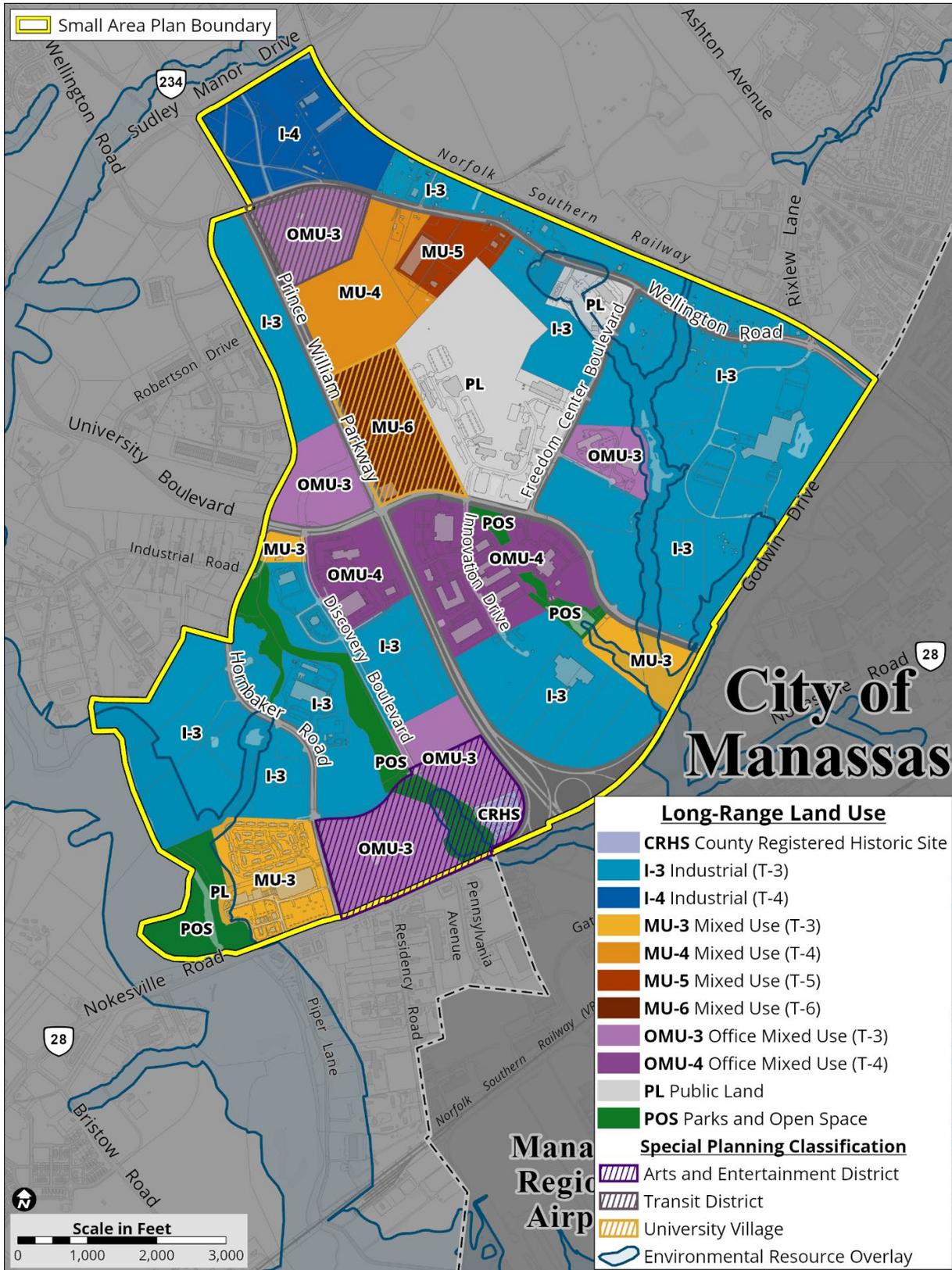


Figure 56: Innovation Park Small Area Plan Land Use Map

Independent Hill Small Area Plan

The Small Area Plan encompasses approximately 544 acres of land that is bisected by Route 234 (Dumfries Road) which connects Interstate 66 to Interstate 95. The Plan falls on both sides of Route 234 and is generally located south of Colgan High School and north of State Route 640. The Prince William County Landfill lies immediately to the east, Hellwig Memorial Park lies immediately to the west, and Prince William Forest Park provides the southern boundary of the Small Area Plan. The full plan is available at the following link:

<https://eservice.pwcgov.org/planning/documents/web/saps/Small%20Area%20Plan%20-%20Independent%20Hill%20v20210316.pdf>



Figure 57: Independent Hill Small Area Plan Boundary Map

The Long-Range Land Use classifications associated with the Independent Hill Small Area Plan include the following:

Commercial Use (COM) -allows for commercial only uses along Bristow Road.

Mixed Use (MU), T-3- a neighborhood scale of intensity of mixed non-residential and residential uses along Dumfries Road near Independent Hill Drive.

Office Mixed Use (OMU), T-3- provides for opportunities for office uses between the Kelly Leadership Center and residential development.

Office Mixed Use (OMU), T-2) lower intensity office use along Dumfries Road.

Residential Neighborhood (RN), T-4 consists of existing and proposed residential areas with higher density along the Route 234 corridor.

Residential Neighborhood (RN), T-2 consists of existing residential areas in the lower transects and newer residential units at a density of 1-4 dwelling units per acre.

Industrial (I), T-3 will allow concentrations of manufacturing and industrial uses along the north side of Dumfries Road.

Parks & Open Space (POS) provides opportunities for Parks & Open Space adjacent to Prince William Forest Park.

Public Land (PL) is comprised of existing public facilities like the Kelly Leadership Center and the Prince William County Animal Shelter.

Triangle Small Area Plan

The Small Area Plan generally encompasses approximately 376 acres of land that is bisected by U.S. Route 1 and is generally bound by the Town of Dumfries on the north, Fuller Heights Park on the east, Joplin and Fuller Heights Roads on the south, and Interstate 95 on the west. Triangle serves as a southern gateway for Prince William County and is situated at the northern end of Marine Corps Base-Quantico. The full plan is available at the following link:

<https://eservice.pwcgov.org/planning/documents/web/saps/Small%20Area%20Plan%20-%20Triangle%20v20211019.pdf>



Triangle Small Area Plan



Adopted October 19, 2021

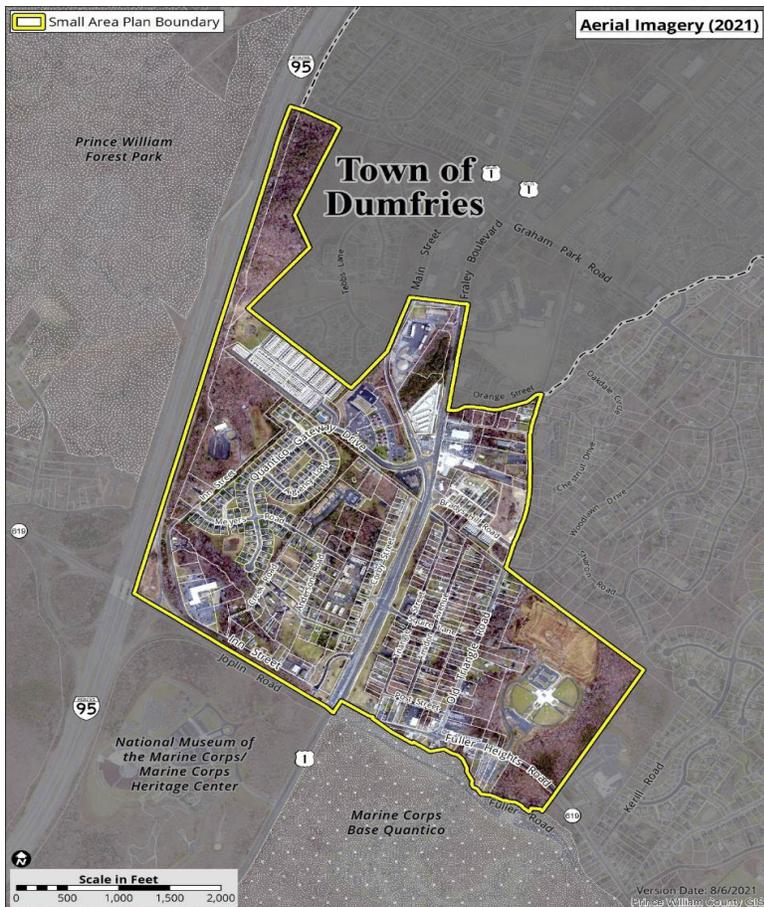


Figure 59: Triangle Small Area Plan Boundary Map

LAND USE CHAPTER

The Long-Range Land Use classifications associated with the Triangle Small Area Plan include the following:

Mixed Use (MU), T-4 is associated with higher density non-residential and residential mixed uses along Inn Street.

Mixed Use (MU), T-3 along the Route 1 Corridor mostly in the northern area of the study area designed to represent a neighborhood scale of intensity of mixed non-residential and residential uses.

Office Mixed Use (OMU), T-3- provides opportunities for office uses along Quantico Gateway Drive.

Residential Neighborhood (RN), T-4 consists of existing and proposed residential areas with higher density closer to Route 1 and stepping back to a lower intensity consisting of single-family homes farther away from Route 1.

Residential Neighborhood (RN), T-3 consists of existing and proposed residential areas with higher density closer to Route 1 and stepping back to a lower intensity consisting of single-family homes farther away from Route 1.

Residential Neighborhood (RN), T-2 consists of existing residential areas with a lower intensity consisting of single-family homes.

Parks & Open Space (POS) includes such areas as Fuller Heights Park and areas of open space along the Interstate 95 Corridor.

Public Land (PL) is comprised of public facilities like the Dumfries Triangle Volunteer Fire Department.

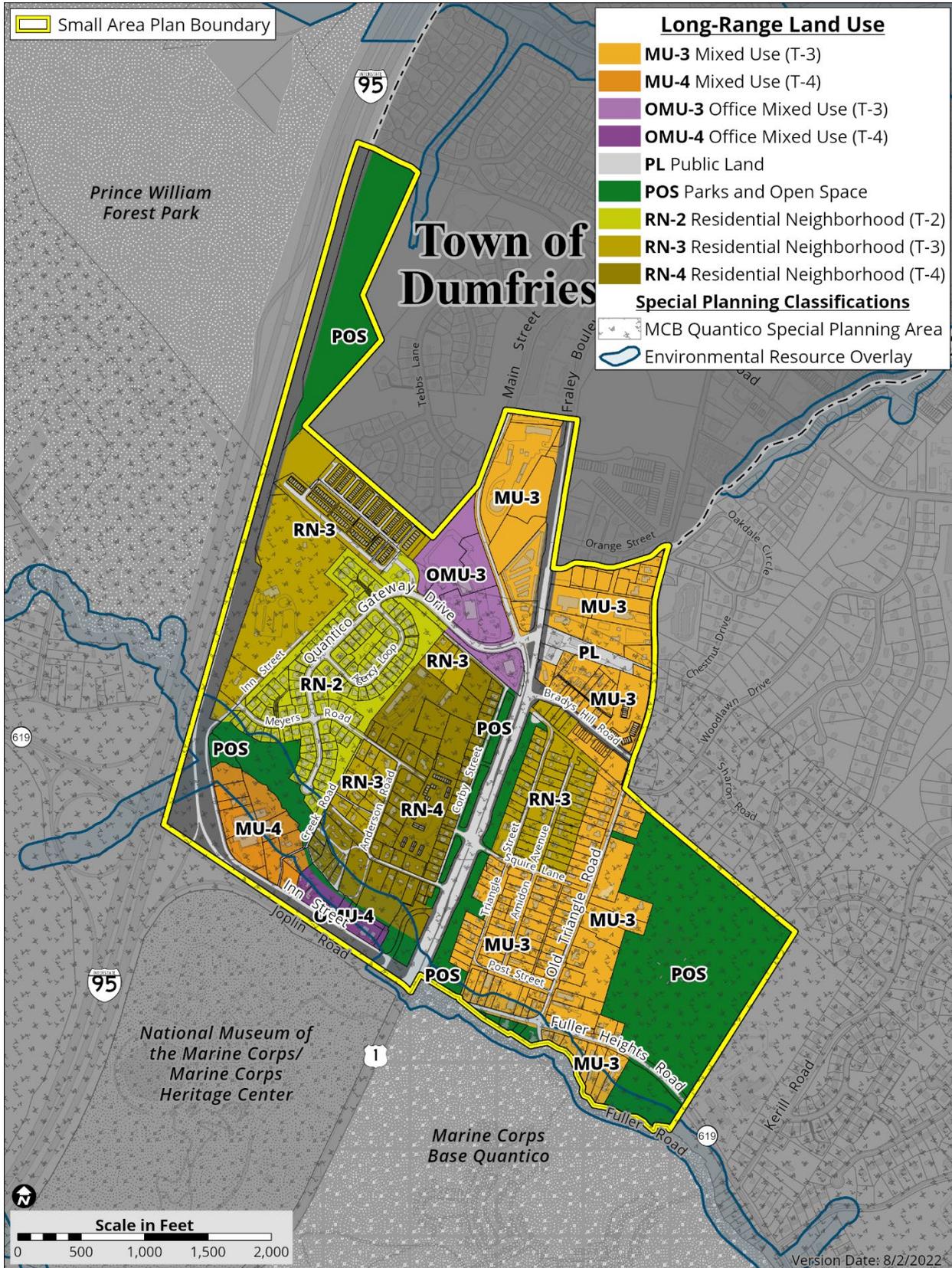


Figure 60: Triangle Small Area Plan Land Use Map

SECTOR PLANS

Sector Plans are a concentrated planning effort to identify strengths, weaknesses, and opportunities, build coalitions between individual residential and business communities, and set the stage for the future of that portion of Prince William County. The County intends to replace each existing sector plan with a more detailed small area plan or incorporate them into the Land Use Plan. The current sector plans include the following:

- Government Complex will become an Activity Center.
- Interstate 66/Route 29 (Gainesville) will become an Activity Center.
- Neabsco Creek Waterfront Area will become an Activity Center.
- Nokesville will become a Village.
- Potomac Communities - incorporated into Activity Centers, redevelopment corridors, or identified in the North Woodbridge and Triangle Small Area Plans. The Land Use classifications have been updated to reflect consistency with a more flexible designation.

LAND USE POLICY 33: Infill and redevelopment efforts will be encouraged in appropriate areas in the targeted growth areas, and the County's promotion will focus on Small Area Plans, Activity centers, and redevelopment corridors, as shown as on the Land Use Map.

ACTION STRATEGIES:

LU33.1 Special area and Small Area Plans should be adopted as elements of this Comprehensive Plan for the purpose of establishing future land use patterns, types, intensities, and circulation and building design.

LAND USE FRAMEWORK

The Land Use Plan guides the intensity, location, and distribution of land uses in Prince William County through a framework that consists of two tiers. The first tier, Community Development General Areas, establishes a hierarchy for the overall structure and organization of development that differentiates areas by overall character and general density. The second tier, Long-Range Land Use classifications, disaggregates these categories and provides more precise direction regarding the planned density and intensity of residential, commercial, industrial, open space, and public land uses. This framework establishes the range and intensity of recommended land uses for all areas in Prince William County, excluding Federal and State lands.

A major component to guiding the physical planning of the County is the Community Development General Areas. This concept is implemented by four general character categories - Urban Communities, Suburban Communities, Transition Neighborhoods, and Rural Communities - that broadly reflect the different character and land use development. In general, the Community Development General Area concept directs the highest intensities to Urban Communities, while directing lower-intensity uses, such as, estate-style residential lots, cluster development, and agricultural operations to Rural Communities.

In essence, the higher transects (T-4 through T-6) of the Land Use framework make up the Urban Communities also known as the Urban Development Areas. Development with the highest transects (T-6) near VRE Stations or other forms of transit are the Transit Oriented Development areas. The middle of the transect spectrum (T-2 through the lower range of T-4) make up the Suburban Communities. The lower transects (T-0 through T-1C) make up the Rural Communities.

The Suburban Communities category may effectively serve as an edge to the Urban Communities. The Transition Neighborhoods provide a shift from the Suburban Areas to the lowest-density category, Rural Communities.

In addition to those primary categories, there are five additional areas that occur in one or more of the main Communities. These include mixed use areas such as Activity Centers and Redevelopment Corridors, Community Crossroads, Public Land, and Open Space.

The nine categories are described further in the following section. As a broad set of development classifications, these categories do not specify information such as density and targeted land uses, but rather the general structure, character, and scale of the development in the respective Community.

Character Areas

URBAN COMMUNITIES

Intent

- . Residential and Commercial development with multimodal connectivity at or near transit.

Location

- . Activity Centers
- . Major Corridors

Primary Land Uses

- . Higher Density Residential
- . Commercial, Office, Civic



SUBURBAN COMMUNITIES

Intent

- . Protect established neighborhoods; develop quality new construction at suburban densities.

Location

- . Existing neighborhoods
- . Areas suitable for new housing/development
- . Located near open spaces, activity centers and corridors.

Primary Land Uses

- . Low to medium density residential
- . Commercial/Office/Civic



RURAL COMMUNITIES

Intent

- . Maintain rural character and preserve natural and historic features

Location

- . Hamlets
- . Villages
- . Clusters

Primary Land Uses

- . Agriculture/Agritourism
- . Forestry
- . Low density residential



TRANSITION NEIGHBORHOODS

Intent

- . Serves as a transition between the suburban and rural areas. Protect established neighborhoods; develop quality new construction at lower suburban densities while maintaining open space.

Location

- . Existing neighborhoods
- . Areas suitable for new housing/development.
- . Clusters
- . Located near open spaces, between activity centers.

Primary Land Uses

- . Low density residential



ACTIVITY CENTERS

Intent

- . Concentrate commercial uses, employment centers and mixed use development

Type

- . Commercial centers
- . Town centers
- . Mixed use activity centers
- . Employment centers

Primary Land Uses

- . Retail, office, industrial, civic and/ or higher density residential



CORRIDORS

Intent

- . Well-functioning corridors that facilitate traffic flow, serve local needs and coordinate land use patterns without encroaching on adjacent neighborhoods

Location

- . Between neighborhoods and activity centers

Primary Land Uses

- . Commercial, office, institutional



Figure 61: General Character Areas

COMMUNITY CROSSROADS

Intent

- . Provide residents access to local goods/services at or near major intersections.



Location

- . Rural Communities
- . Transition Neighborhoods
- . Suburban Communities



Primary Land Uses

- . Neighborhood commercial
- . Retail or office.

PUBLIC LAND

Intent

- . Provide land for public facilities

Location

- . Publicly owned throughout the county dedicated for public facilities



Primary Land Uses

- . Police, Fire & Rescue
- . Libraries
- . Schools
- . Commuter lots
- . Utilities
- . Parks & Recreation



OPEN SPACE

Intent

- . No to Very limited development

Location

- . Publicly and privately owned land in natural state (greenspace)
- . Environmental Resources
- . Public parks



Primary Land Uses

- . Natural
- . Passive parks



Figure 62: General Character Areas

LONG-RANGE LAND USE CLASSIFICATIONS AND MAP

The Long-Range Land Use classifications serve as a guide to the physical development of the County and reflect the spatial distribution of various urban, suburban, and rural land use designations. While this plan is a generalized document, it can be looked at on a site-specific basis, in consideration of approved zonings or other Board of County Supervisors' action that clearly states County planning policy and/or regulations for a specific site or area. The Plan is implemented by the Zoning Ordinance, the Subdivision Ordinance, and/or the Design and Construction Standards Manual. The Long-Range Land Use classifications and Map can only be interpreted in conjunction with the rest of the Comprehensive Plan.

The Comprehensive Plan Long-Range Land Use classifications have been mapped based upon criteria as set throughout the Comprehensive Plan as goals, objectives, policies, and action strategies. These criteria apply to development where appropriate within all areas throughout the County. Within each Long-Range Land Use classification, there is a range of density or intensity. All areas with the same land use classification, however, are not equal in terms of their location or the time frame within which their development is appropriate. Currently, some areas are more readily accessed by transportation, more readily connected to the sewer system, closer to schools and, thus, better able to accommodate, at established levels of service, and a higher level of density or intensity.

Other areas, because of environmental constraints and if consistent with fire and rescue service objectives, may lend themselves to higher-density cluster development. As utilities and facilities networks are expanded and levels of service increased consistent with the Comprehensive Plan, potential density and intensity will increase accordingly, but within the established density or intensity ranges set forth by the Comprehensive Plan. Encouraging more intense uses in areas already well serviced and encouraging infill of well-serviced areas already substantially developed will discourage leapfrog development and sprawl development extended into areas of the County less well serviced, and minimize land speculation, while allowing the County to better focus its fiscal resources.

The Long-Range Land Use Map illustrates existing and potential development by land use classification and by density or building height. The density is expressed as gross area of a particular Long-Range Land Use classification less the portion of property within the Environmental Resource Protection Overlay ("ERPO") except in Activity Centers, Redevelopment Areas and Small Area Plans and areas where Targeted Industries are to be developed. For non-residential and mixed-use projects density and intensity are measured as the square feet of development divided by the square feet of land area less the Environmental Resource Protection Overlay designated portion of the property except in Activity Centers, Redevelopment Areas and Small Area Plans. The Long-Range Land Use Plan together with a general description of the classifications and overlays reflected thereon—provides general guidance in determining the level of consistency between a development request and these classes of uses.

All rezoning, special use permit, and Comprehensive Plan amendment requests should be evaluated based on, among other things, the County's Long-Range Land Use Plan and the County's ability to

service such development. Development should occur in a manner consistent with the ability of supportive utilities, facilities, transportation, environmental conditions, and service components to accommodate the impacts of the development, and in accordance with the levels of service (“LOS”) standards contained in the Safe and Secure Communities Plan, the Community Education Plan, the Parks, Recreation and Tourism Plan, the Open Space Plan, and the Mobility Plan. In some instances, land use classifications are shown that seem on the surface to be inconsistent with this Long-Range Land Use Plan and its policies and action strategies. These inconsistencies generally occur on properties for which zoning approval was given prior to adoption of subsequent Comprehensive Plans. Development of these properties will be permitted to occur according to the approved rezoning.

[Long-Range Land Use Map \(attached separately\)](#)

The Long-Range Land Use classifications for the County consists of the following major designations:

Commercial (COM) The purpose of this classification is to provide for commercial areas to serve surrounding residential neighborhoods and the larger community. Access to commercial uses in the T-3 transect should be along major roadways and T-2 transect should be limited to abutting arterial or collector roadways, except where inter-parcel connections are provided between abutting commercial sites. Pedestrian access to adjacent and nearby residential areas, where appropriate, should be encouraged. Vertical mixed use allows for residential uses above the first floor. The intent is to create vibrant, diverse places to accommodate a variety of business needs.

Industrial (I) The purpose of the industrial classifications is to provide areas for a range of industrial and employment uses which promote a diverse tax base, encourage economic vitality, and support at place employment. Retail/retail service uses may be located to support the needs of those employed within the greater industrial area. Within an industrial designated area, the more intense uses should be located in the core of the area and transition to less intense uses at the periphery. Based on respect use, Industrial T-4 should occur in areas with access to major roads rather than passing through tertiary or residential roads. Data centers and distribution and fulfillment centers are discouraged in Industrial T-2.

Mixed Use (MU) Mixed-use centers include both residential and commercial uses planned and developed in a comprehensive, coordinated manner and arranged in pedestrian-friendly blocks. These mixed-use centers are locations for neighborhood residential, community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods through multimodal connections. Mixed-use communities are envisioned to create a sense of place within a wide variety of context sensitive place types focused on a spectrum of intensity ranging from a hamlet to an urban town center. Mixed-use integration can be vertical or horizontal with preference to vertical mixed-use in transects T-4 through T-6. Community mixed-use centers are encouraged to include workforce housing and/or be connected to existing or proposed bus transit to nearby destinations including any nearby rail transit. The preferred percent of mix of uses is calculated within the entire contiguous district.

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Office Mixed Use (OMU) The purpose of this classification is to provide for areas of low- to high-rise offices or research and development activity areas mixed with other uses such as retail and retail services and workforce housing supporting such use. This designation can be found throughout the County. The projects developed in this classification should be for office use with any retail and/or retail service uses. Retail and retail service uses are discouraged as a stand-alone structure in the T-4 transect. The preferred percentage of mix of uses is calculated within the entire contiguous district.

Residential Neighborhoods (RN) This classification is an opportunity to develop a variety of housing options throughout the County. The higher density, mixed-use residential should be close to transit bus or (VRE) or employment opportunities such as areas planned MU, OMU, COM, activity centers and town centers. The middle transects can include both single-family attached and detached as well as multifamily units. In the lower transects, residential areas primarily accommodate single-family attached or detached homes arranged in cluster or medium sized lots. In all transects, connections and pedestrian amenities should still be a priority for development design including trails and open space integrated into the development in appropriate locations. Affordable and work force housing is encouraged Countywide.

Commercial (COM)



The purpose of this classification is to provide for commercial areas to serve surrounding residential neighborhoods and the larger community. Access to commercial uses in the T-3 should be along major roadways and T-2 shall be limited to abutting arterial or collector roadways, except where interparcel connections are provided between abutting commercial sites. Pedestrian access to adjacent and nearby residential areas where appropriate should be encouraged. Vertical mixed use allows for residential uses above the first floor. The intent is to create vibrant, diverse places to accommodate a variety of business needs.

	T-1A	T-1B	T-1C	T-2	T-3	T-4	T-5	T-6
Primary Uses	Not Applicable			Retail Retail service Lodging Office		Not Applicable		
Secondary Uses				Residential				
Implementing Zoning District				PBD B-2 O(L) MXD-N	PBD B-1 B-2 O(M) MXD-C			
Mix of Uses				Residential: 0-25 % Non-Residential: 0-100% Civic: 0-5%				
Minimum Open Space				20% of Site				
Note: For recommended target residential and non-residential density, building height and other form elements please see Figure 7: Table of Form Elements.								

Industrial (I)



The purpose of the industrial classifications is to provide areas for a range of industrial and employment uses which promote a diverse tax base, encourage economic vitality, and support at place employment. Retail/retail service uses may be located to support the needs of those employed within the greater industrial area. Within an industrial designated area, the more intense uses should be located in the core of the area and transition to less intense uses at the periphery. Data centers and distribution and fulfillment centers are discouraged in I-T2.

	T-1A	T-1B	T-1C	T-2 Light Industrial	T-3 Technology/Flex	T-4 Heavy Industrial	T-5	T-6
Primary Uses	Not Applicable			Contract services Start-up & Small assembly businesses Offices Landscaping yard Custom Auto work	Flex Space Light Industrial Technology, Warehousing & Logistics Advanced Manufacturing Data Center	Manufacturing Industrial Park Wholesale/distribution facilities, warehouses. Fleet & Equipment sales Quarry/Mineral Extraction Data Center	Not Applicable	
Secondary Uses				Retail Uses Outdoor storage	Retail & Service Office Institutional	Retail Uses		
Implementing Zoning District				O(F) M-2 PBD	O(F) M-2 PBD	M-2 M-1 M/T		
Mix of Uses				Residential: 0% Non-Residential: 95-100% Civic: 0-5%				
Minimum Open Space				30% of Site		20% of Site		
*For Target Non-Residential density, building height and other form elements please see Figure 7: Table of form elements								

Mixed Use (MU)



Mixed-use centers include both residential and commercial uses planned and developed in a comprehensive, coordinated manner and arranged in a pedestrian-friendly blocks. These mixed use centers are locations for neighborhood, community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods through multimodal connections. Mixed-use communities are envisioned to create a sense of place within a wide variety of context sensitive place types focused on spectrum of intensity ranging from a hamlet to urban town center. Mixed-use integration can be vertical or horizontal with preference to vertical mixed-use in transects 4-6 and should be connected by bus transit to nearby destinations and to the nearest rail transit. The percent of target land use mix is calculated within an entire contiguous MU district. Affordable and workforce housing is encouraged Countywide.

	T-1B Hamlet	T-1C Village	T-3 Neighborhood	T-4 Community	T-5 Town Center	T-6 Urban Town Center
Primary Uses	Single Family Detached Agribusiness Retail & Retail Service	Single Family Detached Retail & Retail Service	Single Family Detached Single Family Attached Multi-Family Residential Retail & Retail Service Office Institutional	Single Family Attached Multi-Family Residential Retail & Retail Service Office Institutional Hotel	Multifamily Residential Retail & Retail Service Office Institutional Structured Parking	
Secondary Uses	Arts & Entertainment Civic Agritourism (Within the Hamlet)	Arts & Entertainment Civic Office	Arts & Entertainment Civic			
Implementing Zoning District	PMR B-3	PMR B-2 B-3 V	PBD PMD PMR MXD-C B-1 & B-2 R-4, R-6*, R-16*	PBD PMD PMR MXD-C B-1 R-16, R-30* O(H), O(M), O(F)	PBD PMD PMR R-30 R-U MXD-U B-1	
Mix of Uses	Residential: 75-95% Non-Residential: 0-20% Civic: 5+%	Residential: 60-80% Non-Residential: 15-35% Civic: 5+%	Residential: 50-85% Non-Residential: 10-45% Civic: 5+%	Residential: 30-60% Non-Residential: 30-60% Civic: 10+%	Residential: 40-80% Non-Residential: 15-55% Civic: 5+%	
Minimum Open Space	30% of site	30% of site	30% of site	20% of Site	10% of Site	10% of Site

Note: For recommended target residential and non-residential density, building height and other form elements see Figure 7. Table of Form Elements.

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

Office Mixed Use (OMU)



The purpose of this classification is to provide for areas of low-to high-rise offices or research and development activities areas mixed with other uses such as retail and retail services. This designation can be found throughout the County. The projects developed in this classification should be for office use with any retail and/or retail service uses. Retail and retail service uses are discouraged as a stand-alone structure in T-4.

	T-1A	T-1B	T-1C	T-2	T-3	T-4	T-5	T-6
Primary Uses	Not Applicable			Offices Hotel Research and Development			Not Applicable	
Secondary Uses				Retail & Retail Service Workforce and Affordable Housing				
Implementing Zoning District				PBD O(L) MXD-N	PBD PMR B-1, B-2 R-16* O(M) MXD-C	PBD PMR B-1 R-16, R-30* O(H), O(F) MXD-C		
Mix of Uses				Residential: 0-60%** Non-Residential: 0-95% Civic: 0-5%				
Minimum Open Space				20% of Site				

Note: For recommended target non-residential density, building height and other form elements please see Figure 7: Table of Form Element.

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

** Up to 60% residential if in proximity to parcels planned for non-residential uses or for employment opportunities.

Residential Neighborhood (RN)



Residential Neighborhoods are an opportunity to develop a variety of housing options throughout the County. The higher density, mixed-use residential should be close to transit (VRE) or town centers. The middle transects can include both single-family attached and detached as well as multifamily units. In the lower transects, residential areas primarily accommodates single-family homes arranged in cluster or medium sized lots. In all transects, connections and pedestrian amenities should still be a priority for development design including trails and open space integrated into the development in appropriate locations. Affordable and work force housing is encouraged Countywide.

	T-1	T-2	T-3	T-4	T-5	T-6
Primary Uses	Single Family Detached, (Cluster)	Single Family Detached, (Cluster)	Single Family Detached Single Family Attached Multifamily		Multi-Family Residential Retail & Service	Not Applicable, see Town Center
Secondary Uses	Community Center/Clubhouse	Service Commercial Office Retirement Communities			Retirement Communities Civic	
Implementing Zoning District	SR-3 SR-5	SR-1 R-2, R-4, R-6* PMR	PMR R-4, R-6, R-16* RMH	PMR R-16 R-30*	PMR R-U R-30	
Mix of Uses	Residential:-95% Non-Residential: 5%	Residential: 90-100% Non-Residential: 0-10% Civic: 5%				
Minimum Open Space	30% of Site 60% of Site (Cluster)	30% of Site 60% of Site (Cluster)	30% of site	20% of site	20% of site	

Note: For recommended target residential and non-residential density, building height and other form elements please see Figure 7: Table of Form Elements.

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

URBAN COMMUNITIES

Vision: Urban communities also known as Urban Development Areas will accommodate living, working, shopping, learning, and playing in dense urban environments of walkable mixed-use and transit-oriented development. These areas will possess high-quality public environments with accessible and connected places, and a rich mix of uses that establish a distinctive sense of place. Urban communities are envisioned to support development types, patterns, and densities that will create jobs, grow the tax base, and be fiscally sustainable.

These Urban Communities are either already the most intensely developed portions of Prince William County, or those areas planned for more intensive development in the future. They include established commercial, industrial, and high-density residential areas, as well as undeveloped or underdeveloped land expected to meet the County's future needs for intense, urban development. One of the primary intents of these urban designations is to encourage development at densities high enough to bring regional mass transit to Prince William County and better link the County to its region via mass transit.

Development within urban areas should reflect sound planning, per the ten Smart Growth principles, in the form of vibrant, walkable mixed-use centers. The regional employment uses, high-density residential and, to a lesser extent retail uses, are generally found along or near the major regional and/or interstate transportation corridors. They act as a mechanism by which incentives, such as a streamlined re-planning process and consideration of increased use flexibility, are given to projects that would implement smart growth principles. Proximity to major transportation corridors, however, may also coincide with environmentally sensitive areas and cultural resources in which case the appropriate development densities, site layout, and/or building types would need more detailed consideration.

The Urban Communities contain the following Long-Range Land Use Map classifications:

Town Center & Urban Town Centers (TC & UTC) - This is a subset of the mixed-use category consisting of transects T-5 and T-6. Town Centers provide a mix of uses arranged in a pedestrian-friendly urban form and are locations for regional commercial, entertainment destinations, and access to amenities for adjacent residential and employment centers. Streets are interconnected and multi-modal with parking located behind buildings. Short blocks with shallow setbacks and on-street parking are appropriate.

Office Mixed Use (OMU), T-3, T-4 - The purpose of this classification is to provide for areas of low-to high-rise offices or research and development activities. Projects developed in this classification should be for office use, with retail service uses discouraged as stand-alone structures in the transect T-4.

Mixed Use (MU), T-3, T-4 - This classification includes both residential and commercial uses arranged in a pedestrian-friendly form. This classification includes locations for residential, community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods. T-3 is usually found on the periphery of the urban areas and should be on the higher-end of the density range for this transect.

Residential Neighborhood (RN) T-4, T-5 - This classification is an opportunity to develop higher density residential close to transit (VRE), within Activity Centers or the periphery of Town Centers. This classification also provides opportunities to develop compact neighborhoods that can act as transitions between mixed use centers and lower density residential areas. These are high-density, walkable neighborhoods focusing on connections to mixed use centers and transit.

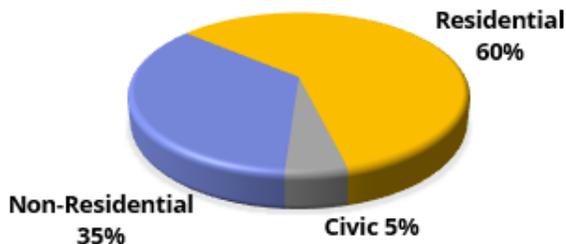
Town Center (TC & UTC)	T-5	T-6
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Town Center and Urban Town Centers provide a mix of uses arranged in a pedestrian-friendly urban form. These centers are locations for regional commercial and entertainment destinations as well as access to amenities for adjacent residential and employment centers. Streets are interconnected and multi-modal with parking located behind buildings. Short blocks with shallow setbacks and on-street parking are appropriate.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Commercial, Office Institutional Multi-Family Residential Retail & Service Commercial Transit	Civic Arts & Entertainment Parking	PMD PMR R-30 R-U MXD-U B-1
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-6: 50 - 100 du/acre T-5: 12 - 50 du/acre	T-6: 2.3 - 3.0 FAR T-5: 1.38 - 3.0 FAR

TARGET LAND USE MIX



- Residential: 40 - 80%
- Non-Residential: 30 - 60%
- Civic: 5%+
- Percentage of target land use mix based on entire district

Target Building Height	Minimum Open Space
<ul style="list-style-type: none"> • T-6: 8 - 20+ stories • T-5: 6 - 12 stories 	10% of site

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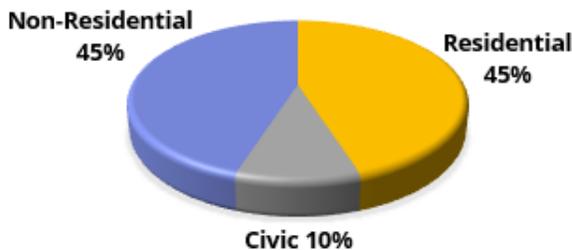
Mixed Use (MU)	T-3	T-4
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Mixed Use live work centers include both residential and commercial uses arranged in a pedestrian-friendly form. These centers are locations for community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods. Streets are interconnected and serve cars, cyclists, and pedestrians. Mixed Use Centers should be connected by bus transit to nearby destinations and to nearest rail transit. Affordable and work force housing is encouraged Countywide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Single Family Detached Single Family Attached Multi-Family Residential Retail & Service Commercial Office	Active Adult Retirement Communities Hotel Institutional Arts & Entertainment	PBD PMD PMR MXD-C B-1 & B-2 R-4, R-6*, R-16* in T-3 R-16, R-30* in T-4 O(H), O(M), O(F) in T-4
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-4: 8 - 24 du/acre T-3: 4 - 12 du/acre	T-4: 0.57 - 1.38 FAR T-3: Up to 0.57 FAR

TARGET LAND USE MIX



- Residential: 30 - 60%
- Non-Residential: 30 - 60%
- Civic: 10%
- Percentage of target land use mix based on entire MU district

Target Building Height	Minimum Open Space
T-4: 4 - 8 stories T-3: 3 - 5 stories	20% of site

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

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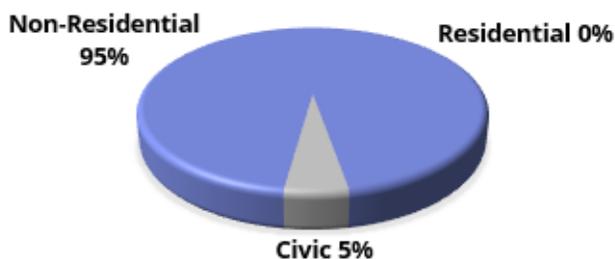
Office Mixed Use (OMU)	T-3	T-4
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The purpose of this classification is to provide for areas of mid-rise to high-rise offices or research and development activities. Projects developed in this classification shall be for office use, with retail and retail service uses. Office development areas are encouraged to be in accordance with the Illustrative Guidelines for Office Development, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. In the T-4 or higher transects, retail and retail services are discouraged as stand-alone structures.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Government Contracting Medical & Dental Offices Offices Hotel Package or Courier Services Research and Development	Retail Retail Services Workforce and Affordable Housing	PBD PMR B-1, B-2 MXD-C O(M), R-16* in T-3 O(H), O(F), R-16, R-30* in T-4
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-4: 8 – 24 du/acre T-3: 4 – 12 du/acre	T-4: 0.58 - 1.38 FAR T-3: Up to 0.57 FAR

TARGET LAND USE MIX



- **Residential: 0-60%****
- **Non-Residential: 35-95%**
- **Civic: 5%**

Target Building Height	Minimum Open Space
T-4: 4 - 8 stories T-3: 3- 5 stories	20% of site

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

** Up to 60% residential if in proximity to parcels planned for non-residential uses or for employment opportunities.

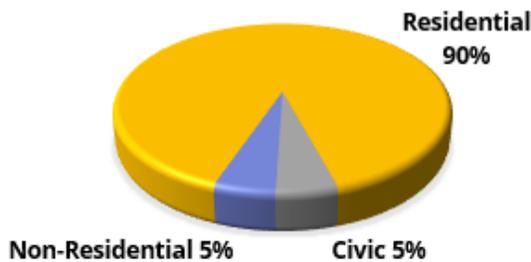
Residential Neighborhood (RN)	T-4	T-5
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Residential Neighborhoods (T-4 & T-5) are an opportunity to develop higher density, mixed use residential close to transit (VRE) or town centers. This classification also provides opportunities to develop compact neighborhoods that can act as transitions between mixed use centers and lower density residential areas. These are high-density, walkable neighborhoods focusing on connections to mixed use centers and transit. These areas can accommodate attached and multi-family housing types and may include small scale retail and/or office uses integrated into the neighborhood. Affordable and work force housing is encouraged Countywide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Single Family Attached Multi-Family Residential	Neighborhood Retail Office Retirement Communities Civic	PMR, R-16, R-30* in T-4 PMR, R-16, R-30, R-U in T-5
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-5: 12 - 50 du/acre T-4: 8 - 24 du/acre	T-5: 1.38 - 2.30 FAR T-4: 0.57 - 1.38 FAR

TARGET LAND USE MIX



- Residential: 90 - 100%
- Non-Residential: 0 - 10%
- Civic: 5%

Target Building Height	Minimum Open Space
T-5: 6 - 12 stories T-4: 4 - 8 stories	20% of site

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

URBAN DESIGN POLICIES

LAND USE POLICY 34: Urban Communities buildings should be designed to provide human scale, interest, and variety while maintaining an overall sense of relationship with adjoining or nearby buildings and the surrounding neighborhood.

ACTION STRATEGIES:

- LU34.1** Encourage a combination of architectural elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards.
- LU34.2** Incorporate tighter, more frequent rhythm of spacing of columns, bays or other vertical articulation, subdividing the building façade into smaller, more human scaled elements.
- LU34.3** Incorporate fenestration techniques that indicate the scale of the building (e.g., size, location, and number of windows in an urban setting create a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns). Emphasis of building entries through projecting or recessed forms, detail, color, or materials.
- LU34.4** Buildings should possess an architectural character that respects traditional design principles, such as: variation and modulation. This can be achieved through:
- Variation in the building form such as recessed or projecting bays or other architectural elements.
 - Expression of architectural or structural modulations and details. Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings. Encourage a variety of horizontal modulation techniques to reduce the architectural scale of the building and add visual interest.
 - Avoidance of repetitive modulation techniques, which may not be effective when viewed from a distance.
 - Diversity of window size, shape, or patterns that relate to interior functions.
 - Emphasis of building entries through projecting or recessed forms, detail, color, or materials.
- LU34.5** Buildings should generally have three vertical divisions: bases, middles, and tops:
- The base should be composed of the first floor or first two floors of the building and should be designed to give the appearance of greater height than any floor of the middle.
 - The design of the middle should be distinguishable from the base and top.

- The top of buildings above four stories may have a cap set back above the lower stories, which is distinctive in shape and smaller than the previous floor.

- LU34.6** Encourage a variety of roofline modulation techniques (e.g., hipped or gabled rooflines and modulated flat rooflines). As a general rule, the larger the building or unbroken roofline, the bigger the modulation should be.
- LU34.7** Employ 360-degree architecture. Building form should employ a uniform level of quality on all sides of the building.
- Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas.
 - Install trellises with climbing vines or other plant materials to cover the surface of the wall. For long walls, a trellis or trellises should be combined with other design treatments to avoid monotony.
- LU34.8** The façade of the building base (ground level of the building) should provide a high level of transparency. Transparency refers to the degree to which people can view activities inside the buildings, retail goods for sale, or display lighted windows related to these activities. Windows or glazing on upper levels should be sufficiently transparent to provide an awareness of internal activities when viewed from the street or public spaces.
- LU34.9** The color of all proposed materials should be indicated on the plans submitted at the time the applicant is seeking rezoning approval, according to current Community Design Plan guidelines. Buildings within a land bay should have compatible, coordinated color schemes.
- LU34.10** The building architecture is encouraged to utilize either a central focal point or, in an asymmetrical facade, more localized symmetry of building parts. Building wings and additions are encouraged to have similar forms, roof pitch, and architectural character to the main body of the building.
- LU34.11** Each building is encouraged to be compatible with and enhance the design of adjacent buildings and all other development in the immediate area, so long as the predominant design or design “theme” is contextual sensitive to the neighborhood.
- LU34.12** Inter-parcel connectors should be provided to help alleviate traffic on major roadways and in conjunction with fire and rescue service objectives. Pedestrian and vehicular connections should link office uses with residential, retail, and recreational uses.
- LU34.13** The number of building and site signs should be restricted to avoid clutter. Detached signs and billboards that are typical of highway corridors are strongly discouraged. Streetscapes that become overloaded with signs have a cumulative negative effect on the image of the community.

- LU34.14** Open space – in the form of plazas, parks, courtyards, trails, etc. – are encouraged to be incorporated into each site, to provide recreational amenities and visual relief at the street level. Where possible, these ground level open spaces should complete linkages between the existing community and any existing or planned regional park system and/or within an overall office/mixed-use project.
- LU34.15** The site should be designed so that the building responds to its surrounding environment. Natural land features including grades and slopes, trees, and other significant landscape materials; and water bodies (natural and man-made) should be utilized to add unique character to projects. Excessive amounts of cut, fill, and clearing should be avoided to preserve the natural character of the land.
- LU34.16** Buildings are encouraged to be oriented to the street, not to an interior parking area. The building should be the focus of the site design, not the automobile. Primary entrances are encouraged to face the street with secondary entrances from parking areas on the side or rear of the building.
- LU34.17** Create a quality streetscape with enhanced paving, street furniture, landscaping, and lighting that establishes a distinct yet consistent character.

SUBURBAN COMMUNITIES

The Suburban Communities accommodate the lower-density residential, neighborhood-oriented retail and service uses, and smaller scale employment uses found in the more traditional neighborhoods and/or along major intra-County transportation corridors. Implementation of the ten Smart Growth principles in suburban areas is critical for providing a high quality of life for County residents. Planned mixed-use developments fulfill this vision by providing a distinct sense of place, allowing for walkable neighborhoods, and allowing residents in different stages of life to remain in their communities. Activity Centers act as a mechanism by which incentives such as a streamlined re-planning process and increased use flexibility are given to projects that would implement smart growth. Infill development outside these centers should be consistent with the character of the existing community.

The Suburban Communities should be an area that maintains a basic suburban character but enhances the livability and design quality of existing neighborhoods and new developments over time. Consideration should always be given to the mitigation of any undesired impacts between adjacent uses; good design practices should be used to help ensure land use compatibility. Street improvements in new suburban development should show improved vehicular connections between neighborhoods, increased pedestrian facilities, and minimal pavement widths needed to meet functional and safety requirements. Street design should encourage slow vehicle speeds without reducing the connectivity of the overall network. Retail and service uses should be well connected to adjacent areas and neighborhoods. Neighborhood-based retail and service centers should, where possible, be within walking or biking distance of residential and employment areas. Where possible, encourage clustering residential and commercial development to preserve open space and reduce public expenditure for public services.

The Suburban Communities contain the following Long-Range Land Use Map classifications:

Residential Planned Community (RPC) - This classification includes areas zoned RPC, Residential Planned Community. This classification is intended for planned developments not less than 500 contiguous acres under one ownership or control in those areas of the County where provisions for sanitary sewer, sewage disposal facilities, adequate highway access, and public water supply are assured. Within such planned communities, the location of all residential, commercial, industrial, and governmental uses, school sites, parks, playgrounds, recreational areas, commuter parking areas, and other open spaces shall be controlled in such a manner as to permit a variety of housing accommodations and land uses in an orderly relationship to one another. Due to the acreage associated with the RPC, this designation may be revised to allow for redevelopment or revitalization to occur.

Residential Neighborhood (RN), T-2, T-3 -This classifications primarily accommodates both single-family attached and detached homes arranged in small to medium sized lots as well as multi-family residential and mixed housing communities. Connections and pedestrian amenities should still be a priority for development design. These areas should also include parks, trails and open space integrated into the development in appropriate locations. Small office or service uses may be appropriate.

Mixed-Use (MU), T-3 - This classification includes both residential and commercial uses arranged in a pedestrian-friendly form. These centers are locations for community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods. Streets are interconnected and serve cars, cyclists, and pedestrians. Mixed use centers should be connected by bus transit to nearby destinations and to nearest rail transit.

Office Mixed Use (OMU), T-2, T-3 - The purpose of this classification is to provide for areas of low-to mid-rise offices or research and development activities. Projects developed in this classification shall be for office use, with retail service uses allowed.

Industrial (I), T-2, T-3 - The purpose of the Industrial classification is to provide for areas of employment uses situated on individual sites or in campus-style "parks." Primary uses in the I, T-2 and I, T-3 classification are light manufacturing, "start-up" businesses, small assembly businesses, and office uses (including government offices, particularly those for Prince William County agencies). Within an I, T-3 designated project, the more intense uses shall be located in the core of the area and the less intense uses (excluding outdoor storage) at the periphery, to act as a transition between the I, T-3 project, and adjacent areas designated or developed for different uses.

Commercial (COM), T-2, T-3 - The purpose of this classification is to provide for commercial areas to serve surrounding residential neighborhoods and the larger community. Access to commercial uses in the T-3 should be along major roadways and T-2 should be limited to abutting arterial or collector roadways, except where Interparcel connections are provided between abutting commercial sites. Pedestrian access to adjacent and nearby residential areas, where appropriate, should be encouraged. Vertical mixed use allows for residential uses above the first floor. The intent is to create vibrant, diverse places to accommodate a variety of business needs.



The Residential Planned Community classification includes areas that are zoned Residential Planned Community, or RPC. This classification is intended for planned developments not less than 500 contiguous acres under one ownership or control in those areas of the County where provisions for sanitary sewers, sewage disposal facilities, adequate highway access, and public water supply are assured. Within such planned communities, the location of all residential, commercial, industrial, and governmental uses, school sites, parks, playgrounds, recreational areas, commuter parking areas, and other open spaces should be controlled in such a manner as to permit a variety of housing accommodations and land uses in an orderly relationship to one another.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Multi-Family Residential Single Family Attached Single Family Detached	Civic Commercial Industrial	RPC
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-4: 8 - 24 du/acre T-3: 4 - 12 du/acre T-2: 1 - 4 du/acre	T-4: 0.57 - 1.38 FAR T-3: 0.23 - 0.57 FAR T-2: Up to 0.23 FAR

TARGET LAND USE MIX



- Residential: Based on MZP%
- Non-Residential: Based on MZP%
- Civic: Based on MZP%

Target Building Height	Minimum Open Space
T-4: 4 - 8 stories T-3: 3- 5 stories T-2: 1 -3 stories	Based on Master Zoning Plan

LAND USE CHAPTER

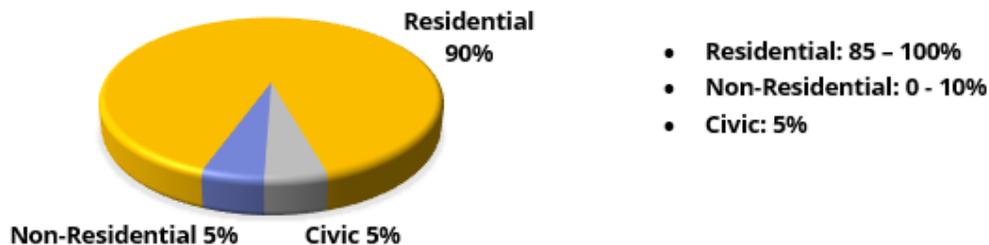
Residential Neighborhood (RN)	T-2	T-3
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Residential Neighborhoods (T-2, T-3) primarily accommodate single-family attached or detached homes arranged in small to medium sized lots as well as some multi-family residential. Connections and pedestrian amenities should still be a priority for development design. These areas should also include parks, trails and open space integrated into the development in appropriate locations. Small office or service uses may be appropriate. Affordable and work force housing is encouraged Countywide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Multi-Family Residential Single Family Attached Single Family Detached Cluster in T-2	Civic, Cultural, Community Institutional Office Service Commercial	PMR RMH SR-1, R-2, R-4, R-6* in T-2 R-4, R-6, R-16* in T-3
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-3: 4 - 12 du/acre T-2: 1 - 4 du/acre	T-3: 0.23 - 0.57 FAR T-2: 0.02 - 0.23 FAR

TARGET LAND USE MIX



Target Building Height	Minimum Open Space
T-3: 3 - 5 stories T-2: 1 - 3 stories	30% of site

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

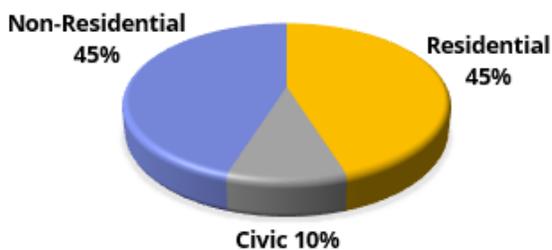
Mixed Use (MU)	T-3
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Mixed Use live work centers include both residential and commercial uses arranged in a pedestrian-friendly form. These centers are locations for neighborhood or community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods. Streets are interconnected and serve cars, cyclists, and pedestrians. Mixed Use Centers should be connected by bus transit to nearby destinations and to nearest rail transit. Affordable and work force housing is encouraged Countywide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Single Family Detached Single Family Attached Multi-Family Residential Retail & Service Commercial Office	Retirement Communities Hotel Institutional Arts & Entertainment	PBD PMD PMR MXD-C B-1 & B-2 R-4, R-6*, R-16*
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-3: 4 - 12 du/acre	T-3: Up to 0.57 FAR

TARGET LAND USE MIX



- Residential: 50 -85%
- Non-Residential: 10 - 45%
- Civic: 5+%
- Percentage of target land use mix based on entire MU district

Target Building Height	Minimum Open Space
T-3: 3 - 5 stories	30% of site

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

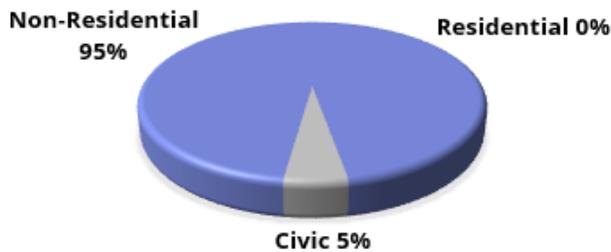
Office Mixed Use (OMU)	T-2	T-3
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The purpose of this classification is to provide for areas of low-rise to mid-rise offices or research and development activities. Projects developed in this classification should be for office use, with retail and retail service uses. Office development areas are encouraged to be in accordance with the Illustrative Guidelines for Office Development, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Government Contracting Medical & Dental Offices Offices Hotel Package or Courier Services Research and Development	Retail Retail Services Workforce and Affordable Housing	PBD PMR B-1, B-2 MXD-N, O(L), R-6* in T-2 MXD-C, O(M), R-16* in T-3
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-3: 4 – 12 du/acre T-2: 1 – 4 du/acre	T-3: 0.23 – 0.57 FAR T-2: Up to 0.23 FAR

TARGET LAND USE MIX



- **Residential: 0-60%****
- **Non-Residential: 35-95%**
- **Civic: 5%**

Target Building Height	Minimum Open Space
T-3: 3 - 5 stories T-2: 1 - 3 stories	20% of site

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

** Up to 60% residential if in proximity to parcels planned for non-residential uses or for employment opportunities.

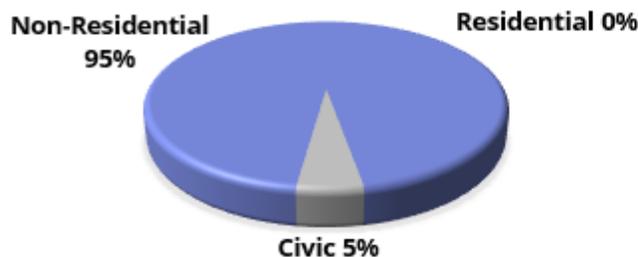
Industrial Use (I)	T-2	T-3
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The purpose of the Industrial classification for I-2 and I-3 is to provide for areas of employment uses situated on individual sites or in campus-style “parks.” Primary uses in this classification are light manufacturing, “start-up” businesses, small assembly businesses, and office uses (including government offices, particularly those for Prince William County agencies). Within an I-3 designated project, the more intense uses should be located in the core of the area and the less intense uses (excluding outdoor storage) at the periphery, to act as a transition between the project and adjacent areas designated or developed for different uses.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Light Manufacturing Small Assembly Businesses Start-up Businesses, Flex Space Data Centers (not allowed in the I T-2) Warehousing, & Logistics in T-3	Outdoor Storage Retail Uses Office Institutional	M-2 O(F) PBD
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	N/A	T-3: 0.23- 0.57 FAR T-2: Up to 0.23 FAR

TARGET LAND USE MIX



- Residential: 0%
- Non-Residential: 95 - 100%
- Civic: 5%

Target Building Height	Minimum Open Space
T-3: 3 - 5 stories T-2: 1 - 3 stories	30% of site

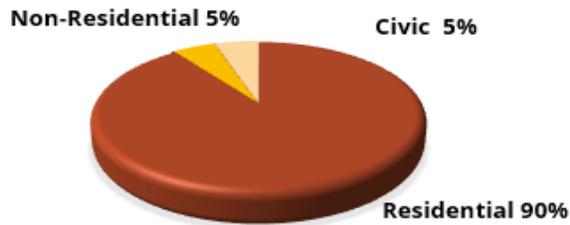
Commercial Use (COM)	T-2	T-3
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The purpose of this classification is to provide for commercial areas to serve surrounding residential neighborhoods and the larger community. Access to commercial uses in the T-3 should be along major roadways and T-2 shall be limited to abutting arterial or collector roadways, except where Interparcel connections are provided between abutting commercial sites. Pedestrian access to adjacent and nearby residential areas where appropriate shall be encouraged. Vertical mixed use allows for residential uses above the first floor. The intent is to create vibrant, diverse places to accommodate a variety of business needs.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Retail Retail Services Lodging Office	Residential	PBD B-2, O(L), MXD-N in T-2 B-1, B-2, O(M), MXD-C in T-3
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-3: 4 - 12 du/acre T-2: 1 - 4 du/acre	T-3: 0.23 – 0.57 FAR T-2: Up to 0.23 FAR

TARGET LAND USE MIX



- Residential: 0 - 25%
- Non-Residential: 0 - 100%
- Civic: 0-5%

Target Building Height	Minimum Open Space
T-3: 3 - 5 stories T-2: 1 - 3 stories	20% of site

SUBURBAN DESIGN POLICIES

LAND USE POLICY 35: Buildings in the Suburban Communities should be designed to provide human scale, interest, and variety while maintaining an overall sense of relationship with adjoining or nearby buildings and the surrounding neighborhood.

ACTION STRATEGIES:

- LU35.1** Encourage a combination of architectural elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards.
- LU35.2** Incorporate tighter, more frequent rhythm of spacing of columns, bays or other vertical articulation, subdividing the building façade into smaller, more human scaled elements.
- LU35.3** Incorporate fenestration techniques that indicate the scale of the building (e.g., size, location, and number of windows in an urban setting create a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns). Emphasis of building entries through projecting or recessed forms, detail, color, or materials.
- LU35.4** Buildings should possess an architectural character that respects traditional design principles, such as: variation and modulation. This can be achieved through:
- Variation in the building form such as recessed or projecting bays or other architectural elements.
 - Expression of architectural or structural modulations and details. Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings. Encourage a variety of horizontal modulation techniques to reduce the architectural scale of the building and add visual interest.
 - Avoidance of repetitive modulation techniques, which may not be effective when viewed from a distance.
 - Diversity of window size, shape or patterns that relate to interior functions.
 - Emphasis of building entries through projecting or recessed forms, detail, color, or materials.
- LU35.5** The façade of the building base (ground level of the building) should provide a high level of transparency. Transparency refers to the degree to which people can view activities inside the buildings, retail goods for sale, or display lighted windows related to these activities. Windows or glazing on upper levels should be sufficiently transparent to provide an awareness of internal activities when viewed from the street or public spaces.
- LU35.6** The color of all proposed materials should be indicated on the plans submitted at the time the applicant is seeking rezoning approval, according to current Community

Design Plan guidelines. Buildings within a land bay should have compatible, coordinated color schemes.

- LU35.7** The building architecture is encouraged to utilize either a central focal point or, in an asymmetrical facade, more localized symmetry of building parts. Building wings and additions are encouraged to have similar forms, roof pitch, and architectural character to the main body of the building.
- LU35.8** Lighting is encouraged to emphasize significant building features, in order to enhance a building's nighttime image.
- LU35.9** Each building is encouraged to be compatible with and enhance the design of adjacent buildings and all other development in the immediate area, so long as the predominant design or design "theme" is contextual sensitive to the neighborhood.
- LU35.10** Inter-parcel connectors should be provided to help alleviate traffic on major roadways and in conjunction with fire and rescue service objectives. Pedestrian and vehicular connections should link office uses with residential, retail, and recreational uses.
- LU35.11** Mechanical or HVAC units, trash cans, dumpsters, or any other freestanding building appurtenances should not be visible from the street.
- LU35.12** Location and size of signage in relation to a pedestrian instead of large-scale suburban-style signage that is oriented to the automobile.
- LU35.13** Open space – in the form of plazas, parks, courtyards, trails, etc. – are encouraged to be incorporated into each site, to provide recreational amenities and visual relief at the street level. Where possible, these ground level open spaces should complete linkages between the existing community and any existing or planned regional park system and/or within an overall office/mixed-use project.
- LU35.14** The site should be designed so that the building responds to its surrounding environment. Natural land features including grades and slopes, trees, and other significant landscape materials; and water bodies (natural and man-made) should be utilized to add unique character to projects. Excessive amounts of cut, fill, and clearing should be avoided, to preserve the natural character of the land.
- LU35.15** Buildings are encouraged to be oriented to the street, not to an interior parking area. The building should be the focus of the site design, not the automobile. Primary entrances are encouraged to face the street with secondary entrances from parking areas on the side or rear of the building. Buildings with primary entrances from an interior access point are strongly discouraged.
- LU35.16** Create a quality streetscape with enhanced paving, street furniture, landscaping, and lighting that establishes a distinct yet consistent character.
- LU35.17** When selecting building materials developments should generally look to match or improve the type, quality, and colors of adjacent developments.

LU35.18 When possible, while still meeting individual design standards, developments should share parking areas, driveways, and open space.

LU35.19 Pedestrian facilities should connect to adjacent developments, in addition to any public right-of-way.

TRANSITION NEIGHBORHOODS

The Transition Neighborhoods category identifies areas of the County that are appropriate for lower-density residential neighborhoods, recreation areas, and related commercial uses that support rural communities. Semi-rural areas often function as a transition between the Suburban Communities and Rural Communities categories, providing opportunities for development, but without the intensity and level of public services expected in urban and suburban areas and with design approaches that blend the development with the natural landscape. Semi-Rural residential densities are derived in consideration of the physical conditions, community character, and availability of public services, roads, and other infrastructure. Higher densities within the recommended range should be located near suburban areas, while lower densities should be located near Rural areas. Site design methods that reduce on-site infrastructure costs and preserve contiguous open space are encouraged.

The Transitional Neighborhood Areas contain the following Long-Range Land Use Map classifications:

Residential Neighborhood (RN), T-1, T-2- This classification provides for housing opportunities at a low end of the suburban density. The housing type in this classification is single-family attached or detached but may be attached or clustered to maximize open space.

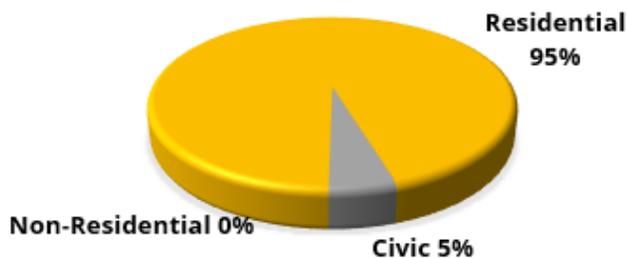
Residential Neighborhood (RN)	T-1	T-2
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Residential Neighborhoods T-1 and T-2 primarily accommodate single-family homes arranged in cluster or medium sized lots. Connections and pedestrian amenities should still be a priority for development design. These areas should also include parks, trails, and open space integrated into the development in appropriate locations. Neighborhood design includes longer blocks with homes set back from the street and parking accommodated in private driveways and garages. Density should be at the lower end of the transect unless clustering is used to maintain 60% open space. Affordable and workforce housing is encouraged County-wide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Single Family Detached Single Family Attached	Accessory Residential Units Civic, Cultural Uses	SR-3, SR-5 in T-1 SR-1, R-2, R-4, R-6*, PMR in T-2
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Topology	T-2: 1 - 4 du/acre T-1: 1 du/2 acre	N/A

TARGET LAND USE MIX



- Residential: 95 - 100%
- Non-Residential: 0%
- Civic: 5%

Target Building Height	Minimum Open Space
T-2: 1 - 3 stories T-1: 1 - 3 stories	30% of site 60% if cluster development

*Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions during the conditional zoning process.

TRANSITION NEIGHBORHOOD DESIGN POLICIES

LAND USE POLICY 36: Preserve existing natural viewsheds and transition density consistent with surrounding neighborhoods.

ACTION STRATEGIES:

- LU36.1** Development should minimize significant alterations to existing topography.
- LU36.2** Development should preserve existing natural features and open space through the use of clustering.
- LU36.3** When possible, building parking and mechanical equipment should be located outside of the view from the public rights-of-way.
- LU36.4** Structures should use applicable regional or historic architectural design elements when buildings are in view of the public right-of-way.

RURAL COMMUNITIES

This is the area of Prince William County which contains agricultural, open space, forestry, and large-lot residential land uses, as well as occasional small-scale convenience retail centers and community facilities. In addition to the aforementioned land uses, Rural Communities also consist of Village, Hamlets, and Conservation Residential developments also known as cluster developments. The Conservation Residential is contained within, or abutted by, large tracts of permanent open space. These areas consist of a progressive residential pattern that are an integral part of preserving contiguous open space unlike the large lot developments consisting of 10-acre lots permitted by-right.

The purpose of the Rural Communities is to help preserve the County's agricultural economy and resources, the County's agricultural landscapes and cultural resources, the quality of the groundwater supply, and the open space and rural character presently found there.

The Rural Communities also protects Prince William Forest Park, Manassas National Battlefield Park, and County Registered Historic Sites, which serve as key anchor points within the Rural Communities classification. Protecting the Rural Communities from higher density is the key to furthering the intent of this Plan and achieving the ten Smart Growth Principles throughout the County. Designation of the Rural Communities and application of the development Goals, Policies, and Action Strategies relative to the Rural Communities are intended to help avoid the negative economic, social, and environmental characteristics of sprawl development.

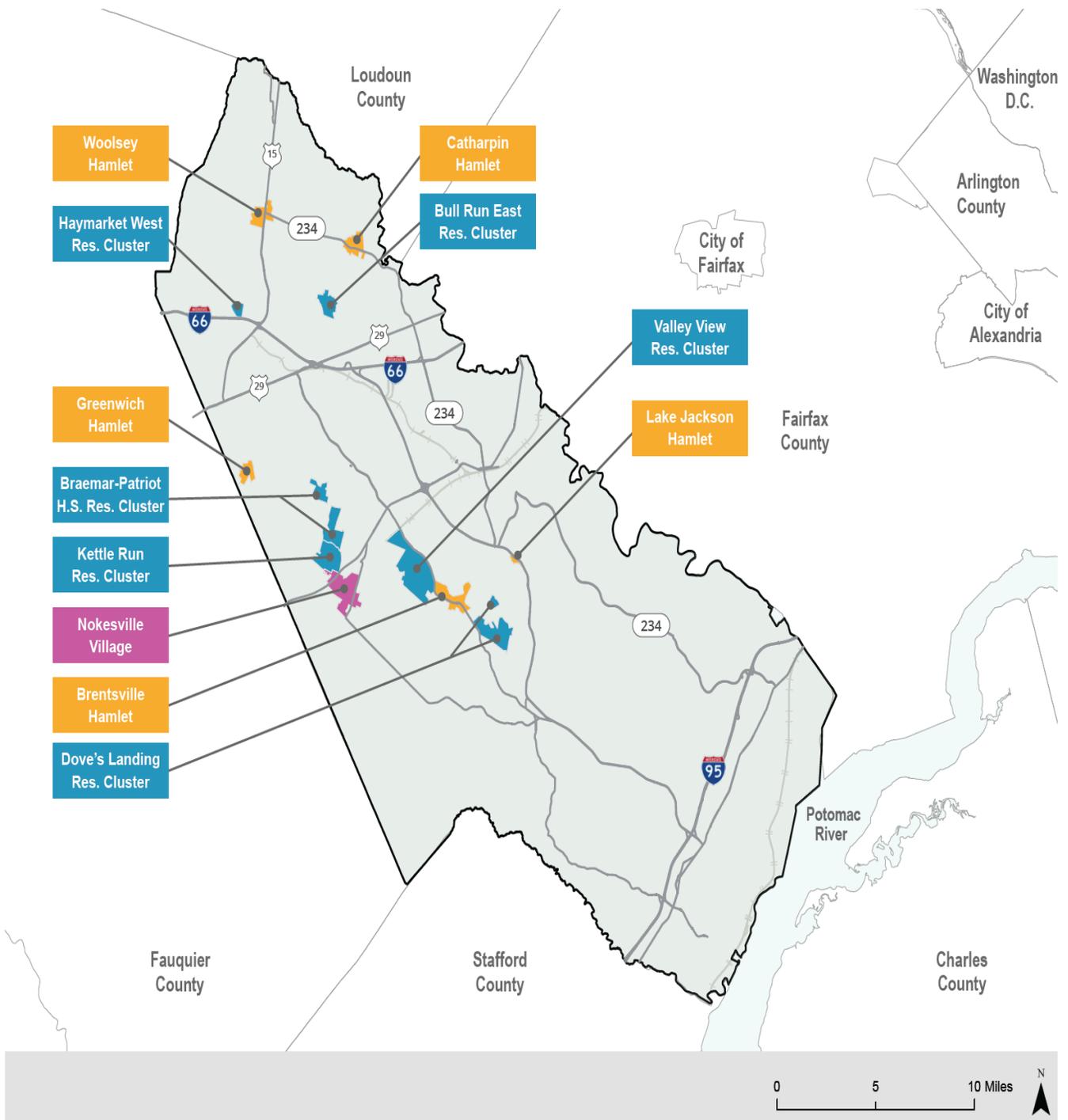


Figure 63: New Rural Placetypes Map

The Rural Communities area contain the following Long-Range Land Use Map classifications:

Mixed Use (MU) Village, T-1C, provides for mixed-use development where residential, and neighborhood commercial uses are intermingled on lots laid out in a traditional street grid. This classification is designed to encourage residential, commercial, and civic uses in an area that has its own distinct character. Consideration should be given for conservation and open space as well as adaptive reuse to protect properties with historic value.

Mixed Use (MU) Hamlet, T-1B, provides for mixed-use development where residential, and neighborhood commercial uses are intermingled on lots laid out in a traditional street grid. This classification is designed to encourage residential, commercial, and civic uses in an area that has its own distinct character, but at a lower density than Village. Consideration should be given for conservation and open space as well as adaptive reuse to protect properties with historic value.

Agriculture & Forestry (AF), T-0, district is designed to protect and enhance agricultural and forested land as an economic and environmental resource. This classification encourages agricultural uses and forest preservation accommodated by a primary residential use. This classification is designed to encourage conservation and proper use of large tracts of real property in order to provide for available sources of agricultural products; to assure open spaces within reach of concentrations of population; to conserve natural resources; prevent erosion and protect the environment; and to provide adequate water supplies. Density should be at the lower end of the transect.

Conservation Residential (CRes) are residential developments characterized by compact cluster development patterns. These areas offer a range of housing types that are smaller than conventional rural and suburban homes and are located on smaller lots. Residential Cluster development concentrates development on a limited footprint within a larger site at higher densities, with the intent to permanently conserve surrounding natural resources, cultural resources, and open space.

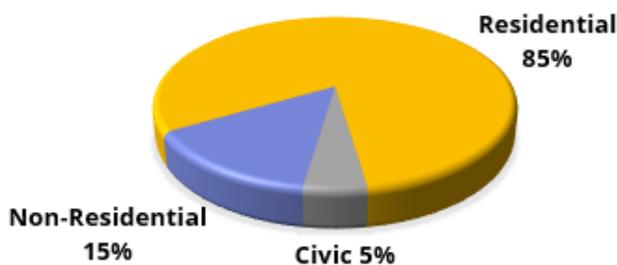
Mixed-Use (MU) Village	T-1C
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Mixed-Use (MU) Village provides for mixed-use development where residential, and neighborhood commercial uses are intermingled on lots laid out in a traditional street grid. This classification is designed to encourage residential, commercial, and civic uses in an area that has its own distinct character. Consideration for conservation and open space as well as adaptive reuse to protect properties with historic value. Affordable and work force housing is encouraged Countywide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Commercial/Retail Single Family Attached Single Family Detached	Civic Cultural	PMR B-2 B-3 V
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Topology	T-1C: 2 du/acre	N/A

TARGET LAND USE MIX



- Residential: 75 - 100%
- Non-Residential: 0 - 30%
- Civic: 5%
- Percentage of target land use mix based on entire MU district

Target Building Height	Minimum Open Space
T-1C: 1 - 3 stories	30% of site

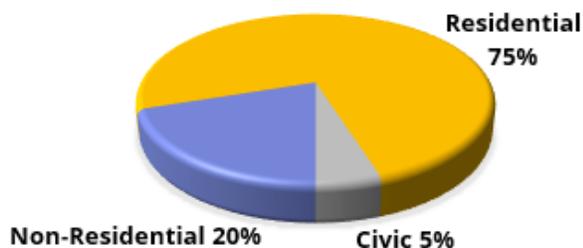
Mixed-Use (MU) Hamlet	T-1B
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Mixed-Use (MU) Hamlet provides for mixed-use development where residential, and neighborhood commercial uses are intermingled on lots laid out in a traditional street grid. This classification is designed to encourage residential, commercial, and civic uses in an area that has its own distinct character but at a lower density than Village. Consideration should be given for conservation and open space as well as adaptive reuse to protect properties with historic value. Affordable and work force housing is encouraged Countywide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Commercial/Retail Single Family Detached	Civic Cultural	PMR B-3
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Topology	T-1B: 1 du/2 acres	N/A

TARGET LAND USE MIX



- Residential: 75 - 100%
- Non-Residential: 0 - 25%
- Civic: 5%
- Percentage of target land use mix based on entire MU district

Target Building Height	Minimum Open Space
T-1B: 1 - 3 stories	30% of site

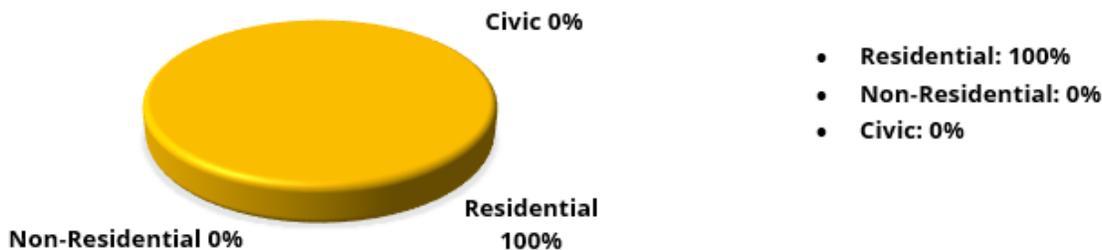
Conservation Residential (CRes)	T-1B	T-1C
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Conservation Residential areas are residential developments characterized by compact development patterns. These areas offer a range of housing types that are smaller than conventional rural and suburban homes and are located on smaller lots. Residential Cluster development concentrates development on a limited footprint within a site at higher densities, with the intent to permanently conserve surrounding natural resources, cultural resources, and open space. Affordable and work force housing is encouraged Countywide.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Single Family Detached	N/A	SR-1 SR-3 SR-5 R-2 PMR
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Topology	T-1B: 1 du/2 acres T-1C: 2 du/acre	N/A

TARGET LAND USE MIX



Target Building Height	Minimum Open Space
T-1B: 1 - 3 stories T-1C: 1 - 3 stories	T-1B: 60% of site T-1C: 50% of site

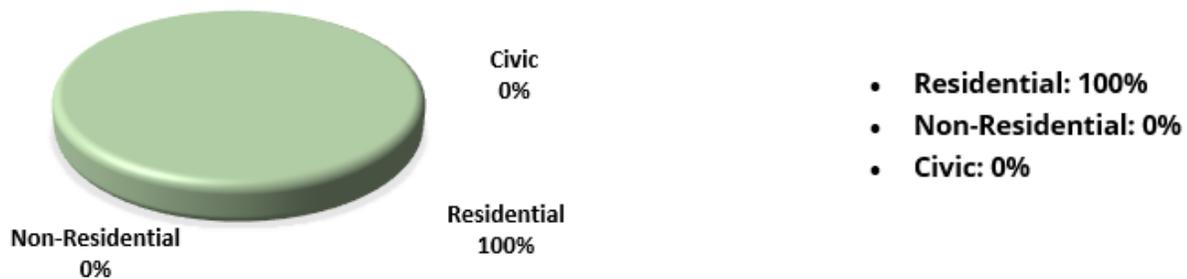
Agriculture & Forestry (AF)	T-0
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The Agriculture & Forestry, AF, classification is designed to protect and enhance agricultural and forested land as an economic and environmental resource. This classification encourages agricultural uses and forest preservation accommodated by a primary residential use. This classification is designed to encourage conservation and proper use of large tracts of real property in order to provide for available sources of agricultural products, to provide open spaces within reach of concentrations of population, to conserve natural resources, prevent erosion, and protect the environment; and to provide adequate water supplies. Density should be at the lower end of the transect.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Agricultural Agribusiness Single Family Detached	Accessory Residential Units Cultural Resources	A-1
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Topology	T-0: 1 du/10 acres	N/A

TARGET LAND USE MIX



Target Building Height	Minimum Open Space
T-0: 1 - 3 stories	30% of site

RURAL PLACETYPES

LAND USE POLICY 37: Establish and designate a framework of rural placetypes to allow for distinct nodes of development in select locations while preserving and enhancing the character of the surrounding rural landscape.

ACTION STRATEGIES:

- LU37.1** Adopt a map depicting the locations and boundaries of rural placetypes.
- LU37.2** Use the character areas as the basis for policies that guide the form and character of these areas while maintaining the character of the surrounding rural communities and preserving natural and historic resources.
- LU37.3** Allow for selective public water and sewer extensions in areas designated for Villages, Hamlets, and Residential Clusters as identified in the Sanitary Sewer Chapter.
- LU37.4** Consider appropriate changes to County ordinances to implement the intended character of Villages, Hamlets, and Residential Clusters while maintaining the integrity of the surrounding rural landscape, natural resources, and agricultural land.
- LU37.5** Encourage any new development in Villages, Hamlets, and Residential Clusters to preserve the visual character of the rural landscape by providing appropriate building setbacks, with landscaped/preserved open space occupying the setback area; and preserving important scenic resources—hedgerows, mature trees, farm buildings, walls, fences, and open fields.
- LU37.6** The agricultural area in and around Villages, Hamlets, and Residential Clusters should be protected and preserved against sprawl and large-scale suburban-style commercial development which are not compatible with the existing rural character.
- LU37.7** Preserve and restore stream corridors and Resource Protection Areas within and around Villages, Hamlets, and Residential Clusters by considering establishing conservation overlay districts to protect surface and groundwater quality.
- LU37.8** Encourage and allow for a range of new and more affordable housing options within Villages, Hamlets, and Residential Clusters, including smaller, more affordable housing types on smaller lots.
- LU37.9** Work with local communities and stakeholders to prepare community plans for individual Village and Hamlet communities to guide new development associated with rezoning and special use permits to protect sensitive resources and help ensure appropriate development character.

LAND USE POLICY 38: Encourage the development of Villages and Hamlets defined by compact development patterns, a mix of uses, and distinct identities that are compatible with the scale and character of the surrounding rural landscape.

ACTION STRATEGIES:

- LU38.1** Encourage a mix of land uses within each Village and Hamlet at a scale and intensity that complements the rural character.
- LU38.2** Encourage compact development patterns within Villages and Hamlets through the clustering of buildings on small lots, with higher intensity uses located at a defined center or core of the Village or Hamlet.
- LU38.3** Encourage design compatibility between new and existing development for commercial development in the Rural Communities. When there is more than one building on a site, design new commercial structures as a cluster of small-scale buildings to minimize their mass and to blend with existing buildings.
- LU38.4** Encourage the siting and orientation of buildings close to and facing roadways to foster a human-scale, pedestrian-oriented character.
- LU38.5** Discourage large-scale, auto-oriented commercial uses and strip center development.
- LU38.6** Encourage the creation of a connected network of open spaces in and around Villages and Hamlets, including spaces for community gatherings and events (such as farmer's markets).
- LU38.7** Create a connected network of streets, sidewalks, trails, and pathways within Villages and Hamlets that connect homes, destinations, and open spaces while enabling safe travel via multiple transportation modes, including walking, bicycling, and automobile. Link new civic or public spaces such as Village Squares to the network of open spaces and connections.
- LU38.8** Promote and celebrate rural history and culture by encouraging the preservation and/or adaptive reuse of historic structures and landscapes, while treating these resources as assets that contribute to a distinct sense of place within Villages and Hamlets.
- LU38.9** Implement the Nokesville Design Guidelines for all new development associated with a rezoning or special use permit within the Nokesville Village. Where appropriate and consistent with applicable law, establish and implement design guidelines to guide site, landscape, and architectural design for other Villages and Hamlets, foster a unique identity for each Village and Hamlet, and preserve and/or enhance the character of each community.
- LU38.10** Preserve and enhance the rural character of existing roadways by maintaining features such as narrow widths and curving alignments that contribute to the rural character.

LU38.11 Protect and enhance the visual character of the rural landscape by maintaining significant viewsheds within, looking out from, and looking toward Villages and Hamlets. Establish visual buffers to screen development from the surrounding rural landscape through landscaping, vegetation, and topography.

VILLAGE

Villages are compact areas with a mix of uses (including residential, commercial, civic/institutional, and potentially other land uses) that serve as focal points for the surrounding rural communities. Distinguished by their compact development patterns and distinct sense of place, Villages can accommodate a limited amount of future growth that is contained within their boundaries and is compatible with the scale and character of the surrounding rural landscape. Villages often originate from and develop around an existing intersection of local roads, existing commercial uses, and/or historic buildings and districts that form the center of the Village.

Villages are centers of activity in the rural communities. Activity in the Village may include limited commercial uses along the street front to encourage walkability and pedestrian-level activities, small community gathering spaces for festivals, events, or other uses, and/or relatively higher amounts of growth than in surrounding areas or in Hamlets. Although the sizes of Villages may vary, these areas are typically larger in land area than Hamlets (another rural placetype) and encompass an area that is approximately a 1/2-mile radius around a central crossroads.

Land uses within Villages may include small-scale retail/commercial uses, infill residential uses, civic/institutional uses (e.g., libraries, schools, post offices, places of worship, and other County government buildings and facilities), outdoor civic and recreational spaces, or other community-serving uses that are compatible with the rural character.

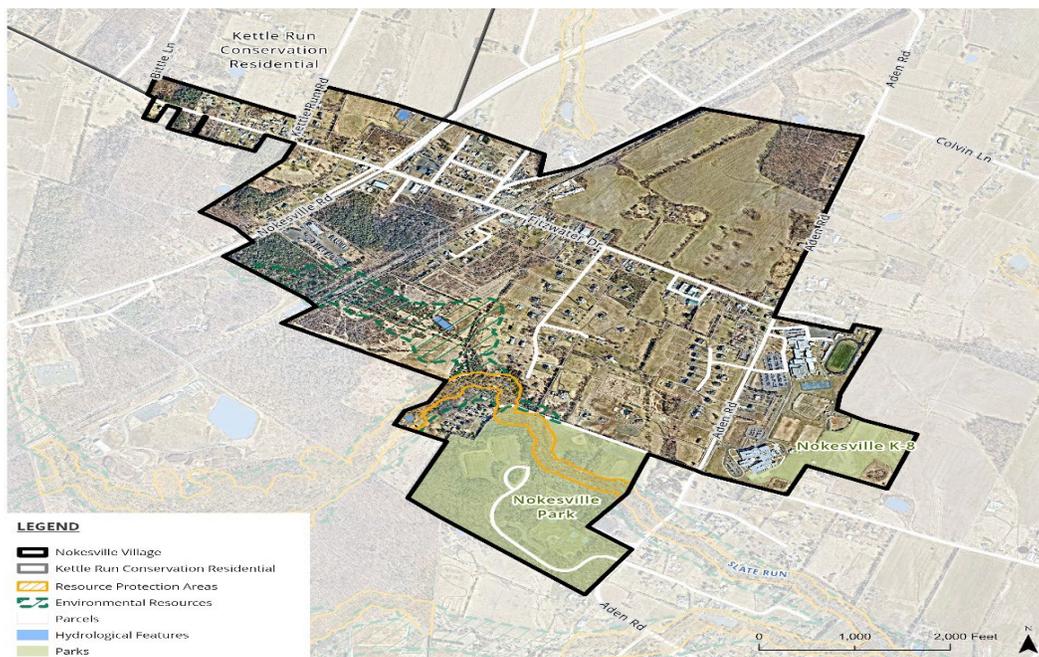


Figure 64: Nokesville Boundary

LAND USE CHAPTER

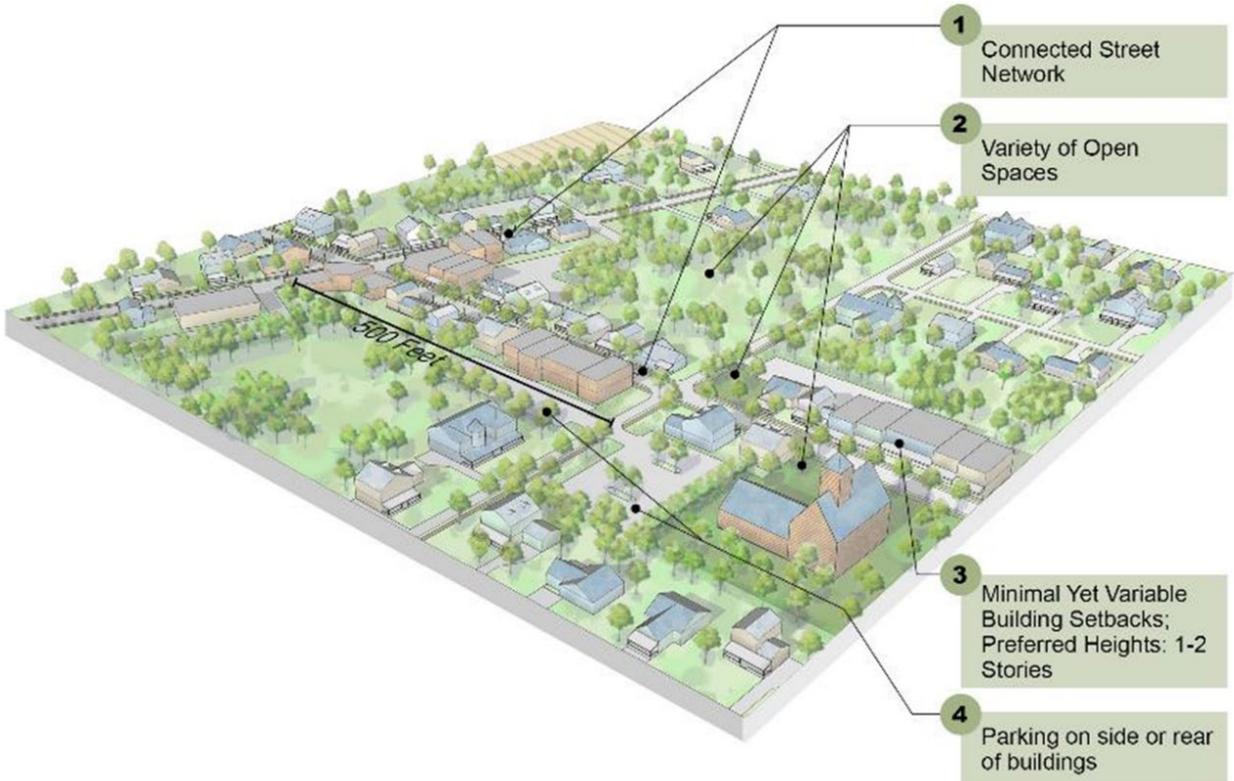


Figure 65: Village Prototype 3D Diagram

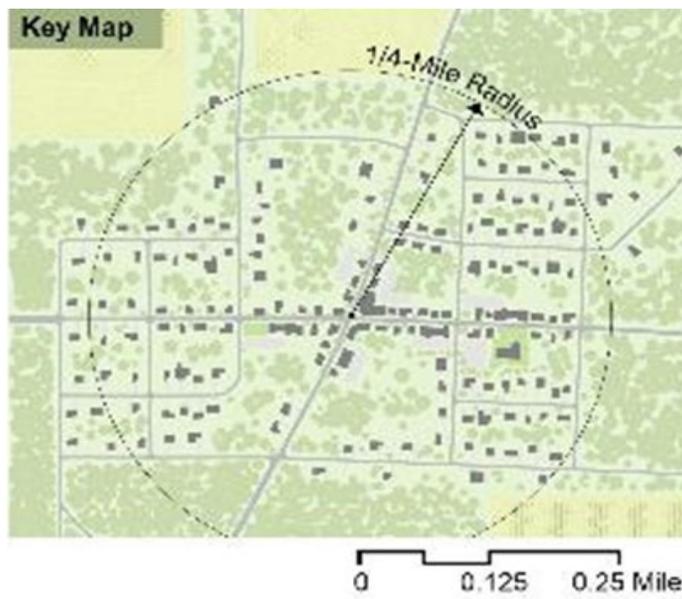


Figure 66: Village Prototype 2D Diagram

LAND USE POLICY 39: Encourage the development of Villages in identified areas (as noted in Land Use Policy 37 and 38), each with their own distinct identity, and which incorporate the design considerations as set out in the following action strategies.

ACTION STRATEGIES:

- LU39.1** New streets within the Village should respect existing street patterns and expand upon the existing network to create a connected grid pattern.
- New and existing streets should form a connected street network, particularly in the center of the Village and surrounding residential blocks, to foster a safe, walkable, accessible, and multimodal environment.
 - A connected network sidewalks, trails, and pathways within the Village should provide additional connections between homes, destinations, and open spaces. This network should enable safe travel via walking and bicycling.
 - Street blocks within the Village should be limited to approximately 250-500 feet in length; however, block lengths may vary due to a range of factors, including lot size, lot ownership, and natural features.
 - Streetscapes within the center of the Village should incorporate attractively designed public realm elements including, but not limited to, pedestrian-level lighting, buffered sidewalks, benches, trash and recycling receptacles, signage, banners, wayfinding, public art, landscaping, water features, and street trees.
 - Streets in the surrounding residential blocks should incorporate, at a minimum, sidewalks, pedestrian-level lighting, signage at street intersections, and street trees.
- LU39.2** Locate parking in the Village in two locations, as needed: on-street, parallel parking and off-street parking areas at the rear and side of buildings while addressing ADA parking needs.
- In limited cases, front-lot “teaser” parking may be provided for different types of local businesses, as needed, but should be limited to a single row of parking in order to allow for the implementation of an attractive, pedestrian-oriented, and inviting street environment.
 - Off-street parking areas should be screened from surrounding buildings and land uses by trees, landscaping, and architectural treatments.
- LU39.3** Provide a variety of open spaces within the Village.
- The Village should incorporate a connected network of new and existing open spaces. Types of open spaces may include civic spaces, pocket parks, neighborhood parks, trails, woodlands, stream/environmental corridors, agricultural lands, among others. These open spaces may be located on publicly owned land and on privately-owned land which is encouraged to be publicly accessible.

- The Village center should include a variety of publicly-accessible community gathering spaces and amenities that complement surrounding land uses and activities while contributing to the overall open space network—for example, small civic greens and plazas, landscaped gardens, play areas, and parklets. Such spaces should be incorporated into building and site design as new development occurs within the Village center.
- Open spaces outside of the Village will consist of agricultural land, woodlands, or otherwise undeveloped lands.

LU39.4

Ensure that building siting, massing, and architectural elements are consistent with and contextually sensitive to the surrounding architecture of the Village.

- Buildings in the center of the Village should be minimally setback from the roadway and located at the front of lots. To encourage a vibrant street environment in the center of the village, building setbacks from the roadway edge should be minimal yet still allow for wide, comfortable sidewalks.
- Building setbacks outside of the center of the Village may vary to provide front yards, open space, and a more expansive public realm.
- Preferred building heights should range from 1 to 2 stories in most instances; heights up to 3 stories may be allowed on a case-by-case basis.
- Buildings should be clustered and/or located close to each other within the center of the Village and should transition to lower intensities in the surrounding blocks.
- The scale, form, and façade treatments of new buildings should take cues from existing architectural character and historic resources in the Village.
- Buildings along the major corridors in the center of the Village may be stand-alone, attached, or semi-attached with attractively designed landscaping around them.

LU39.5

Land uses within the Village should be consistent with the identified scale, character, and intensity of the Village Mixed Use land use classification and complement the character of the surrounding area. Discourage large-scale, auto-oriented commercial uses and strip center development.

LU39.6

Promote and celebrate rural history by encouraging the preservation and/or adaptive reuse of historic structures and landscapes (if they exist), while treating these resources as assets that contribute to a distinct sense of place. Information regarding historic resources can be found in the Cultural Resources Chapter and Glossary of the Comprehensive Plan.

- Where appropriate, use existing historic or culturally significant architectural features, buildings, and structural elements as a model or inspiration for new buildings and adaptive reuse of existing structures.

- Protect and enhance the visual character of the rural landscape by maintaining significant viewsheds from within, looking out from, and looking toward the Village.
- Different land uses should be screened from one another utilizing landscaping, trees, and green spaces as visual buffers and transitions.

Land Use Policy 40: Continue the development of the Nokesville Village in the spirit of the policies, actions, and design guidelines established by the Nokesville Sector Plan.

ACTION STRATEGIES:

- LU40.1** Complete an update to the Nokesville Sector Plan to guide the future development and character of the Nokesville Village.
- LU40.2** Implement the Nokesville Design Guidelines and recommended policies/actions found within the Sector Plan to guide the character and new development associated with rezoning and special use permits in the Nokesville Village.
- LU40.3** Promote streetscape improvements, continuity, and connection along Fitzwater Drive to create a unified and improved public realm, in order to create a safer and welcoming pedestrian and bicycle environment.

HAMLET

Hamlets are compact areas with a small-scale mix of uses (including residential, commercial, civic/institutional, and potentially other land uses) that serve as small-scale centers in the rural landscape. Like Villages (another rural placetype), Hamlets are distinguished by their compact development patterns and distinct sense of place. Land uses within Hamlets may include a limited amount of small-scale retail/commercial uses, infill residential uses, civic/institutional uses (e.g., libraries, schools, post offices, places of worship, and other County government buildings and facilities), outdoor civic and recreational spaces, or other community-serving uses that are compatible with the rural character. Hamlets may originate from and develop around an existing intersection of local roads, existing commercial uses, and/or historic buildings and districts that form the center of the Hamlet. Hamlets do not need to necessarily include historic buildings or districts and may be newly developed in appropriate areas which express the characteristics of a Hamlet. Hamlets do, however, comprise more than just a crossroads: they extend beyond the crossroad and have some potential for limited future growth (at lower intensity than in Villages) that is contained within their boundaries and is compatible with the scale and character of the surrounding rural landscape. Although the sizes of Hamlets may vary, these areas are typically smaller in land area than Villages and encompass an area that is approximately a 1/8-mile radius around a central crossroads.

There are five new hamlets identified in Prince William County. The new hamlets are Brentsville, Catharpin, Greenwich, Lake Jackson, and Woolsey.

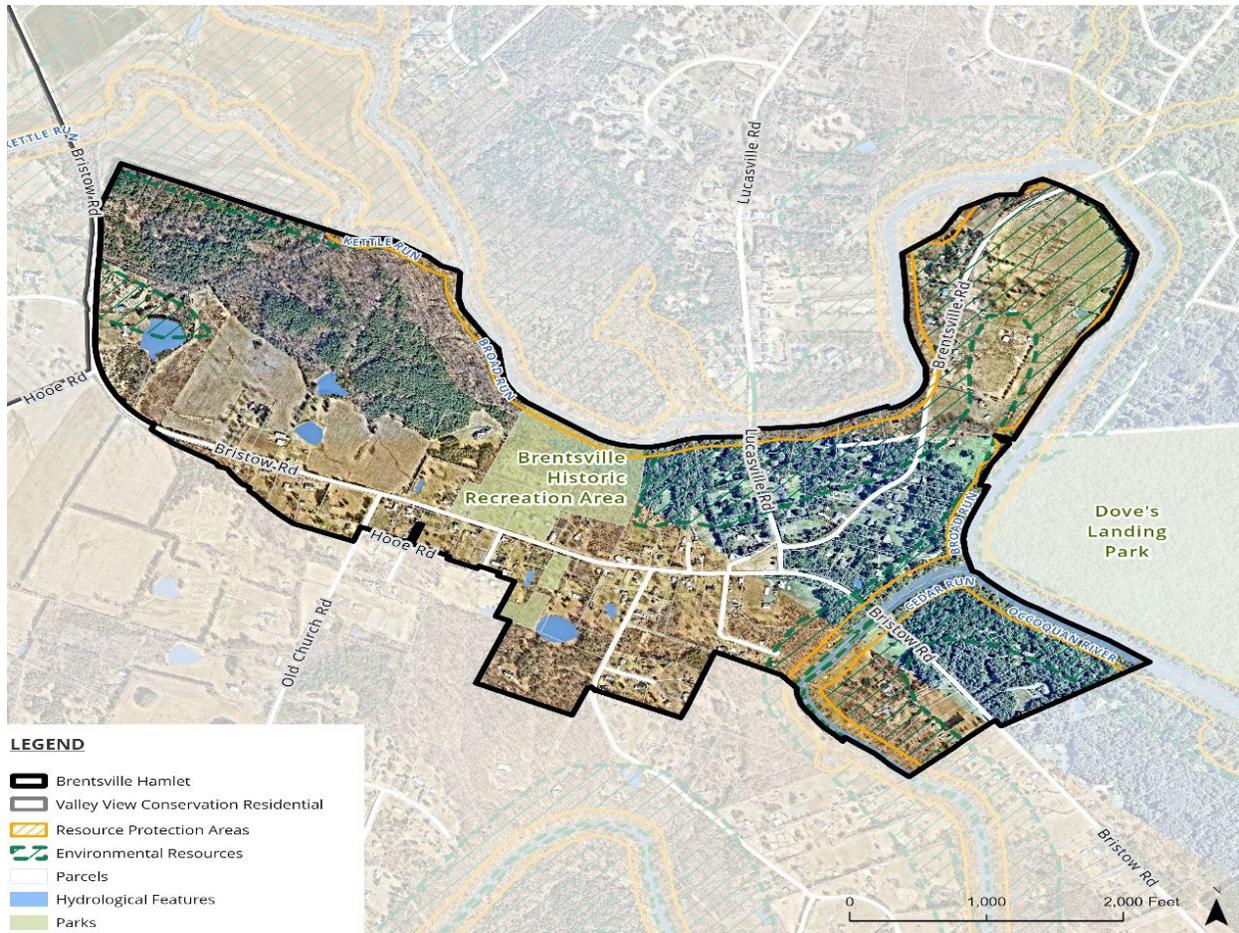


Figure 67: Brentsville Hamlet Boundary

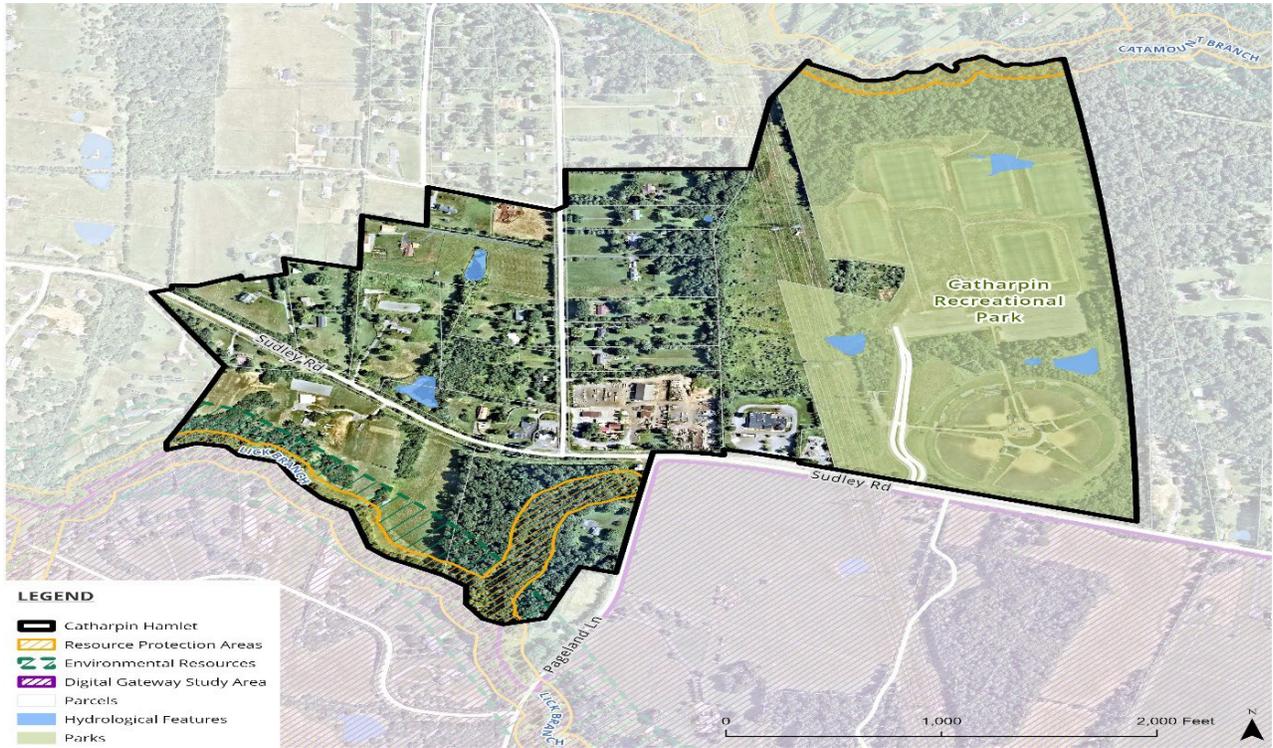


Figure 68: Catharpin Hamlet Boundary



Figure 69: Greenwich Hamlet Boundary



Figure 70: Lake Jackson Hamlet Boundary

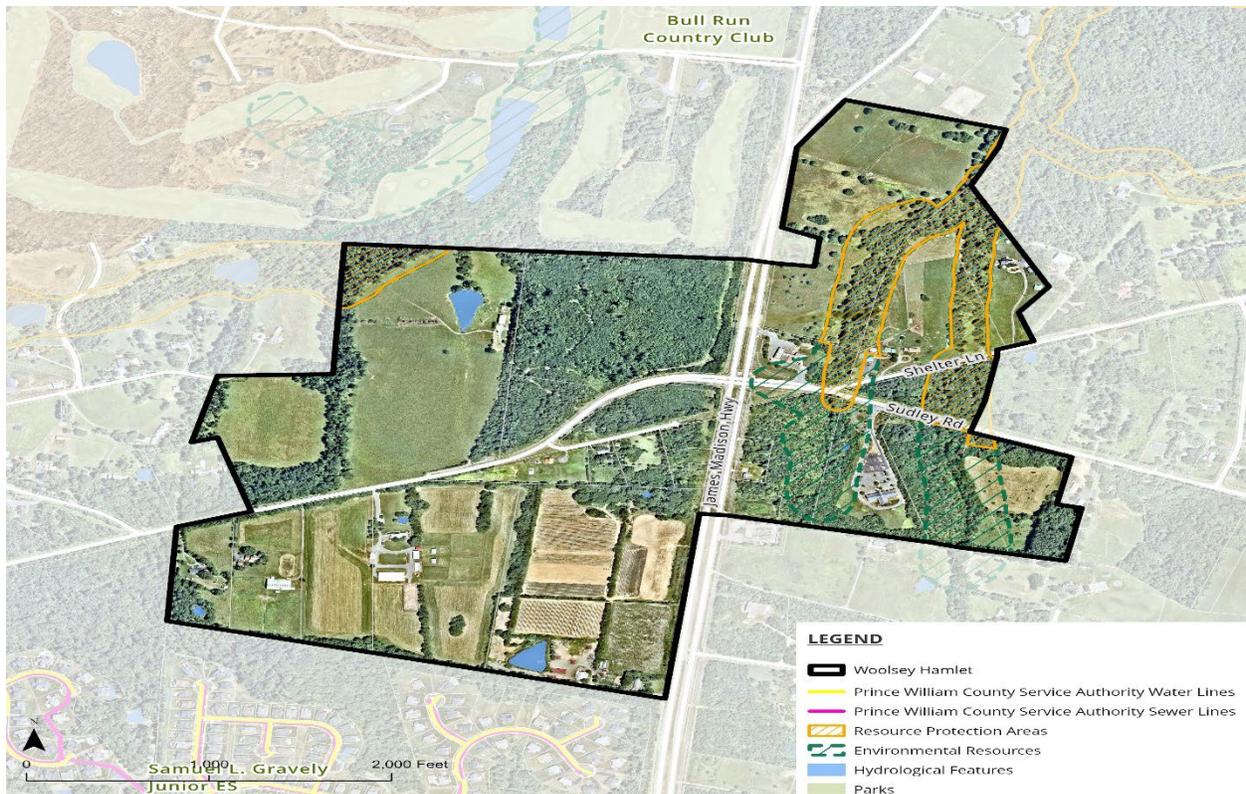


Figure 71: Woolsey Hamlet Boundary

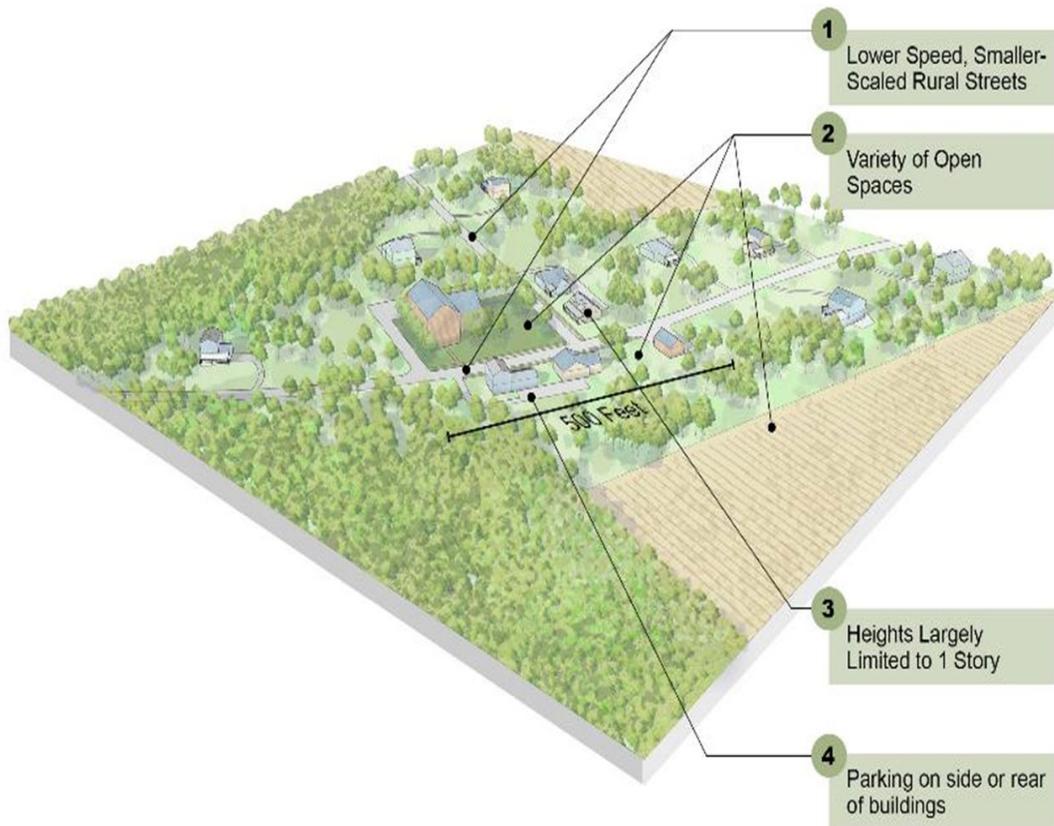


Figure 72: Hamlet Prototype 3D Diagram

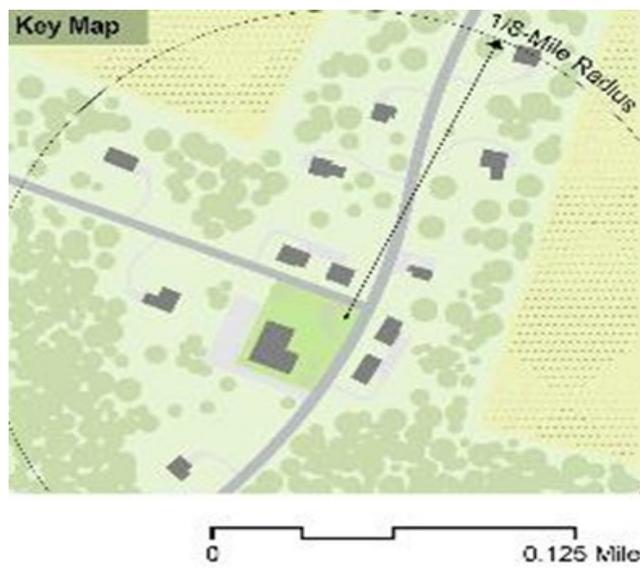


Figure 73: Hamlet Prototype 2D Diagram

LAND USE POLICY 41: Encourage the development of Hamlets in identified areas (as noted in Land Use Policy 37 and 38), each with their own distinct identity, and which incorporate the design considerations as set out in the following action strategies.

- LU41.1** Encourage the clustering of small-scale, community-serving buildings at the center of the hamlet.
- LU41.2** Street patterns and streetscapes within a Hamlet should respect local roadway character with lower-speed, smaller-scale streets that are characteristic of rural roads.
- Streetscape improvements should be implemented around the center of the Hamlet on a limited basis. Improvements may include provision of sidewalks or pedestrian pathways, pedestrian-scale lighting, benches, and street trees. These improvements should be targeted near existing or planned small-scale commercial and mixed-use buildings.
 - Create a connected network of streets, sidewalks, trails, and pathways within Hamlets that connect homes, destinations, and open spaces. This network should enable safe travel via multiple modes of transportation, including walking, bicycling, and automobile.
- LU41.3** Locate off-street parking areas at the rear and side of buildings. Parking should be screened from main streets and surrounding uses and ADA parking needs are met.
- In limited cases, front-lot “teaser” parking may be provided for different types of local businesses, as needed, but should be limited to a single row of parking.
 - Off-street parking areas near the center of the Hamlet should be screened from surrounding buildings and land uses by trees, landscaping, and architectural treatments.
- LU41.4** Provide a variety of open spaces within and around Hamlets.
- Open spaces within Hamlets should consist of small-scale, publicly accessible areas near the center of the Hamlet. Examples of such spaces include small parklets, civic greens, or plazas, or landscaped gardens.
 - Open spaces outside the center of the Hamlet will consist of agricultural land, woodlands, or otherwise undeveloped land.
- LU41.5** Ensure that building siting, massing, and architectural elements complement and are contextually sensitive to the surrounding architecture of the area (where applicable).
- Encourage design compatibility between new and existing development within Hamlets. When there is more than one building on a site, design new buildings/structures as a cluster of small-scale buildings to minimize their mass and to blend with existing buildings.

- When new development occurs or existing buildings are renovated or reused, building massing, heights, and exterior treatments should be consistent with existing architectural elements (where possible).
- Building heights in the Hamlet should be contextual to the surrounding area and largely limited to one story.
- Buildings should be sited close to and facing roadways to foster a human-scale, pedestrian-oriented character—especially where buildings and uses are clustered at the center of the hamlet.
- Land uses within Hamlets should be consistent with the identified characteristics of Hamlet Mixed-Use and complement the rural character of the surrounding area. Discourage large-scale, auto-oriented commercial uses and strip center development.

LU41.6

Promote and celebrate rural history and culture by encouraging the preservation and/or adaptive reuse of historic structures and landscapes (if they exist), while treating these resources as assets that contribute to a distinct sense of place. Information regarding historic resources can be found in the Cultural Resources Chapter and Glossary of the Comprehensive Plan.

- Where appropriate, existing historic or culturally significant architectural features, buildings, and structural elements should serve as a model or inspiration for new buildings and adaptive reuse of existing structures.
- The visual character of the rural landscape should be preserved and enhanced by maintaining significant viewsheds from within, looking out from, and looking toward Hamlets.
- Visual buffers should be established to screen development from the surrounding rural landscape through landscaping, vegetation, and topography.

CONSERVATION RESIDENTIAL (CRes)

Conservation Residential are residential developments characterized by compact development patterns. All CRes areas should include a minimum of 40 acres to use the cluster development. For CRes areas associated with the T-1B density of 1 dwelling unit per acre, the minimum open space requirement should be 60%. For CRes areas associated with the T-1C density of 2 dwelling units per acre, the minimum open space requirement should be 50%. These areas offer a range of housing types that are smaller than conventional rural and suburban homes and are located on smaller lots. Conservation Residential clusters development on a limited footprint within a site at higher densities, with the intent of permanently conserving surrounding natural resources, cultural resources, and open space. These residential clusters include a restricted buffer around residential uses that protects surrounding natural resources, cultural resources, open space, and scenic and agricultural lands.

LAND USE CHAPTER

Land uses within Conservation Residential are predominantly residential (e.g., small lot single-family detached and attached), but these areas could accommodate other land uses that complement and support residential uses, such as civic/institutional, commercial, open space, and recreational uses.

There are four new Conservation Residential areas identified in Prince William County. The following Conservation Residential areas are Bull Run East, Patriot High School/Vint Hill South, Kettle Run, Valley View and the Delaney Tract.

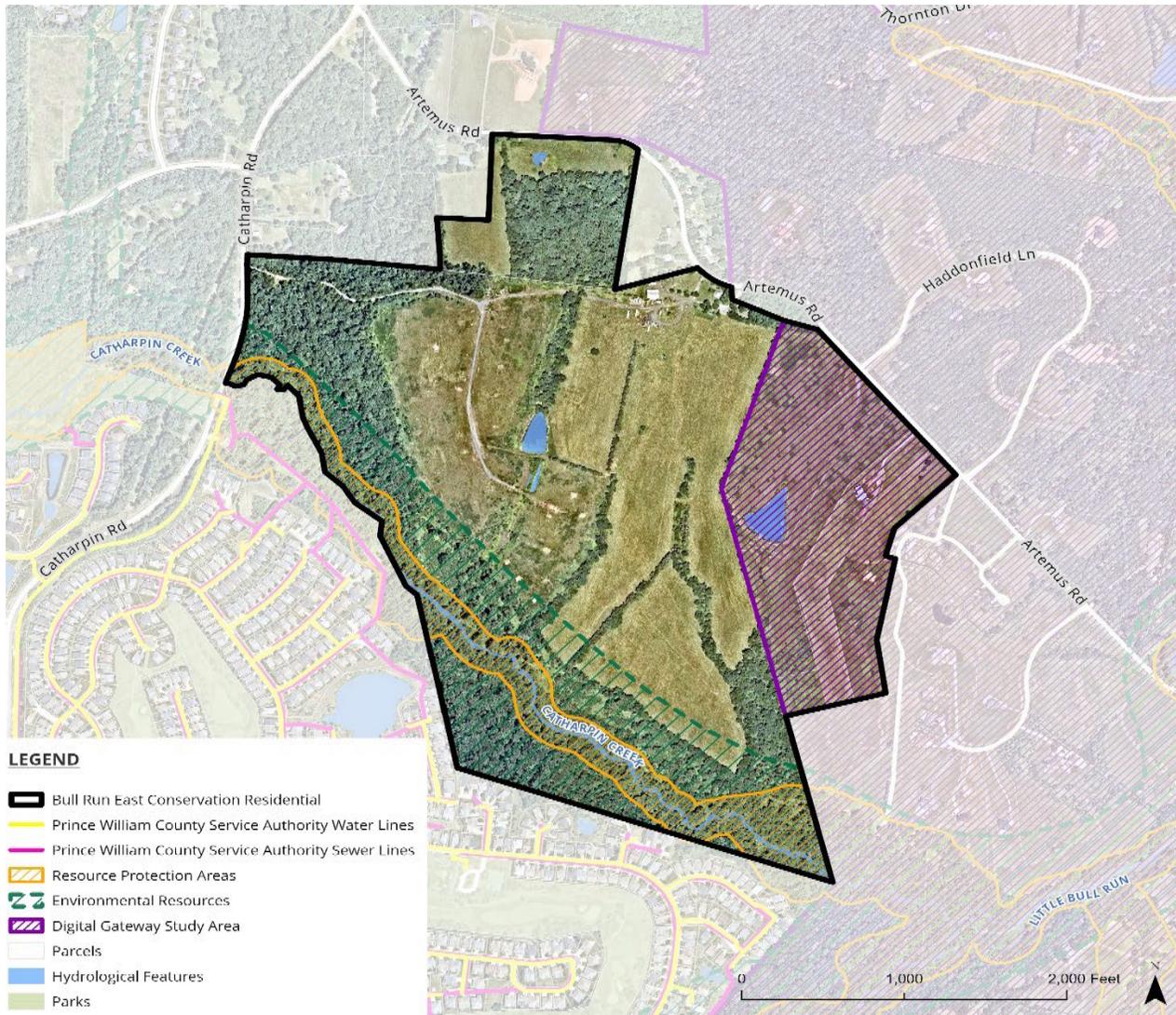


Figure 74: Bull Run Conservation Residential Boundary

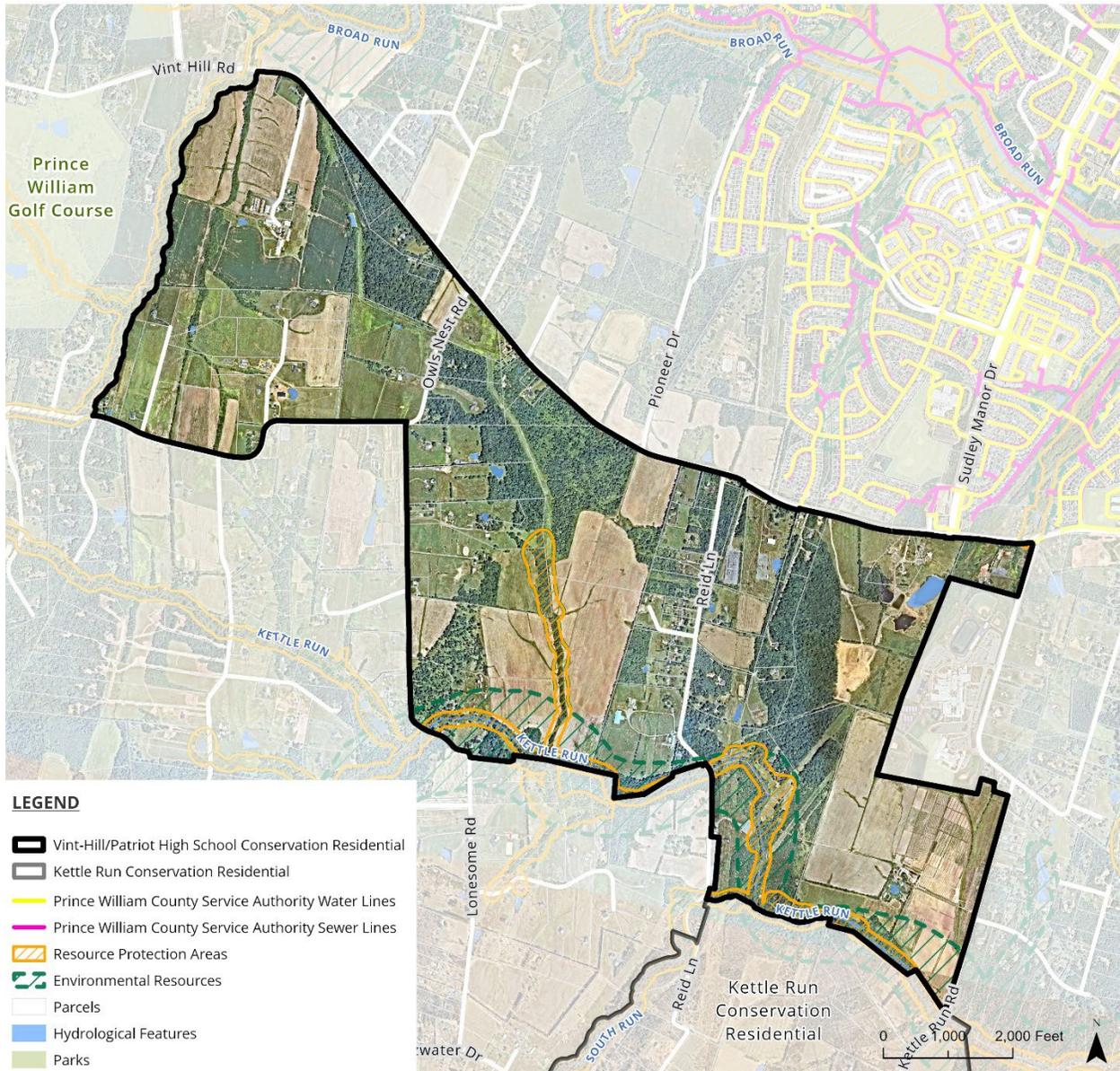


Figure 75: Patriot High School/ Vint Hill South Conservation Residential Boundary

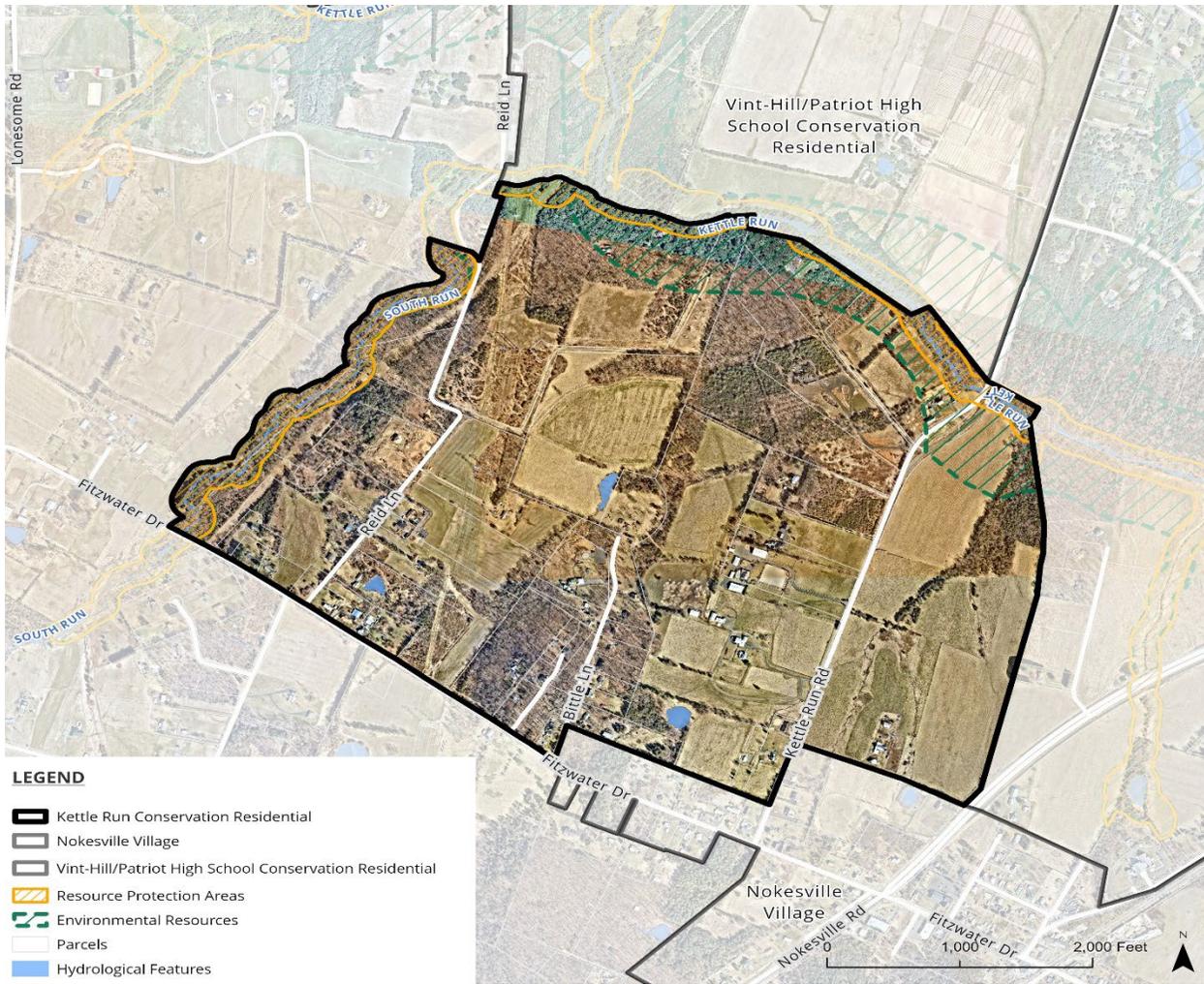


Figure 76: Kettle Run Conservation Residential Boundary

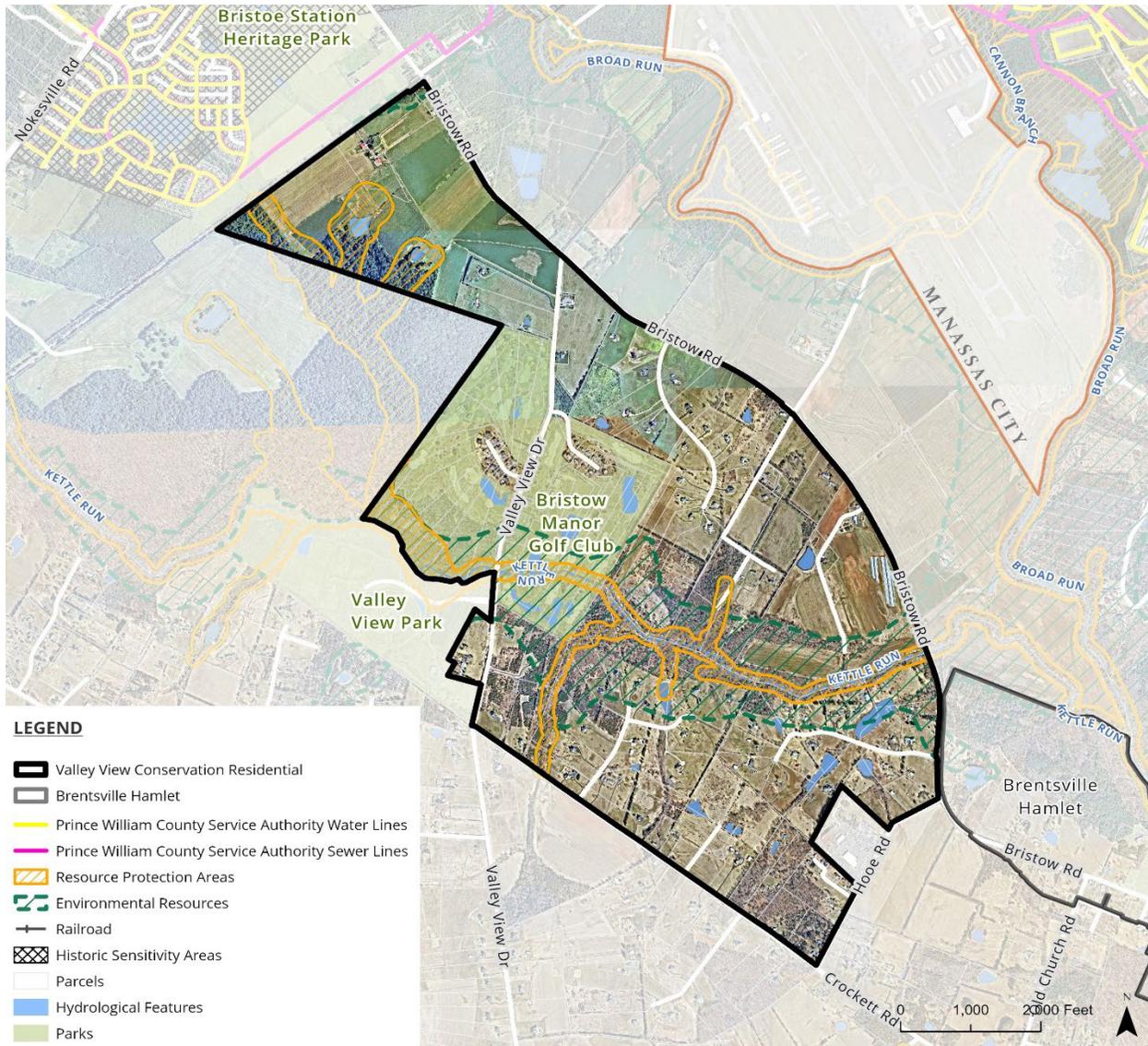


Figure 77: Valley View Conservation Residential Boundary

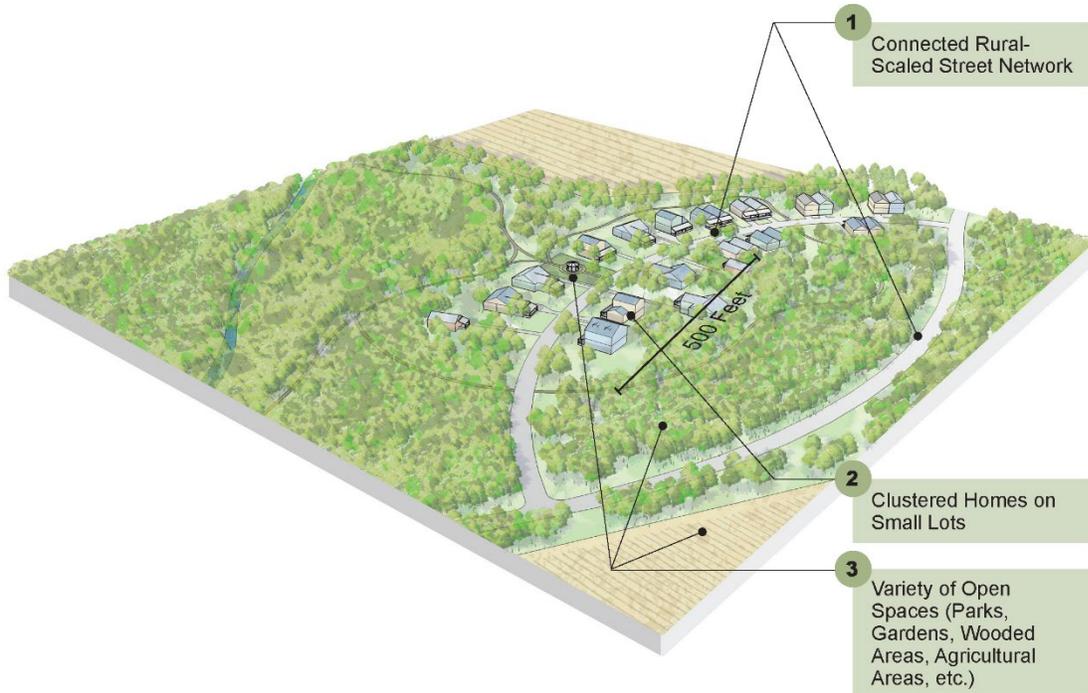


Figure 78: Conservation Residential 3D Prototype

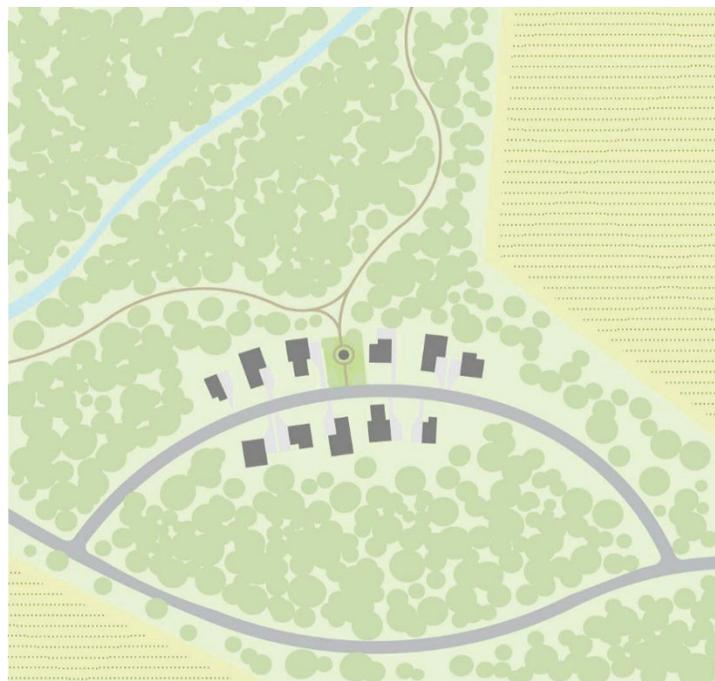


Figure 79: Conservation Residential 2D Prototype

LAND USE POLICY 42: Allow for Conservation Residential development in appropriate areas to accommodate new housing options in compact development patterns while preserving existing natural and cultural resources, open space, scenic views, and the overall character of the rural landscape.

ACTION STRATEGIES

- LU42.1** Ensure that Conservation Residential areas are a minimum of 40 acres in size.
- LU42.2** Open space should comprise a minimum of 60 percent of the land area within the boundaries of the Conservation Residential area designated as CRes T-1B and 50 percent in areas designated as Cres T-1C.
- LU42.3** Encourage residential development in compact development patterns that minimizes the extent of site disruption and the size of the development footprint while conserving the surrounding landscape and providing open space amenities.
- Residential lots in CR areas should be small and compact, enabling the clustering of buildings and site development close together.
- LU42.4** Encourage site design and layout that fits the landscape that preserves and integrates with existing natural features and topography.
- New development should minimize site disturbance, preserve existing major viewsheds, natural resource areas, specimen trees, and environmental resources, whenever possible.
 - Provide sufficient buffer and transition between developed and undeveloped land to maximize preservation of open space
- LU42.5** Consider the surrounding land uses, community facilities, and infrastructure when determining the location for residential lots.
- Residential lots in the area should be sited in a manner that fosters integration with and connections to surrounding land uses- for example, by locating new housing near schools, community facilities, commercial uses, and existing residential neighborhoods to shorten travel distances, reduce vehicular trips, and promote contiguous development patterns that preserve open space, natural resources, and agricultural land.
 - Lot siting in Conservational Residential areas should maximize connections to the to the existing roadway network in and around the area.
 - Internal trails, paths, and sidewalks should connect to pedestrian and bicycle connections in the immediately surrounding area.

- LU42.6** Encourage site and building design that gives each Conservation Residential community a distinctive character, fosters a sense of community, and contributes to overall quality of life.
- Establish common open spaces as amenities that enable residents to come together for passive recreation or programmed activities.
 - Encourage a variety of housing types and styles that distinguishes the Conservation Residential community from surrounding residential neighborhoods.
 - Maximize scenic views through land preservation, the siting of development lots, and the design and orientation of housing.
- LU42.7** Integrate open space into the design of Conservation Residential communities to provide accessible recreational amenities, community gathering places, and natural areas.
- Open space in Conservation Residential areas should be continuous and connected, with minimal disruption by developed areas.
 - Open spaces may consist of, but are not limited to, wooded land, parks, agricultural fields, meadows, or otherwise undeveloped land. Encourage public access to these resources, where appropriate and consistent with applicable law, through trails, paths, and greenways.
 - Shared spaces and amenities should be incorporated into the design of Conservation Residential areas which may include, but are not limited to, common play/activity areas, community gardens, and trails and paths.
 - Maximize views of, and access to, nature for residents of Conservation Residential communities.
- LU42.8** Create a connected network of roads, trails, pathways, and sidewalks to link homes, open space, conservation areas, and surrounding destinations.
- The design of streets (widths, cross-sections, alignments, and amenities) should be contextual to the surrounding rural character.
 - Street design and alignments should respect rather than alter existing topography and natural resources.
 - New streets should connect to the local street network adjacent to the Conservation Residential area. Cul-de-sacs should be discouraged.
 - A network of connected trails and footpaths should supplement the street network by providing additional internal connections between homes, open spaces, and surrounding streets, pedestrian and bicycle facilities, and destinations outside the boundaries of the Conservation Residential area.
 - Streetscape implementation in Conservation Residential areas should include at a minimum sidewalks or pedestrian paths, lighting, and street trees. Additional

streetscape elements such as benches, trash and recycling receptacles, plantings, and wayfinding may be incorporated as necessary in specific locations.

- LU42.9** Consistent with the Sanitary Sewer Chapter, consider allowing public water and sewer extensions to Conservation Residential communities from adjoining or nearby areas served by public water and sewer.
- LU42.10** Encourage predominantly residential development within Conservation Residential communities, while allowing for limited complementary uses, such as civic and institutional facilities, recreational amenities, or other neighborhood-serving amenities that support, and are compatible with, residential uses.
- LU42.11** Expand housing options and increase affordability by encouraging a range of housing types on smaller lots within Conservation Residential communities, including both single-family detached and single-family attached homes.
- LU42.12** Protect and enhance the visual character of the rural landscape by maintaining significant viewsheds within, looking out from, and looking toward Conservation Residential communities.
- Establish visual buffers (e.g., through landscaping, vegetation and topography) to screen development from the surrounding rural landscape.
- LU42.13** Prepare and adopt a Conservation Residential Zoning District to guide development within designated Conservation Residential communities and the permanent conservation of open space, natural and cultural resources, and agricultural land in these areas.

SPECIAL COUNTYWIDE CLASSIFICATIONS

County Registered Historic Sites (CRHS). This classification is designed to protect important cultural resources. Cultural resources include architectural, archaeological, and historical resources. CRHS designations that are mapped on the Long-Range Land Use Map include existing sites and districts that have a preservation easement or are either listed, pending, or deemed eligible for listing on the National Register of Historic Places or Virginia Historic Landmarks Register; are incorporated into a Historic Overlay District or other zoning overlay district; are recorded as part of the Historic American Building Survey or the Historic American Engineering Record; or have been selected for inclusion in the annual evaluation and update of such list by the Historical Commission and approved by the Board of County Supervisors. In this designation, development that would potentially impact these resources should occur in accordance with the Cultural Resources Plan.

Occoquan Reservoir Protection Area (ORPA) is designed to protect the Occoquan Reservoir by recommending development at 1 dwelling unit per 5 acres in areas with sensitive environmental features, including, but not limited to; areas with 25 percent or greater slopes, areas with 15 percent or greater slopes in conjunction with soils that have severe limitations, soils with a predominance of marine clays, public water supply sources, wetlands, and critically erodible shorelines and stream banks that could impact the water quality of the Reservoir.

Parks and Open Space (POS). The purpose of this classification is to designate existing and projected parks and recreational areas of the County. The Parks, Open Space, and Trails Plan contains a complete inventory of existing federal, state, and County parks, and of planned parks within the County.

Public Land (PL). The purpose of identifying public lands in the Comprehensive Plan is to provide an indication of existing and planned public facilities, institutions, or other government installations such as, but not limited to, detention/correctional facilities, government centers, judicial centers, and related facilities. The appropriate Comprehensive Plan chapters (Telecommunications, Potable Water, Sanitary Sewer, Transportation, Fire and Rescue, Libraries, Police, or Schools) should be consulted for a more complete presentation regarding these public facilities.

County Registered Historic Sites (CRHS)

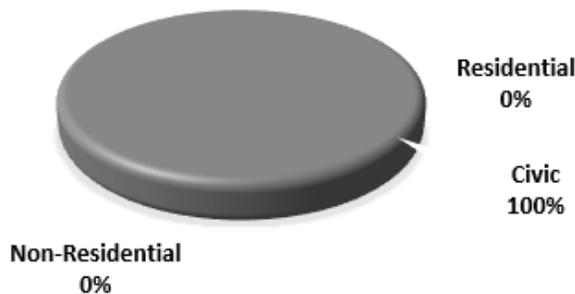


This classification is designed to protect important cultural resources. Cultural resources include architectural, archaeological, and historical resources. CRHS designations that are mapped on the Long-Range Land Use Plan Map include existing sites and districts that have a preservation easement or are either listed, pending, or deemed eligible for listing on the National Register of Historic Places or Virginia Historic Landmarks Register; are incorporated in an Historic Overlay District or other zoning overlay district; are recorded as part of the Historic American Building Survey or the Historic American Engineering Record; or has been selected for inclusion in the annual evaluation and update of such list by the Historical Commission and approved by the Board of County Supervisors.

Primary Uses	Secondary Uses	Implementing Zoning Districts
County's significant Cultural Resources	Varies	Varies

Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	N/A	N/A

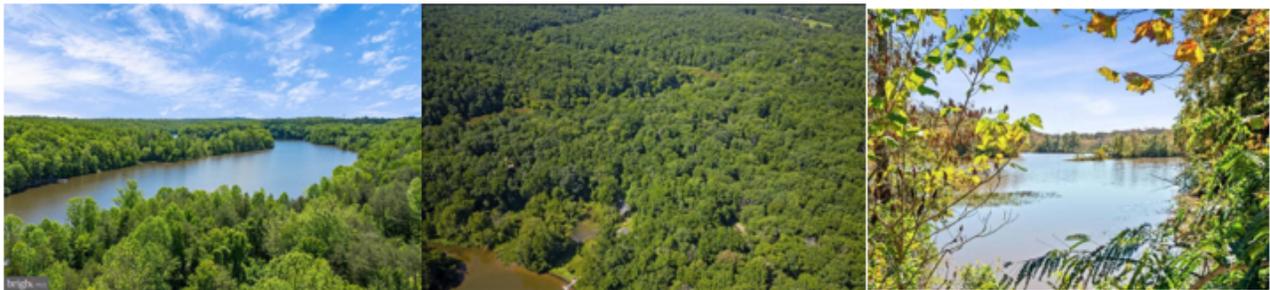
TARGET LAND USE MIX



- Varies based on the Cultural Resources Chapter.

Target Building Height	Minimum Open Space
Varies	Varies

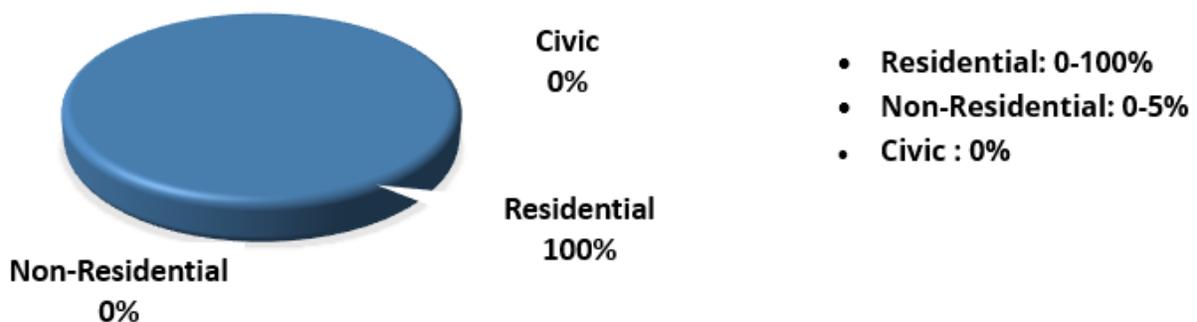
Occoquan Reservoir Protection Area (ORPA)



Occoquan Reservoir Protection Area (ORPA) is designed to protect the Occoquan Reservoir by recommending development at 1 dwelling unit per 5 acres in areas with sensitive environmental features, including, but not limited to; areas with 25 percent or greater slopes, areas with 15 percent or greater slopes in conjunction with soils that have severe limitations, soils with a predominance of marine clays, public water supply sources, wetlands, and critically erodible shorelines and stream banks that could impact the water quality of the Reservoir.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Residential	Community operated parks or clubhouse	SR-5
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Land Use	T-1A: 1du/5 acres	0-0.02 FAR

TARGET LAND USE MIX



Target Building Height	Minimum Open Space
1-3 stories	Up to 60% of site

Parks & Open Space



The purpose of this classification is to designate existing and projected parks, open space, and recreational areas of the County. This classification designates all existing federal, state, and local parks, and planned parks within the County. These areas allow for either active or passive activities or in some cases both types of uses may occur. Those areas that are dedicated open space may be planned for passive use provided there are no restrictions associated with the land. For properties within the Arts & Entertainment overlay, uses may include an equestrian center, fairgrounds, small arena, indoor track and field, or pool facility.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Active & Passive Recreation Sport fields Trails, hiking, bicycles Open Space	N/A	N/A
Use Pattern	Target Residential Density	Target Non-Residential FAR
Depends on use (active or passive)	N/A	Varies per use

TARGET LAND USE MIX



Non-Residential
0%

Residential
0%

Civic
100%

- Residential: 0%
- Non-Residential: 0%
- Civic: 100%

Target Building Height	Minimum Open Space
1-3 stories for active recreation locations 1 story for passive recreation	Varies depending on use

Public Land (PL)

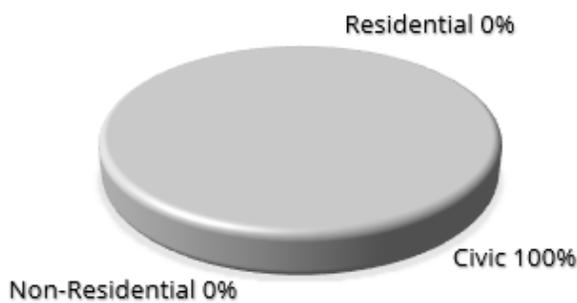


The purpose of identifying public lands in the Comprehensive Plan is to provide an indication of existing and planned public facilities, institutions, or other government installations such as but not limited to detention/correctional facilities, government centers, judicial centers, and related facilities. The appropriate Comprehensive Plan chapter (Telecommunications, Potable Water, Sanitary Sewer, Transportation, Fire and Rescue, Libraries, Police, or Schools) should be consulted for a more complete presentation regarding these public facilities.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Public facilities Institutions Government Center Transit Centers	N/A	N/A

Use Pattern	Target Residential Density	Target Non-Residential FAR
Case by case basis	N/A	Site Specific

TARGET LAND USE MIX



- Residential: 0%
- Non-Residential: 0%
- Civic: 100%

Target Building Height	Minimum Open Space
Site Specific	Site Specific

OVERLAY DISTRICTS

The purpose of the Comprehensive Plan overlay districts is to protect and enhance certain specific lands uses and structures which, by virtue of their type or location, have characteristics that are distinct from areas outside of the district. These Comprehensive Plan overlay districts are distinct from the overlay districts under Article V of the Zoning Ordinance. In addition, some of these Comprehensive Plan overlay districts are used to provide for additional uses and densities in Activity Centers that may not be allowed in other areas of the County. The overlay districts in the Comprehensive Plan include:

- **Arts & Entertainment (Arts)** provides opportunities for a pedestrian friendly access to arts, cultural, and entertainment venues supported by retail, dining, creating, and exploring opportunities. In transects T-5 & T-4, buildings in this area have medium to deep setbacks and block sizes to accommodate public art sculptures or displays, performances, and promenades. In transects T-3 & T-2, primary uses may include an equestrian center, fairgrounds, small arena, an indoor track and field facility, or pool facility.
- **Environmental Resources Protection (ERPO)** includes areas located in sensitive environmental places in which special building regulations and restrictions operate in order to help to maintain natural integrity. The purpose of the Environmental Resource Protection Overlay is to maintain natural spaces, provide a safe environment for residents, control the safety of houses, keep the surface water clean, preserve habitats of wild animals, maintain slope and soil stability, as well as maintaining open spaces between buildings. Environmental Resources areas include all 100-year floodplains as determined by the Federal Emergency Management Agency (“FEMA”), Flood Hazard Use Maps or natural 100-year floodplains as defined in the DCSM, and Resource Protection Areas (“RPAs”) as defined by the Chesapeake Bay Preservation Act. In addition, areas shown in an environmental constraints analysis submitted with a rezoning or special use permit application with wetlands; 25 percent or greater slopes; areas with 15 percent or greater slopes in conjunction with soils that have severe limitations; soils with a predominance of marine clays; public water supply sources; and critically erodible shorelines and stream banks. These areas should be considered as open space or part of an open space corridor. ERPO areas should not be deducted in density calculations for Activity Centers, Redevelopment Corridors, Small Area Plans and areas where Targeted Industries are to be developed. In areas with 25 percent or greater slopes and areas with 15 percent or greater slopes in conjunction with soils that have severe limitations that are to be disturbed by a proposed development, enhanced stabilization and stormwater protections should be provided during construction. In addition, to the extent required, stabilization should be provided for such remaining areas that will not be disturbed.

LAND USE CHAPTER

- **Transit District (TD)** provides opportunities for residential uses within an underlying zoning district that does not offer residential as primary or secondary uses. This overlay district is only applicable in the districts indicated on the Long-Range Land Use Map.
- **University Village (UV)** provides a mix of uses arranged in a pedestrian-friendly form adjacent to a university or college. The University Village centers are locations for commercial, institutional and residential uses to support GMU and nearby employment centers. Streets are interconnected and multi-modal with parking located behind buildings. Short blocks with shallow setbacks and on-street parking are appropriate.
- **Waterfront (WTFT)** provides opportunities for a mix of residential and non-residential uses. This district should be pedestrian friendly with access to the waterfront, parks areas, and marinas. This district contains a blend of single-family attached or multi-family with commercial uses such as retail, dining, and other public and private uses

The descriptive sheets for each of the overlay districts can be found on the following pages.

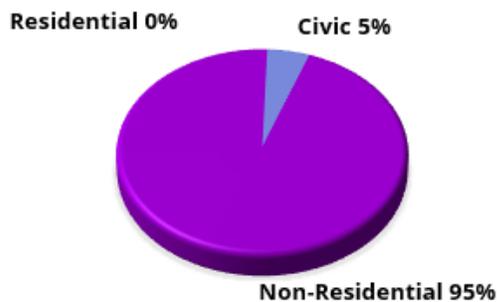
Arts & Entertainment (ARTS)



The Arts & Entertainment District provides opportunities for a pedestrian friendly access to arts, cultural, and entertainment venues supported by retail, dining, creating and exploring opportunities. In transects T-5 & T-4, buildings in this district should have medium to deep setback and block sizes to accommodate public art sculptures or displays, performances and promenades. In transects T-3 & T-2, uses include an equestrian center, fairgrounds, small area, an indoor track or pool facility.

Primary Uses	Secondary Uses	Implementing Zoning District
Cultural Arts Center Dance Studio Museum Music Store and Education Venue Theater	Café Restaurant Retail	O(M) O(L)
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	N/A	T-5: 1.38 – 2.30 FAR T-4: 0.57 – 1.38 FAR T-3: 0.23 – 0.57 FAR T-2: up to 0.23 FAR

TARGET LAND USE MIX



- Residential: 0%
- Non-Residential: 95%
- Civic: 5%+

Target Building Height	Minimum Open Space
T-5: 6 – 12 stories T-4: 4 – 8 stories T-3: 3 – 5 stories T-2: 1 – 3 stories	20% of site

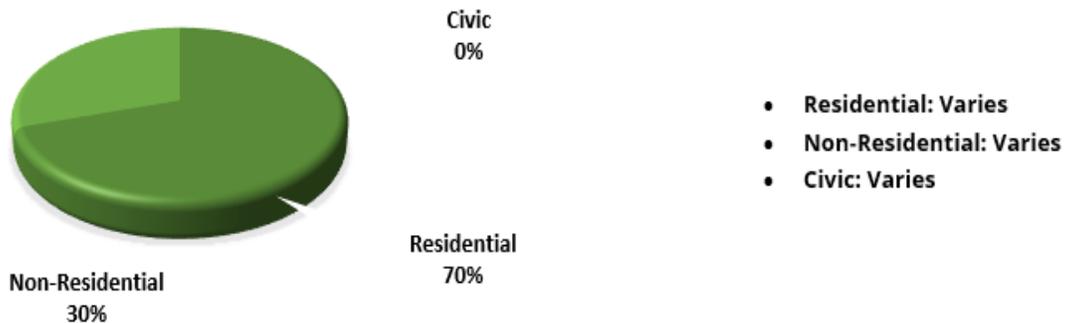
Environmental Resources Protection (ERPO)



Environmental Resource Protection Overlay (ERPO) is an overlay area located in sensitive environmental places in which special building regulations and restrictions operate in order to help to maintain natural integrity. The purpose of the Environmental Resource Protection Overlay is to maintain natural spaces, provide a safe environment for residents, control the safety of houses, keep the surface water clean, preserve habitats of wild animals, maintain slope and soil stability, as well as maintaining open spaces between buildings. All 100-year floodplains, Resource Protection Areas, areas with 25 percent or greater slopes, areas with 15 percent or greater slopes in conjunction with soils that have severe limitations, soils with a predominance of marine clays, public water supply sources, wetlands, and critically erodible shorelines and stream banks. These areas should be considered as open space. ER areas should not be included in density calculations except in Activity Centers, Redevelopment Corridors, Small Area Plans and Targeted Industries.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Varies	Varies	Varies
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Land Use	N/A	N/A

TARGET LAND USE MIX



Target Building Height	Minimum Open Space
N/A	Up to 100% of site

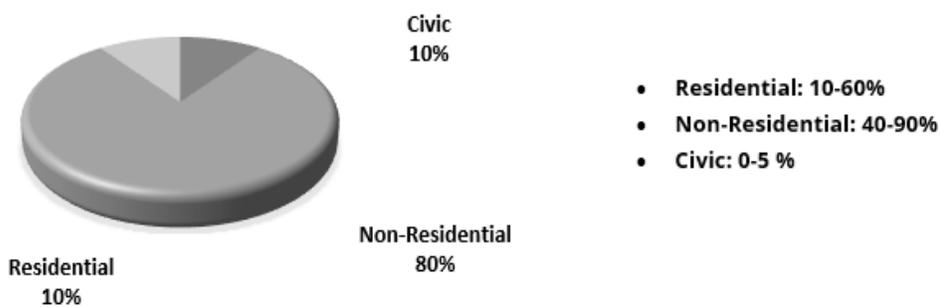
Transit District (TD)



The Transit District overlay provides opportunities for residential uses within an underlying zoning district that does not offer residential as primary or secondary uses. This overlay district is only applicable in the districts indicated on the Long-Range Land Use classification map.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Primary uses are defined by the underlying classification. In addition to the underlying classification, primary uses, the Transit district allows the following uses: <ul style="list-style-type: none"> • Multifamily residential • Single Family attached 	In addition to the underlying classification, the Transit district allows the following secondary uses: <ul style="list-style-type: none"> • Neighborhood Commercial 	O(H) O(M) O(F) PMR
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-4: 8 -24 du/acre T-3: 4-12 du/acre	T-4: 0.57-1.38 FAR T-3: 0.23 - 0.57 FAR

TARGET LAND USE MIX



Target Building Height	Minimum Open Space
T-4: 5-8 stories T-3: 3-5 stories	10 % of site

University Village (UV)

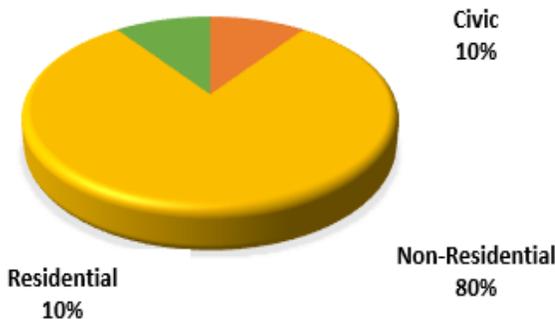


University Village provides a mix of uses arranged in a pedestrian-friendly form adjacent to a University or College. The village centers are locations for commercial, institutional and residential uses to support GMU and nearby employment centers. Streets are interconnected and multi-modal with parking located behind buildings. Short blocks with shallow setbacks and on-street parking are appropriate.

Primary Uses	Secondary Uses	Implementing Zoning Districts
Retail & Service Commercial Multifamily Residential Institutional Transit Commercial Office	Civic, Cultural, Community Parking Hotel Conference Center	PMD PMR PBD R-U B-2 O(L)

Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-5: 12-50 du/acre T-4: 8-24 du/acre	T-5: 1.38-2.30 FAR T-4: 0.57-1.38 FAR

TARGET LAND USE MIX



- Residential: 40-90%
- Non-Residential: 10-60%
- Civic: 5%+

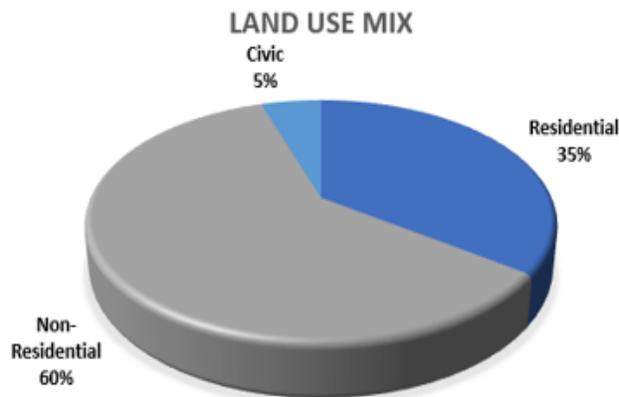
Target Building Height	Minimum Open Space
T-5: 6-12 stories T-4: 4 -8 stories	10% of site

Waterfront (WTFT)



The Waterfront District provides opportunities for a mix of residential and non-residential uses. This district should be pedestrian friendly with access to the waterfront, parks areas, and marinas. This district contains a blend of single-family attached or multi-family with commercial uses such as retail, dining, and other public and private uses.

Primary Uses	Secondary Uses	Implementing Zoning District
Single-family attached Multifamily Marina uses Retail	Commercial Restaurant Entertainment	MXD-U MXD-C PMD PMR
Use Pattern	Target Residential Density	Target Non-Residential FAR
Based on Street Typology	T-5: 20 – 50 du/acre T-4: 8 -24 du/acre	T-5: 1.38 – 2.30 FAR T-4: 0.57 – 1.38 FAR



- Residential: 0- 50%
- Non-Residential: 45- 95%
- Civic: 5%+

Target Building Height	Minimum Open Space
T-5: 6 – 12 stories T-4: 4 - 8 stories	10% of site

LAND USE COMPATIBILITY

Different land use categories may require mitigation measures. The Land Use Compatibility and the Transects Compatibility Matrices (Figures 70, 71) provides a general evaluation technique to address compatibility in areas where different land use categories or transects meet. It does not indicate that certain categories are totally incompatible with certain other categories. These matrices do, however, provide general guidance in evaluating the degree to which mitigation measures may be necessary to address compatibility between or among abutting land uses or transects. Specific mitigation measures should be based on site conditions and the nature of both the use in question and the abutting use(s). The guidelines contained in the matrices should be consulted in addition to the guidelines contained in the Community Design Plan, as well as the standards and regulations contained in the Zoning Ordinance and the DCSM in determining appropriate mitigation measures.

Land use classifications and transects in the matrices that are identified as "Compatible" are those uses that are, when adjacent, harmonious and consistent with one another. Land use classifications or transects identified as "Incompatible Except with Mitigation Measures" should only be located adjacent to each other when significant buffering and transitions, depending on the Long-Range Land Use classification and specific land uses can effectively address compatibility concerns. Adequate buffering, whether it be appropriate spacing between uses, undisturbed vegetative buffers, vegetated streams, transportation corridors, man-made barriers, the location of less intense uses at the periphery of the site (if such uses are proposed), or a combination of these measures are among the mitigation measures that should be addressed. Transitions in land uses and/or transitions in density are also warranted at the interfaces of land use categories.

Land use classifications or transects identified as "Incompatible" should only be located adjacent to each other when extensive and extraordinary mitigating measures can effectively address all compatibility concerns. Mitigation measures are of particular concern when inherently incompatible land uses such as residential uses and industrial uses are proposed adjacent to one another.

LAND USE COMPATIBILITY MATRIX

Land Use Compatibility Matrix												
Land Use	MU-TC	MU	COM	OMU	RN	RPC	I	CRes	MU-V	MU-H	ORPA	AF
MU-TC	✓											
MU	✓	✓	✓	✓	⊘	⊘						
COM	✓	✓	✓	✓	⊘	⊘						
OMU	✓	✓	✓	✓	⊘	⊘						
I	✗	✗	⊘	⊘	✗	✗	✓					
RN	✓	✓	✓	⊘	✓	✓	✗					
RPC	✓	✓	✓	✓	✓	✓	✗					
CRes	✗	✗	✗	✗	✓	✓	✗	✓				
MU-V	✗	✗	⊘	⊘	⊘	⊘	✗	✓	✓			
MU-H	✗	✗	⊘	✗	⊘	⊘	✗	✓	✓	✓		
ORPA	✗	✗	✗	✗	⊘	⊘	✗	✓	✓	✓	✓	
AF	✗	✗	✗	✗	⊘	⊘	✗	✓	✓	✓	✓	✓

Legend Key

- ✓ Compatible
- ⊘ Compatible with mitigation measure
- ✗ Incompatible

Figure 80: Land Use Compatibility Matrix

Comprehensive Plan Transects									
Transect	T-0	T-1A	T-1 or T1-B	T-1C	T-2	T-3	T-4	T-5	T-6
T-0	✓								
T-1A	✓	✓							
T-1 or T-1B	✓	✓	✓						
T-1C	✓	✓	✓	✓					
T-2	✓	✓	✓	✓	✓				
T-3	⊘	⊘	⊘	⊘	✓	✓			
T-4	⊘	⊘	⊘	⊘	⊘	✓	✓		
T-5	⊘	⊘	⊘	⊘	⊘	⊘	✓	✓	
T-6	⊘	⊘	⊘	⊘	⊘	⊘	⊘	✓	✓

Legend Key

- ✓ Compatible
- ⊘ Compatible with mitigation measures
- ⊘ Incompatible

Figure 81: Transect Compatibility Matrix

LAND USE DESIGNATION AND ZONING DISTRICT COMPATIBILITY MATRICES

The Zoning and Comprehensive Plan Compatibility Matrices (Figures 72, 73, and 74) are to be used for assisting applicants and staff in choosing the appropriate zoning district for the specific Long-Range Land Use classifications of a parcel for which a rezoning is sought. The matrices are divided into three tables (residential, non-residential, and mixed-use land use) to provide a convenient reference based of the type of land use development.

Compatibility Matrix Zoning and Comprehensive Plan Designation Residential										
Zoning Districts	Comprehensive Plan Classification									
		RN (T-1)	RN (T-2)	RN (T-3)	RN (T-4)	RN (T-5)	CRes (T-1B)	CRes (T-1C)	ORPA (T-1A)	AF (T-0)
	A-1									✓
	SR-5	✓					✓		✓	
	SR-3	✓					✓			
	SR-1		✓					✓		
	R-2		✓					✓		
	R-4		✓	✓						
	R-6			✓						
	RMH			✓						
	R-16				✓					
	R-30					✓				
R-U					✓					
PMR		✓	✓	✓	✓					

Legend Key ✓ Compatible

Affordable and workforce housing may allow higher density with appropriate buffering from lower density development through proffered conditions

Figure 82: Compatibility Matrix - Zoning and Comprehensive Plan Designations – Residential

Compatibility Matrix Zoning and Comprehensive Plan Designation Non-Residential									
Zoning Districts	Comprehensive Plan Classification								
	Districts	COM (T-3)	COM (T-2)	OMU (T-4)	OMU (T-3)	OMU (T-2)	I (T-4)	I (T-3)	I (T-2)
	B-1	✓							
	B-2	✓	✓		✓				
	O (L)				✓	✓			
	O (M)			✓					
	O (F)			✓				✓	✓
	O (H)			✓					
	M-1						✓		
	M-2							✓	✓
	MT						✓		
PBD			✓	✓	✓		✓	✓	

Legend Key
 Compatible

Notes: OMU T-2 area density limited by Max FAR

Figure 83: Compatibility Matrix Zoning and Comprehensive Plan Designation Non-residential

Zoning and Comprehensive Plan Classification												
Mixed-Use												
Zoning Districts	Comprehensive Plan Classification											
	MU-TC (T-6)	MU (T-5)	MU (T-4)	MU (T-3)	MU-V (T-1C)	MU-H ³ (T-1B)	OMU (T-4)	OMU (T-3)	OMU (T-2)	COM (T-3)	COM (T-2)	RPC
B-1	✓	✓	✓	✓			✓			✓		
B-2				✓				✓		✓	✓	
B-3					✓	✓						
O (L)				✓					✓		✓	
O (M)		✓	✓					✓		✓		
O (F)	✓	✓	✓				✓					
O (H)		✓					✓					
R-16			✓	✓			✓	✓*				
R-30		✓					✓*					
R-U	✓											
PMR	✓	✓	✓	✓	✓	✓	✓	✓				
RPC												✓
PBD	✓	✓	✓	✓			✓	✓	✓	✓	✓	
PMD	✓	✓	✓	✓								
MXD ²	✓	✓	✓	✓			✓	✓	✓	✓	✓	
TC	✓											

Notes:

- MXD based on transect
- Development within targeted density of T-1B.

* Can be considered compatible where workforce or affordable housing can be appropriately buffered from adjacent lower density development through proffered conditions.

Legend

✓ Compatible

Figure 84: Compatibility Matrix - Zoning and Comprehensive Plan Classification

Appendices

PUBLIC FACILITY REVIEWS – PROCESS

Public facilities are an essential element of providing the infrastructure and facilities that are crucial to achieving a high quality of life and ensuring the health, general welfare, and safety of County residents. Public facilities include, but are not limited to, buildings and structures such as schools, libraries, police and fire stations, parks, both active and passive, and infrastructure such as streets, trails, and utilities. It is crucial that these facilities are located in a manner that focuses on efficient and exceptional level of service to the public, but are also planned, sited, and buffered to ensure compatibility with existing and planned uses.

LAND USE POLICY 43: Plan and design all public facilities in a manner that generally conforms to the Comprehensive Plan, the Zoning Ordinance, the Design and Construction Standards Manual (“DCSM”), the Capital Improvements Plan (“CIP”), and the Strategic Plan.

ACTION STRATEGIES:

- LU43.1** Update public facilities maps to project current and future facility needs based on adopted level of service standards.
- LU43.2** All proposed public facilities should be planned, sited, and buffered, consistent with applicable law in a manner to provide compatibility with surrounding existing and planned uses.
- LU43.3** Public facilities are subject to a review and determination that the general location or approximate location, character, and extent is substantially in accordance with the Comprehensive Plan under Virginia Code section 15.2-2232 and Prince William County Code Sec. 32-201.10, et seq.
- LU43.4** All applicants should furnish the information and documentation specified in the “Application Package for Public Facility Review,” as prepared by the Planning Office.
- LU43.5** The requirement for a public facility determination, in some cases, may be satisfied during the Planning Commission’s yearly review of Prince William County’s proposed CIP. The Planning Commission may be able to make a finding for those projects for which sufficient detail has been submitted or is a feature shown on the Comprehensive Plan. The Planning Commission may defer its determination to a later time when more details are available.
- LU43.6** All Public Facility Reviews including proposed water towers, water storage facilities, sewage treatment plants, and correctional facilities are subject to a public hearing before the Planning Commission.
- LU43.7** Final pipe sizing for water and sewer facilities and all water storage facilities and pump station locations that exceed the range shown on the Potable Water Plan and Sanitary Sewer Plan maps that are part of the Comprehensive Plan should be subject to a public facility determination.

LU43.8 There is a need to locate certain public uses or facilities, for example government offices, storage facilities, public educational facilities in various portions of the County. Such uses and facilities will be, to the extent possible, located in zoning districts where they would be permitted by right if privately owned and operated.

COMPREHENSIVE PLAN AMENDMENT – PROCESS

To promote transparency and accountability the following outlined processes should be utilized in all land use decisions to further implement the vision of the Land Use chapter.

LAND USE POLICY 44: Make development decisions predictable, fair, and cost-effective.

ACTION STRATEGIES:

LU44.1 Continue to update the Zoning Ordinance and the DCSM, in order to bring all implementation-related regulations into conformance with the Comprehensive Plan.

LU44.2 Maintain a comprehensive glossary of definitions within each chapter of the Comprehensive Plan.

LU44.3 Accept requests for annual review of amendments to the Comprehensive Plan text and/or the Long-Range Land Use Plan designation. The application and public hearing process for Comprehensive Plan Amendments should be as follows:

- Requests for these Comprehensive Plan Amendments shall be received by the Planning Office no later than the first Friday of January, April, July, and October of every calendar year, unless the Board of County Supervisors specifically adopts a different acceptance date. Requests for amendments for targeted industry uses, as defined by the Department of Economic Development, for commercial or mixed-use development with a commitment to submit a concurrent rezoning or the re-designation of public land to private use or ownership, shall be exempt from this due date.
- Any land currently designated as public land on the Long-Range Land Use Plan should be re-designated through the Comprehensive Plan Amendment process when it is no longer needed for public use.
- Each Comprehensive Plan amendment must first be formally initiated by the BOCS, including a preliminary analysis of the relative merits of the amendment application provided by the Planning Office.
- The BOCS may choose to initiate a Comprehensive Plan amendment, initiate with an expanded study area, or not initiate an amendment. Once initiated, the proposed amendment shall be sent to the Planning Commission for its review and recommendation.
- The Planning Commission sends its recommendation(s) to the BOCS, which has the power to approve or deny each amendment. Both the Planning Commission and BOCS actions require a public hearing.

- All Comprehensive Plan amendment requests should provide the information requested in the form available in the Planning Office. Concurrent rezoning applications are encouraged but not required for all Comprehensive Plan amendments. The purpose of such Comprehensive Plan Amendments is for public consideration to determine whether the general planning policy rather than the specific application of that policy to a given location is appropriate within the broader Countywide development goals, policies, and action strategies expressed in the Comprehensive Plan.

- LU44.4** All parties requesting a Comprehensive Plan amendment should furnish the information and documentation specified in the "Request Package for Comprehensive Plan Amendments," as prepared by the Planning Office.
- LU44.5** Evaluate rezoning and special-use permit applications for consistency with the Comprehensive Plan. The "Coordination of Development" contained in this chapter, shall be utilized to provide guidance as to whether a project is consistent with the Comprehensive Plan overall.
- LU44.6** Continue to provide input to obtain additional planning and regulatory authority over local land use-related issues from the General Assembly.
- LU44.7** Update the relevant chapters of the Comprehensive Plan to integrate with Activity Centers and Corridors, redevelopment areas, and special planning areas, such as small area plans.
- LU44.8** Develop and maintain a plan for each Activity Center and its surroundings that implements the policies of this chapter, defines the boundaries of each area, develops the use mix and minimum and maximum intensity of uses, and defines the relevant constraints and opportunities.
- LU44.9** Develop and maintain special planning areas, such as Small Area Plans, plans, and other planning studies to address identified planning issues or identified areas of concern.
- LU44.10** Continue to monitor the status of policies and action strategies on a regular basis to ensure implementation of the Comprehensive Plan.