



*Comprehensive Plan
Update
Town Hall Meetings*

Woodbridge

Town Hall Meeting

6/18/2009

2008 Comprehensive Plan Update Background

- Five year review
- Incremental Update
 - ◆ Technical Update – adopted in 2008
 - ◆ Land Use and Housing – Housing adopted in 2009
 - ◆ Transportation and Mass Transit
- Committees appointed in 2007 to recommend changes
 - ◆ Land Use Advisory Committee (LUAC)
 - ◆ Mobility Committee
- Consultants to assist transportation update
 - ◆ Michael Baker – transit plan
 - ◆ Bill Allen – transportation model
- Planning Commission public hearings and recommendation complete



Land Use Update Purpose – Smart Growth

- ◆ Mix land uses (with an emphasis on commercial development)
- ◆ Compact building design
- ◆ Range of housing opportunities and choices
- ◆ Walkable neighborhoods
- ◆ Distinctive, attractive communities with a strong sense of place
- ◆ Preserve open space, farmland, natural beauty, and critical environmental areas
- ◆ Direct development toward existing communities
- ◆ Variety of multi-modal transportation choices
- ◆ Development decisions predictable, fair, and cost effective
- ◆ Community and stakeholder collaboration



Traditional Development vs. Smart Growth

□ Traditional Development

- ◆ Bedroom community / low job-household ratio
- ◆ More industrial jobs
- ◆ Low-density, sprawling development
- ◆ Pressure to expand Development Area boundary
- ◆ Loss of agricultural land
- ◆ Segregation of Uses
- ◆ Single-family – 10.1 VPD

□ Smart Growth

- ◆ Live / work community with increased job-household ratio
- ◆ More office jobs
- ◆ Compact, walkable transit-oriented development
- ◆ Focus development within Development Area
- ◆ Redevelopment / Infill
- ◆ Mixed-use development
- ◆ Multi-family 6.4 VPD



LUAC Recommendations - Vision

- Prince William County's land use plan provides:
 - ◆ Distinct centers of commerce and community
 - ◆ Complements and respects our cultural and natural resources
 - ◆ Contains recreational and open spaces amenities that provide a high quality of life

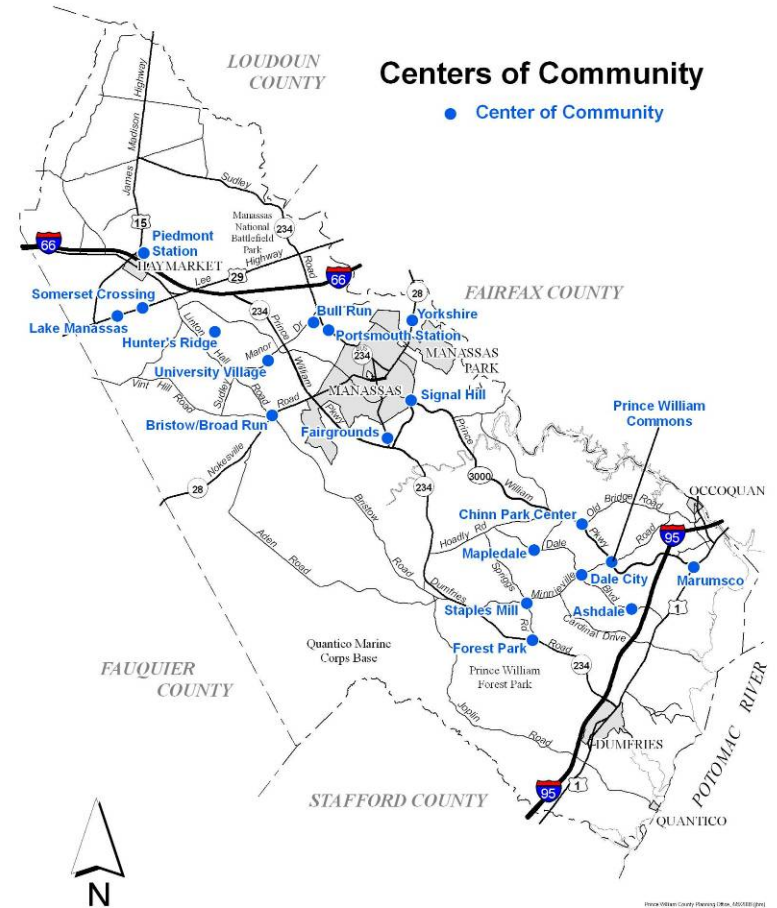
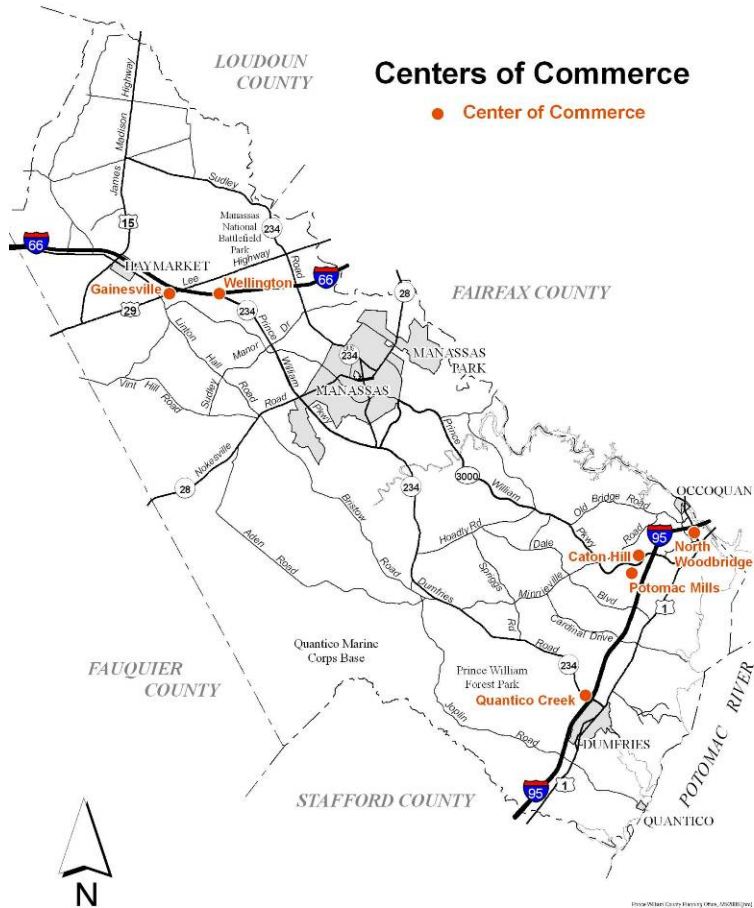


LUAC Recommendations - Goals

- ❑ **Fiscally Sound, High-Quality Land Use Pattern**
- ❑ **Centers of Commerce and Community**
- ❑ **Cultural and Natural Resources**
- ❑ **Parks and Recreation**
- ❑ **Revitalize, Protect, and Preserve Neighborhoods**
- ❑ **Processes that Further the Vision**



LUAC Recommendations - Centers of Commerce and Community



Date: 6/18/2009



PC Recommendations – Land Use

- Mixed Use Designation Areas
 - ◆ Eliminate Centers of Commerce and Centers of Community references from text and map
 - ◆ Defined as existing mixed use land use designations (i.e. REC, CEC, UMU ...)
 - ◆ Apply the principles described in “centers” to all mixed use areas
- Revitalization Areas
 - ◆ UMU / VMU designated areas of 100 acres or more containing no more than 25% residential are “monetary proffer free zones” within revitalization areas as defined by the Board
- Regional Employment Center (REC, CEC, RCC)
 - ◆ Currently: Retail, retail service and residential uses shall represent no greater than 25% of the project area.
 - ◆ Residential uses shall represent no greater than 25% of the total gross floor area of the project.



Staff Recommendations – Land Use

Centers of Commerce and Centers of Community

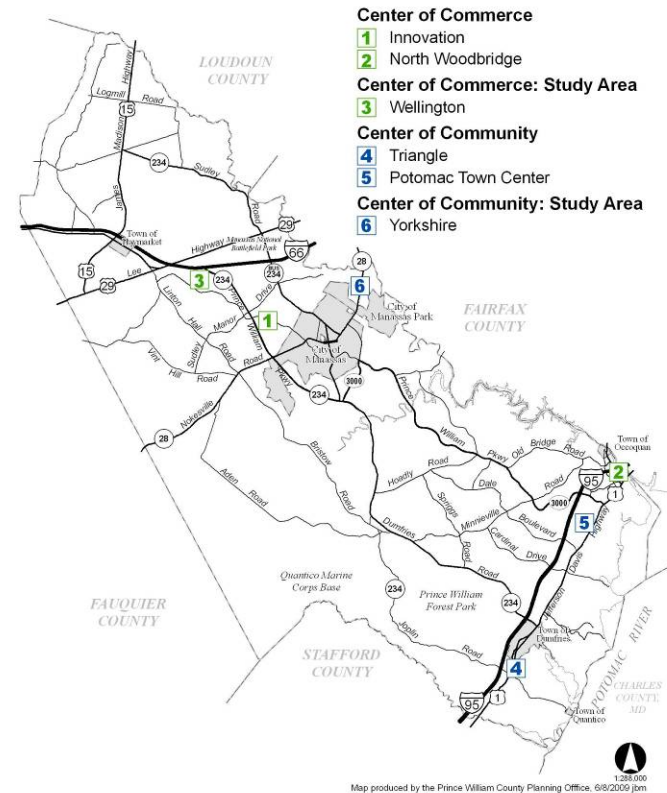
- ◆ Retain centers concept
- ◆ Reduce number of planned centers
- ◆ Require centers plan that defines extent, land uses, density, and infrastructure

Four centers

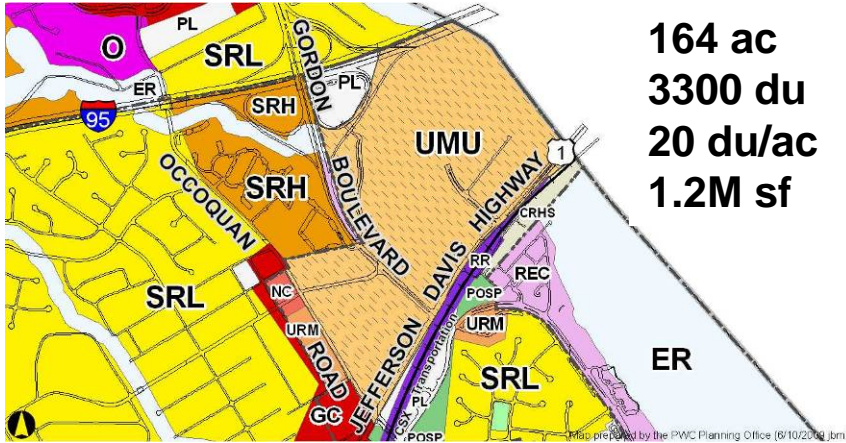
- ◆ North Woodbridge
- ◆ Triangle
- ◆ Innovation
- ◆ Potomac Town Center

Two study areas

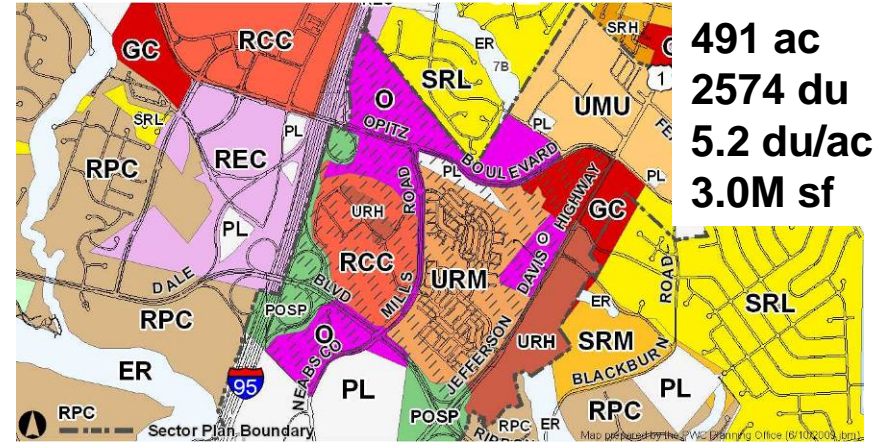
- ◆ Wellington
- ◆ Yorkshire



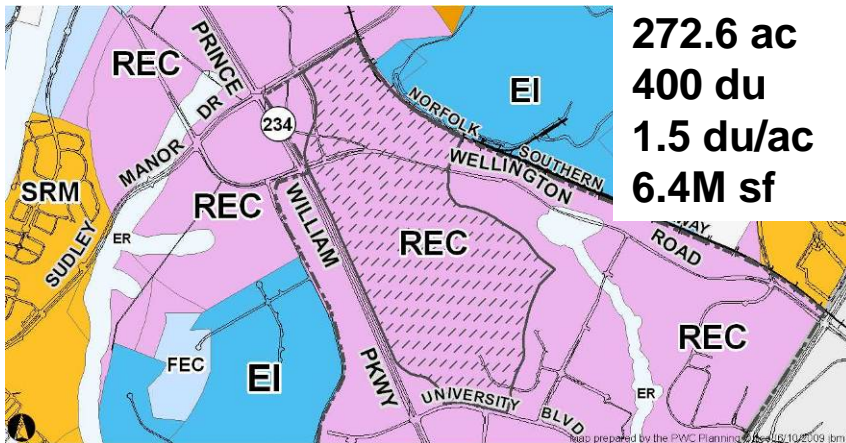
Staff Recommendations - Centers



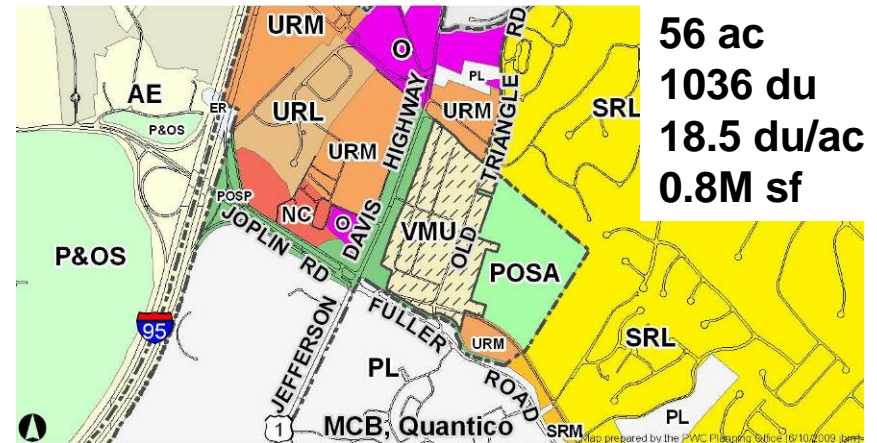
164 ac
3300 du
20 du/ac
1.2M sf



491 ac
2574 du
5.2 du/ac
3.0M sf



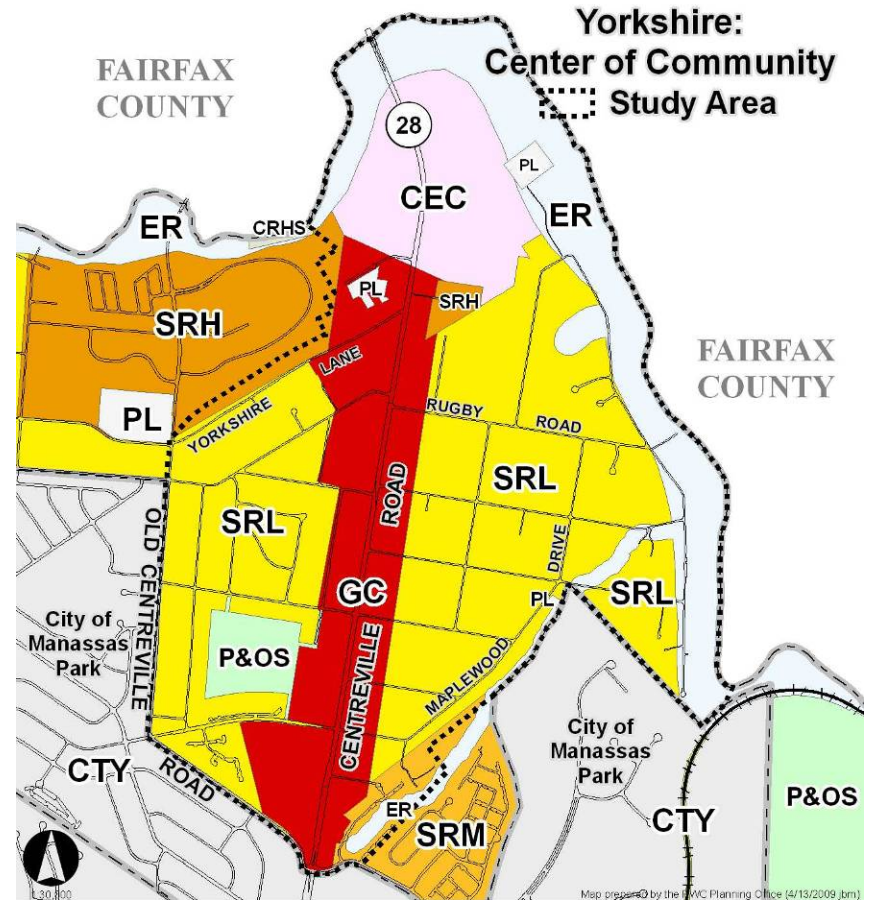
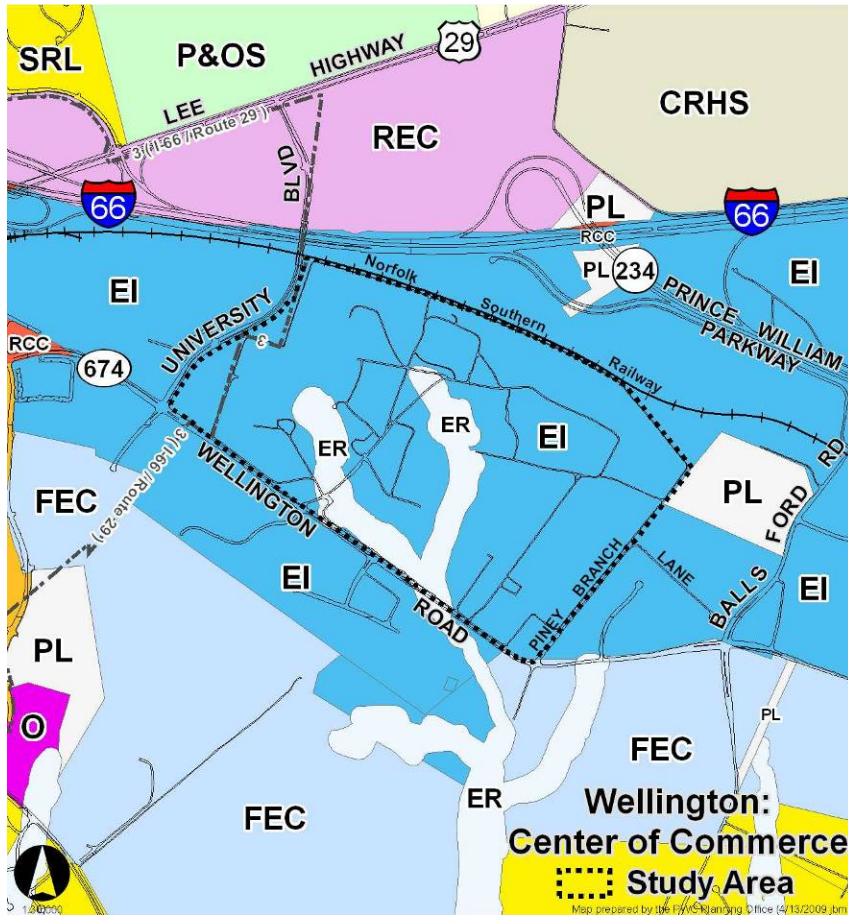
272.6 ac
400 du
1.5 du/ac
6.4M sf



56 ac
1036 du
18.5 du/ac
0.8M sf



Staff Recommendation – Study Areas



Date: 6/18/2009



Woodbridge District Land Use Issues

□ LUAC

- ◆ Center of Commerce at North Woodbridge
- ◆ Center of Community at Parkway/Route 1 intersection

□ Planning Commission

- ◆ Revitalization Area / Proffer Free Zone in Potomac Communities

□ Staff

- ◆ North Woodbridge recognized as a Center of Commerce
- ◆ Potomac Town Center as a Center of Community



Mobility – Intent / Goal

- **Intent/Goal:** Provide a multi-modal transportation network that allows for the safe, integrated, and efficient movement of goods and people throughout the County and into surrounding jurisdictions.
 - **Policies/Action Strategies:**
 - Safety
 - Protection of environmental and cultural resources
 - Cost-effectiveness
 - Accessibility of all modes of travel
 - Consistent w/ Land Use
 - Capacity
 - **Three distinct sections:** Roads, Transit & Non-motorized
-
-



Mobility - Roads

- **Goal:** Safe and efficient network with sufficient capacity for both intra/inter-county movements.
- **Major Changes:**
 - Includes policies and action strategies that support the land use concepts of walkable mixed-use centers (e.g. reduced LOS standards)
 - Adds interchange location information
 - Rt. 1 / Rt. 234
 - Rt. 1 / Dale Blvd
 - Rt. 1 / Gordon Blvd (Rt. 123)
 - Recommends DCSM amendment for new urban cross-section



Travel Demand Forecasting (aka the Transportation Model)

Process and Results

- Consultant was hired to update our Travel Demand Forecasting Model to 2030
- Goal is to minimize the lane miles operating below LOS D while minimizing the required number of lane miles
- Evaluation showed a reduction in the percentage of failing lane-miles (reduced from 20% to 14%)



Roads Plan

- Thoroughfare Plan major changes
 - Dale Blvd. increased from 4 lanes to 6 lanes (I-95 to Rt. 1)
 - I-95 – three HOT lanes instead of two HOV lanes
 - Gordon Blvd. (Rt. 123) extended to Belmont Bay Dr.
 - Reddy Drive (Rt. 1 to Blackburn Rd.)
- Staff concerns regarding policy recommendations
 - Changes to action strategies that require a higher level of service for new development
 - Appendix A – LOS standards for roadways and intersections
 - LOS D rather than LOS C



Transit Improvement Plan

- Transit improvement plan describes needed transit improvements to 2030 including VRE, PRTC, and Park and Ride Facilities
 - Future VRE station at Cherry Hill
 - Omni Link – extend Route 1 service to Ft. Belvoir during peak periods.
 - Park and Ride – Cherry Hill VRE
- Future Transit Alternatives
 - Ferry Service – Occoquan, Belmont Bay, Cherry Hill
 - Metro to Potomac Mills
 - BRT along Route 1, I-95, and P.W. Parkway



Transit Level of Service (LOS)

- Three major components examined to determine transit LOS:
 - Proximity to transit stops
 - Transit corridor location
 - Transit connectivity and accessibility
- 1) Development is within a proposed transit corridor and is within 1/2 mile walking distance of a transit facility.
 - Monetary contributions
 - Installation of transit facilities/infrastructure
 - Provide pedestrian amenities
- 2) Development is greater than 1/2 mile from a proposed transit corridor and is outside of 1/2 mile walking distance to a transit facility
 - Monetary contributions



Next Steps

- October/November - BOCS Work Session to consider comments received at the town hall meetings
- November/December – BOCS Public Hearing

