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County Executive

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March 11, 2009

TO: Board of County Supervisors

FROM: Stephen K. Griffin, AICP 
Director of Planning

THRU: Craig S. Gerhart
County Executive

RE: 2009 Initiation of Comprehensive Plan Amendments (CPAs)
(Brentsville, Coles, Gainesville and Neabsco Magisterial Districts)

I. Background is as follows:

- A. Annual Update – Action Strategy 20 of the long-range land use plan chapter of the Comprehensive Plan outlines the County policy for the annual review of amendments to the comprehensive plan text and/or the long-range land use plan designation for a given property. The submission deadline for consideration of potential CPAs in 2009 was Friday, January 2, 2009.
- B. Land Use Advisory Committee – As part of the 2008 Comprehensive Plan Update the Board appointed an eight-member citizen committee to review and make recommendations to the Planning Commission about the Long-Range Land Use Plan. The Land Use Advisory Committee (LUAC) recommended 12 changes to the long range land use map. In initiating the LUACs recommendations, the Board directed that changes to the long-range land use map for specific properties recommended by LUAC be considered separately as part of the annual comprehensive plan amendment process (Res. No. 08-606).
- C. Requests – Eight map amendment requests were received as part of the annual application process for CPAs, one of which was subsequently withdrawn. The Land Use Advisory Committee (LUAC) recommended 12 map amendments to the long-range land use map. Three of the LUAC recommendations which are contiguous have been combined into one case to facilitate processing and study. A general location map showing the nineteen map amendment requests is shown in Attachment A on page A-1. The chart below summarizes the following information for each CPA: map number, project name, magisterial district, existing land use and acreage and proposed land use and acreage.

Initiation of Comprehensive Plan Amendments (CPAs)

March 11, 2009

Page 2

Map #	Project	District	Existing Land Use	Existing Acres	Proposed Land Use	Proposed Acres
	Brentsville Center <i>WITHDRAWN</i>	Brentsville	Community Employment Center (CEC) <i>WITHDRAWN</i>	46.88 ac	General Commercial (GC)	46.88 ac
1	Bristow/Broad Run (includes Broad Run Golf Academy and Manassas Assembly of God)*	Brentsville	Flexible Use Employment Center (FEC)	223.09 ac	Community Employment Center (CEC)	223.09 ac
			Environmental Resource (ER)	82.58ac	Environmental Resource (ER)	82.58 ac
2	Church of God*	Brentsville	Suburban Residential Medium (SRM)	57.86 ac	Suburban Residential High (SRH)	57.86 ac
3	Classic Lakes*	Brentsville	Agricultural or Estate (AE),	217.48 ac	Semi-Rural Residential (SRR),	217.48 ac
			Environmental Resource (ER)	88.74 ac	Environmental Resource (ER)	88.74 ac
4	Glen-Gery	Brentsville	Flexible Use Employment Center (FEC),	129.44 ac	Industrial Employment (EI),	136.27 ac
			Suburban Residential Low (SRL),	2.31 ac	Environmental Resource (ER)	19.81 ac
			Neighborhood Commercial (NC),	4.52 ac		
			Environmental Resource (ER)	19.81 ac		
5	Hunter at Haymarket	Brentsville	Semi - Rural Residential (SRR),	15.94 ac	Community Employment Center (CEC),	15.94 ac
			Environmental Resource (ER)	37.60 ac	Environmental Resource (ER)	37.60 ac
6	James Madison Business Park	Brentsville	Semi - Rural Residential (SRR)	12.28 ac	Community Employment Center (CEC)	12.28 ac
7	Lake Manassas CEC*	Brentsville	Semi - Rural Residential (SRR)	64.60 ac	Community Employment Center (CEC)	64.60 ac
8	Lueking Property*	Brentsville	Agricultural or Estate (AE)	51.44 ac	Semi - Rural Residential (SRR)	51.44 ac
9	Manuel – Mathis Property*	Brentsville	Semi - Rural Residential (SRR)	112.97 ac	Suburban Residential Low (SRL)	112.97 ac
10	Maplewood*	Brentsville	General Commercial (GC)	11.02 ac	Community Employment Center (CEC)	11.02 ac
11	Prince William Parkway / Dumfries Rd*	Brentsville	Agricultural or Estate (AE)	17.70 ac	Semi-Rural Residential (SRR),	6.26 ac
					Community Employment Center (CEC)	11.44 ac

Initiation of Comprehensive Plan Amendments (CPAs)

March 11, 2009

Page 3

Map #	Project	District	Existing Land Use	Existing Acres	Proposed Land Use	Proposed Acres
12	Youth for Tomorrow / Stadler Property	Brentsville	Flexible Use Employment Center (FEC), Suburban Residential Low (SRL), Suburban Residential Medium (SRM)	15.57 ac 20.05 ac 3.11 ac	General Commercial (GC)	38.73 ac
13	Asdee Lane*	Coles	Semi - Rural Residential (SRR)	8.88 ac	Suburban Residential Low (SRL)	8.88 ac
14	Harris Property	Coles	Suburban Residential Low (SRL)	5.33 ac	Neighborhood Commercial (NC)	5.33 ac
15	Hoadly-Webster*	Coles	Semi - Rural Residential (SRR)	16.06 ac	Suburban Residential Low (SRL)	16.06 ac
16	Johnson / Norris Properties	Coles	Semi - Rural Residential (SRR)	42.61 ac	Community Employment Center (CEC)	42.61 ac
17	Old Carolina – Heathcote Blvd.*	Gainesville	Suburban Residential Medium (SRM)	16.63 ac	Community Employment Center (CEC)	16.63 ac
18	Portsmouth Station*	Gainesville	General Commercial (GC)	14.28 ac	Community Employment Center (CEC)	14.28 ac
19	Verizon Property	Neabsco	Suburban Residential High (SRH)	11.85 ac	Office (O)	11.85 ac

* Indicates a project recommended by the Land Use Advisory Committee

D. Current Demographic Information – Based on MWCOG (Metropolitan Washington Council of Governments) Round 7.2 Demographic Forecasts population, household and employment projections are as follows:

1. Residential Units – There were 94,600 households in Prince William County in 2000; and by December 15, 2008, there were an estimated 131,690 total households. By 2030, a total of 191,821 households have been forecast (an additional 60,131 households between 2008 and 2030). This number includes projected construction of approved projects as well as growth consistent with the comprehensive plan.
2. Population – The population in Prince William County was 280,813 in 2000 and by December 15, 2008, the estimate was 390,771. By 2030, a total population of 542,484 has been forecast (an additional population of 151,713 between 2008 and 2030).

3. Employment – There were an estimated 86,800 jobs based in Prince William County in 2000 and by the 4th quarter of 2008 an estimated 119,412 jobs. By 2030, a total of 207,055 jobs based in Prince William County have been forecast (an additional 87,643 jobs between 2008 and 2030). This number includes projected construction of approved projects as well as growth consistent with the comprehensive plan.
4. Employment/Household Ratio – One of the goals of Prince William County is to encourage people to live and work in the County. One measure of progress towards this goal is the employment/household ratio. In general, increasing the number of households and/or reducing the area designated for employment adversely impacts efforts to reach the goal of an appropriate employment/household ratio.

II. Current Situation is as follows:

- A. Land Use Update – The Land Use chapter of the Comprehensive Plan is currently under review (PLN2009-00178). This report does not analyze the impacts of this pending update on the proposed comprehensive plan amendments.
- B. CPAs Previously Initiated and Under Review In Good Standing – In addition to the requests above, there are five CPAs still pending that the Board had previously initiated and are considered to be in good standing. The pending CPAs in good standing are as follows:
 1. Land Use Update, PLN2009-00178 (formerly included in PLN2008-00204) – Review and revise Land Use chapter to incorporate smart growth principles, centers concept, updated land use policies and mixed use in coordination with the Transportation chapter update. The most recent PC public hearing was held on December 3, 2008 and there is no recommendation at this time.
 2. Transportation Update & Mass Transit Plan, PLN2008-00202 – Review and revise the Transportation chapter of Comprehensive Plan by updating the Thoroughfare Plan, expanding the Transit component, updating policies and action strategies for roads, transit and non-motorized sections. The PC held public hearings and recommended approval on December 3, 2008. This case will be scheduled for a BOCS public hearing concurrently with the Land Use update.
 3. Avendale, PLN2006-00438 – Reclassify 125.3 acres from AE to SRL. Rezoning re-submitted in January 2009 under REZ PLN2006-00781. A PC public hearing will be scheduled, with a target date of May 2009, upon completion of staff review of newly submitted documents.

4. North Woodbridge UMU/MZP, PLN2007-00413 – To include the Urban Mixed Use Master Zoning Plan (UMU/MZP) in the North Woodbridge study area section of the Potomac Communities Revitalization Area. A recent community charrette raised transportation issues that must be resolved before the UMU/MZP can be scheduled for a public hearing. Staff continues to work with the community and VDOT to resolve these issues and anticipates resolution in the spring of 2009.
5. Long Level Neighborhoods, PLN2006-00488 – To reclassify 18.15 acres (10 parcels) from SRL to SRR. Meetings have been conducted with the affected property owners and is scheduled for PC public hearing in April 2009.

C. CPAs Previously Initiated and to Be Recommended for Dismissal – In addition to the requests above, the Board previously initiated two CPAs in 2006 and one in 2008 that are still pending, but are not in good standing. The CPAs were initiated with a provision requiring submittal of a rezoning. These CPAs will be presented for Board action at a later date along with any rezonings that are recommended for dismissal. The CPAs include the following:

1. Lake Manassas Overlook / Sam Jones Property, PLN2006-00485 – To reclassify 65 acres from CEC and ER to CEC, SRH and ER. The applicant has filed a concurrent rezoning application as REZ PLN2006-00956. The rezoning application was last resubmitted for review on May 27, 2008 and a post-submission meeting was held on July 17, 2008, at which time comments were provided to the applicant. The applicant also provided a letter, dated February 18, 2009, stating their intent to continue to pursue the rezoning. However, since the timeline is uncertain and due to a lack of specific commitment, staff will be recommending that this case be dismissed at a future date.
2. Ferlazzo Property, PLN2008-00367 – To reclassify 41.3 acres on one parcel from SRR to SRL for a future rezoning commitment from A-1 to PMR. The applicant indicated in an e-mail to staff that they are still pursuing this application and will submit at the end of March. However, since the timeline is uncertain and due to a lack of specific commitment, staff will be recommending that this case be dismissed at a future date.
3. Smith/Haynes, PLN2006-00463 – Reclassify 4.6 acres from FEC to SRL. The BOCS had re-examined withdrawing this case on July 2, 2008, due to lack of activity. No rezoning application has been filed; staff will be recommending that this case be dismissed at a future date.

D. Staff Evaluation of Proposed Property Owners' and LUAC Requests for Initiation
Staff has evaluated the 19 requests with the purpose of recommending whether to initiate the application as proposed, to initiate with an expanded area or different land use designation, or not to initiate.

1. Criteria of Staff Evaluation – Staff evaluated each recommendation for initiation based on consistency with the comprehensive plan and considering the following 11 factors:

- a) Economic Development Opportunities
- b) Diversity of Housing
- c) Transit-Oriented Development
- d) Compatible Land Uses
- e) Environment and Open Space
- f) Mixed-Use Neighborhoods
- g) Public Services in the Development Area
- h) Adequate Level of Service (LOS)
- i) Road, Pedestrian and Transit Facilities
- j) Sector Plans
- k) Quality of Life

2. Four Types of Recommendations:

- a) Initiate – Based on the staff evaluation applications are recommend for initiation. Any applications recommended to be initiated by the Board on March 17, 2009, will be scheduled to be heard by the Planning Commission and the Board during the next 6-12 months, if possible. For those CPAs where the applicant has committed to filing a concurrent rezoning application, cases will be heard within 12 months of acceptance of the rezoning application
- b) Expanded Study Area – In some cases, staff has determined that a larger area should be studied to make the proposal more appropriate for the area. Affected property owners for the expanded study areas will be notified prior to March 17, 2009.
- c) Different Long-Range Land Use Designation – In some cases staff recommends different designations than requested by the applicant in order to make the proposed changes more appropriate for the area.
- d) Do Not Initiate – Cases that are inconsistent with the Comprehensive Plan Long-Range Land Use objectives are not recommended for initiation.

E. Board Action Requested

1. Initiate – Staff recommends initiation five of the applications as proposed by the applicants or Land Use Advisory Committee:
 - a) Prince William Parkway/Dumfries Rd., PLN2009-00307
 - b) Asdee Lane, PLN2009-00284
 - c) Hoadly-Webster, PLN2009-00294
 - d) Portsmouth Station, PLN2009-00308
 - e) Old Carolina Rd./Heathcote Blvd., PLN2009-00309

2. Initiate with an Expanded Study Area – Staff recommends initiation of two applications with a wider study area:
 - a) Bristow/Broad Run, PLN2009-00286
 - b) Verizon Property, PLN2009-00298

3. Initiate with a Different Long-Range Land Use Designation – Staff recommends initiation of one application with a modified designation:
 - a) Glen Gery, PLN2009-00269

4. Do Not Initiate – Staff recommends not initiating 11 applications:
 - a) Church of God, PLN2009-00289
 - b) Classic Lakes, PLN2009-00293
 - c) Hunter at Haymarket, PLN2009-00267
 - d) James Madison Business Park, PLN2009-00270
 - e) Lake Manassas CEC, PLN2009-00295
 - f) Lueking Property, PLN2009-00301
 - g) Manuel-Mathis Property, PLN2009-00303
 - h) Maplewood, PLN2009-00304
 - i) Youth for Tomorrow/Stadler Property, PLN2009-00297
 - j) Harris Property, PLN2009-00299
 - k) Johnson/Norris Properties, PLN2009-00300

III. Issues are as follows:

A. Comprehensive Plan

1. Countywide Impact – What is the countywide impact on the appropriate mix of uses and existing and proposed infrastructure?

2. Goals – How do the proposed amendments meet the comprehensive plan criteria summarized in II.E.1 (a-k)?

Initiation of Comprehensive Plan Amendments (CPAs)

March 11, 2009

Page 8

- B. Legal – What legal requirements should guide decisions to initiate or not initiate proposed comprehensive plan amendments?
- C. Service Level – What will be the impact on staff resources if the proposed comprehensive plan amendments are initiated?
- D. Community Input – Have members of the community raised any issues?
- E. Other Jurisdiction Input – Have other adjacent jurisdictions raised any issues?
- F. Timing – Is there a time frame for BOCS action?

IV. Alternatives, beginning with the staff recommendations, are as follows:

- A. Initiate; Initiate with an expanded study area or a different long range designation; or Do not initiate, as indicated below:

Project	Magisterial District	Initiate	Initiate with an Expanded Study Area	Initiate with a Different Long Range Designation	Do Not Initiate
Bristow Broad Run, PLN2009-00286	Brentsville		X		
Church of God, PLN2009-00289	Brentsville				X
Classic Lakes, PLN2009-00293	Brentsville				X
Glen-Gery, PLN2009-00269	Brentsville			X	
Hunter at Haymarket, PLN2009-00267	Brentsville				X
James Madison Business Park, PLN2009-00270	Brentsville				X
Lake Manassas CEC, PLN2009-00295	Brentsville				X
Lueking Property, PLN2009-00301	Brentsville				X
Manuel – Mathis Property, PLN2009-00303	Brentsville				X
Maplewood, PLN2009-00304	Brentsville				X
Prince William Parkway / Dumfries Rd., PLN 2009-00307	Brentsville	X			

Initiation of Comprehensive Plan Amendments (CPAs)

March 11, 2009

Page 9

Project	Magisterial District	Initiate	Initiate with an Expanded Study Area	Initiate with a Different Long Range Designation	Do Not Initiate
Youth for Tomorrow / Stadler Property, PLN2009-00297	Brentsville				X
Asdee Lane, PLN2009-00284	Coles	X			
Harris Property, PLN2009-00299	Coles				X
Hoadly-Webster, PLN2009-00294	Coles	X			
Johnson / Norris Properties, PLN2009-00300	Coles				X
Old Carolina – Heathcote Blvd., PLN2009-00309	Gainesville	X			
Portsmouth Station, PLN2009-00308	Gainesville	X			
Verizon Property, PLN2009-00298	Neabsco		X		

1. Comprehensive Plan:

- a) Countywide Impact – The estimated cumulative impact of adoption of the recommended CPAs on number of jobs and dwelling units is shown in the following chart:

Explanation of Chart Information:

- i. Calculation of Dwelling Units – The calculation of the number of dwelling units is based on the mid-range density of the Comprehensive Plan designation requested in the CPA, unless otherwise noted.
- ii. Extended Study Areas – Projections contained within staff recommendations include additional household and population counts from the expanded study areas.

- iii. Build-out Projections – Employment projections showing number of employees lost or gained are based on 450 SF per retail employee, 250 SF per office employee; 800 SF per industrial employee; and 800 SF per governmental or institutional employee. The FAR used is the typical FAR of the anticipated zoning district. These typical FARs reflect the average of existing development within each zoning district.
- iv. Household Multipliers – Population projections are based on household multipliers of 3.19 for single-family detached units, 2.94 for townhouse units and 2.16 for multifamily units.

CPA	Staff Recommendation (showing increases or decreases to Employment, Dwelling Units and Population)
Bristow / Broad Run - Expanded Area	+928 Employees +394 Dwelling Units +975 Residents
Glen-Gery Modified	+4 Employees
Prince William Pkwy / Dumfries Rd	+161 Employees +19 Dwelling Units +48 Residents
Asdee Lane	+13 Dwelling Units +42 Residents
Hoadly – Webster	+25 Dwelling Units +80 Residents
Old Carolina – Heathcote Blvd	+235 Employees -34 Dwelling Units -113 Residents
Portsmouth Station	-4 Employees +24 Dwelling Units +60 Residents
Verizon Property - Expanded Area	+1,082 Employees -307 Dwelling Units -719 Residents
TOTAL	+2,406 Employees +134 Dwelling Units +373 Residents

- b) Goals – The comprehensive plan criteria summarized in II.E.1 (a-k) is addressed in detail in Attachment B.

2. Legal – Initiation of a CPA does not mean that the Board must approve the CPA after it is studied; it instead begins the process for consideration. Other legal issues will be addressed by the County Attorney’s office.
3. Service Level – Staff resources will be utilized to analyze those projects initiated by the Board. Staff resources are adequate to handle the work load if the Board initiates the CPAs as recommended by staff.
4. Community Input – Notice of these 19 requests for CPA initiation have been transmitted to property owners within 200 feet of the sites. As of February 27, 2009, the Planning Office has not received any comments.
5. Other Jurisdiction Input – Old Carolina/ Heathcote Blvd and Hunter at Haymarket were forwarded to the Town of Haymarket and comments relating to community character, transportation and environment were received. Maplewood was forwarded to the City of Manassas Park and no comments were received. Glen-Gery was forwarded to the City of Manassas and comments relating to transportation were received.
5. Timing: There is no requirement to take action within a certain time.

B. Initiate All of the CPAs.

1. Comprehensive Plan:
 - a) Countywide Impact – The cumulative effect of enactment of the 19 CPAs is shown in the following chart:

Explanation of Chart Information:

- i. Calculation of Dwelling Units – The calculation of the number of dwelling units is based on the mid-range density of the Comprehensive Plan designation requested in the CPA, unless otherwise noted.
- ii. Extended Study Areas – Projections contained within staff recommendations include additional household and population counts from the expanded study areas.
- iii. Build-out Projections – Employment projections showing number of employees lost or gained are based on 450 SF per retail employee, 250 SF per office employee; 800 SF per industrial employee; and 800 SF per governmental or institutional employee. The FAR used is the typical FAR of the anticipated zoning district. These typical FARs reflect the average of existing development within each zoning district.

- iv. Household Multipliers – Population projections are based on household multipliers of 3.19 for single-family detached units, 2.94 for townhouse units and 2.16 for multifamily units.

CPA	All CPAs (showing increases or decreases to Employment, Dwelling Units and Population)
Bristow / Broad Run	+543 Employees +375 Dwelling Units +952 Residents
Church of God	+347 Dwelling Units +687 Residents
Classic Lakes* †	+73 Dwelling Units +233 Residents
Glen-Gery	+32 Employees -3 Dwelling Units -9 Residents
Hunter at Haymarket	+224 Employees +21 Dwelling Units +51 Residents
James Madison Business Park	+172 Employees +16 Dwelling Units +38 Residents
Lake Manassas CEC †	+913 Employees +87 Dwelling Units +208 Residents
Lueking Property †	+12 Dwelling Units +39 Residents
Manuel - Mathis Property	+113 Total Acres +173 Dwelling Units +552 Residents
Maplewood	-5 Employees +18 Dwelling Units +45 Residents
Prince William Pkwy / Dumfries Rd	+161 Employees +19 Dwelling Units +48 Residents
Youth for Tomorrow †	+378 Employees -48 Dwelling Units -150 Residents
Asdee Lane	+13 Dwelling Units +42 Residents
Harris Property †	+57 Employees -9 Dwelling Units -28 Residents
Hoadly - Webster	+25 Dwelling Units +80 Residents

Initiation of Comprehensive Plan Amendments (CPAs)

March 11, 2009

Page 13

CPA	All CPAs (showing increases or decreases to Employment, Dwelling Units and Population)
Johnson / Norris Properties	+603 Employees +57 Dwelling Units +133 Residents
Old Carolina - Heathcote Blvd	+235 Employees -34 Dwelling Units -113 Residents
Portsmouth Station	-4 Employees +24 Dwelling Units +60 Residents
Verizon Property	+404 Employees -115 Dwelling Units -267 Residents
TOTAL	+3,954 Employees +1,214 Dwelling Units +3,013 Residents

† If initiated, staff recommends an expanded study area.

- b) Goals – The CPAs recommended for initiation in IV.B above meet the comprehensive plan criteria summarized in II.D.1 (a-k). Staff recommends that the Board consider expanded study areas that are more specifically discussed in Attachment B for the following: Classic Lakes, Lake Manassas CEC, Lueking Property, Youth for Tomorrow and Harris Property.
2. Legal – Initiation of a CPA does not mean that the Board must approve the CPA after it is studied; it instead begins the process for consideration. Other legal issues will be addressed by the County Attorney’s office.
3. Service Level – Staff resources will be utilized to analyze those projects initiated by the Board. The eight CPAs that have committed to concurrent rezoning will be processed along with the rezoning. The 11 CPAs that do not have a concurrent rezoning will be processed as quickly as possible, however, staff resources may be insufficient to process all cases within the next 12 months.
4. Community Input – Notice of these 19 requests for CPA initiation have been transmitted to property owners within 200 feet of the sites. As of February 27, 2009, the Office of Planning has not received any comments.
5. Other Jurisdiction Input – Old Carolina/Heathcote Blvd. and Hunter at Haymarket were forwarded to the Town of Haymarket and comments relating to community character, transportation and environment were received. Maplewood was forwarded to the City of Manassas Park and no comments were received. Glen-Gery was forwarded to the City of Manassas and comments relating to transportation were received.

6. Timing – There is no requirement to take action within a certain time.

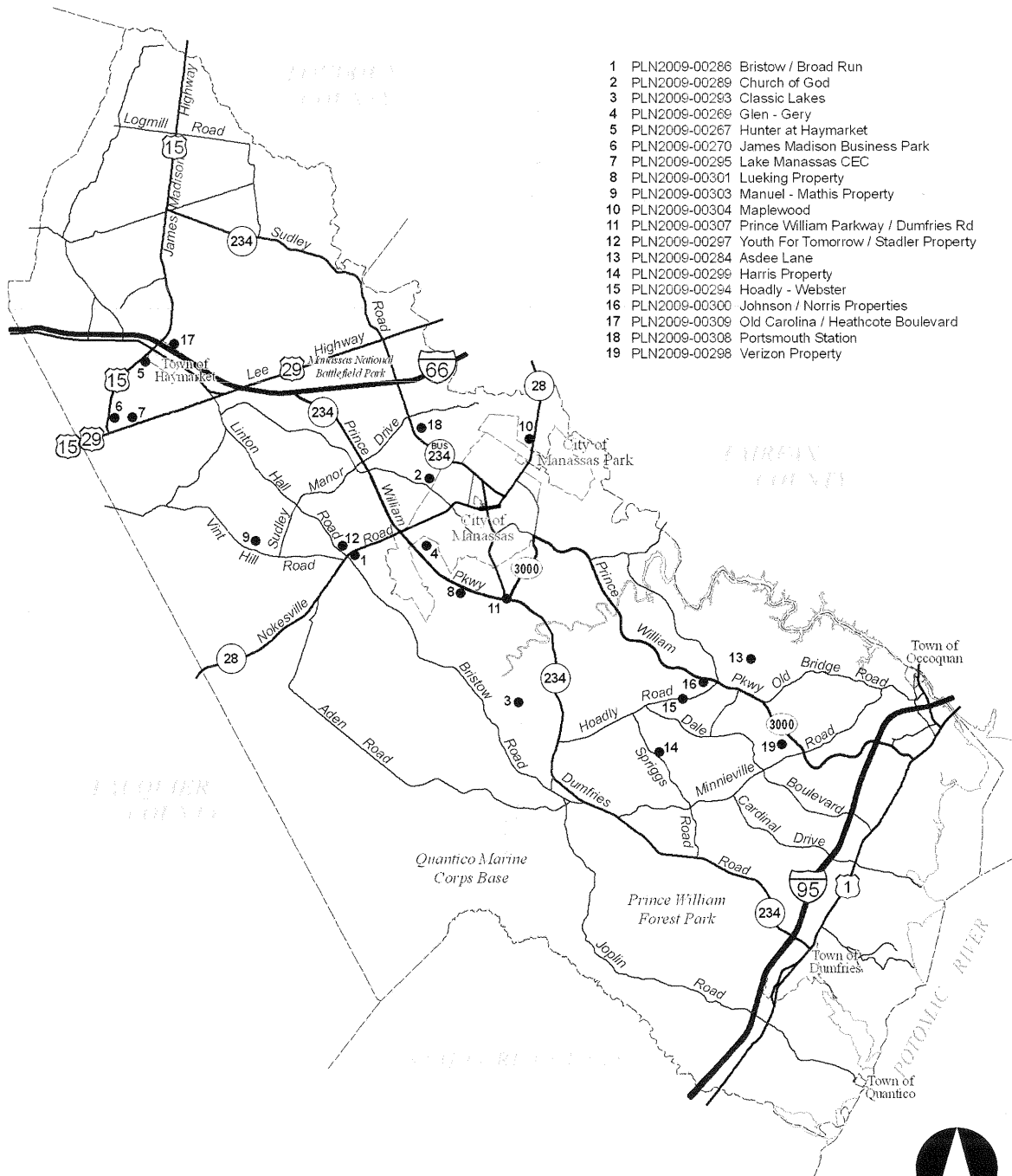
V. **Recommendation** is that the Board accepts Alternative A and approves the attached Resolutions.

Staff: Raymond Utz, AICP x6846
David McGettigan, AICP x7189
Scott Meyer x6876

Attachments:

- A. Vicinity Map Showing 2009 Comprehensive Plan Amendment Requests
- B. Staff Analysis and Individual Maps of Proposed CPAs

Attachment A Vicinity Map



- 1 PLN2009-00286 Bristow / Broad Run
- 2 PLN2009-00289 Church of God
- 3 PLN2009-00293 Classic Lakes
- 4 PLN2009-00269 Glen - Gery
- 5 PLN2009-00267 Hunter at Haymarket
- 6 PLN2009-00270 James Madison Business Park
- 7 PLN2009-00295 Lake Manassas CEC
- 8 PLN2009-00301 Lueking Property
- 9 PLN2009-00303 Manuel - Mathis Property
- 10 PLN2009-00304 Maplewood
- 11 PLN2009-00307 Prince William Parkway / Dumfries Rd
- 12 PLN2009-00297 Youth For Tomorrow / Stadler Property
- 13 PLN2009-00284 Asdee Lane
- 14 PLN2009-00299 Harris Property
- 15 PLN2009-00294 Hoadly - Webster
- 16 PLN2009-00300 Johnson / Norris Properties
- 17 PLN2009-00309 Old Carolina / Heathcote Boulevard
- 18 PLN2009-00308 Portsmouth Station
- 19 PLN2009-00298 Verizon Property

2009 Comprehensive Plan Amendments



BRISTOW / BROAD RUN

Request: This is a request for a map amendment on ±305.67 acres to change the Flexible Use Employment Center (FEC) and Environmental Resource (ER) designation to Community Employment Center (CEC) and Environmental Resource(ER).

For the purpose of more comprehensive analysis and efficiency in processing, staff has combined the Bristow/Broad Run CPA to include what was originally submitted as “Bristow/Broad Run,” “Broad Run Golf Academy,” and “Manassas Assembly of God.”

LRLU Classification	Existing Acreage	Proposed Acreage
Flexible Employment Center (FEC)	223.09	
Community Employment Center (CEC)		223.09
Environmental Resource (ER)	82.58	82.58
Total	305.67	305.67

Issues: Issues include:

- (1) Located in core area of the Bristoe Station and Kettle Run Battlefields
- (2) Potential to provide open space connection to Broad Run recreational corridor
- (3) Coordination of access and opportunity to divert traffic around Nokesville Road and Linton Hall Road intersection

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Under the current FEC land use classification, the resulting land use pattern would resemble those that are typically found in a light industrial park or a campus-style office park setting with no residential component. By shifting from an FEC to CEC land use designation, a greater mixture of office, retail, retail service and/or residential uses could be situated on the site, with no less than 75% of the site to be developed as employment and up to 25% of the land to be developed as a combination of retail and/or residential. In addition, CEC would support a more diverse mixture of office, retail and residential uses than FEC, which is favorable for attracting a variety of skilled, higher-income jobs.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

Up to 25% of the subject site would be allowed for mixed use retail, retail service and/or residential uses.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

The site is located within 5,000 feet of the Broad Run VRE Station, which also includes a park and ride lot.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The subject site is located at a transition area between residential, commercial and light industrial-type uses. The surrounding land use designations are FEC, CEC, SRL and NC. The existing golf course use will be maintained and will be supplemented by 20.62 acres of CEC, which will continue to provide open space and recreational amenity, while better transitioning office/retail uses.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

ER-designated land is located to the east along the Broad Run stream feature. Any rezoning submitted would need to map sensitive lands on the property and the applicant should commit to protection of those identified resources.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

CEC allows for a greater mixture of land uses, since there would be a retail/residential component combined with the office uses.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

The project is within the Development Area.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

**Attachment B
Staff Analysis**

Since there has not been a commitment to submit a rezoning application, this is not applicable at this time. These details will be determined during the evaluation of a specific rezoning request.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

Not applicable at this time. These details will be determined during the evaluation of a specific rezoning request.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

The portion of this site located along Route 28 is within a Highway Corridor Overlay District (HCOD).

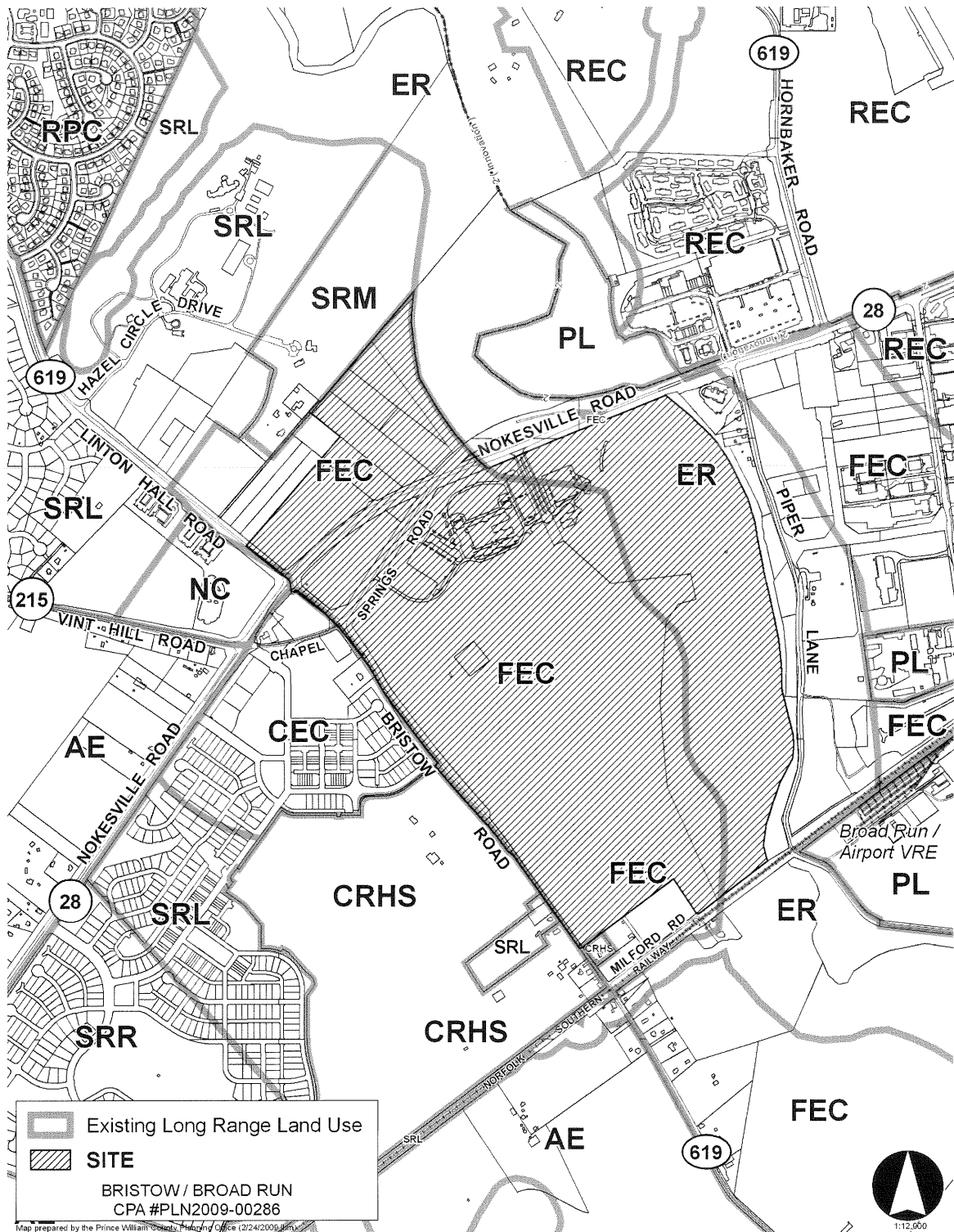
11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

Future development applications in this area would have the potential to provide a cohesive development that provides a destination with a sense of place and better phased uses. Preservation of cultural resources is critical to our community’s quality of life. Since the subject property is within the core of the Bristoe Station Battlefield, any development on the site must be sensitive to battlefield resources and contribute to the preservation and interpretation of the battlefield.

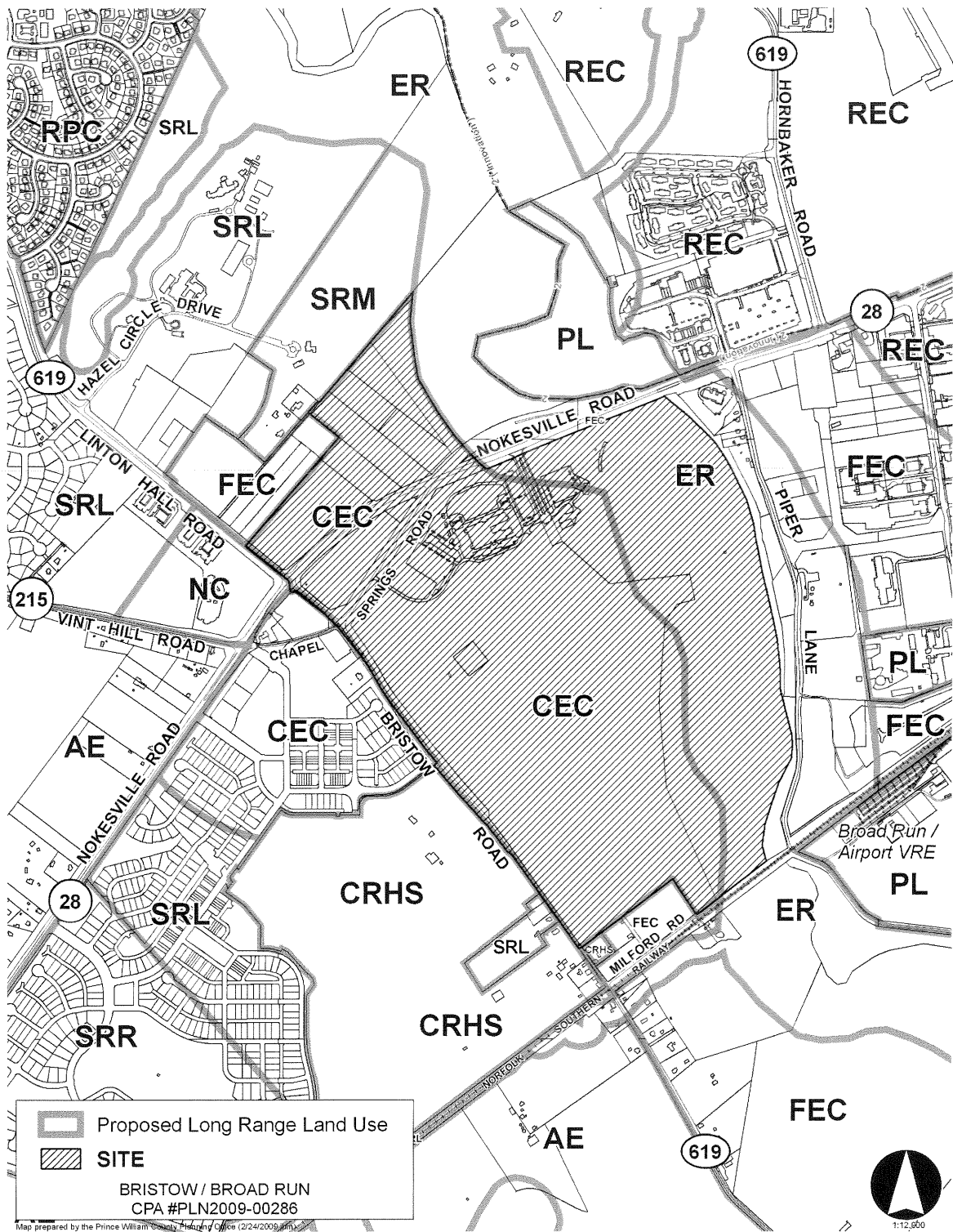
Recommendation: Initiate with expanded study area, to include the Youth for Tomorrow/Stadler Property that is located to the east of Hazel Circle Drive and north of Linton Hall Road, with the recommendation that any development proposal be done in a manner that minimizes any impacts to cultural resources, while preserving features of significance and any development proposal address land use compatibility and police concerns regarding uses in the vicinity of the Youth for Tomorrow facility. This extended area is recommended to more efficiently and cohesively analyze the entire area. The following table shows the expanded study with staff recommendations.

LRLU Classification	Existing Acreage	Recommended Acreage with Expanded Study Area
Flexible Employment Center (FEC)	239.07	
Suburban Residential Low (SRL)	21.33	
Suburban Residential Medium (SRM)	3.11	
Community Employment Center (CEC)		263.51
Environmental Resource (ER)	82.62	82.62
Total	346.13	346.13

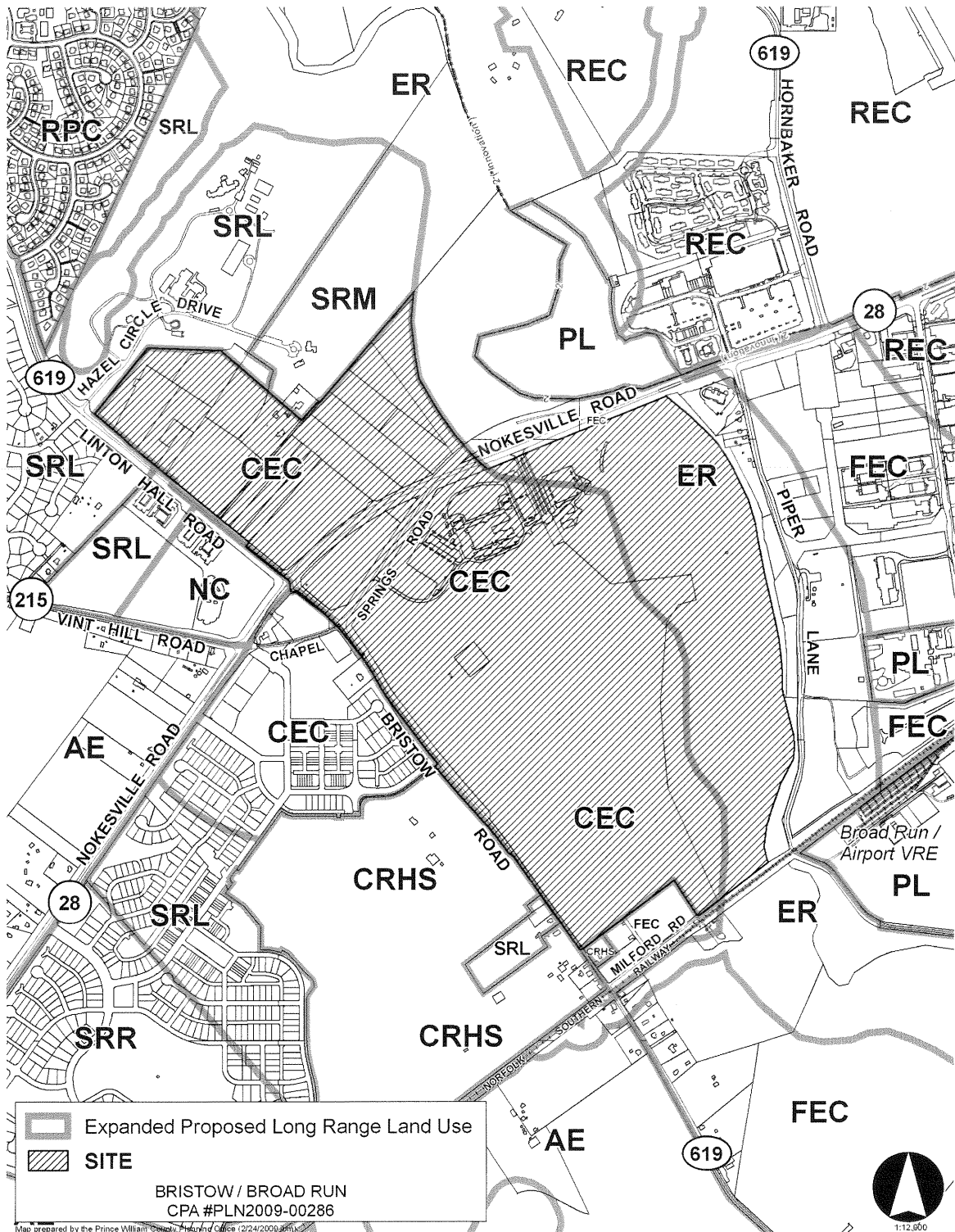
Attachment B – Staff Analysis Existing Long Range Land Use



Attachment B – Staff Analysis Proposed Long Range Land Use Plan Map



**Attachment B – Staff Analysis
Expanded Proposed Long Range Land Use Plan Map**



CHURCH OF GOD

Request: This is a request for a map amendment on ±59.11 acres to change the Suburban Residential Medium (SRM) designation to Suburban Residential High (SRH). Site is adjacent to the City of Manassas. This CPA request originated from the Land Use Advisory Committee (LUAC.) All affected property owners have been notified.

Issues: Issues include:

- (1) Adjacent to school facilities, thus will likely generate more school age children
- (2) Increase in residential units

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Not applicable.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

The existing SRM land use designation allow for 4 to 6 dwelling units per acre. The proposed SRH designation will allow for 10 to 16 dwelling unit per acre. The current SRM designation will allow 228 to 342 units, with the proposed SRH designation allowing between 570 to 912 units. The expected housing type with SRM is single-family and townhouses. The expected housing type with SRH is multi-family (apartments and condominiums.)

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

Due to the higher densities that would result from changing from SRM to SRH, there would potentially be more opportunities for pedestrians to interact and utilize alternative modes of transportation. Also, this neighborhood is accessible to transit opportunities, but is not yet fully integrated.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

While higher density uses in this area would be compatible with existing land uses, it is preferred that higher density development occur in a mixed use development.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

There are no RPA or significant features of interest on the subject site. Since there has already been significant development around the site, there has already been disturbance. By allowing for higher density residential in certain areas of the site, there may be opportunities to preserve open space or leave other areas intact, particularly along Rixlew Lane to the west.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

This project is in the Development Area. A mix of uses is not proposed.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

The project is within the Development Area. Once a rezoning is submitted along with a layout plan, the demand and extent of these needs will be better assessed.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

These details are not known at this time, but will pertain. Once a rezoning is submitted along with a layout plan, the extent of the impacts will be better assessed.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D” or better. Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The site is currently served by Manassas – Wellington Route Omni Link.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

Site is located just to the northeast and adjacent to the Innovation Sector Plan boundary area.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

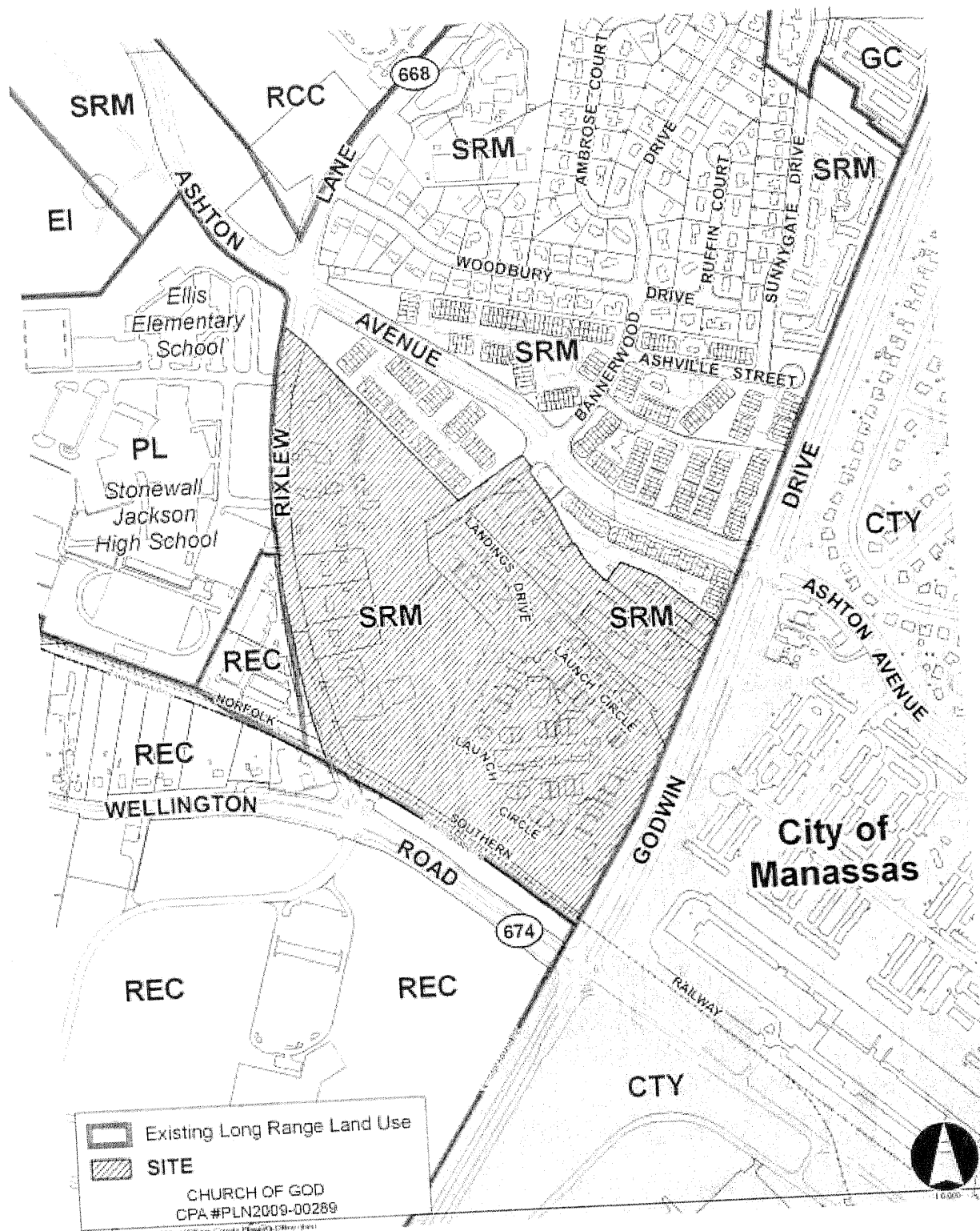
From a land use perspective, this proposed CPA is feasible. Much of the other details that translate to quality of life issues are not known at this time and will need to be determined during the rezoning process and engineering/development phase.

Recommendation: Do not initiate.

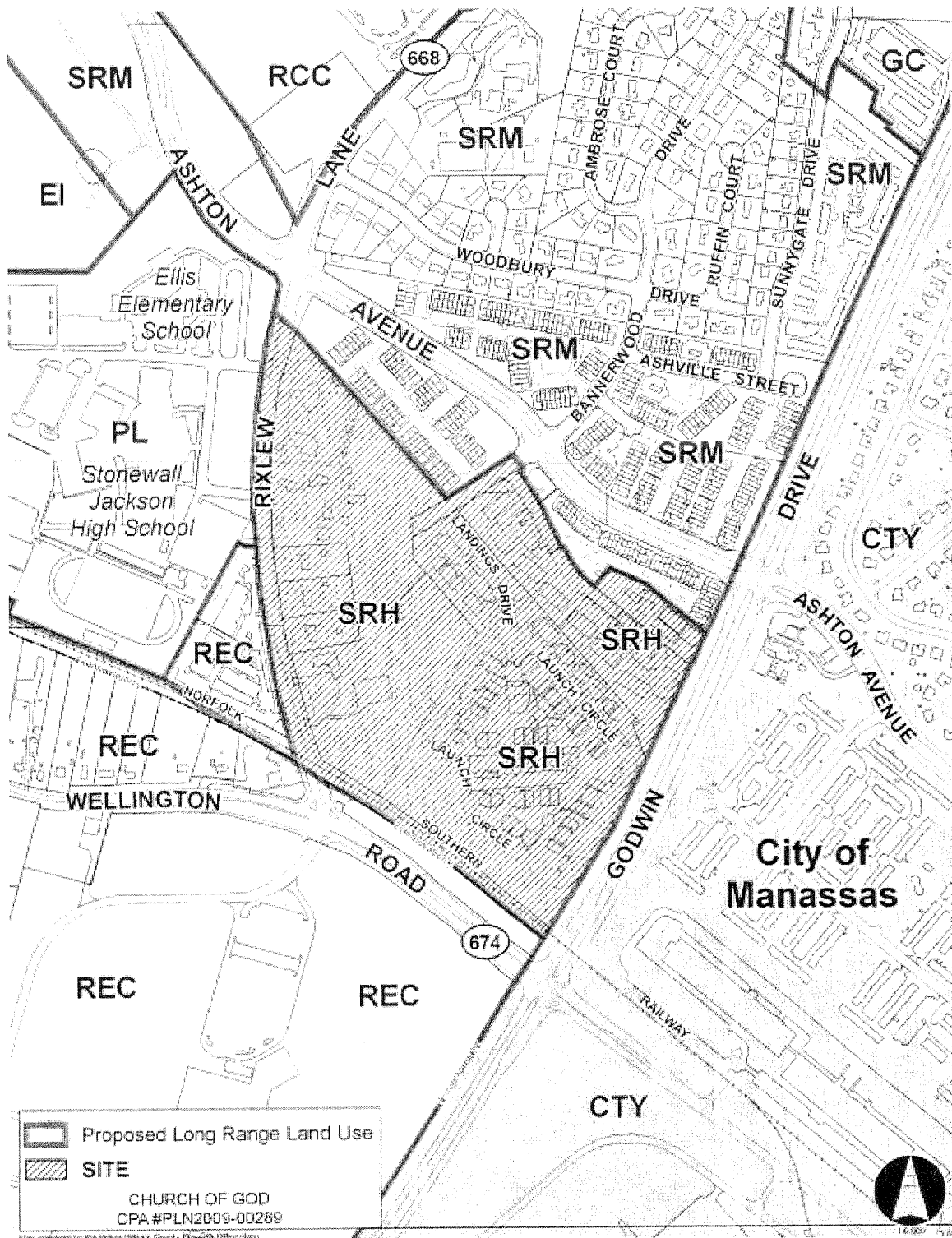
Attachment B – Staff Analysis
Aerial Map



Attachment B – Staff Analysis Existing Long Range Land Use Plan Map



**Attachment B – Staff Analysis
Proposed Long Range Land Use Plan Map**



CLASSIC LAKES

Request: This is a request for a map amendment on ±306.21 acres to change the Agricultural or Estate (AE) and Environmental Resource (ER) designation to Semi-Rural Residential (SRR) and Environmental Resource (ER). The applicant proposes to build up to 103 single-family detached dwelling units and has committed to filing a concurrent rezoning application for this site upon initiation of this CPA request.

LRLU Classification	Existing Acreage	Proposed Acreage
Agricultural or Estate (AE)	217.48	
Environmental Resource (ER)	88.74	88.74
Semi-Rural Residential (SRR)		217.48
Total	306.22	306.22

Issues: Issues include:

- (1) Expansion of the Development Area
- (2) Potential park dedication for stream valley park/trail

These issues are addressed below under the appropriate evaluation criteria.

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Not applicable.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

It would not be appropriate to seek diversity of housing at this location, as the surrounding development consists of single family detached residential units.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

Attachment B
Staff Analysis

The site is not located near a transit corridor or any transit facilities. Low density development of this type, however, is not transit compatible.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

Surrounding parcels are designated AE and SRR and are zoned A-1, SR-5 and SR-1. The boundary of the Rural Area is primarily defined by natural and man-made features and Long Branch forms the boundary in this area. The proposed SRR designation would be compatible with surrounding uses as it is consistent with the SRR to the north and east and will be a transition to the AE to the south and west.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

The area of the proposed CPA includes sensitive soils and intermittent streams. If this application is initiated, appropriate mitigation measures would be studied as part of the concurrent rezoning review and addressed by the applicant. The proposed cluster development will maximize the preservation of the environmental resources and the mature hardwood forest on the property. The applicant will proffer between 50% and 60% of the property as permanently protected open space. The open space preserves perennial and intermittent stream corridors, steep slopes and riparian buffers adjacent to the streams and along the perimeter of the property.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The site is currently outside the Development Area and will not provide for a mix of uses.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in the area.

The proposal will remove over 300 acres from the Rural Area. The proposed concurrent rezoning would have transportation access through the Development Area and connect to existing water and sewer service in the Development Area. If this CPA were to be approved, public sewer could be extended to serve this area. Action Strategy 12 of Sewer Policy 3 states the “the existence or extension of public sewer system in the Rural Area shall not provide justification for altering the land use classifications on the Long-Range Land Use Map.”

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Issues concerning adequate level of service would need to be addressed as part of the evaluation of the concurrent rezoning. The property could be developed by-right with up to 30 dwellings. The proposed concurrent rezoning would provide LOS proffers to mitigate the impact of the 103 dwellings proposed. The concurrent rezoning would provide an opportunity to add a linear and resource based park consistent with the Parks, Open Space and Trails Plan.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The proposal will access through the Development Area and not the Rural Area, however, the additional trips generated by changing the land use designation will increase demand on existing facilities.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

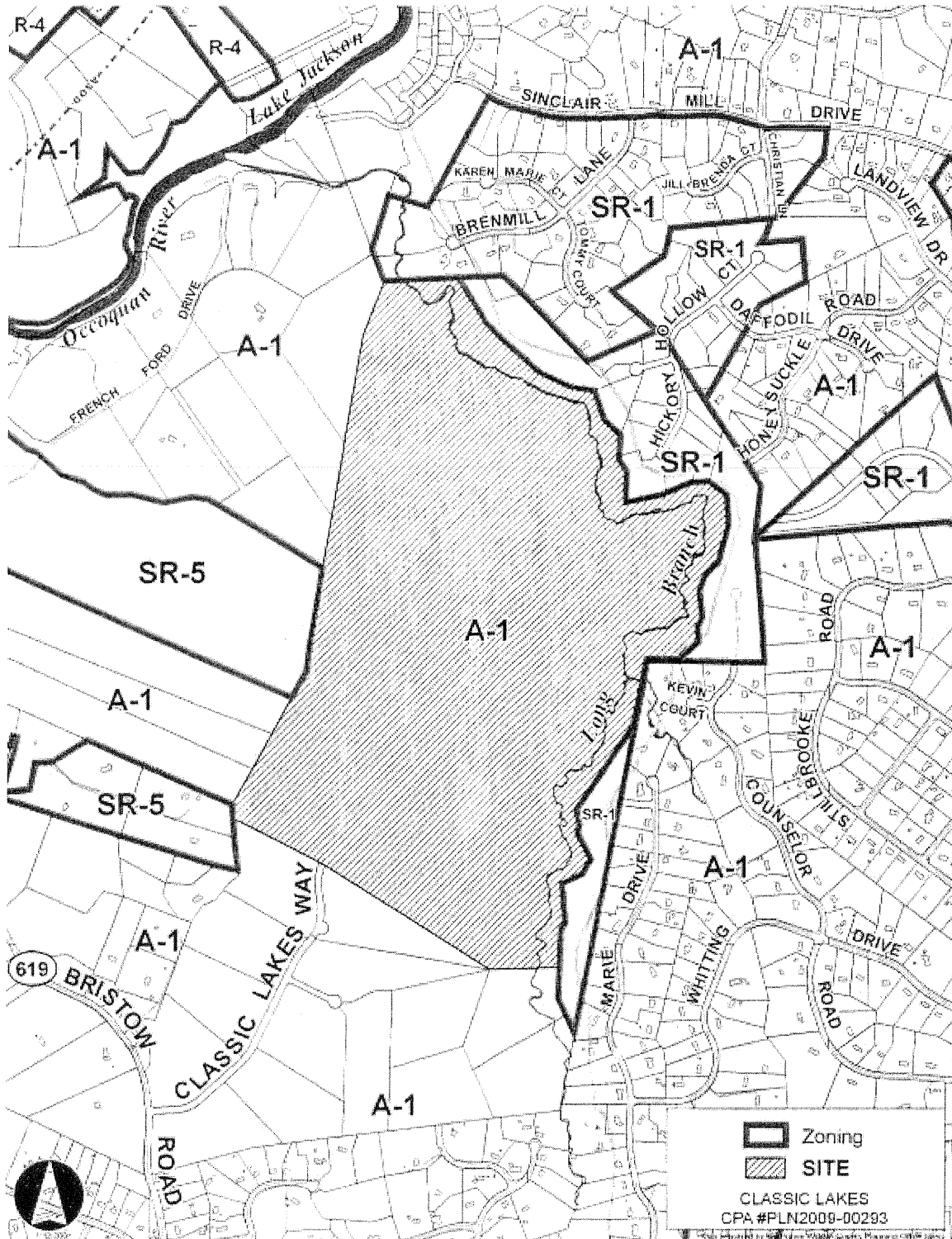
This development could preserve open space and protect valuable environmental resources; however, the Comprehensive Plan does not encourage growth in the Rural Area.

Recommendation: Do not initiate. If initiated, a slightly expanded study area is proposed to have the Rural Area boundary coincide with the existing SR-1 zoning boundary.

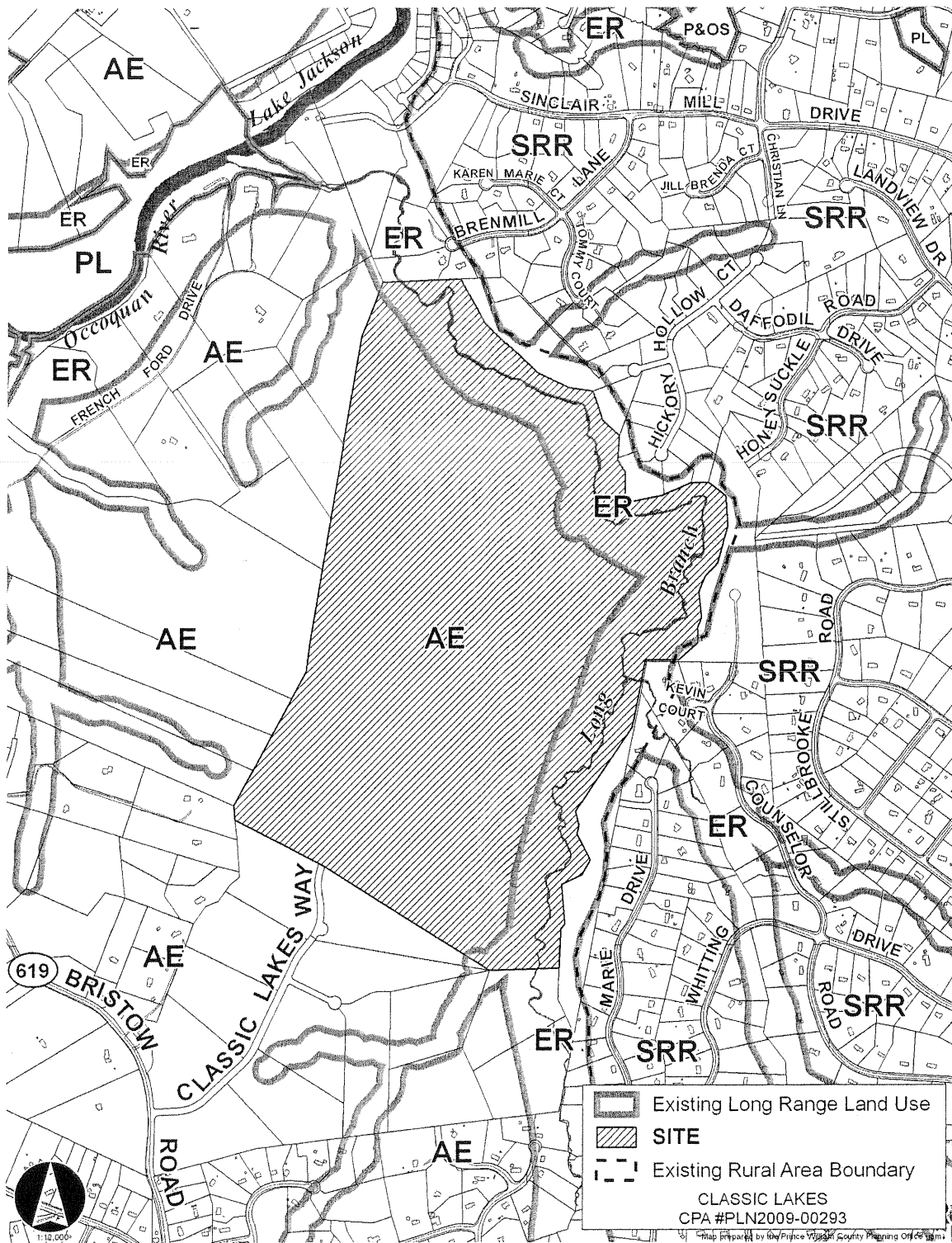
Attachment B - Staff Analysis
Aerial Map



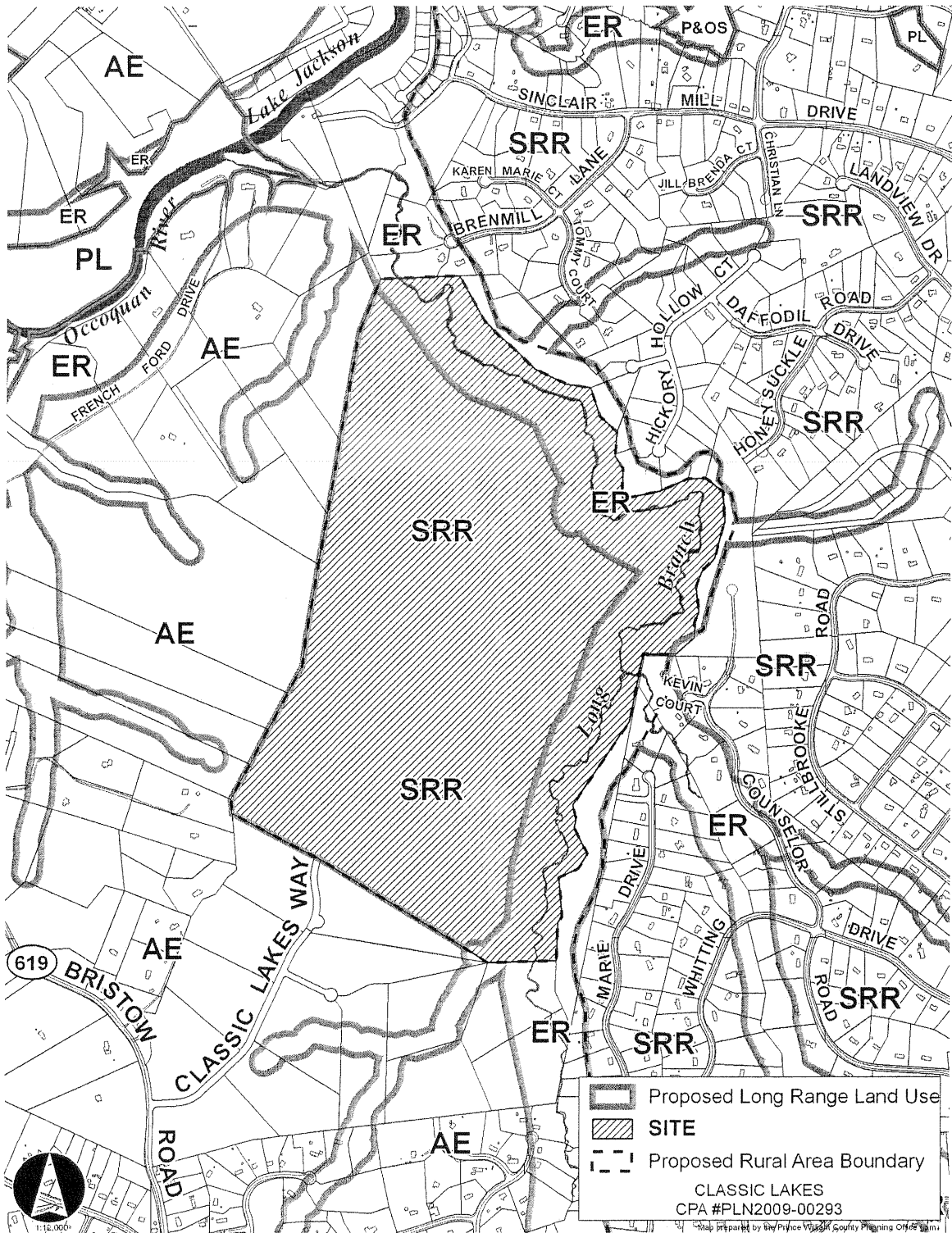
Attachment B - Staff Analysis
Existing Zoning Map



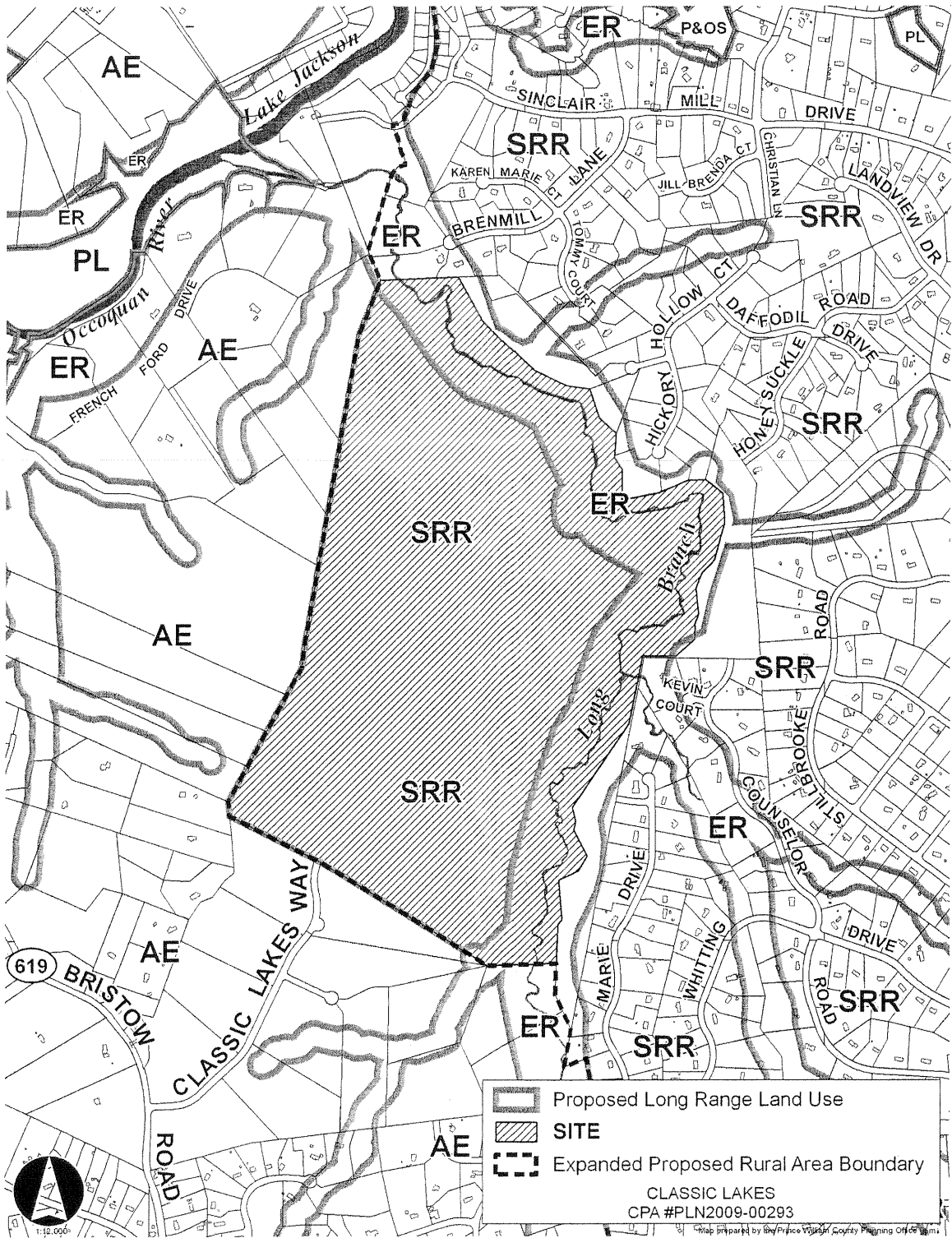
Attachment B - Staff Analysis Existing Long Range Land Use Map



Attachment B - Staff Analysis Proposed Long Range Land Use Map



Attachment B - Staff Analysis
Proposed Long Range Land Use Map



GLEN-GERY

Request: Reclassify ±156.08 acres from Flexible Use Employment Center (FEC), Suburban Residential Low (SRL), Neighborhood Commercial (NC) and Environmental Resource (ER) to Industrial Employment (EI) and Environmental Resource (ER).

LRLU Classification	Existing Acreage	Proposed Acreage
Flexible Employment Center (FEC)	129.44	
Suburban Residential Low (SRL)	2.31	
Neighborhood Commercial (NC)	4.52	
Environmental Resource (ER)	19.81	19.81
Industrial Employment (EI)		136.27
Total	156.08	156.08

Issue: The issues are as follows:

- (1) Project area being located within the Kettle Run Battlefield
- (2) History of clay mining for brick manufacturing
- (3) Requested EI land use designation being more compatible with surrounding uses

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Under the current FEC land use classification, the resulting land use pattern would resemble those that are typically found in a light industrial park or a campus-style office park setting with no residential component. By shifting from an FEC to EI land use designation, the uses may involve manufacturing, industrial parks, truck and auto repair, wholesale/distribution facilities, warehouses, certain public facilities and utilities and other industrial uses. With EI, supportive retail and/or retail service uses may also be allowed as secondary uses, but not to exceed 25% percent of the total EI project area. A land use designation of EI will allow more flexibility in industrial uses allowed, while being more compatible with surrounding uses.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

No applicable.

- 3. Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

Aside from being accessible from the Prince William Parkway and Godwin Drive and near the Manassas airport, this site is not conducive to transit-oriented development.

- 4. Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The proposed CPA will enable more compatible and better phasing among the land uses. The area has typically been designated to support heavy industry and this CPA will result in better ordering of uses.

- 5. Environment and Open Space** – Protect environmentally sensitive land and maintain open space.

There is a well-defined RPA feature along with land located within the 100-year floodplain on the eastern portion of the site. Also, there are three other stream features on the site and wetlands. The existing vegetated buffers will be preserved to the greatest extent practicable and will serve as open space.

- 6. Mixed-Use Neighborhoods** – Encourage, in appropriate Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

Since this area is designated as industrial, it will satisfy the need for serving as such. Other land uses are not appropriate. By allowing this area to develop as industrial, it will serve to achieve part of the appropriate mixture of uses in the neighborhood.

- 7. Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives.

This site is located within the Development Area and will be required to connect to water and sewer. These details will be addressed with the rezoning, which will be submitted if this CPA is initiated.

- 8. Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Attachment B
Staff Analysis

These details will be addressed with the rezoning, which will be submitted if this CPA is initiated. All LOS standards will pertain.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denying applications for additional development if existing and proposed facilities cannot absorb additional demand.

Due to the extent of vegetated buffering, there is an opportunity to connect to other existing trails systems or corridors. It is vital to note that this proposed land use map designation will result in over 10 times less vehicles per day (24,000 vpd to 2,200 vpd).

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This site is not located within a sector plan area, but is situated to the southeast of the Innovation Sector Plan Area.

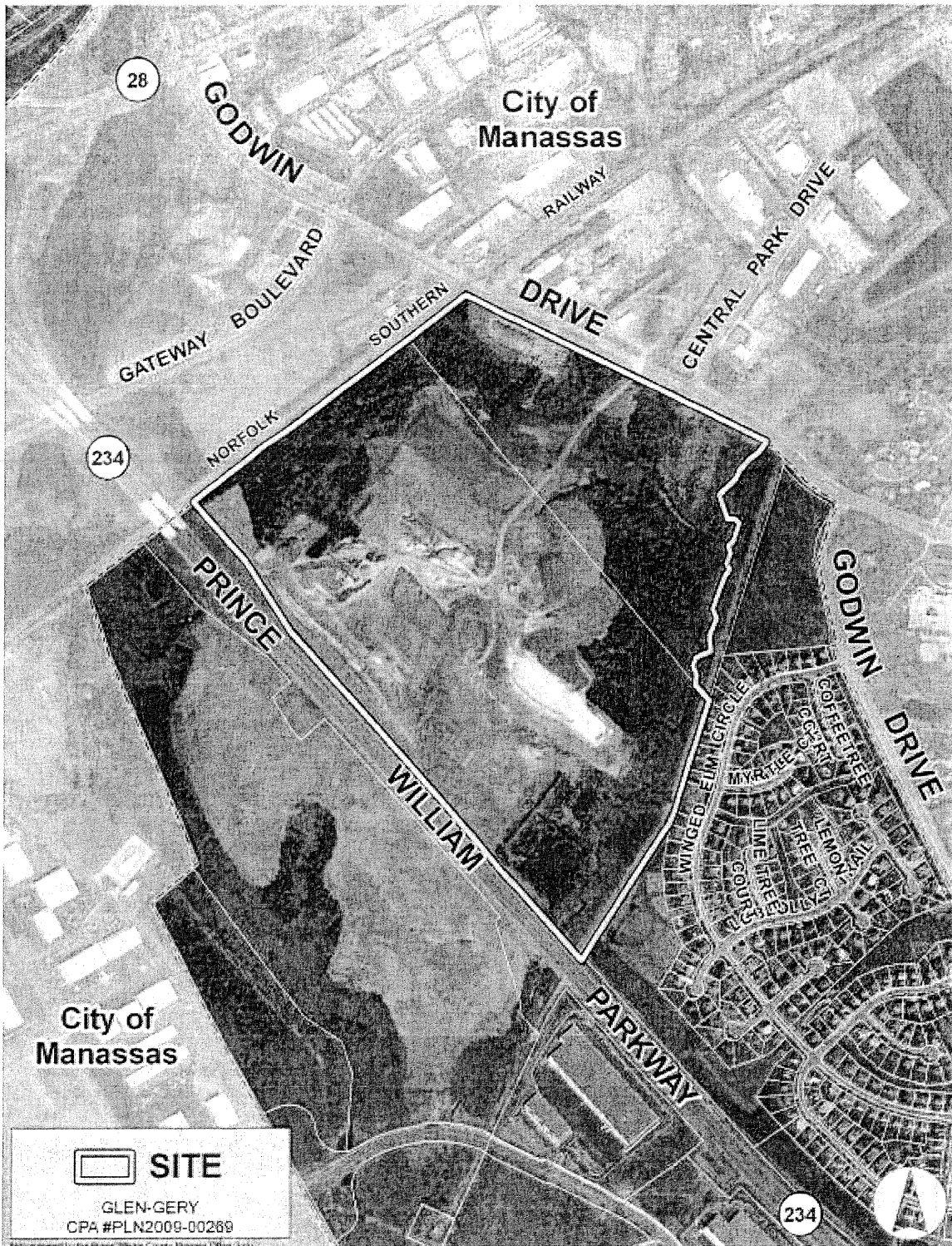
11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

This site will be utilized in a manner that maintains the industrial uses, while preserving existing environmental features and buffers. Appropriate screening (i.e., buffers will be preserved) in order to have minimal impacts on surrounding areas.

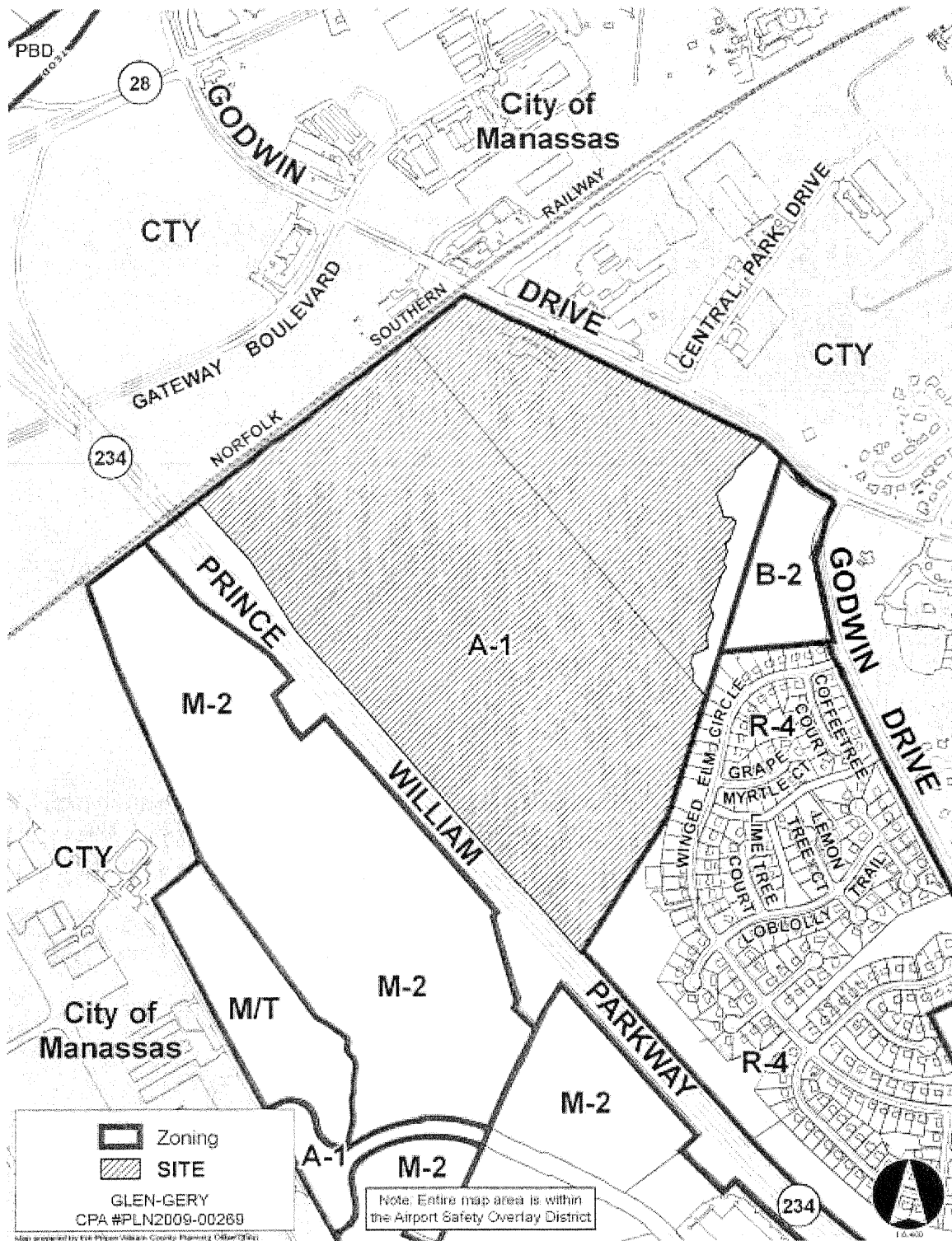
Recommendation: Initiate with a modified land use designation to retain the existing SRL designation and change the existing FEC portion that is located to the east of the ER strip to SRL. See table below for a breakdown of the designations including staff’s recommendation.

LRLU Classification	Existing Acreage	Proposed Acreage	Recommended Acreage
Flexible Employment Center (FEC)	129.44		
Suburban Residential Low (SRL)	2.31		2.47
Neighborhood Commercial (NC)	4.52		
Environmental Resource (ER)	19.81	19.81	19.81
Industrial Employment (EI)		136.27	133.80
Total	156.08	156.08	156.08

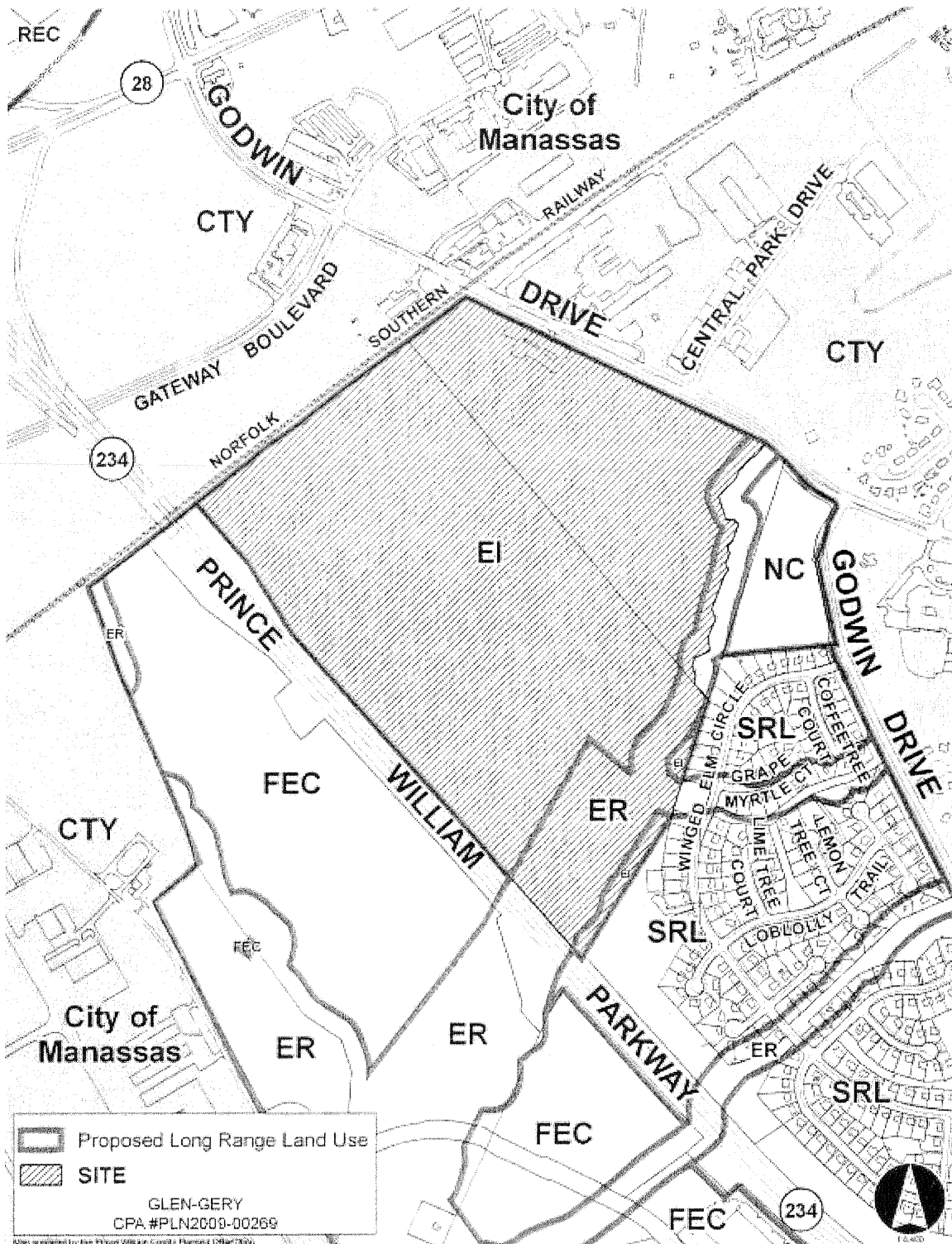
Attachment B - Staff Analysis
Aerial Map



Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis Proposed Long Range Land Use Map



HUNTER AT HAYMARKET

Request: Reclassify ±50.54 acres from Semi- Rural Residential (SRR) and Environmental Resource (ER) to Community Employment Center (CEC) and Environmental Resource (ER).

LRLU Classification	Existing Acreage	Proposed Acreage
Semi-Rural Residential (SRR)	15.94	
Environmental Resource (ER)	37.60	37.60
Community Employment Center (CEC)		15.94
Total	53.54	53.54

Issue: The issues are as follows:

- (1) Site abuts the Town of Haymarket, who is in opposition
- (2) Removing SRR and shifting to CEC
- (3) Significant environmental constraints and limitations (RPA features, soils, wetlands, floodplain areas)

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

With this CPA request, a better integration of uses from an employment corridor that runs along I-66 and southward along Route 15 to the subject site will result. The commercial portion of the property will remain at the northern and western portion of the site. The residential component will be limited to the southeastern corner of the property. The CEC designation will also allow more job growth and office development, which will attract and retain employment-oriented and revenue-generating uses. To complement this, a residential component is also being proposed on the southern and eastern corner of the property.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

The CEC designation permits the development of up to 25% of the site as residential, at a density of 6-12 dwelling units per acre. This proposal could also increase the diversity of housing in the area.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

No existing Omni-Link/Omni-Ride Bus Routes are currently located on James Madison Highway. However, James Madison Highway and nearby Lee Highway are shown on the Transit Improvement Plan at this location as a potential Omni-Link/Omni-Bus routes. A proposed commuter lot is shown at the intersection of James Madison Highway and Lee Highway. In addition, the Long Range VRE Plan proposes a possible extension the Haymarket area.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

From a land use perspective, the proposed land use designation of CEC will essentially complete the trends that have already begun in this area. With other employment areas and due to the location of the property, it is best served by uses that foster commercial development while being sensitive to existing residential uses.

5. **Environment and Open Space** – Protect environmentally sensitive land and maintain open space.

The subject property is encumbered by environmental resource features, which pose numerous challenges to development. There is an RPA feature that runs through the middle of the property along with wetlands, limiting soils and a floodplain. As a result, these limiting factors have essentially caused the site to be developed in half. Also, these environmental features present opportunities to preserve open space.

6. **Mixed-Use Neighborhoods** – Encourage, in appropriate Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

Due to the “infill” nature of this proposed development, this project will result in varied land uses. The commercial areas will be expanded, while existing residential areas will be transitioned. All of these factors will result in a mixture of uses. It is important to note that the SRR land use designation allows for 1 dwelling unit per 2.5 acres, whereas the CEC designation will allow residential uses at a density range of 6 to 12 units per acre. However, since the commercial and residential portions of the site are segregated, the site is not truly utilizing “mixed use” concepts.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives.

The project is within the Development Area. Once a rezoning is submitted along with a layout plan, the demand and extent of these needs will be better assessed.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

These details will be addressed with the rezoning, which will be submitted if this CPA is initiated. All LOS standards will pertain.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denying applications for additional development if existing and proposed facilities cannot absorb additional demand.

The commercial uses will generate substantially more vehicle trips to and from the site, thus resulting in more potential congestion. With the site being essentially bisected by environmental features, the potential for a pathway or trail connection exists. Since the long-range potential for VRE being expanded into the vicinity exists, there would be possible transit connections and access.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

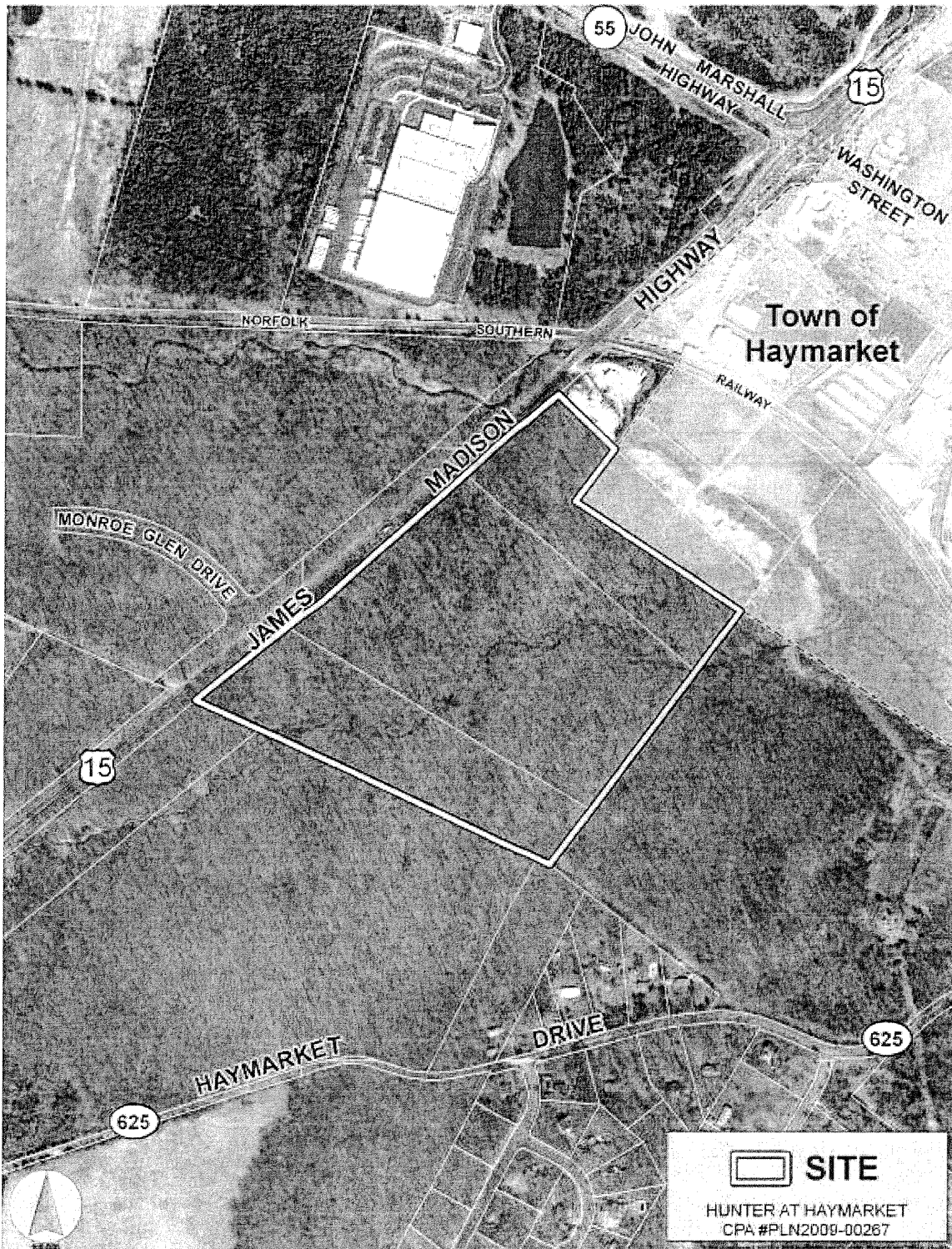
The subject property is not located within a sector plan, but it is partially within an HCOD along Route 15.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

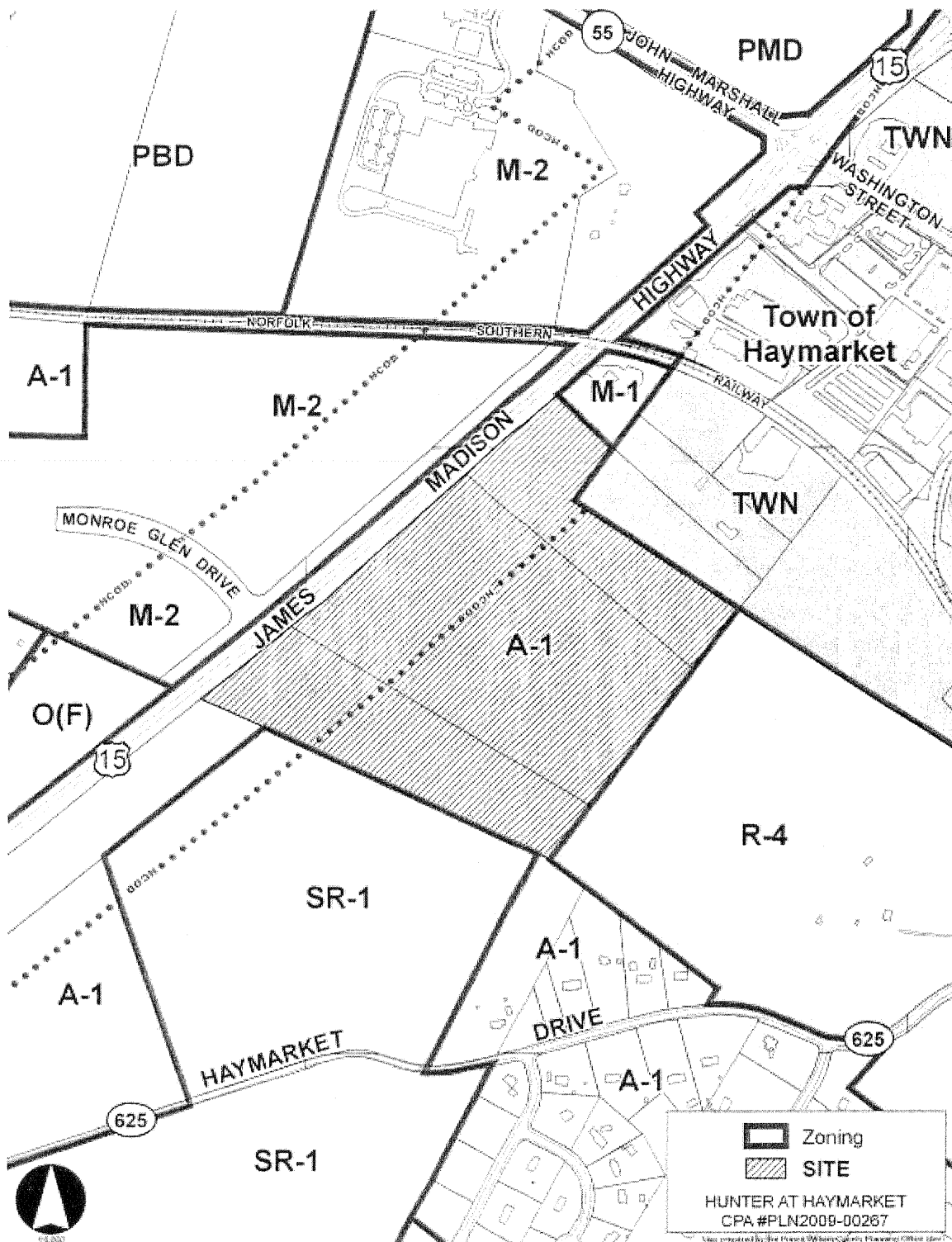
This proposal is expanding office and retail uses to follow trends for commercial development. Despite the fact that the central RPA feature is being preserved, there are still considerable limiting environmental issues that will need to be addressed. With an extra 4,000 vehicle trips being generated, there will be additional transportation mitigation required. The proffered improvements (i.e., right-of-way) associated with previous rezonings will not be adequate.

Recommendation: Do not initiate.

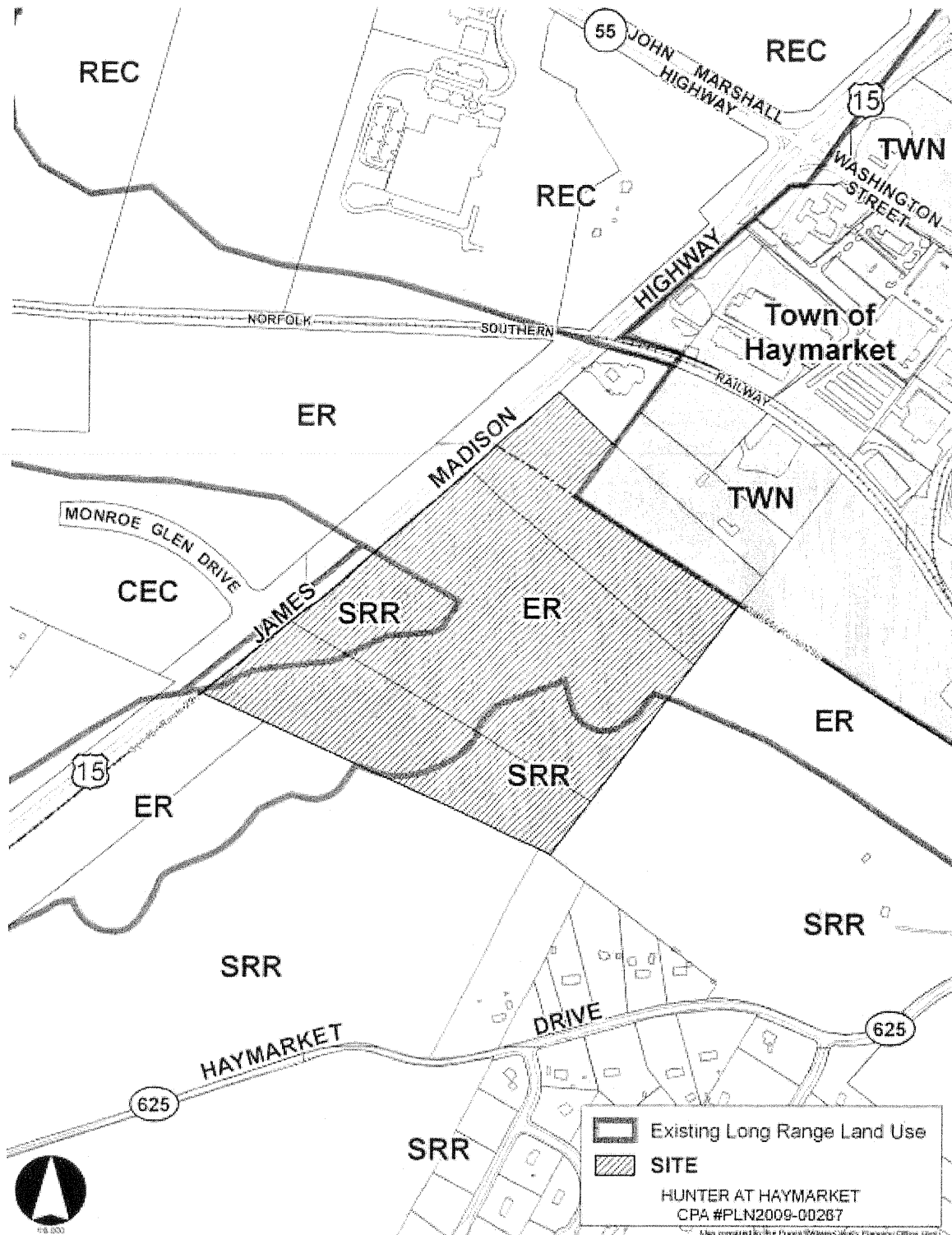
Attachment B - Staff Analysis
Aerial Map



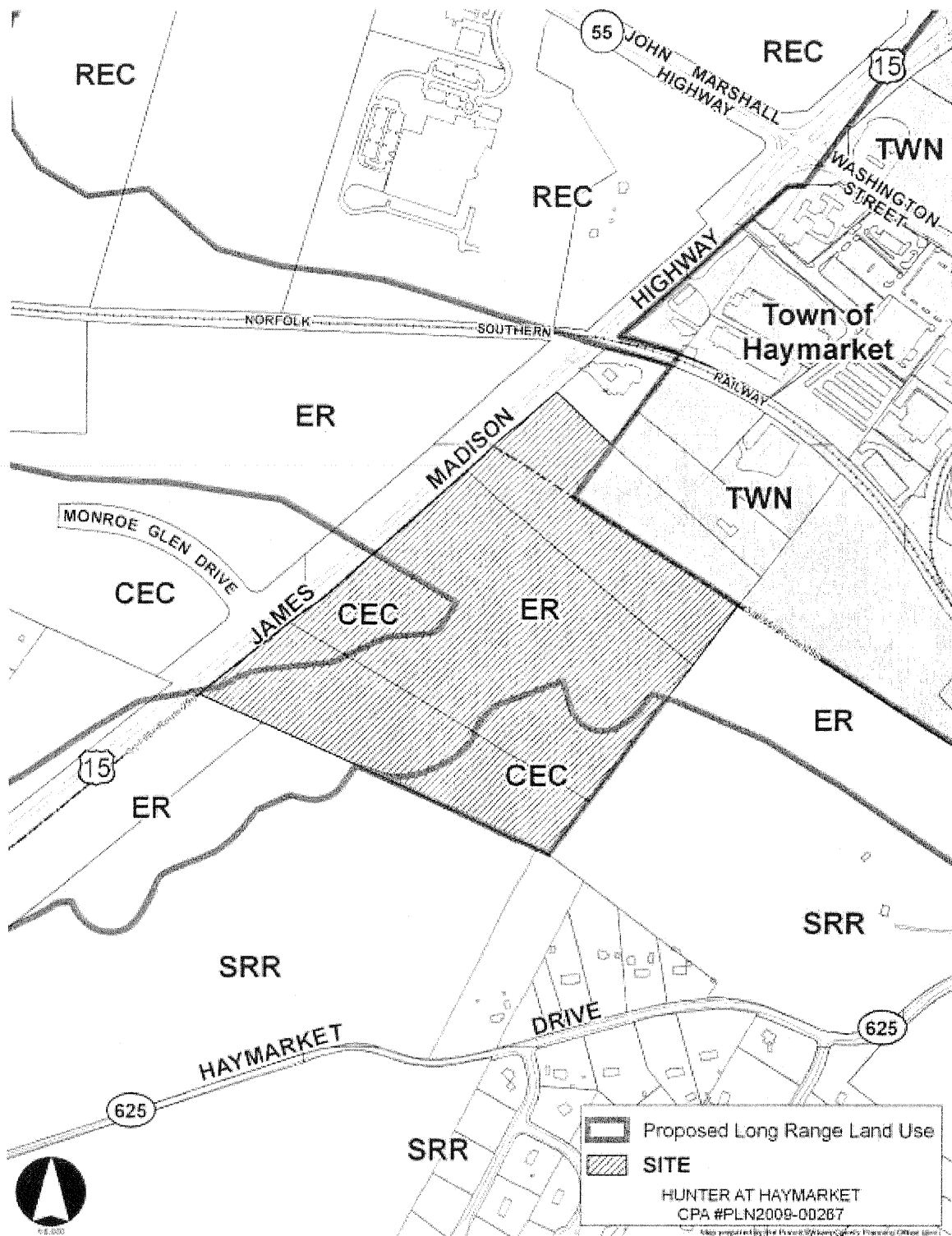
Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis
Existing Long Range Land Use Map



Attachment B - Staff Analysis
 Proposed Long Range Land Use Map



JAMES MADISON BUSINESS PARK

Request: Reclassify ±12.28 acres from Semi- Rural Residential (SRR) to Community Employment Center (CEC). The applicant has committed to filing a concurrent rezoning application for commercial uses upon initiation of this CPA request.

Issue: The issues are as follows:

- (1) Compatibility with adjoining uses and the Rural Area
- (2) Interparcel access to the south is precluded due to intervening uses
- (3) Proximity of cultural resources

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

The project could include retail and office uses. Retail does not bring new professional and other high-paying jobs. Office would provide opportunities, but details regarding amount and type would not be known until submission of the rezoning application. CEC allows a greater mixture of office, retail, retail service and/or residential uses, with no less than 75% of the site to be developed as employment and up to 25% of the land to be developed as a combination of retail and/or residential.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

Not applicable.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

No Omni-Link/Omni-Ride bus routes exist or are proposed along James Madison Highway. However, James Madison Highway and nearby Lee Highway are shown on the Transit Improvement Plan at this location as a potential Omni-Link/Omni-Bus route. A proposed commuter lot is shown at the intersection of James Madison Highway and Lee Highway.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The proposed commercial area is bordered by land planned SRR to the north and east. Across James Madison Highway is the Rural Area. To the south is the Madison Crescent mixed use development, which has single-family detached housing along the common border. The other corners of the intersection are also planned SRL. CEC commercial and office uses would need to be buffered from the adjacent residential area as they would not be compatible with the surrounding land uses.

5. **Environment and Open Space** – Protect environmentally sensitive land and maintain open space.

No environmentally sensitive areas have been identified. An ECA would be required and appropriate mitigation negotiated as part of the concurrent rezoning. Two historic structures are within the study area and the project area is within the Buckland Mills Battlefield Study Area. The project is also adjacent to a Historic Sensitive Area and the Buckland National Register District. Archaeological and architectural studies would be required and appropriate mitigation negotiated as part of the concurrent rezoning.

6. **Mixed-Use Neighborhoods** – Encourage, in appropriate Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The project is within the Development Area. The area is too small to support a mixed use neighborhood and integration with the mixed use area to the south is precluded by the design of Madison Crescent.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives.

This project area is within the Development Area, but it is not a focus of any economic development or redevelopment initiatives.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Adequate levels of service would be addressed as part of the review of the concurrent rezoning application.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denying applications for additional development if existing and proposed facilities cannot absorb additional demand.

The CEC designation would allow for substantially higher trips (2,140 daily) than the existing SRR designation (50 daily). Access that would need to be provided along James Madison Highway would be very close to the access to Madison Crescent to the south, proper spacing and adequate turn lanes would need to be provided as part of any rezoning. Any changes to the LOS would need to be mitigated.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

The project area is within the western portion of the I-66/Route 29 Sector Plan which envisioned lower density commercial and residential development to transition to the Rural Area.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

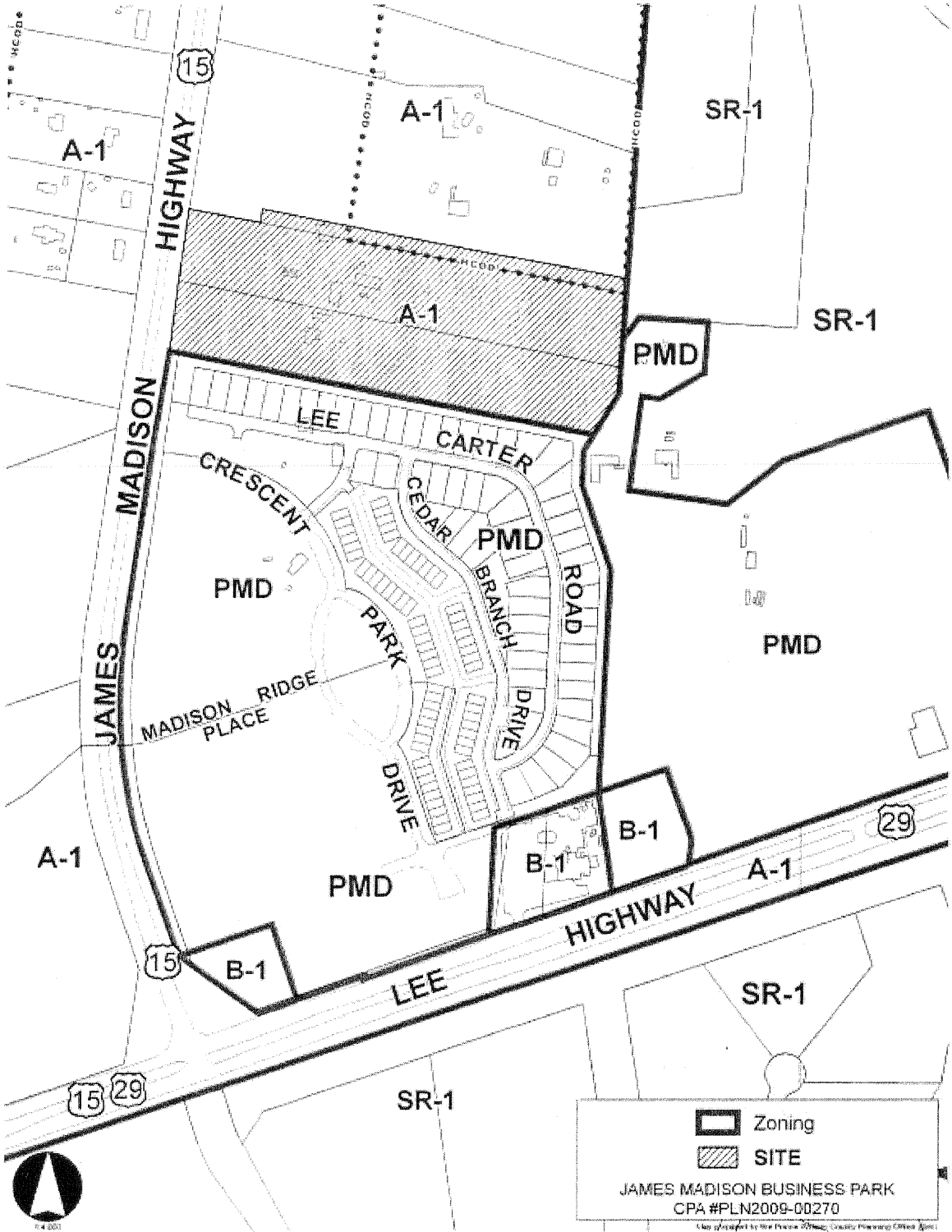
The project area does not seem appropriate for CEC.

Recommendation: Do not initiate.

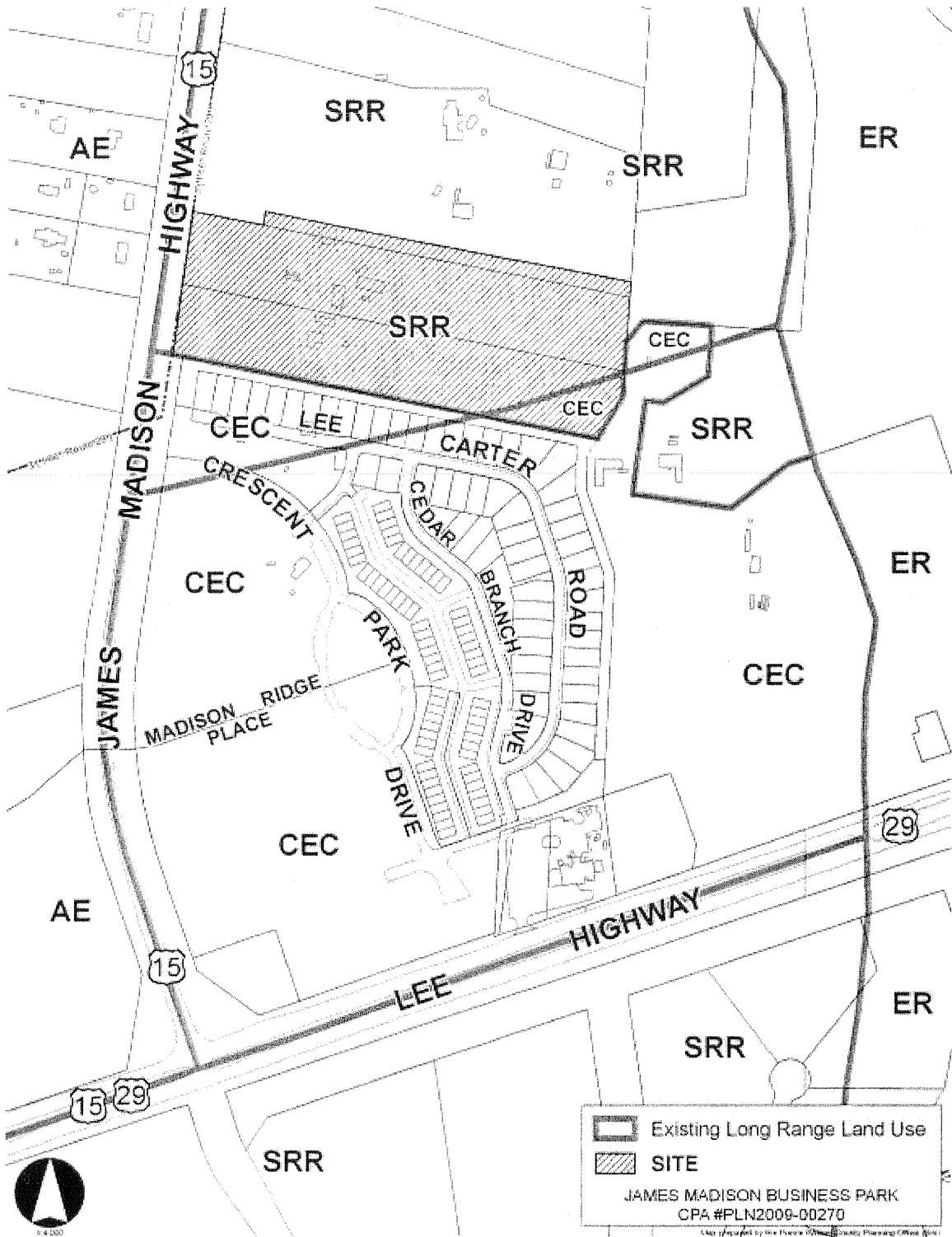
Attachment B - Staff Analysis
Aerial Map



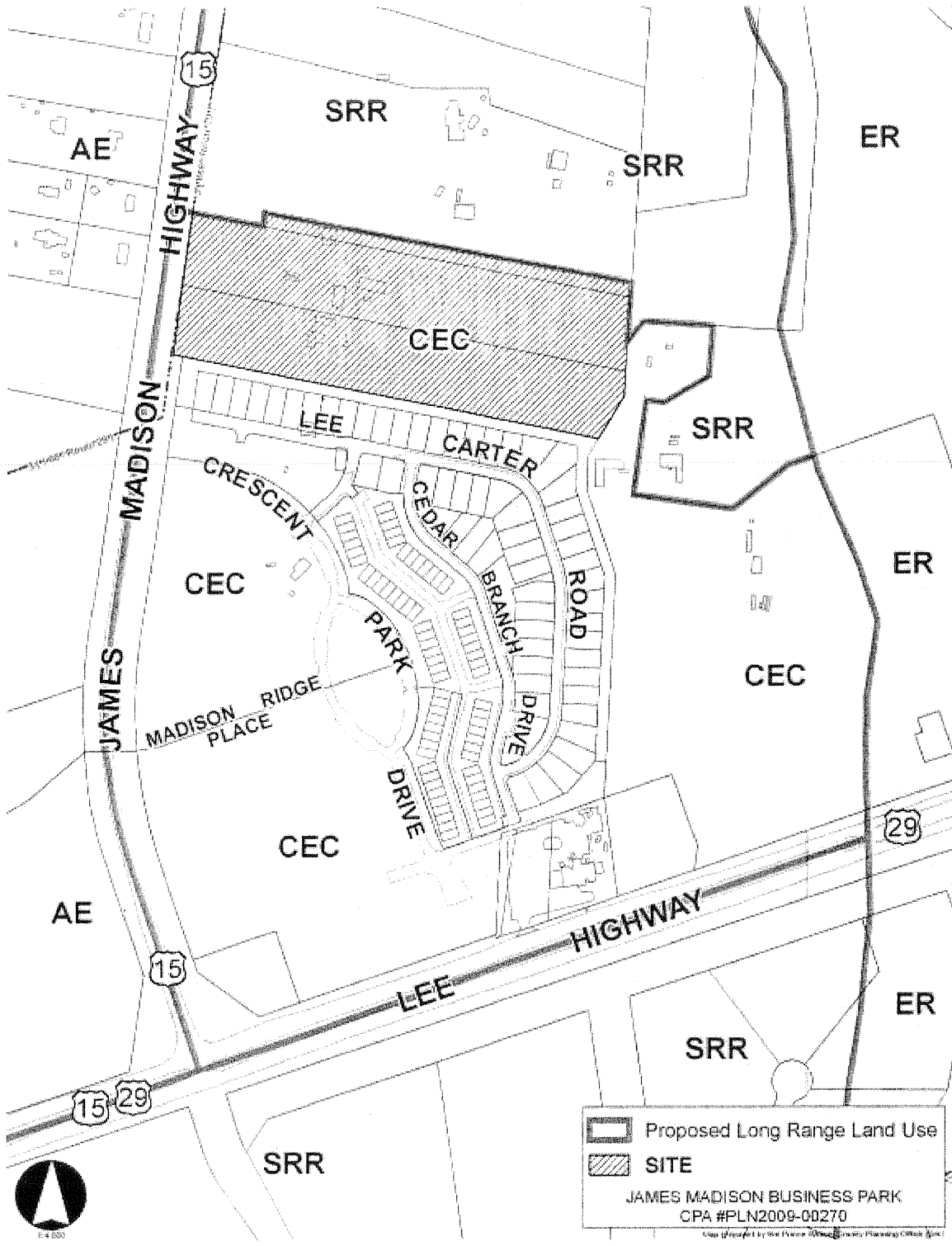
Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis
Existing Long Range Land Use Map



Attachment B- Staff Analysis
Proposed Long Range Land Use Map



LAKE MANASSAS CEC

Request: Reclassify ±64.60 acres from Semi-Rural Residential (SRR) designation to Community Employment Center (CEC). This change was recommended by the Land Use Advisory Committee and does not have an associated application. The property owners have been contacted and those that responded support the changes. There will not be a concurrent rezoning filed with this CPA.

Issues: Issues include:

- (1) Impact of commercial development across Lee Highway on the residential character of this project area
- (2) Provision of a consolidated access to serve the project area

These issues are discussed in the appropriate analysis criteria below.

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Increasing the available contiguous CEC land will act as an incentive to development of the area. The project could include retail and office uses. Retail does not typically bring new professional and other high-paying jobs. Office would provide economic development and revenue-generating opportunities, but details regarding the extent and type would not be known until submission of a rezoning application.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

The CEC designation permits the development of up to 25% of the site as residential, at a density of 6-12 dwelling units per acre. This proposal could increase the diversity of housing in the area.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

No Omni-Link/Omni-Ride bus routes exist or are proposed on Lee Highway. However, Lee Highway is shown on the Transit Improvement Plan at this location as a

potential Omni-Link/ Omni-Bus route. A commuter lot is planned nearby at the intersection of Lee Highway and James Madison Highway.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

Surrounding development is designated CEC, SRR, SRL and RPC.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

No environmentally sensitive areas have been identified except for a small portion of ER on the northwestern corner of the project area. An ECA would be required and appropriate mitigation negotiated as part of a future rezoning. County records and historic maps show numerous buildings on the project area, some of which may warrant architectural survey. The project area is at the intersection of Old Carolina Road and Warrenton Turnpike, two major colonial and post-colonial transportation routes. The project area is within an area known as the Settlement, a post-Civil War emancipated slave and twentieth-century African-American community. The project area is within the Buckland Mills Battlefield Study Area and exhibits a medium to high potential for finding historic and prehistoric sites.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

CEC allows for a greater mixture of land uses, since there would be a retail/residential component combined with the office uses. There is adequate acreage to develop the project area as a mixed-use neighborhood.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

This project area is within the Development Area, but it is not a focus of any economic development or redevelopment initiatives.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Adequate levels of service would be addressed as part of the review of a future rezoning application.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The CEC designation would allow for substantially higher trips (13,000+ daily) than the existing SRR designation (310 daily). Any changes to the LOS would need to be mitigated. Access to the properties would need to be planned in a coordinated manner to limit access to Lee Highway.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

The project area is within the western portion of the I-66/Route 29 Sector Plan which envisioned lower density commercial and residential development to transition to the Rural Area.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

If the project area were to be developed in a coordinated manner, the map amendment could encourage development that would improve quality of life of all residents. However, the amount of residential density and the mix of nonresidential uses would need to be more clearly defined through a rezoning process. The I-66/Route 29 Sector Plan specifically calls for lower density development and a maximum amount of open space near Lake Manassas.

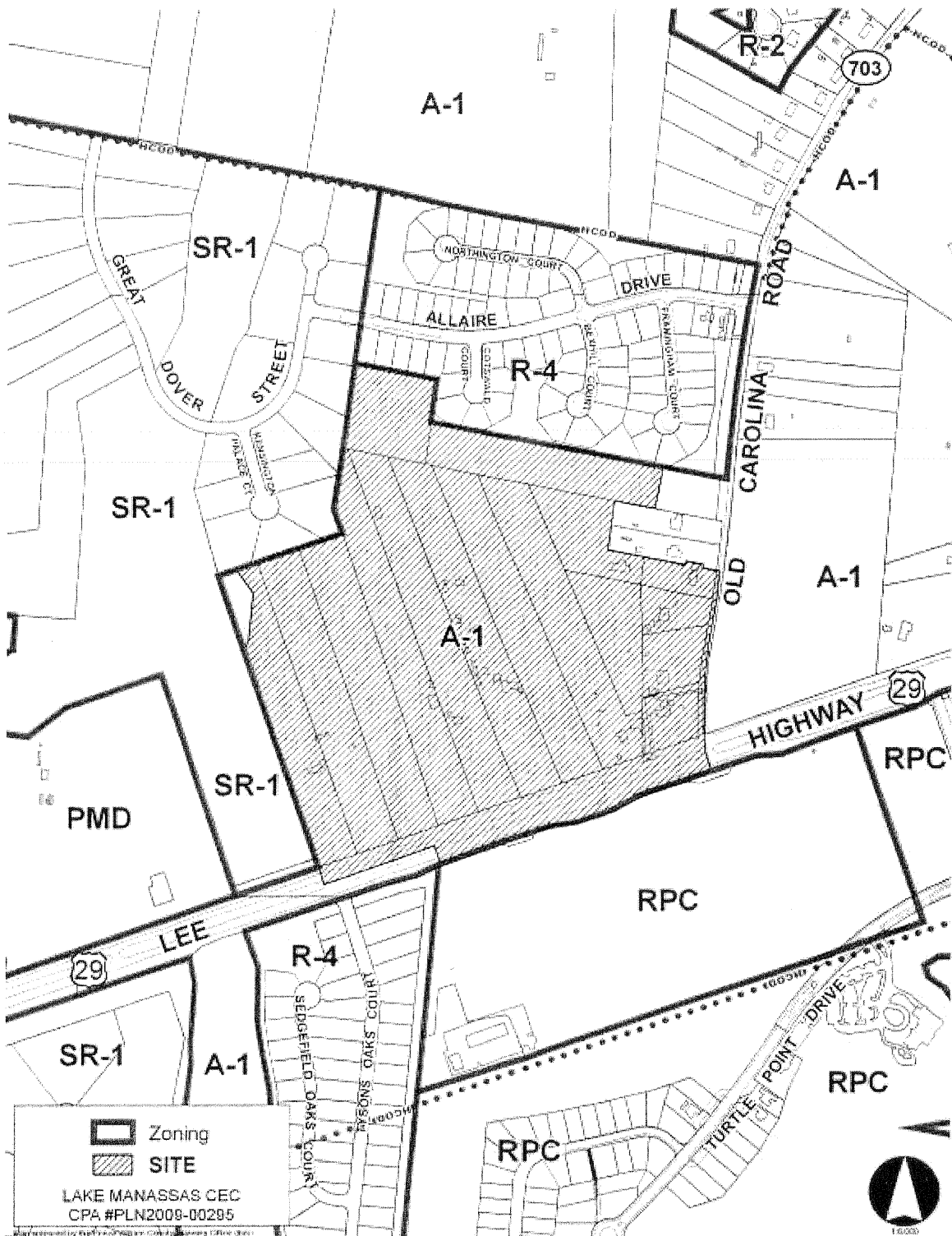
Recommendation: Do not initiate. If initiated, staff recommends an expanded study area. The following table indicates the breakdown of the land use designations for the expanded study area.

LRLU Classification	Existing Acreage	Recommended Acreage in Expanded Study Area
Semi-Rural Residential (SRR)	73.77	
Community Employment Center (CEC)		73.77
Total	73.77	73.77

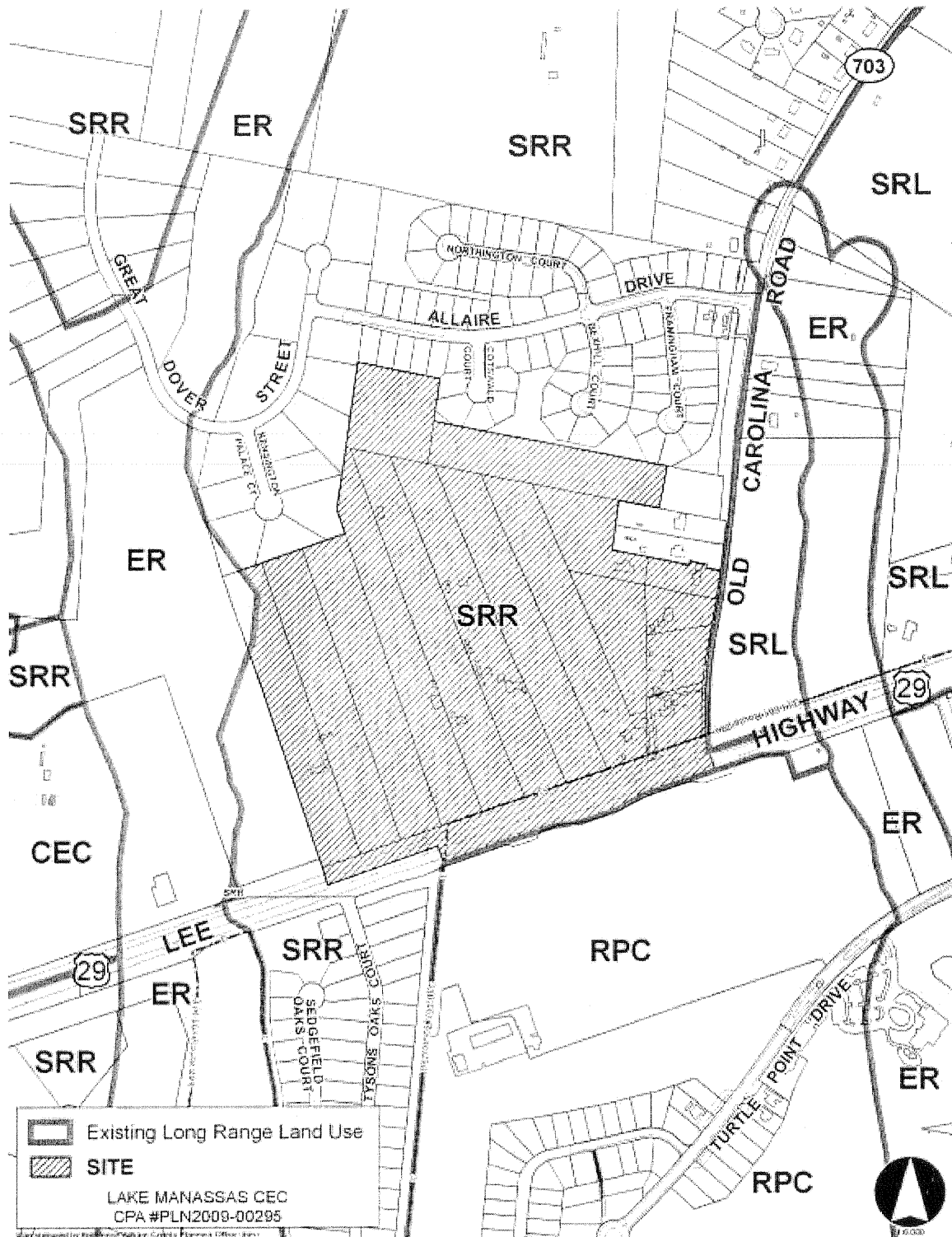
Attachment B - Staff Analysis
Aerial Map



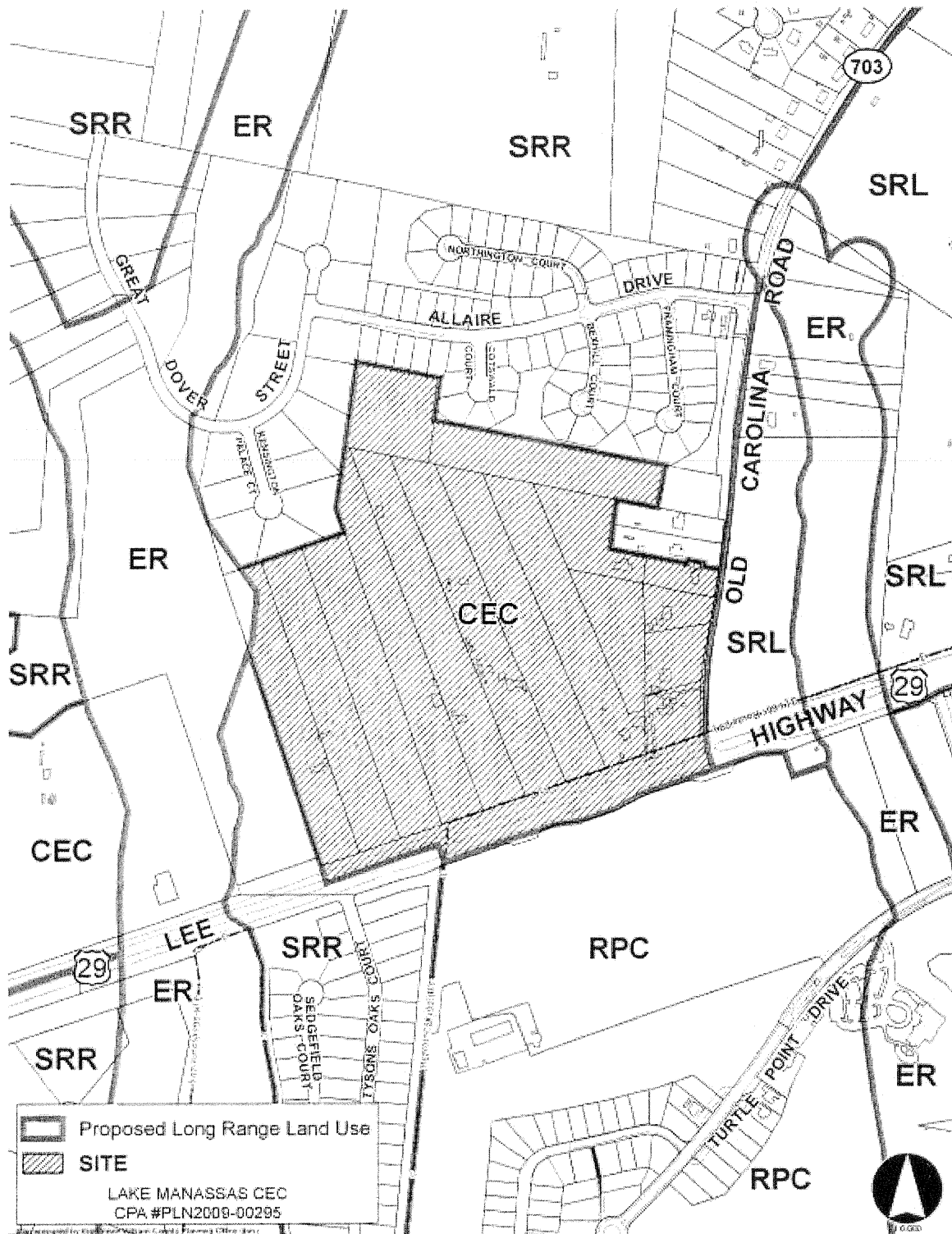
Attachment B - Staff Analysis
Existing Zoning Map



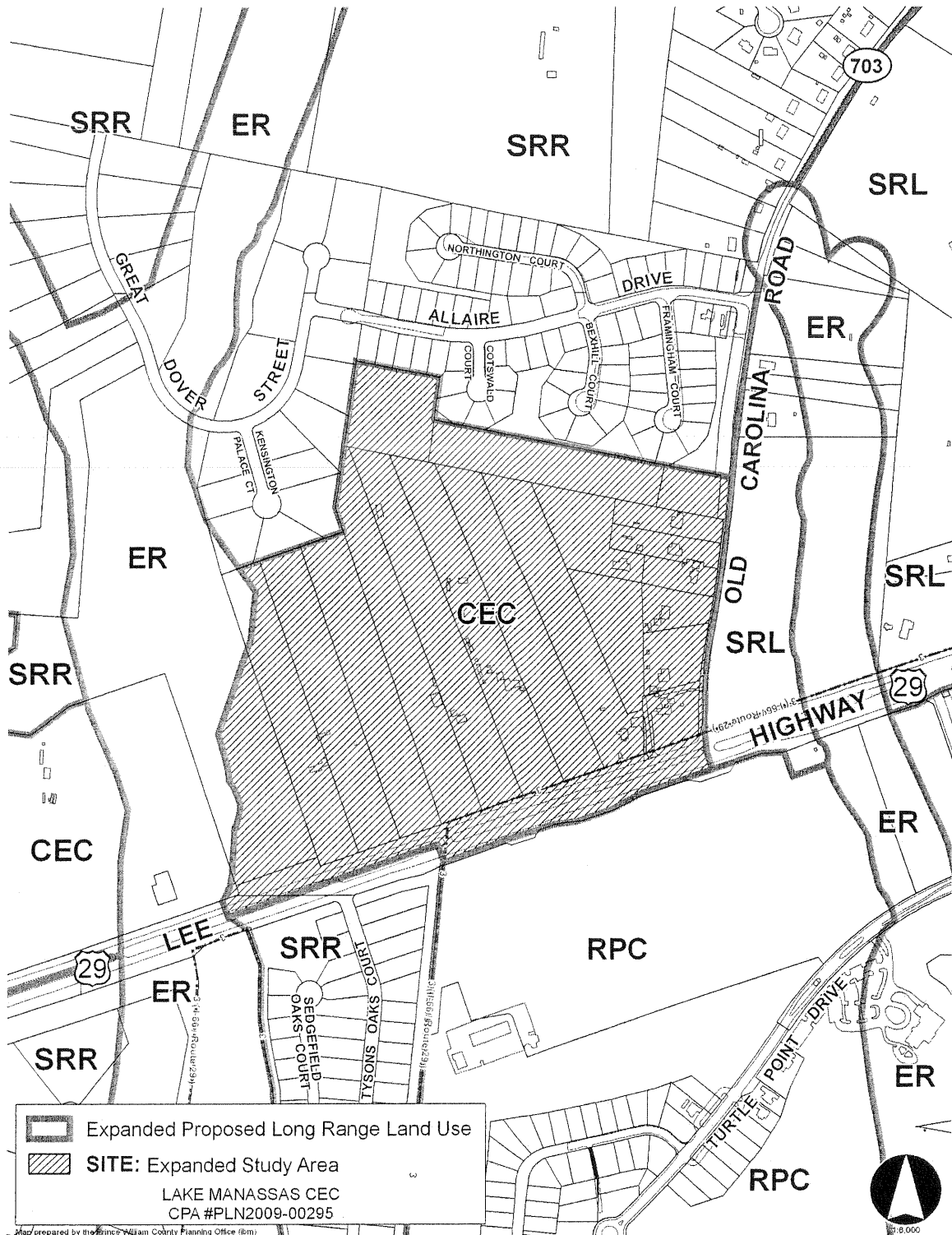
Attachment B - Staff Analysis
Existing Long Range Land Use Map



Attachment B - Staff Analysis
Proposed Long Range Land Use Map



**Attachment B - Staff Analysis
Expanded Proposed Long Range Land Use Map**



LUEKING PROPERTY

Request: Reclassify ±51.44 acres to change the Agricultural or Estate (AE) designation to Semi-Rural Residential (SRR). This change was recommended by the Land Use Advisory Committee and does not have an associated application. The property owner supports the change. There will not be a concurrent rezoning filed with this CPA.

Issues: Issues include:

- (1) Expansion of the Development Area
- (2) Proximity to Manassas Airport

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Not applicable.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

It would not be appropriate to seek diversity of housing at this location, as the project area is at the edge of the Development Area and will be accessed through Rural Area roads.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

No existing Omni-Link/Omni-Ride bus routes are currently located on Lucasville Road. Low density development of this type, however, is not transit compatible.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

Surrounding parcels are designated AE, SRL and FEC and are zoned A-1, SR-1, R-4 and PBD. The boundary of the Rural Area is primarily defined by natural and man-made

features and Prince William Parkway forms the boundary to the north and the light industrial uses supporting the airport define the boundary to the west. The proposed SRR land designation would provide a transitional use between the more densely developed properties to the north and west and the AE to the south and east.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

Environmentally sensitive areas have not been identified, but may be present. An ECA would be required and appropriate mitigation negotiated as part of a future rezoning. On the project area is Bloom Hill Farm complex (076-0149), which is eligible for listing on the National Register of Historic Places (NRHP). The complex consists of the house circa 1790, carriage/wagon road and farm outbuildings (including a dairy, machine shed, hay/straw barn and silo). Archaeology site 44PW0487 encircles the Bloom Hill house and farm buildings, however, only the icehouse in the VDOT right-of-way was archaeologically tested. The remainder and most of the project area is untested. The project area has a high potential for finding prehistoric and historic archaeological resources.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The site is currently outside the Development Area and will not provide for a mix of uses.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

The proposal will remove over 50 acres from the Rural Area. Possible transportation access would be through the Rural Area. If this CPA were to be approved, public sewer could be extended to serve this area.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Issues concerning adequate level of service would need to be addressed as part of a future rezoning.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The additional trips generated by changing the land use designation will increase demand on existing facilities.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

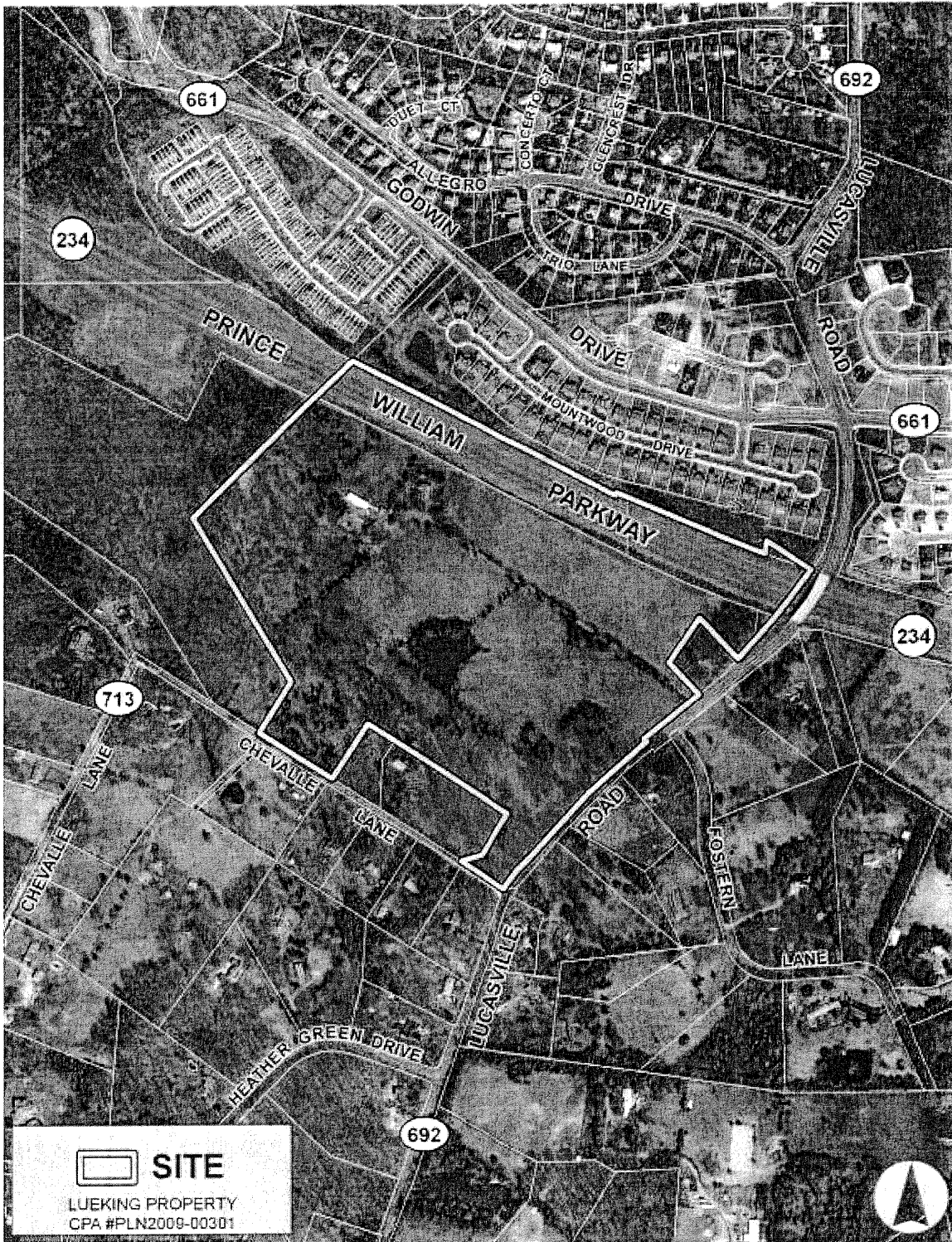
11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

The Comprehensive Plan does not encourage growth in the Rural Area.

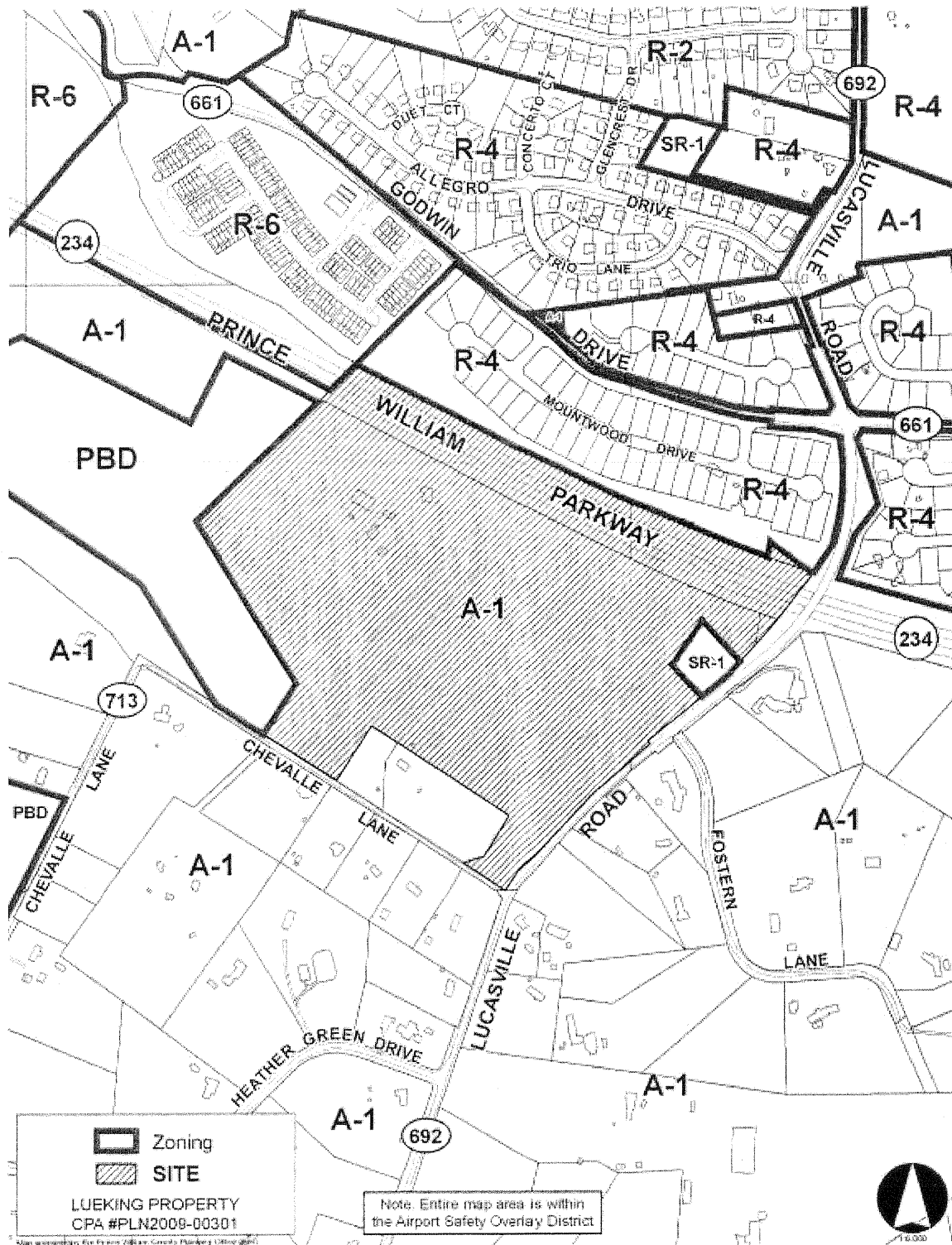
Recommendation: Do not initiate. If initiated, staff recommends an expanded study area. The following table indicates the breakdown of the land use designations for the expanded study area.

LRLU Classification	Existing Acreage	Recommended Acreage in Expanded Study Area
Agricultural or Estate (AE)	69.13	
Semi-Rural Residential (SRR)		69.13
Total	69.13	69.13

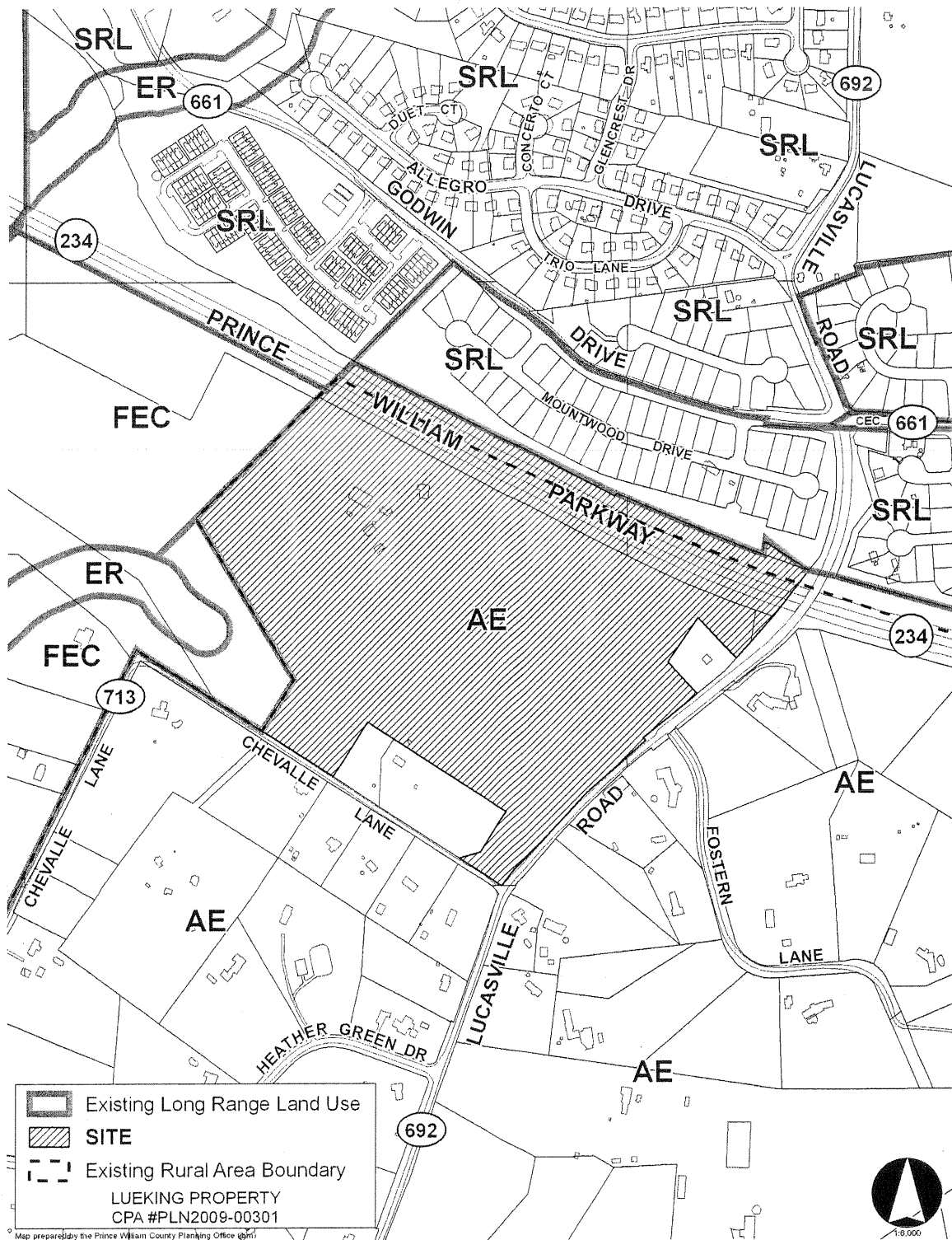
Attachment B - Staff Analysis
Aerial Map



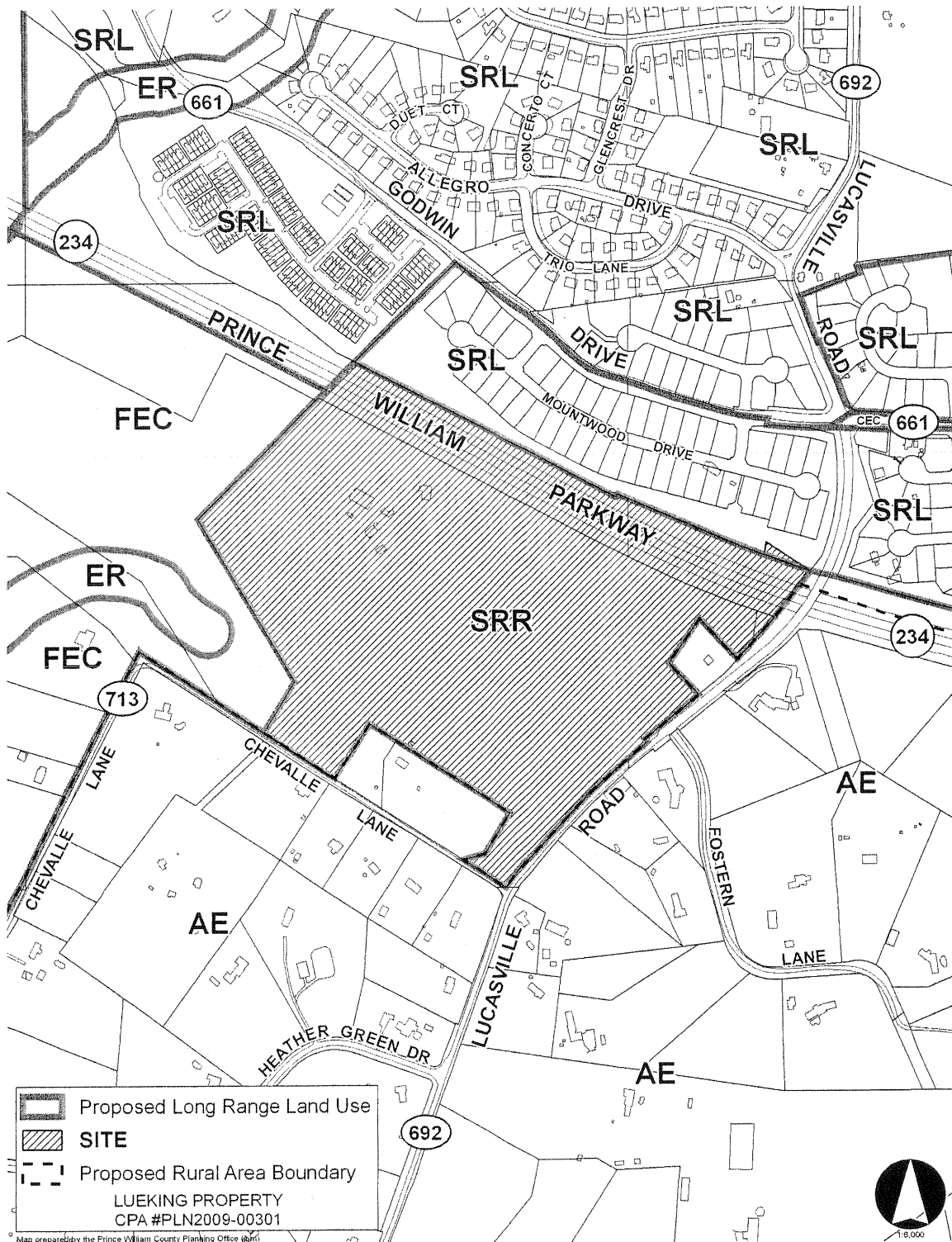
Attachment B - Staff Analysis
Existing Zoning Map



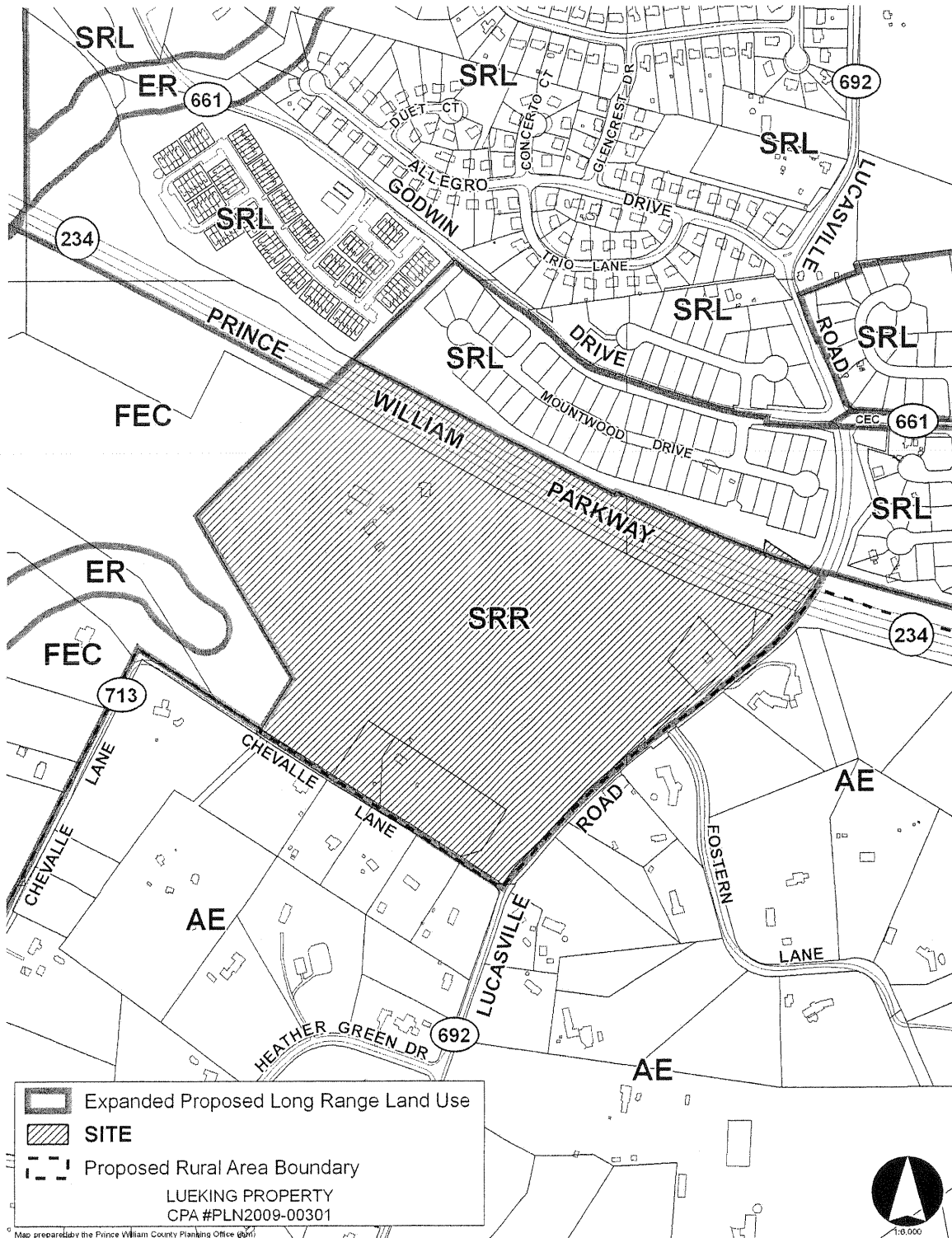
Attachment B - Staff Analysis Existing Long Range Land Use Map



Attachment B - Staff Analysis Proposed Long Range Land Use Map



Attachment B - Staff Analysis Expanded Proposed Long Range Land Use Map



MANUEL – MATHIS PROPERTY

Request: Reclassify ±112.97 acres from Semi Rural Residential (SRR) to Suburban Residential Low (SRL). This change was recommended by the Land Use Advisory Committee and does not have an associated application. The property owners support the change. There will not be a concurrent rezoning filed with this CPA.

Issues: Issues include:

- (1) Proximity to the Rural Area
- (2) Traffic impacts on Vint Hill Road

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Not applicable.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

It would not be appropriate to seek diversity of housing at this location, as the project area is at the edge of the Development Area and provides transition to the lower density areas to the west.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

No Omni-Link/Omni-Ride bus routes exist or are proposed along this portion of the Vint Hill Road. However, Vint Hill Road is shown on the Transit Improvement Plan at this location as a potential Omni-Link/Omni-bus route. Low density development of this type, however, is not transit compatible.

Attachment B
Staff Analysis

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

Surrounding parcels are designated AE, SRR and RPC and are zoned A-1 and RPC. The Rural Area lies to the south across Vint Hill Road. Residential portions of the Braemar Residential Planned Community adjoin the properties to the north and east.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

There is no ER mapped on the subject property. An ECA would be required and appropriate mitigation negotiated as part of a future rezoning. Archaeological and historical resources can be found on and near the project area and should be addressed by any future rezoning.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The site is currently in the Development Area and the proposed amendment will not provide for a mix of uses.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

This project area is within the Development Area, but it is not a focus of any economic development or redevelopment initiatives.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Issues concerning adequate level of service would need to be addressed as part of a future rezoning.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The additional trips generated by changing the land use designation will increase demand on existing facilities.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

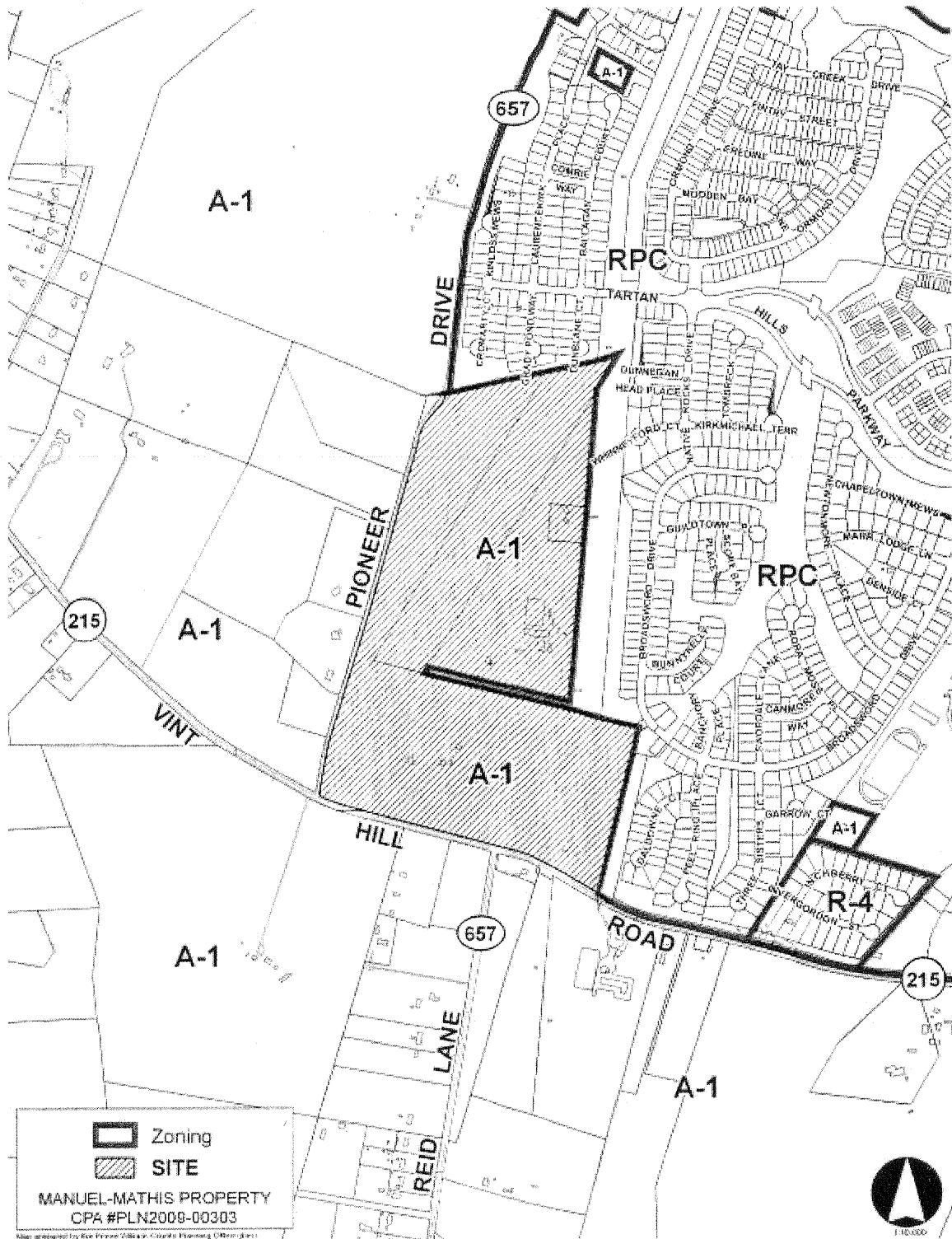
The proposed amendment would not significantly improve the quality of life for the County. Since the subject property is situated on the line of the Rural Area, the transitional designation of SRR should be maintained.

Recommendation: Do not initiate.

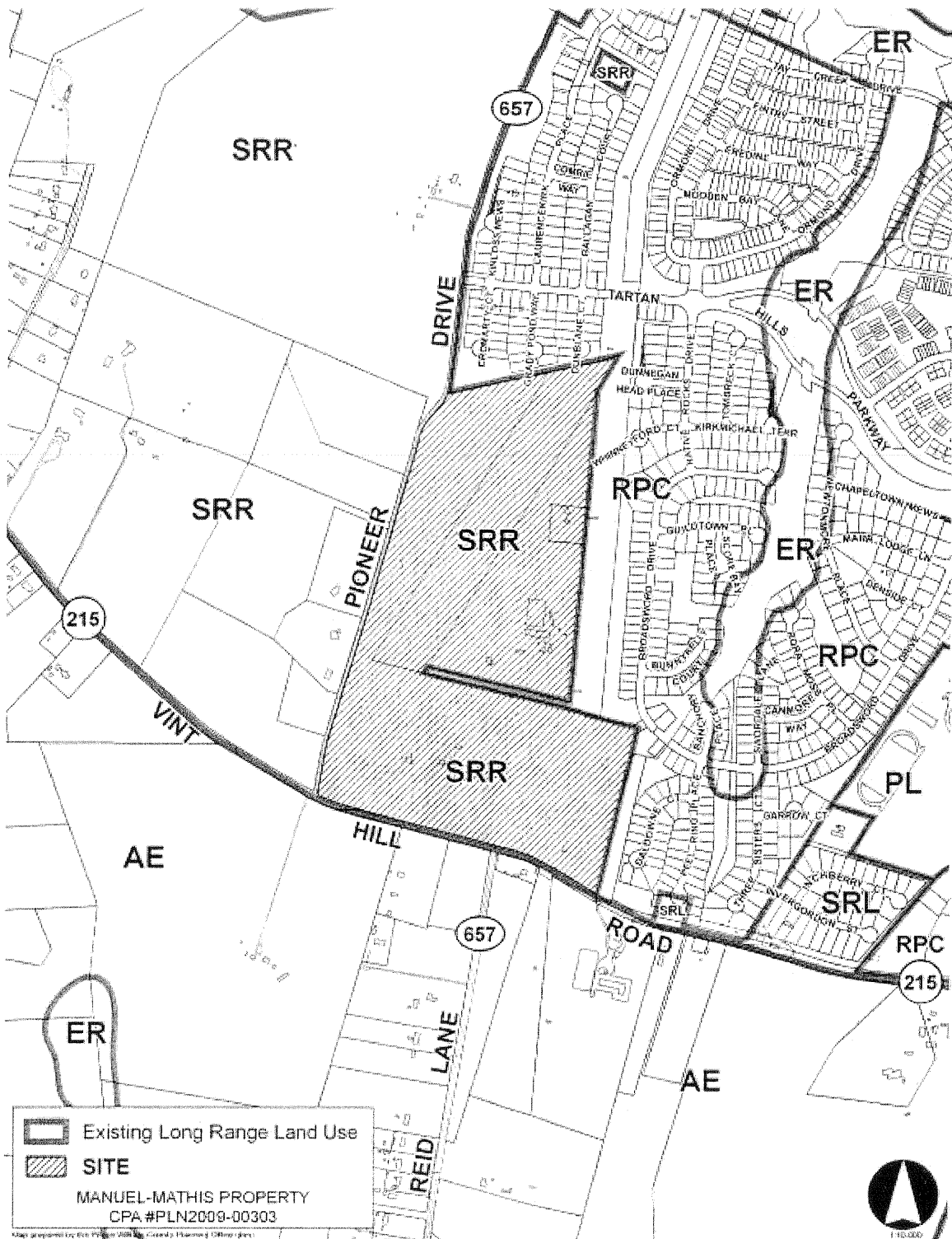
Attachment B - Staff Analysis
Aerial Map



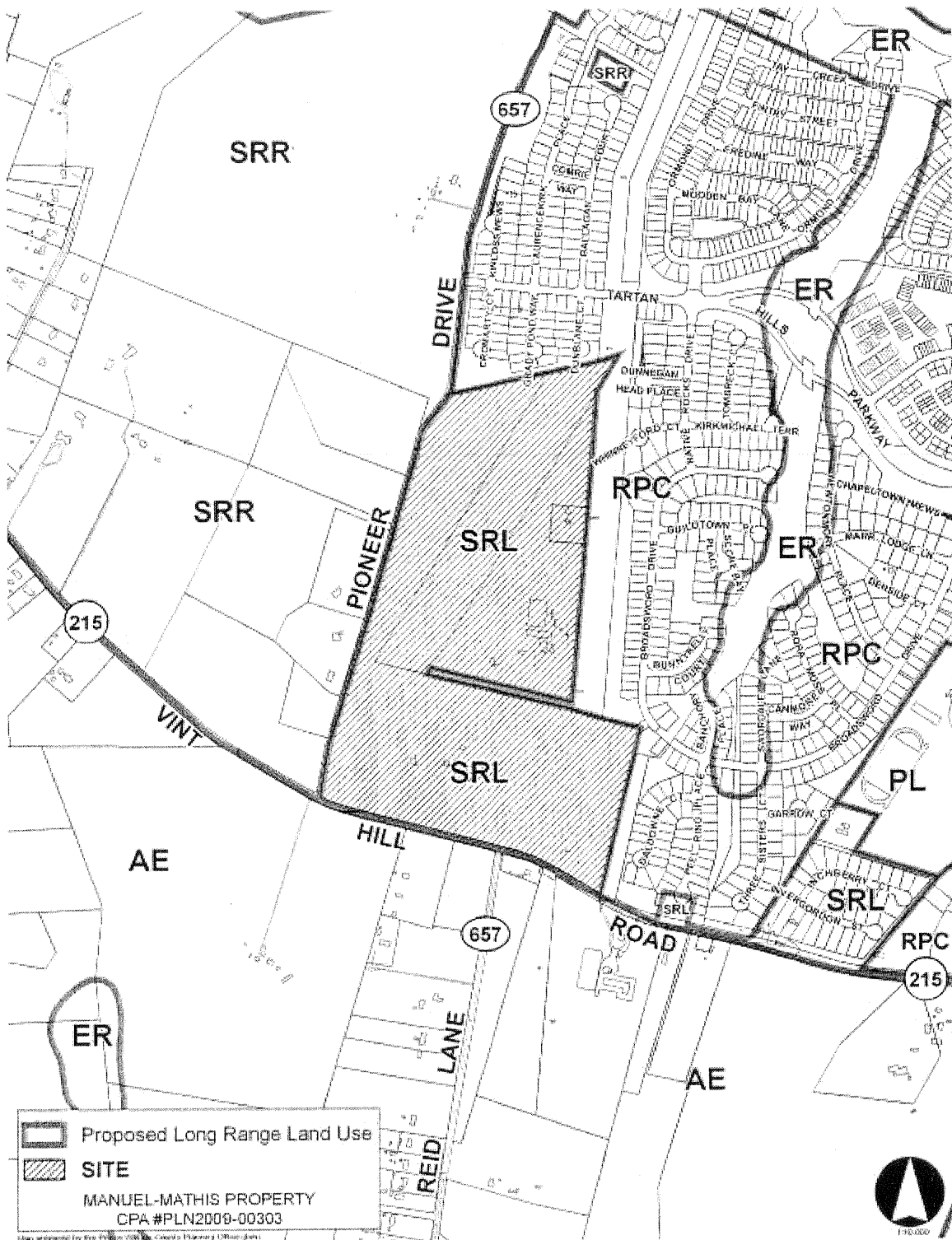
Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis Existing Long Range Land Use Map



Attachment B - Staff Analysis Proposed Long Range Land Use Map



MAPLEWOOD

Request: Reclassify ±11.02 acres from General Commercial (GC) to Community Employment Center (CEC)

Issues: Issues include:

- (1) Prior special use permit request has been withdrawn.

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

The subject site is currently planned GC, General Commercial and zoned B-1, allowing for retail and/or office uses.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

The CEC designation permits the development of up to 25% of the site as residential, at a density of 6-12 dwelling units per acre. This proposal could increase the diversity of housing in the area.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

The subject site is over 5,000 feet from the Manassas Park VRE station. OmniLink and OmniRide routes are nearby. Route 28 is designated as a transit corridor.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The subject site is situated between various uses; townhouses to the west, multi-family to the north and retail to the northeast, east and south.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

No mapped ER exists within the subject site.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The vicinity of the subject site contains a mix of residential and nonresidential uses. Joseph D. Reading Park abuts the project area to the north.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

The subject site is within the Development Area. Impacts to public facilities would be addressed as part of a future rezoning.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Impacts to level of service would be addressed as part of a future rezoning.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

These details will be determined during the evaluation of a specific rezoning request.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

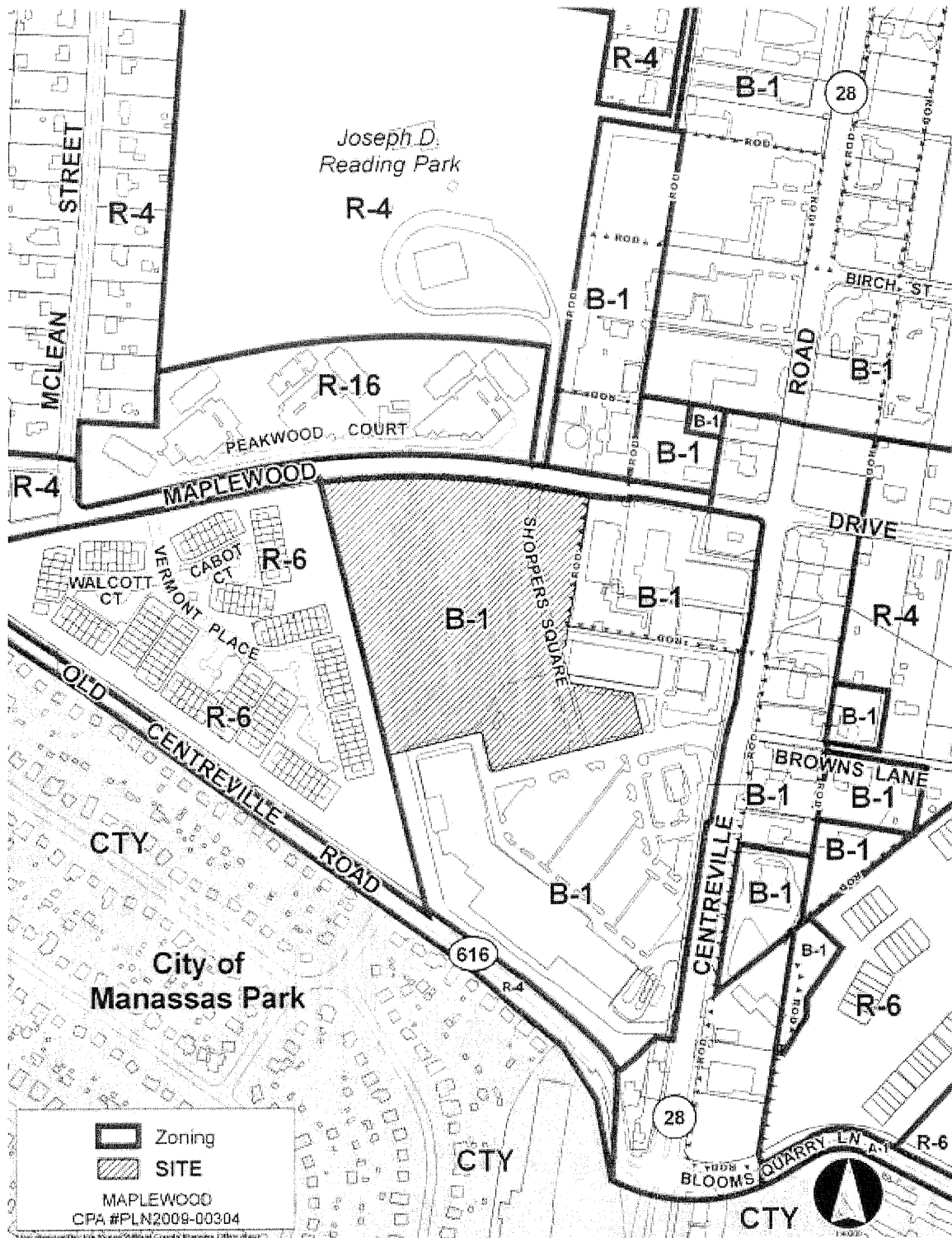
The subject site may be an appropriate location for mixed-use development, particularly the type of mixed-use infill development that might occur on a CEC-planned parcel. However, property owner support has not been verified and additional planning in the vicinity of the subject site is needed to determine an appropriate land use mix.

Recommendation: Do not initiate.

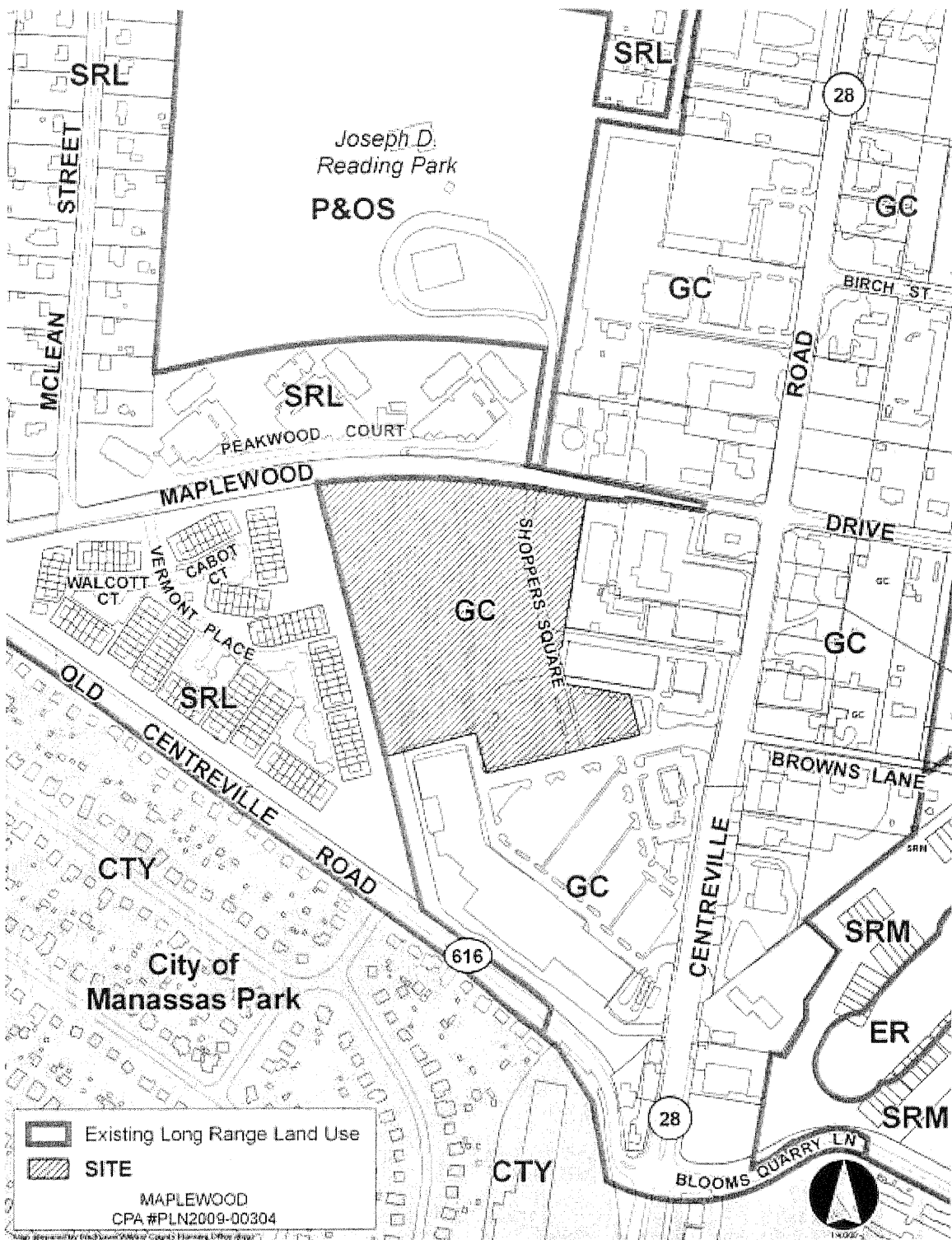
Attachment B - Staff Analysis
Aerial Map



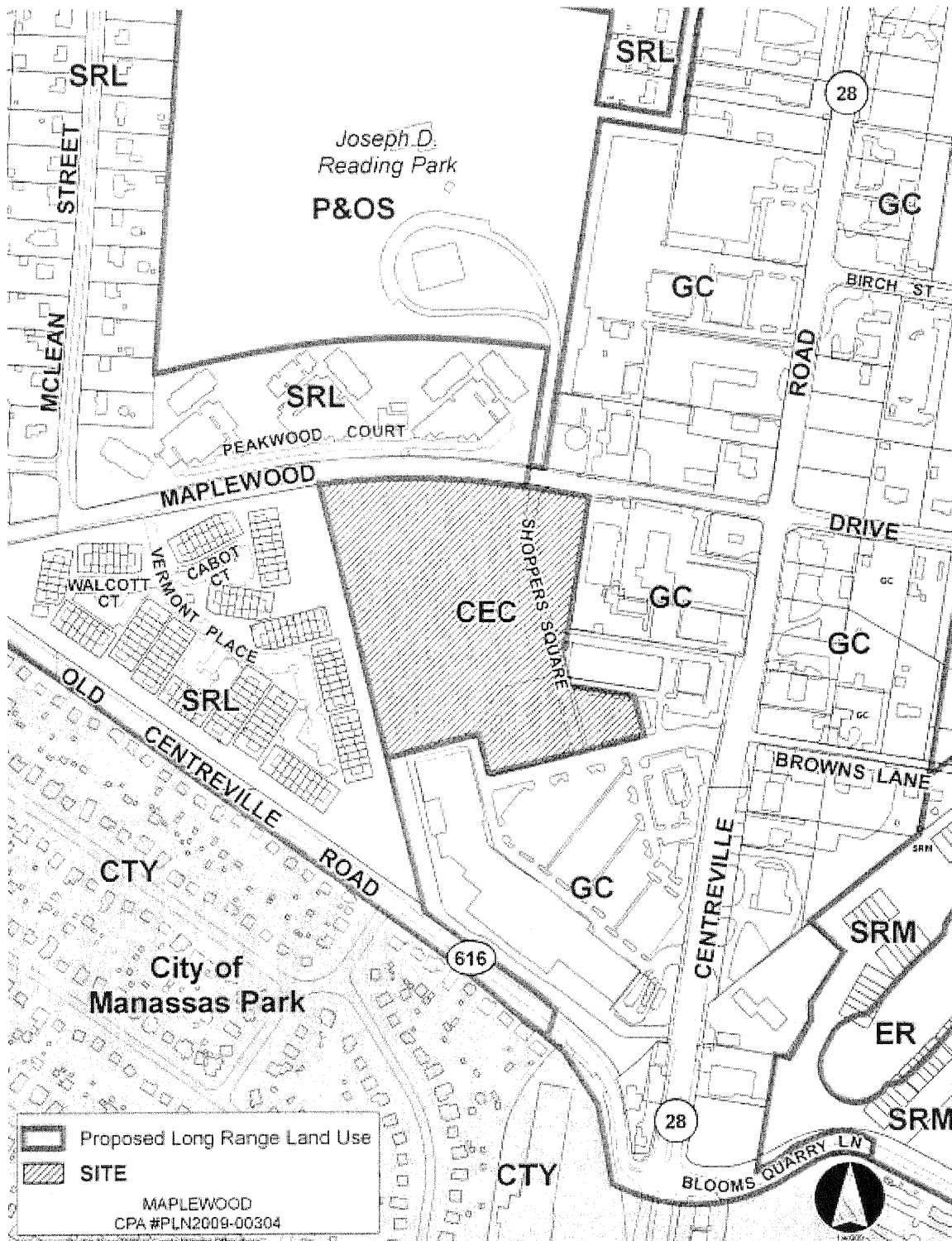
Attachment B - Staff Analysis
Existing Zoning Map



**Attachment B - Staff Analysis
Existing Long Range Land Use Map**



Attachment B - Staff Analysis Proposed Long Range Land Use Map



PRINCE WILLIAM PARKWAY / DUMFRIES RD

Request: Reclassify ±17.70 acres from Agricultural or Estate (AE) to Semi-Rural Residential (SRR) and Community Employment Center (CEC).

LRLU Classification	Existing Acreage	Proposed Acreage
Agricultural or Estate (AE)	17.70	
Semi-Rural Residential (SRR)		6.26
Community Employment Center (CEC)		11.44
Total	17.70	17.70

Issues: Issues include:

- (1) 2 archaeological sites located within the site – Limestone Historic District and Clark Jones Cemetery
- (2) Resolves inconsistency with having an AE in the Development Area and residual improvements from the intersection construction

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

The site is located inside the Development Area, but is planned AE. The CEC designation permits the development of up to 25% of the site as residential, at a density of 6-12 dwelling units per acre. This proposal could increase the diversity of housing in the area. CEC allows a greater mixture of office, retail, retail service and/or residential uses, with no less than 75% of the site to be developed as employment and up to 25% of the land to be developed as a combination of retail and/or residential.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

The CEC and SRR land use designations provide a broader range of housing opportunities.

Attachment B
Staff Analysis

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

Dumfries Road is a County transit corridor. However, there is no existing or planned OmniLink or OmniRide bus service in the vicinity of the subject site.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

By proposing CEC on the subject site, there will be more continuity with the existing CEC to the north. The SRR improves the transition of uses into the Rural Area. Also, AE is not an appropriate land use in the Development Area.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

The subject site serves as a transition from agricultural and commercial uses along the Prince William Parkway. The AE designation to the south will still enable open space and low density residential to be preserved.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The proposed CEC designation allows a mixture of 75% commercial/business/office park uses with up to 25% retail/residential mixture component. This requested CPA will better implement a mixture of uses.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

This site is within the Development Area and any impacts to public facilities would be addressed as part of a future rezoning.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Impacts to level of service would be addressed as part of a future rezoning.

Attachment B
Staff Analysis

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The proposed change to CEC and SRR would result in a significant increase in vehicle trips. Impacts to adjacent roadways would be addressed as part of a future rezoning.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

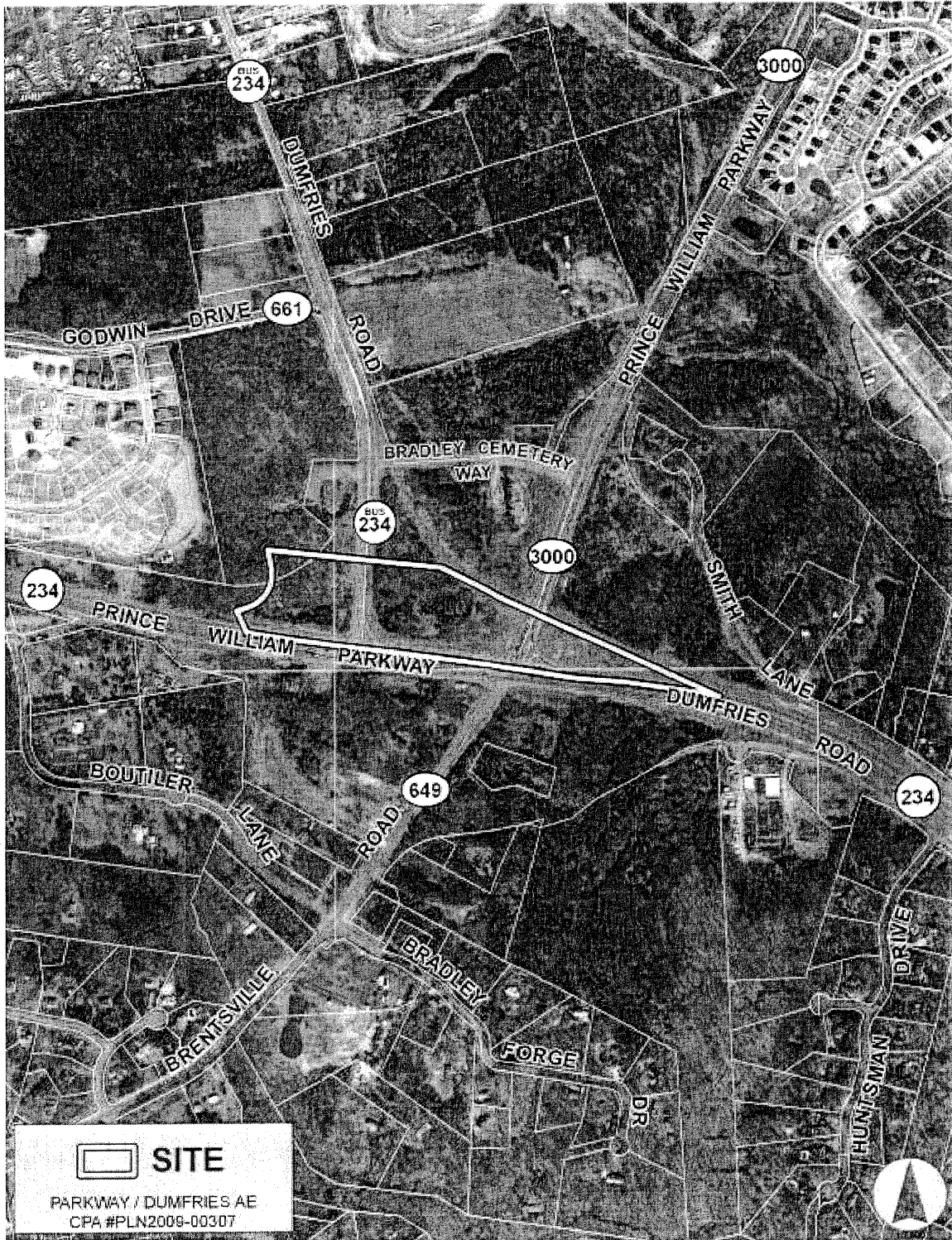
This area is not within a sector plan.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

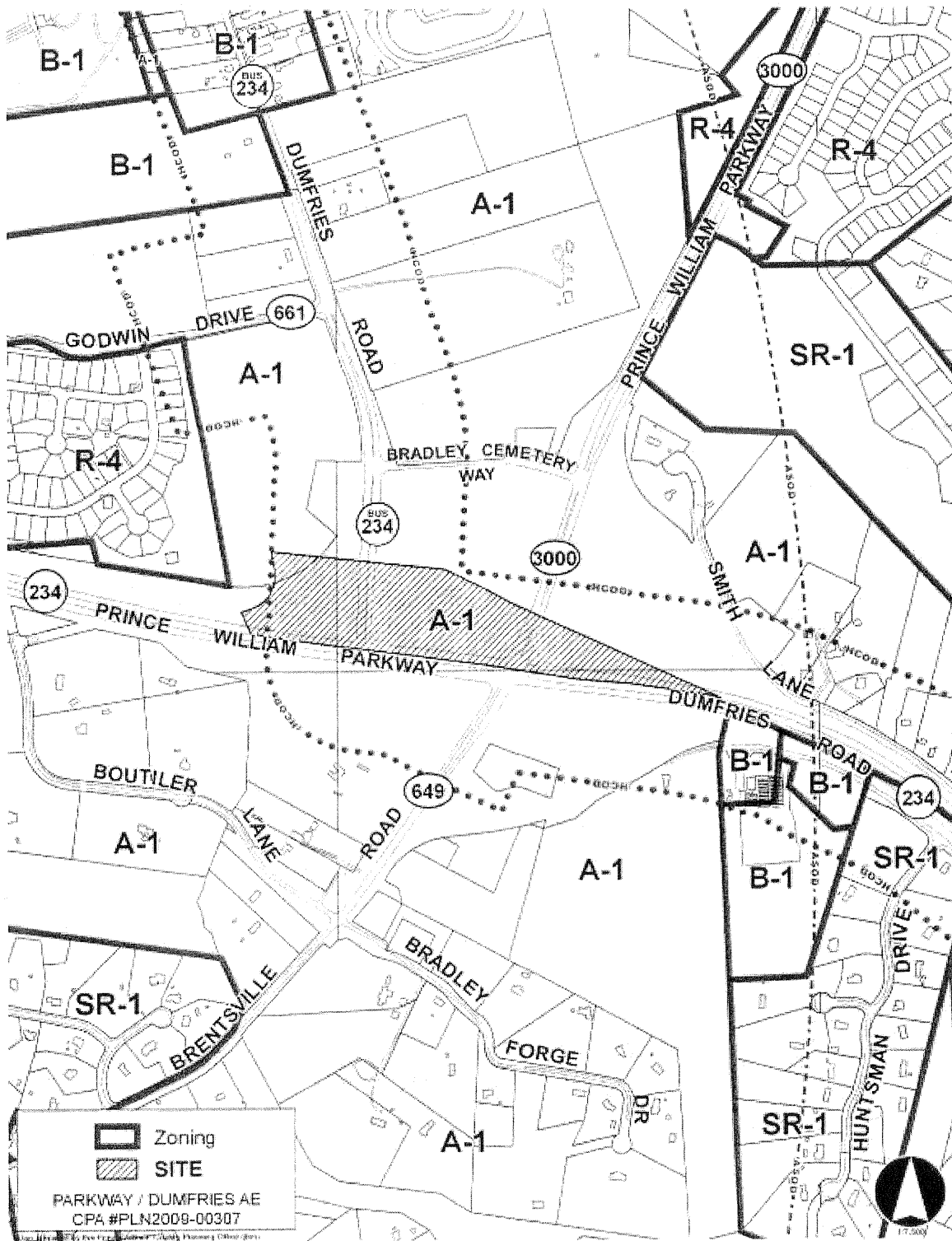
This CPA proposal will encourage a better transition of commercial/retail uses along the Prince William Parkway, while maintaining the higher intensity uses in the Development Area.

Recommendation: Initiate.

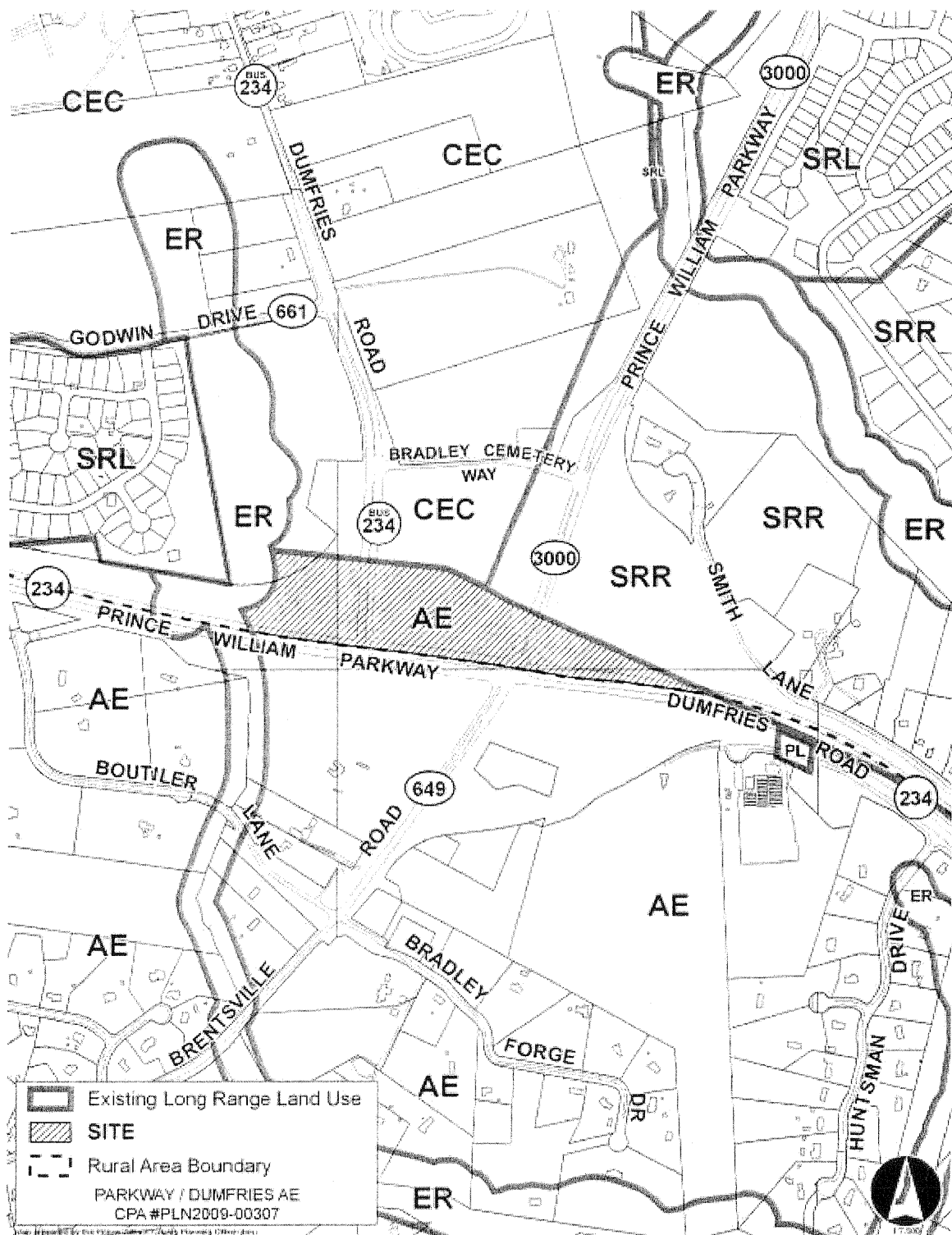
Attachment B - Staff Analysis
Aerial Map



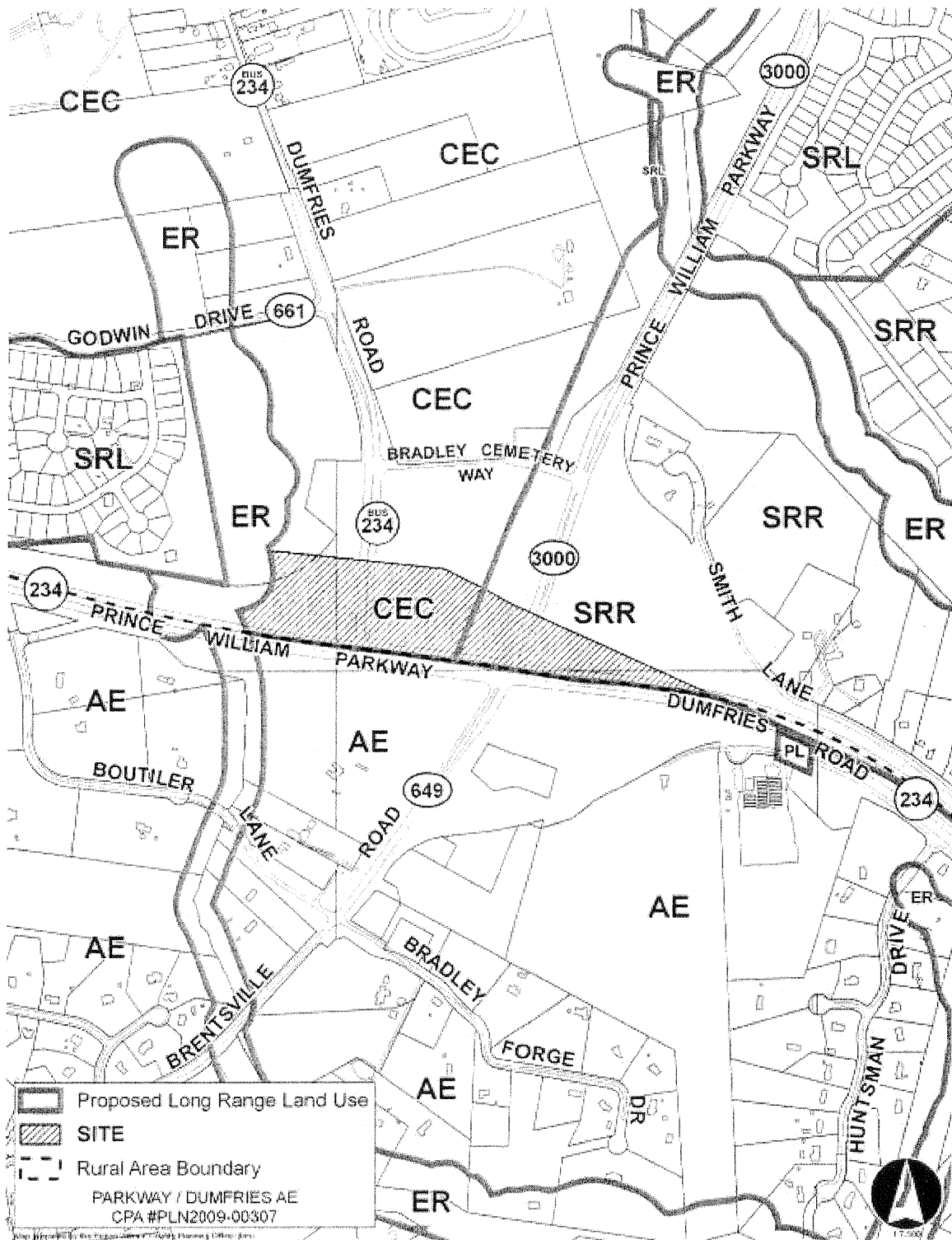
Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis Existing Long Range Land Use Map



**Attachment B - Staff Analysis
Proposed Long Range Land Use Map**



YOUTH FOR TOMORROW / STADLER PROPERTY

Request: Reclassify ±38.73 acres from Flexible Use Employment Center (FEC), Suburban Residential Low (SRL) and Suburban Residential Medium (SRM) to General Commercial (GC).

LRLU Classification	Existing Acreage	Proposed Acreage
Flexible Employment Center (FEC)	15.57	
Suburban Residential Low (SRL)	20.05	
Suburban Residential Medium (SRM)	3.11	
General Commercial (GC)		38.73
Total	38.73	38.73

Issues: Issues include:

- (1) Subject site is located within the core area of the Bristoe Station Battlefield
- (2) Coordination of access and opportunity to divert traffic around Nokesville Road and Linton Hall Road intersection
- (3) Designation of new GC areas is discouraged

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

GC would support a reasonably-sized shopping center that could complement the existing Bristow Shopping Center and provide a mixture of commercial uses to serve the surrounding neighborhoods. However, retail development is not expected to result in professional and other high-paying jobs.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

Not applicable.

Attachment B
Staff Analysis

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

There are no existing or proposed OmniLink or OmniRide bus routes along Linton Hall Road in the vicinity of the project area. The Broad Run VRE Station is located over a mile from the project area.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The subject site is located at a transition area between residential, commercial and light industrial-type uses. By changing to GC, a stronger commercial and retail use base will be enabled. However, designation of new GC areas is discouraged.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

There is no mapped ER land within the subject site. An Environmental Constraints Analysis (ECA) would be required as part of the concurrent rezoning application. Open space preservation will be important to mitigate the impacts to the Bristoe Station Battlefield.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

GC allows for a mixture of retail and office uses, but does not allow for a residential component. Designation of new GC areas is discouraged.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

The project is within the Development Area. Impacts to public facilities would be mitigated through the concurrent rezoning.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

These details will be determined during the evaluation of the concurrent rezoning request.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The proposed land use designation will significantly increase the anticipated vehicle trips per day. Impacts to transportation facilities would be addressed as part of the concurrent rezoning.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

The subject site is not located within a sector plan area.

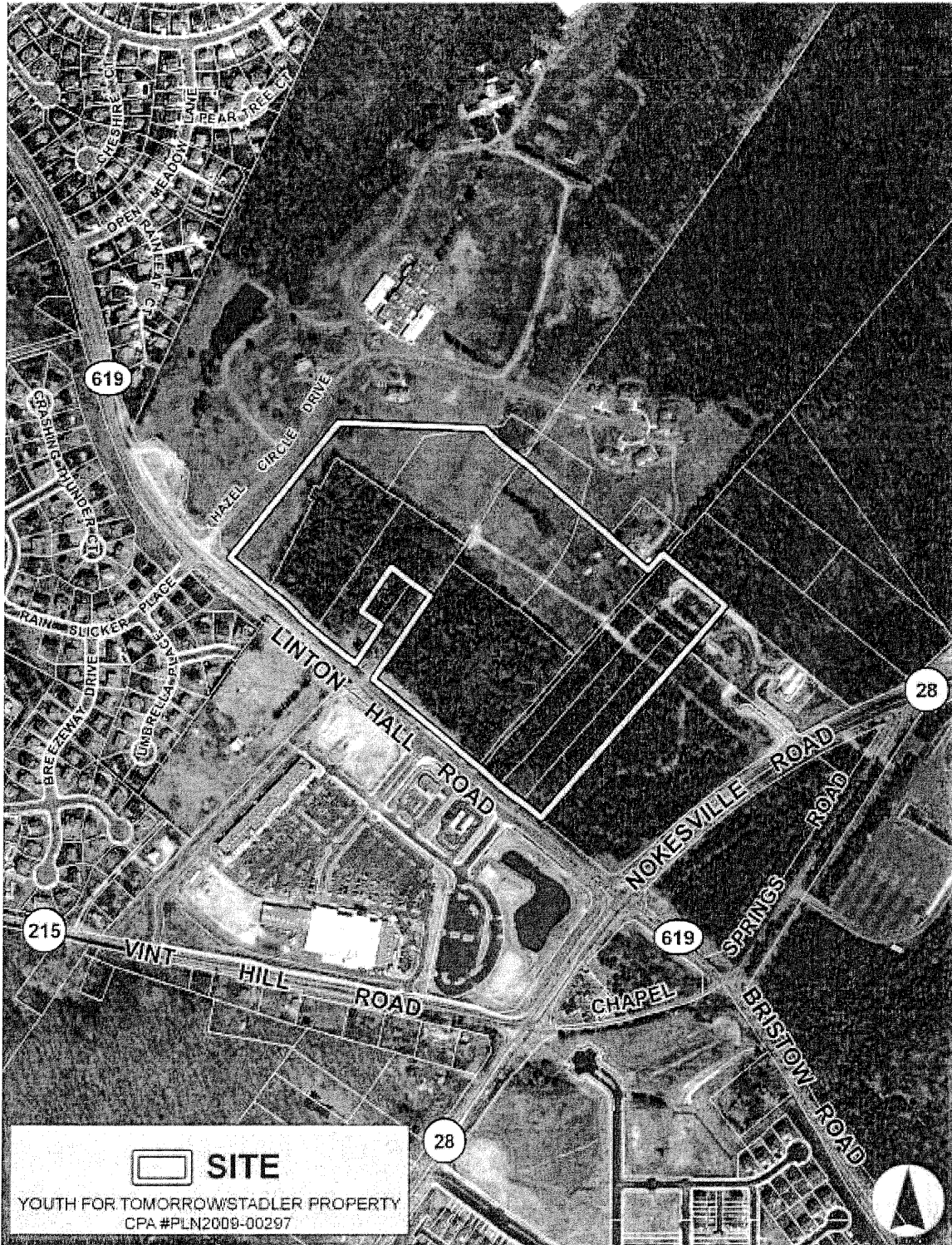
11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

This property is within the core area of the Bristoe Station Battlefield. Protecting our past is a key goal of Prince William County. Also, the County encourages livable, planned communities and mixed-use development near transit corridors. As previously stated, designation of new GC areas is discouraged.

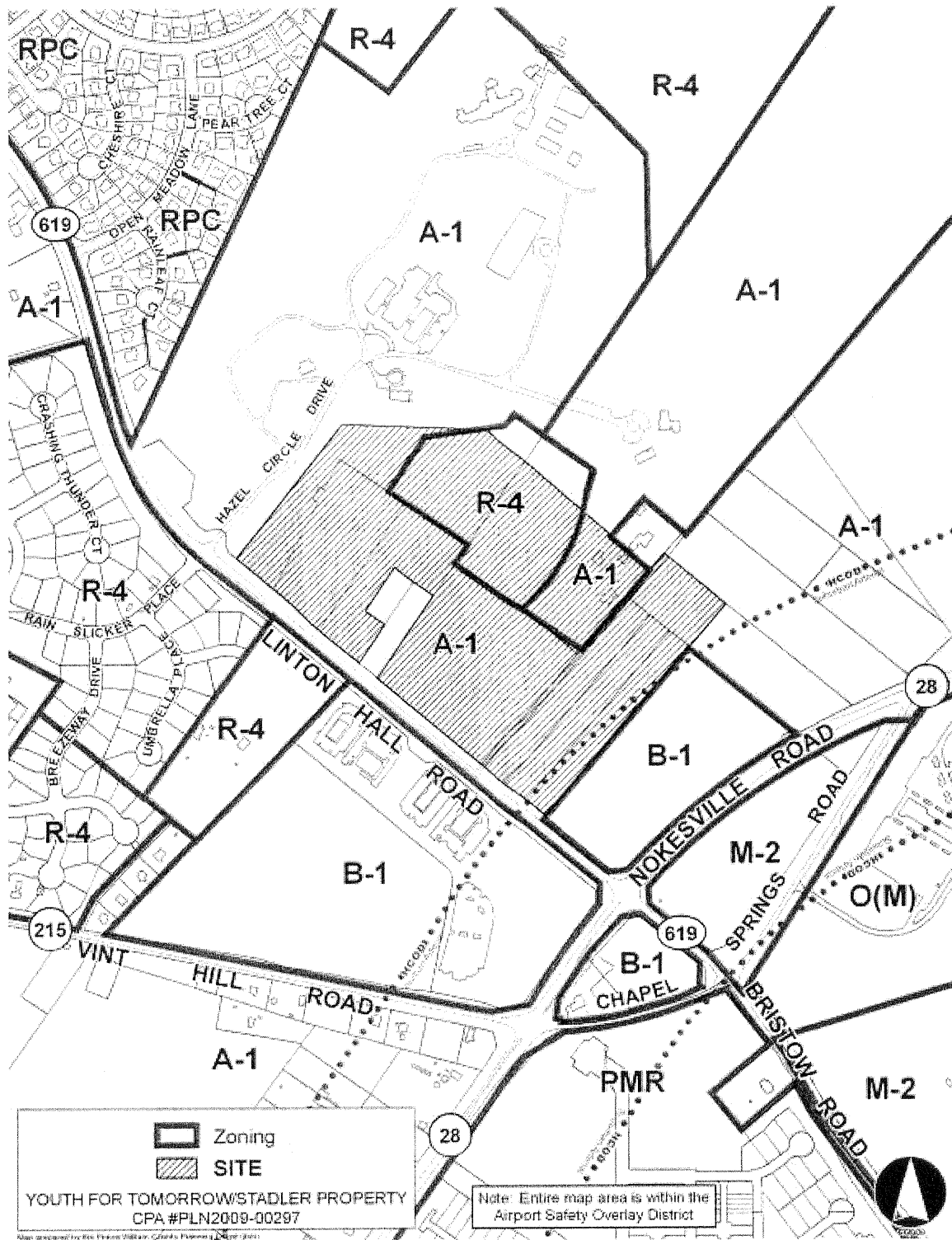
Recommendation: Do not initiate. If initiated, staff recommends initiating this request with an expanded study area with the recommendation that any development proposal be done in a manner that minimizes any impacts to cultural resources, while preserving features of significance and any development proposal address land use compatibility and police concerns regarding uses in the vicinity of the Youth for Tomorrow facility. The following table shows the breakdown of the land use classifications.

LRLU Classification	Existing Acreage	Proposed Acreage in Expanded Study Area
Flexible Employment Center (FEC)	18.50	
Suburban Residential Low (SRL)	38.00	
Suburban Residential Medium (SRM)	3.20	
Neighborhood Commercial (NC)	20.80	
General Commercial (GC)		80.50
Total	80.50	80.50

Attachment B - Staff Analysis
Aerial Map



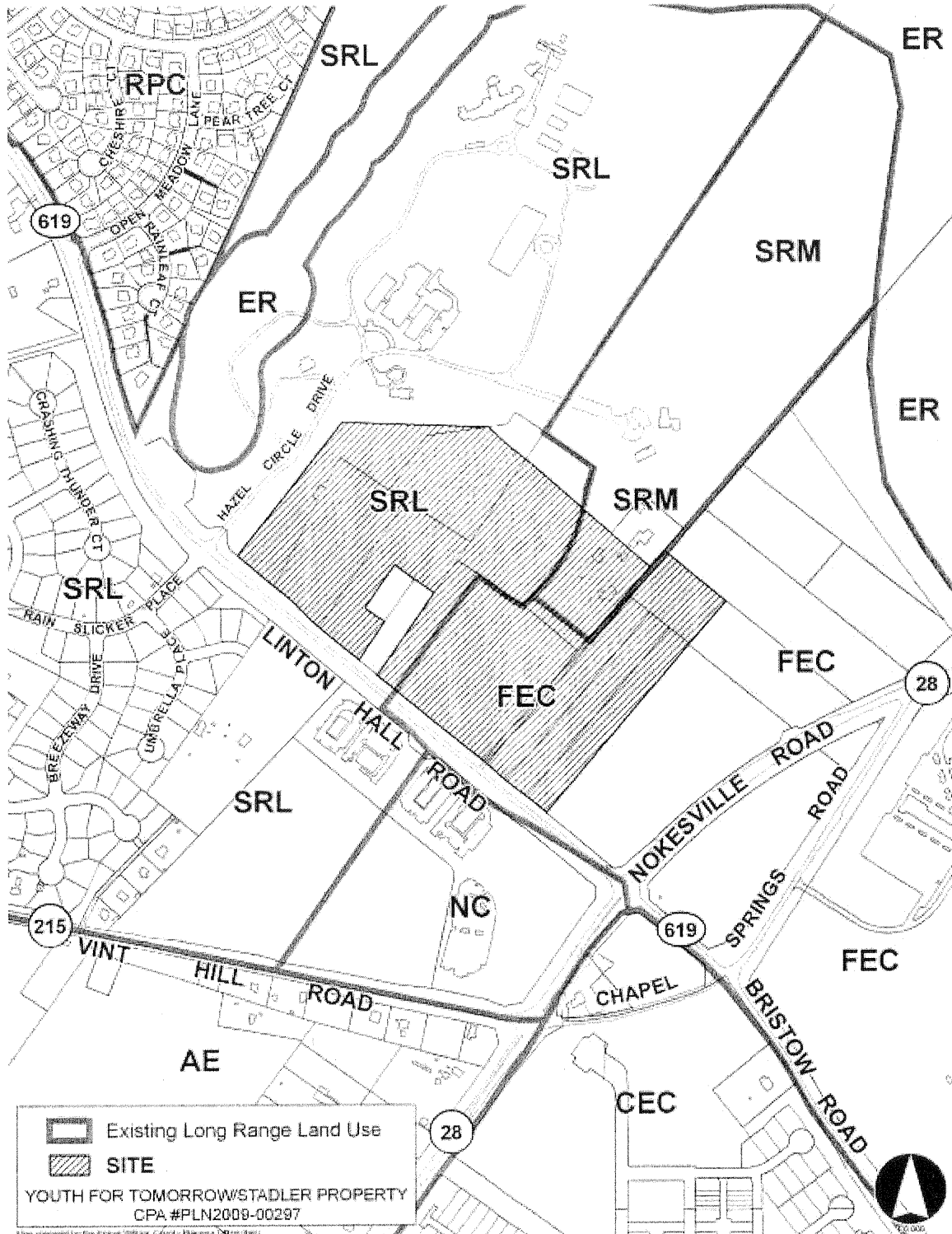
Attachment B - Staff Analysis
Existing Zoning Map



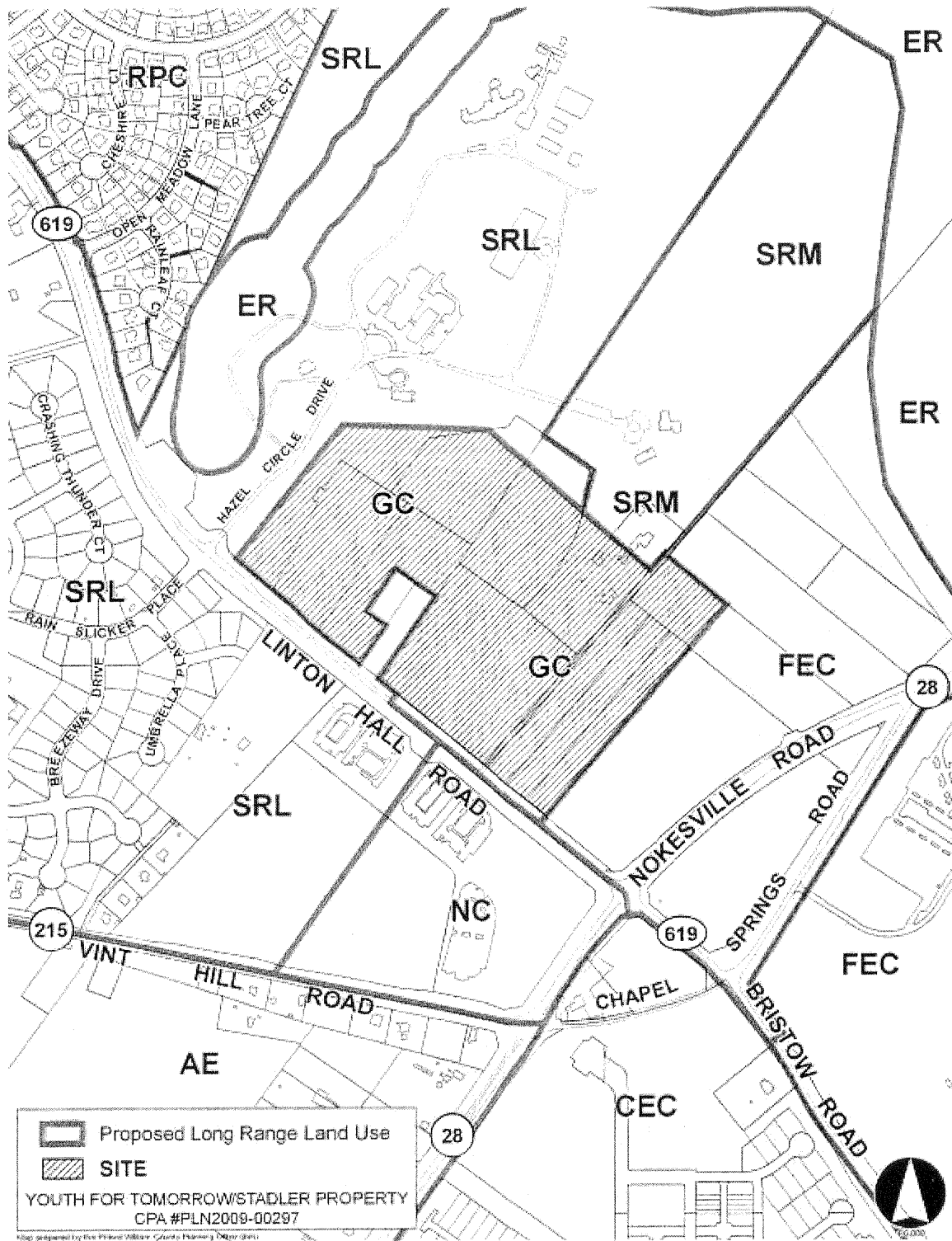
YOUTH FOR TOMORROW/STADLER PROPERTY
CPA #PLN2009-00297

Note: Entire map area is within the
Airport Safety Overlay District

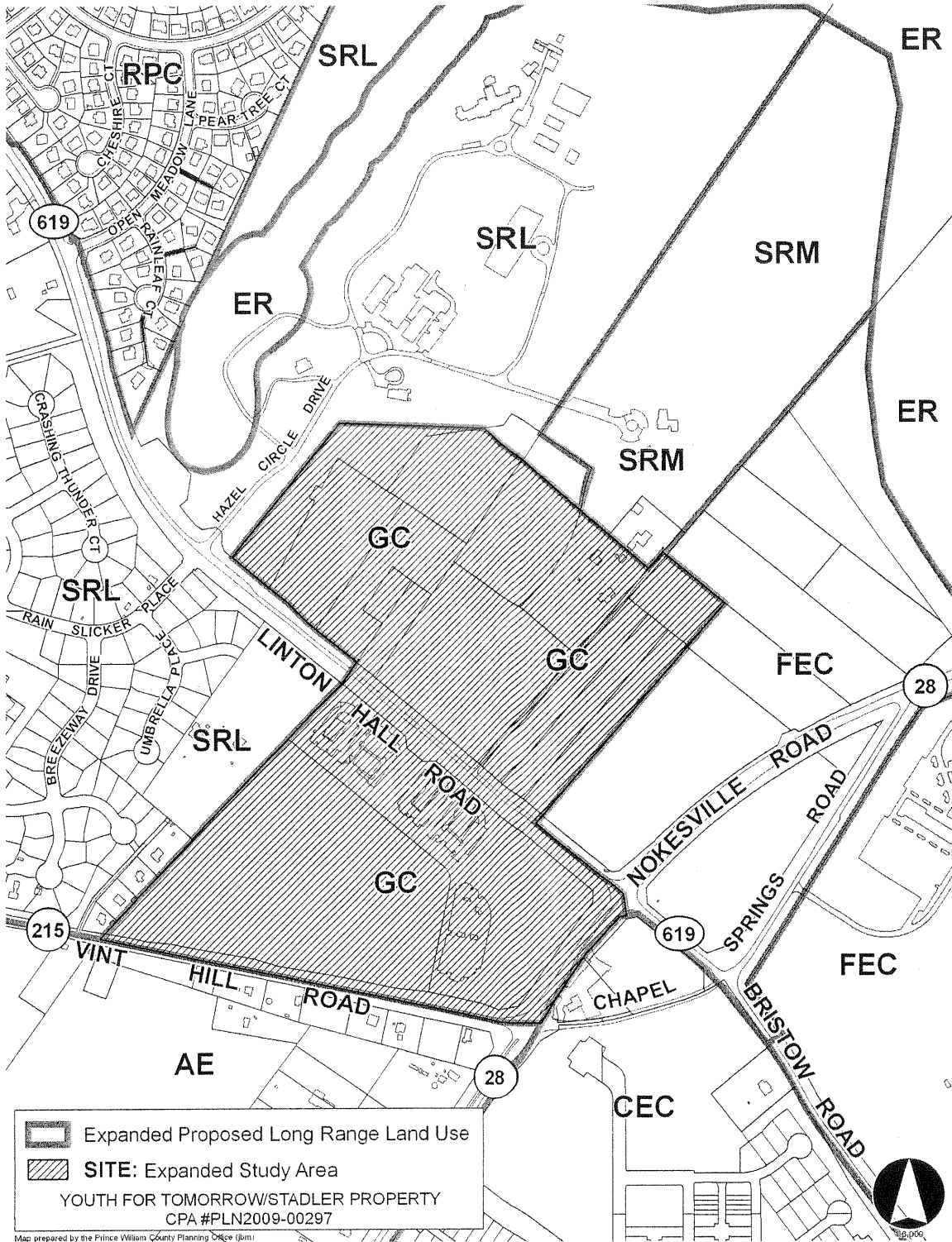
**Attachment B - Staff Analysis
Existing Long Range Land Use Map**



**Attachment B - Staff Analysis
Proposed Long Range Land Use Map**



Attachment B - Staff Analysis Expanded Proposed Long Range Land Use Map



ASDEE LANE

Request: This is a request for a map amendment on ±8.88 acres to change the Semi-Rural Residential (SRR) designation to Suburban Residential Low (SRL).

Issues: What development density is consistent with the surrounding development?

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Not applicable.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

It would not be appropriate to seek diversity of housing at this location.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

Not applicable. The site is not located near a transit corridor.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

Surrounding parcels are designated SRR and CEC and are zoned PMR and R-4. The proposed designation would be consistent with the density of surrounding development.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

No mapped ER exists on subject site. An ECA would be required and appropriate mitigation negotiated as part of a future rezoning. Also, the project area exhibits a high potential for finding prehistoric sites.

Attachment B
Staff Analysis

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The site is currently in the Development Area and the proposed amendment will not provide for a mix of uses.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

This subject site is within the Development Area, but it is not a focus of any economic development or redevelopment initiatives.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Issues concerning adequate level of service would need to be addressed as part of a future rezoning.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The additional trips generated by changing the land use designation will increase demand on existing facilities. Mitigation of these impacts would be addressed as part of a subsequent rezoning application.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This site is within the Government Center sector plan.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

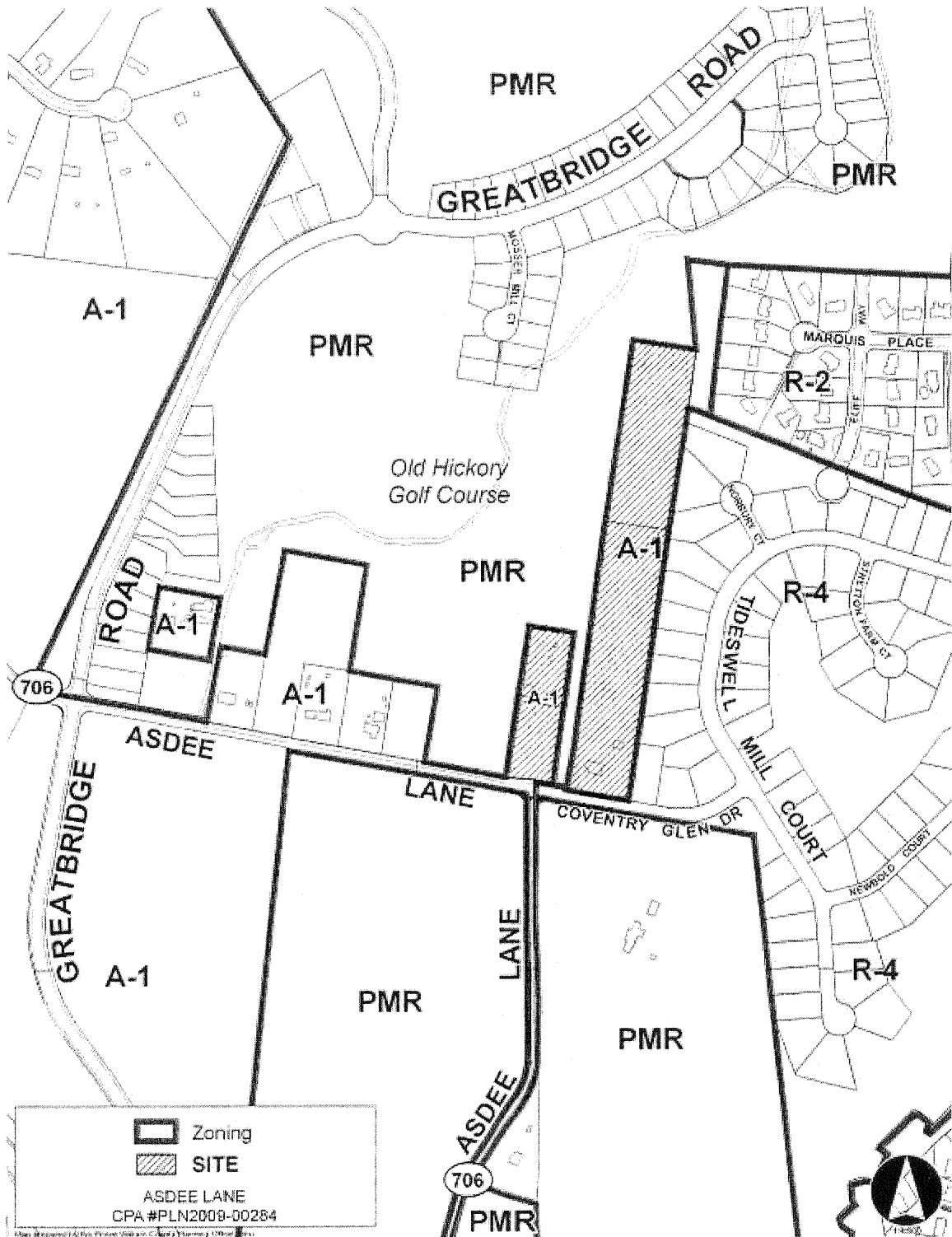
Given that surrounding development has occurred at SRL densities, the proposed amendment would maintain the quality of life of the immediate area.

Recommendation: Initiate.

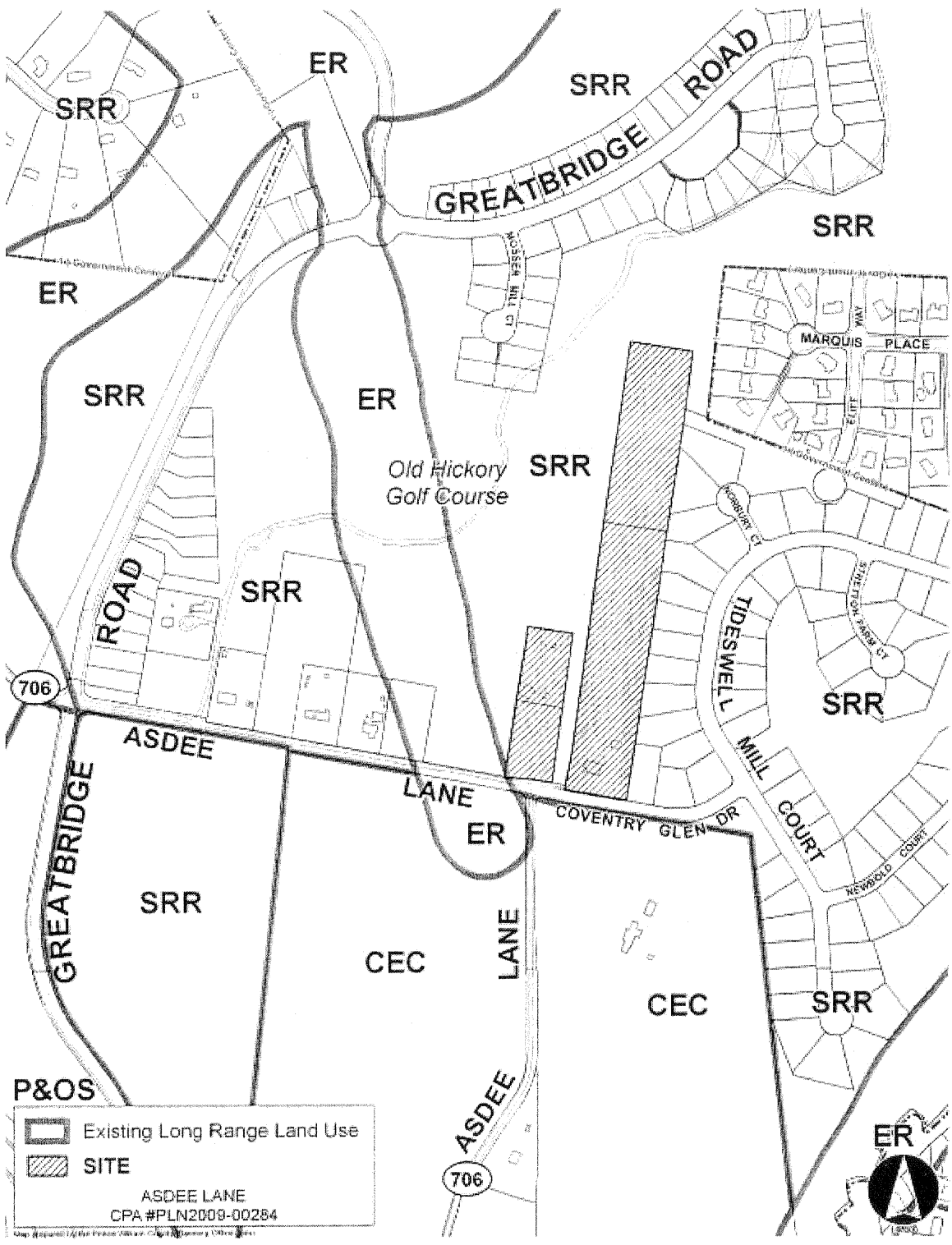
Attachment B - Staff Analysis
Aerial Map



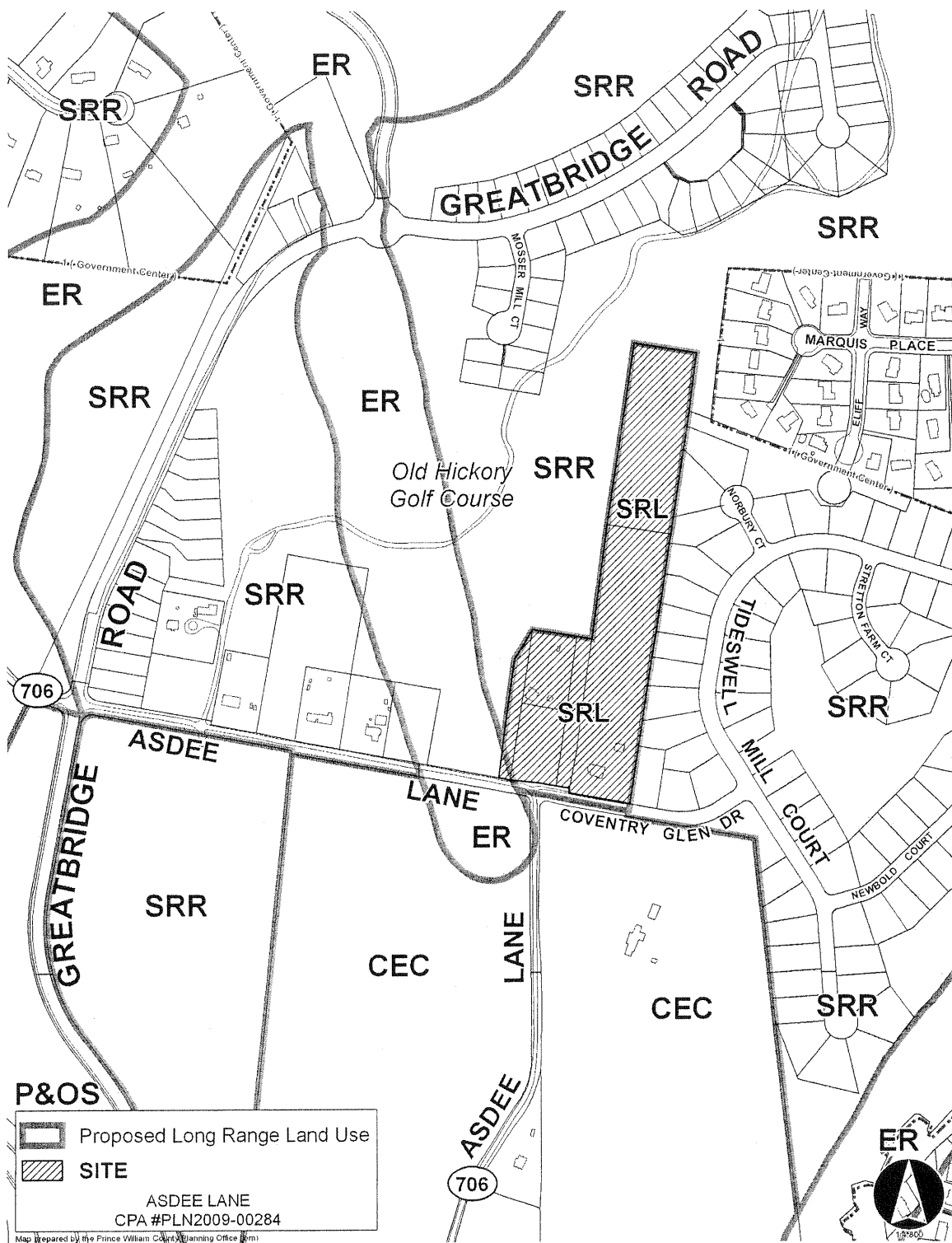
Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis
Existing Long Range Land Use Map



Attachment B - Staff Analysis Proposed Long Range Land Use Map



HARRIS PROPERTY

Request: Reclassify ±5.33 acres from Suburban Residential Low (SRL) to Neighborhood Commercial (NC). The applicant will submit a concurrent rezoning application to B-2, Neighborhood Business District to allow office and retail uses.

Issues: Issues include:

- (1) Most of the surrounding residential neighborhoods do not have access to Spriggs Road in the vicinity of the site.
- (2) An RPC-Commercial area is planned along Spriggs Road at its intersection with Lindendale Road within less than one mile of the site.

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

The project is proposed to include retail and office uses. Retail does not typically bring new professional and other high-paying jobs.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

Not applicable.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

No existing Omni-Link/Omni-Ride Bus Routes are currently located on Spriggs Road. Spriggs Road in this area is not identified for future transit expansion.

Attachment B
Staff Analysis

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The proposed commercial area is surrounded by land planned SRL and by land planned SRR across Spriggs Road. NC would need to buffer the commercial and office uses from the adjacent residential area. A shared driveway provides access to the subject parcel and the residential parcels behind it.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

No mapped ER is on the subject site. An ECA would be required and appropriate mitigation negotiated as part of the concurrent rezoning.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

This project is within the Development Area. Including non-residential uses at this location appears to further a mix of uses in the area, but much of the nearby residential development accesses Spriggs Road at Lindendale Road, which already has planned commercial uses at its intersection.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

This site is within the Development Area. Impacts to public services would be addressed as part of the concurrent rezoning application.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Adequate levels of service would be addressed as part of the review of the concurrent rezoning application.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

The NC designation would allow for substantially higher trips than the existing SRL designation. Impacts to Spriggs Road would need to be mitigated as part of the concurrent rezoning application.

**Attachment B
Staff Analysis**

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

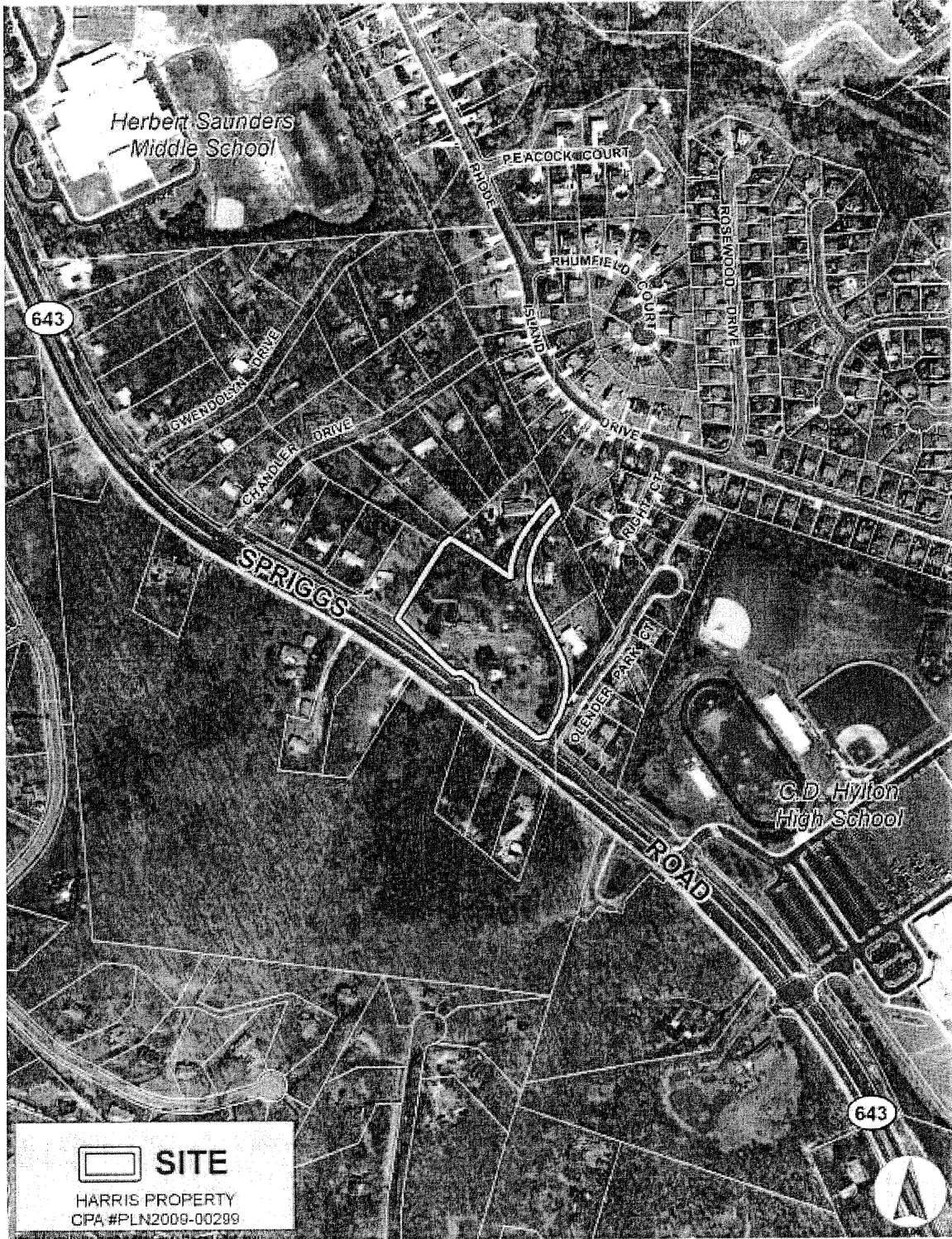
11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

The proposed site does not appear to be an appropriate area for NC.

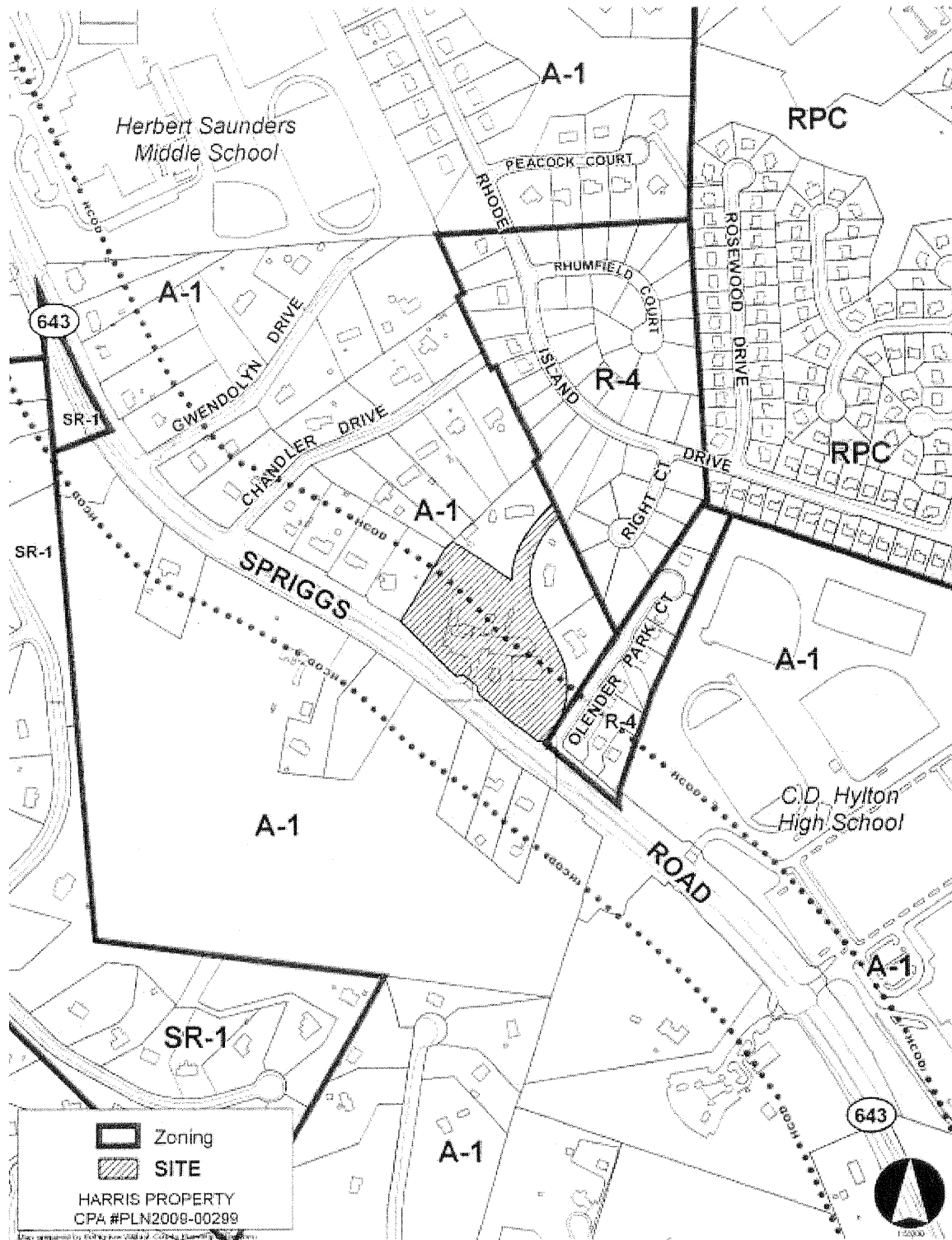
Recommendation: Do not initiate. If initiated, staff recommends initiating this request with an expanded study area. The following table shows the breakdown of the land use classifications.

LRLU Classification	Existing Acreage	Proposed Acreage in Expanded Study Area
Suburban Residential Low (SRL)	9.00	
Neighborhood Commercial (NC)		9.00
Total	9.00	9.00

Attachment B - Staff Analysis
Aerial Map



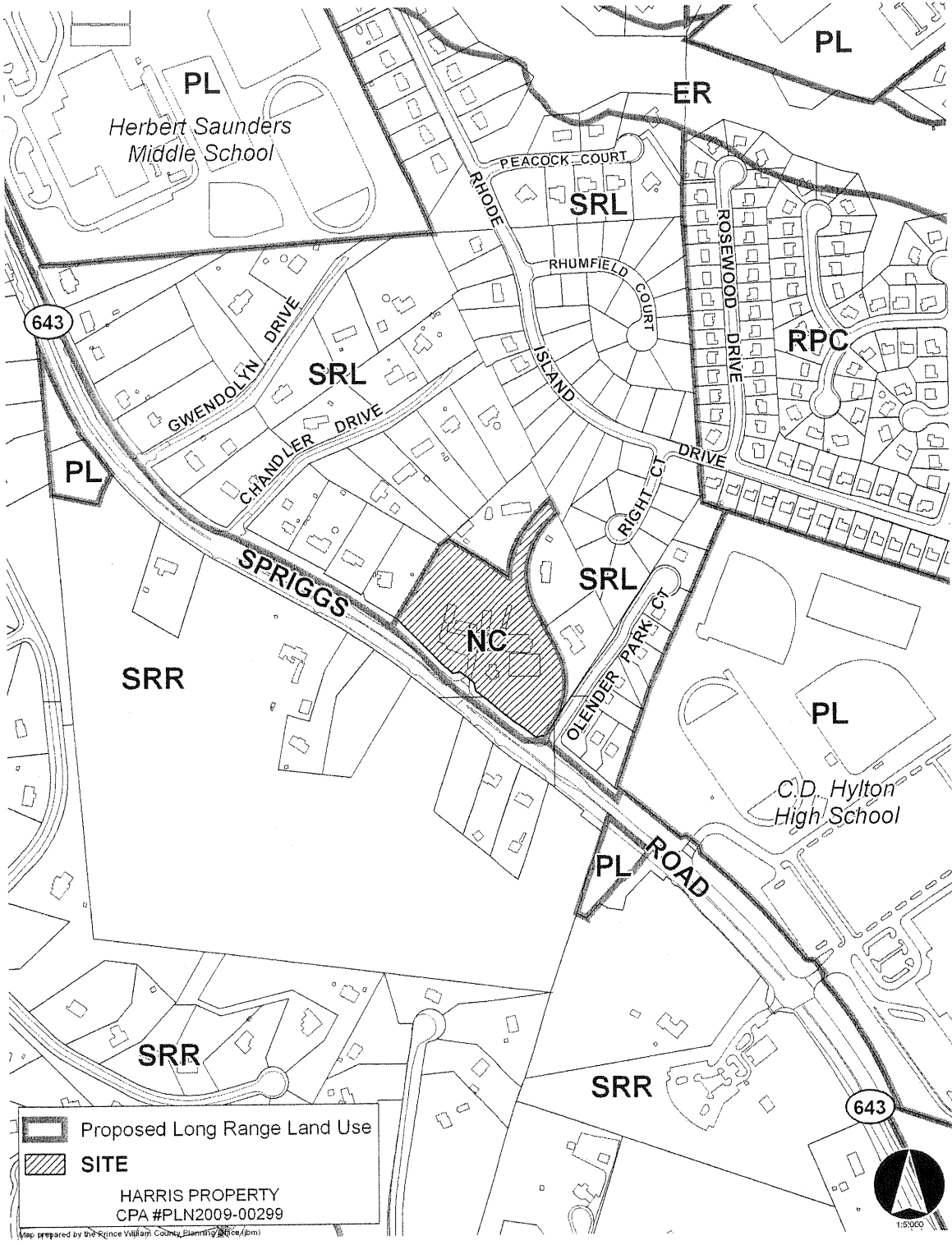
Attachment B - Staff Analysis
Existing Zoning Map



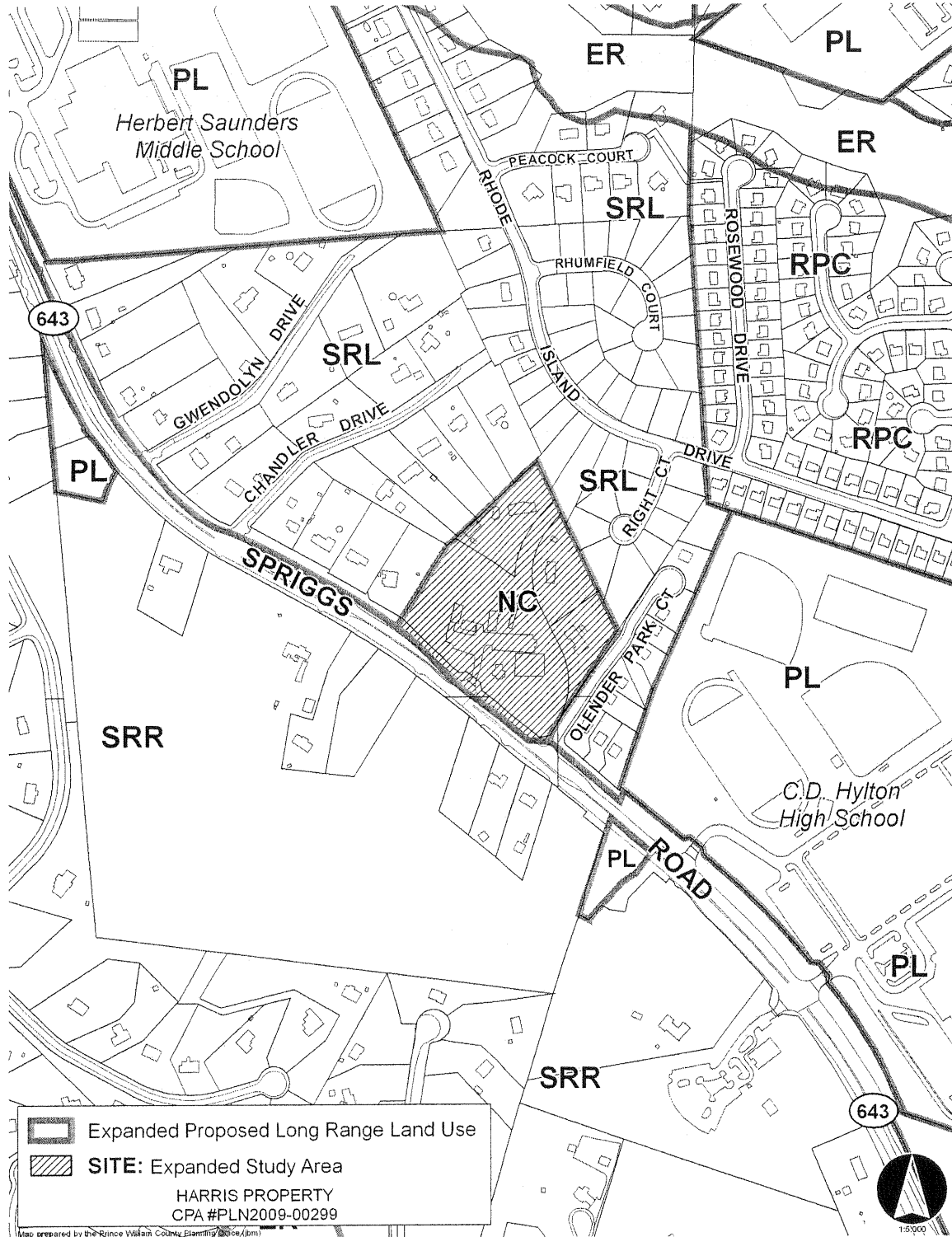
**Attachment B - Staff Analysis
Existing Long Range Land Use Map**



**Attachment B- Staff Analysis
Proposed Long Range Land Use**



Attachment B- Staff Analysis Expanded Proposed Long Range Land Use



HOADLY – WEBSTER

Request: Reclassify ±16.06 acres from Semi-Rural Residential (SRR) to Suburban Residential Low (SRL). This change was recommended by the Land Use Advisory Committee and does not have an associated application. The property owners have been contacted and those that responded support the changes. There will not be a concurrent rezoning filed with this CPA.

Issues: Issues include:

- (1) Should Hoadly Road or Websters Way be the boundary between SRL and SRR in this area?

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

Not applicable.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

Houses constructed under both the existing and the requested Comprehensive Plan designation would be single-family detached. This housing type is appropriate for this area and would provide a transition between the higher residential densities in Dale City to the south and the SRR development to the north.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

There is an OmniLink route along Hoadly Road. Hoadly Road is also a transit corridor per the Transit Improvement Plan. Notwithstanding, neither the existing nor proposed land use designation is at a transit supportive density. However, its existence near an existing transit corridor provides one justification for development within the 1-4 dwelling unit density intended within the SRL classification, rather than the 2.5 acre per lot density intended in the SRR designation. The Comprehensive Plan calls for development at the higher density range to be located along transit corridors.

Attachment B- Staff Analysis

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The development pattern along the south side of Websters Way has changed in recent years, as the area slowly develops at SRL density. The designation of this site to SRL will be compatible with the surrounding neighborhood.

5. **Environment and Open Space** – Protect environmentally sensitive land and maintain open space.

This subject site does not contain any mapped ER. Appropriate methods to protect environmentally sensitive land and maintain open space would be studied during a future rezoning process.

6. **Mixed-Use Neighborhoods** – Encourage, in appropriate Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

This proposal would not create a mix of uses. However, there is an existing religious institution on a portion of the subject site.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives.

The subject site is within the Development Area.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Levels of service issues will be considered as part of the review of a future rezoning.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denying applications for additional development if existing and proposed facilities cannot absorb additional demand.

Transportation impacts would be considered as part of a future rezoning. The current zoning for this area currently allows 8 houses, although part of this is occupied by a church. The additional density permitted by this CPA will have an additional incremental impact on the transportation system. Future applicants will be encouraged to access the property from Websters Way.

Attachment B- Staff Analysis

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

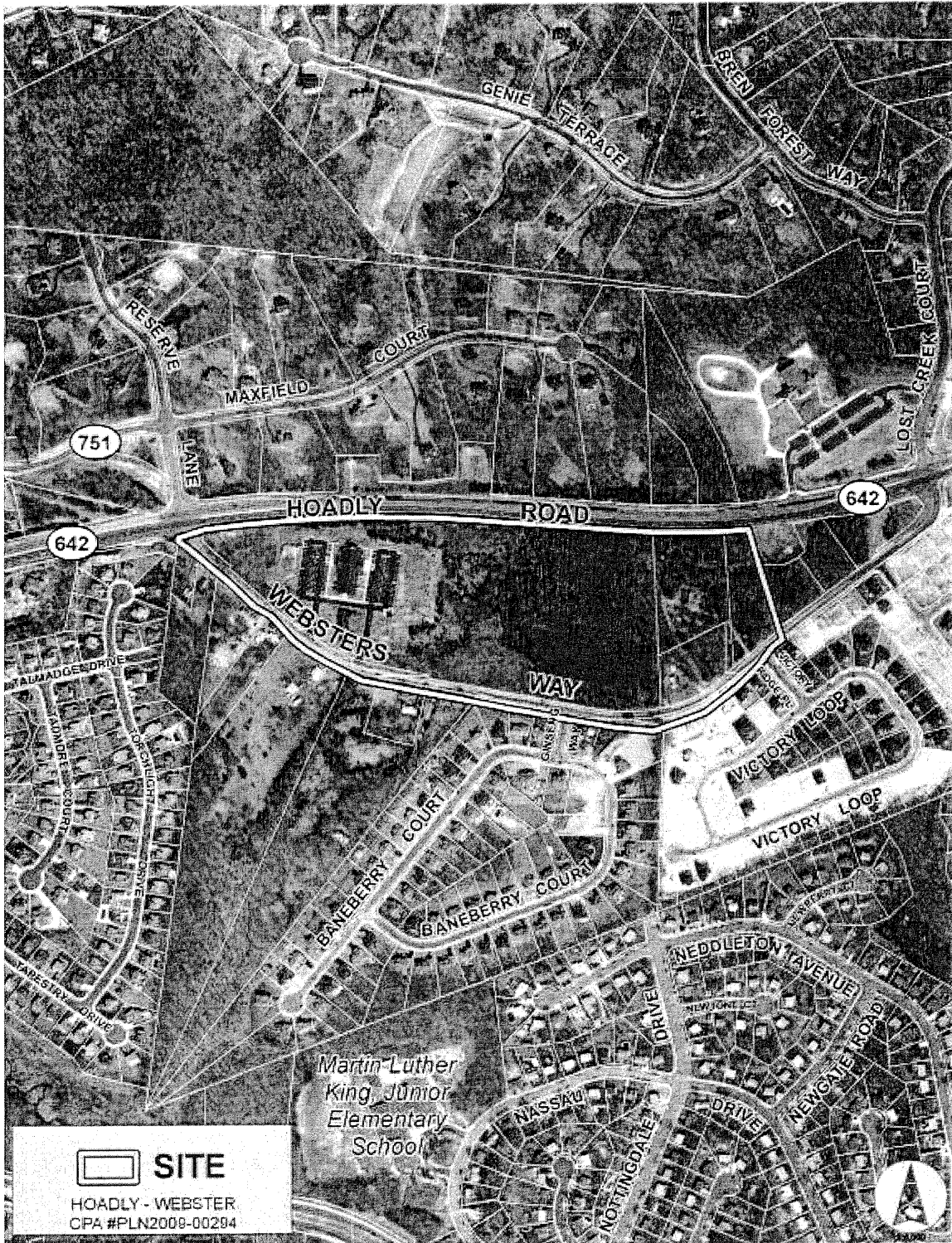
The subject property is not located in a sector plan.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

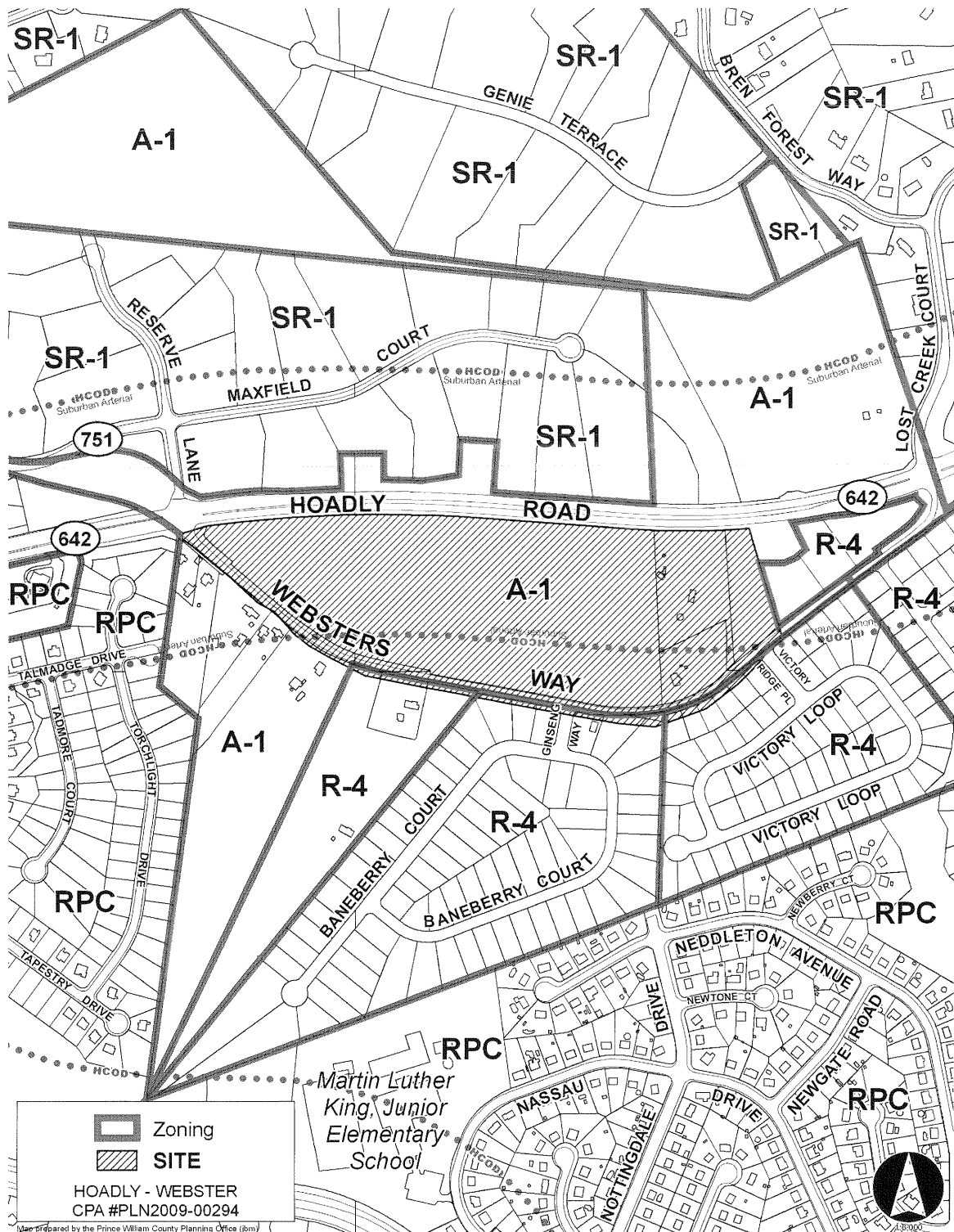
This site is within the Development Area. It appears that Hoadly Road should define the boundary between SRL to the south and SRR to the north and facilitate growth in appropriate areas and locations.

Recommendation: Initiate.

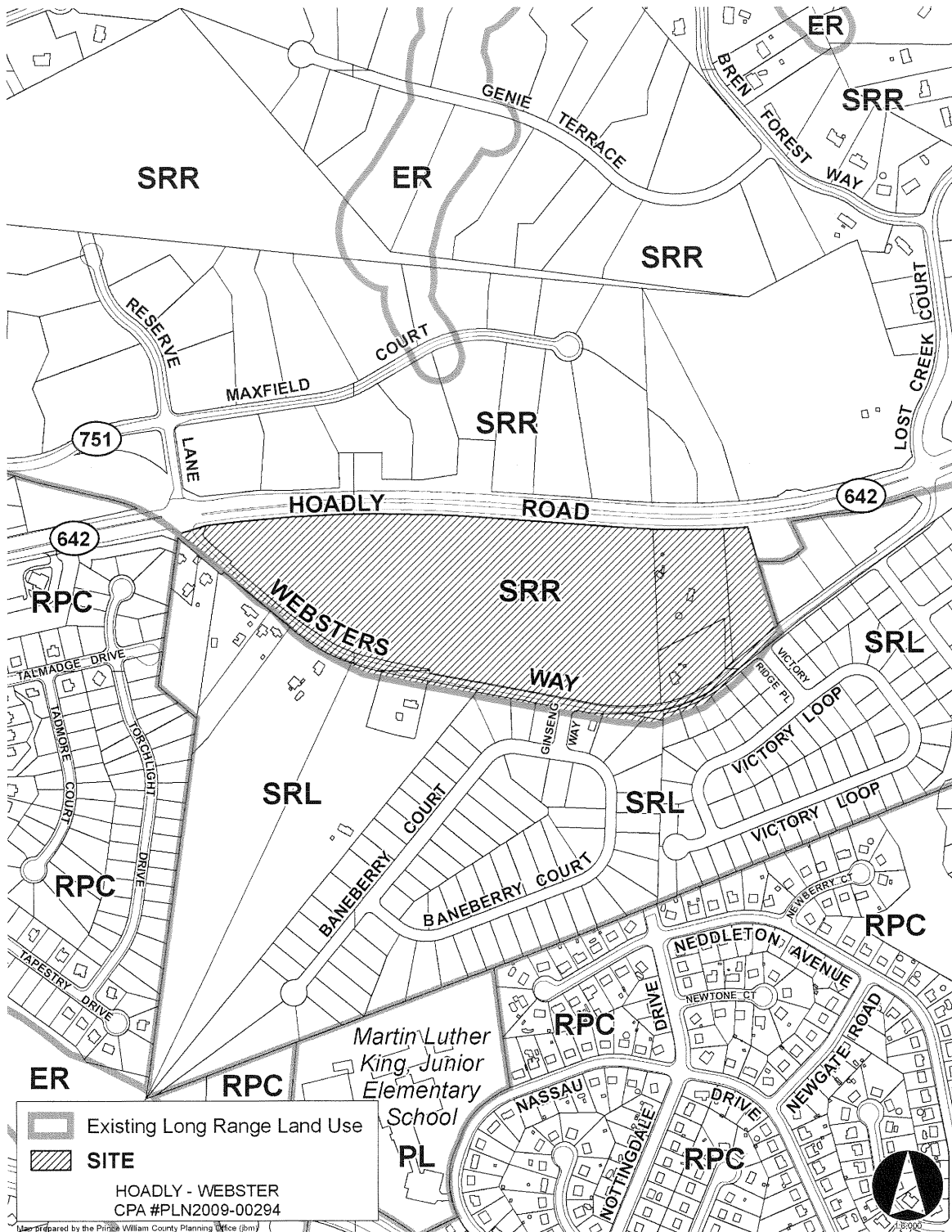
Attachment B - Staff Analysis
Aerial Map



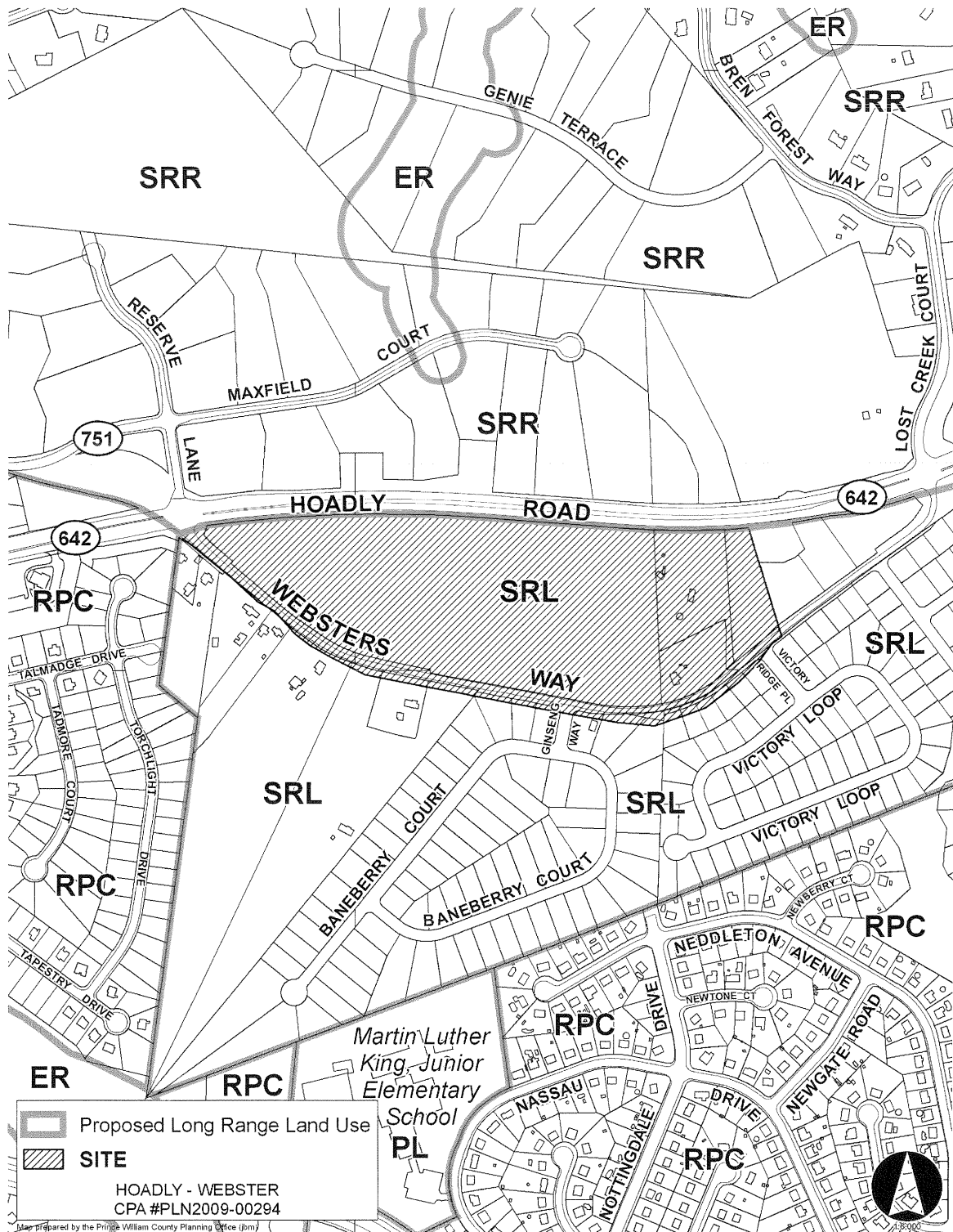
Attachment B - Staff Analysis
Existing Zoning Map



**Attachment B - Staff Analysis
Existing Long Range Land Use Map**



Attachment B - Staff Analysis Proposed Long Range Land Use Map



JOHNSON / NORRIS PROPERTIES

Request: Reclassify ±42.61 acres from Semi - Rural Residential (SRR) to Community Employment Center (CEC).

Issues: Issues include:

- (1) Compatibility with Semi-Rural Residential and NC uses

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

CEC allows a mixture of office, retail, retail service and/or residential uses, with no less than 75% of the site to be developed as employment and up to 25% of the land to be developed as a combination of retail and/or residential.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

This application proposes a residential component. Single-family attached and multi-family are appropriate housing types as part of a larger mixed use development (no more than 6-12 units on no more than 25% of the site).

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

The subject site is accessed by Hoadly Road, which currently has existing Omni Link bus service and is identified as a transit corridor. Also, a Cross County Connector bus route runs along Prince William Parkway.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The project area is bounded by SRR on three sides with NC to the east. The southwest intersection of Hoadly Road and Prince William County Parkway has been recently developed with a retail center and has a new office building under construction.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

There are environmentally sensitive areas on the western portion of the project area. The applicant proposes providing approximately 20% of the site in permanently protected open space as part of a concurrent rezoning application.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

CEC allows for a greater mixture of land uses, since there would be a retail/residential component combined with the office uses. But, this may not be the appropriate location for such mixed use development.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

Project is within the Development Area. The project area is not a focus of economic development or redevelopment initiatives. Impacts to public facilities would be addressed through the concurrent rezoning.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

Adequate levels of service would be addressed as part of the review of the concurrent rezoning application.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

Access to the project area was provided when the Hoadly Road Retail Center was developed via Galveston Court. Transportation impacts would be considered as part of a concurrent rezoning. The CEC designation would allow for substantially higher trips (4,400+ daily) than the existing SRR designation.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

**Attachment B
Staff Analysis**

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

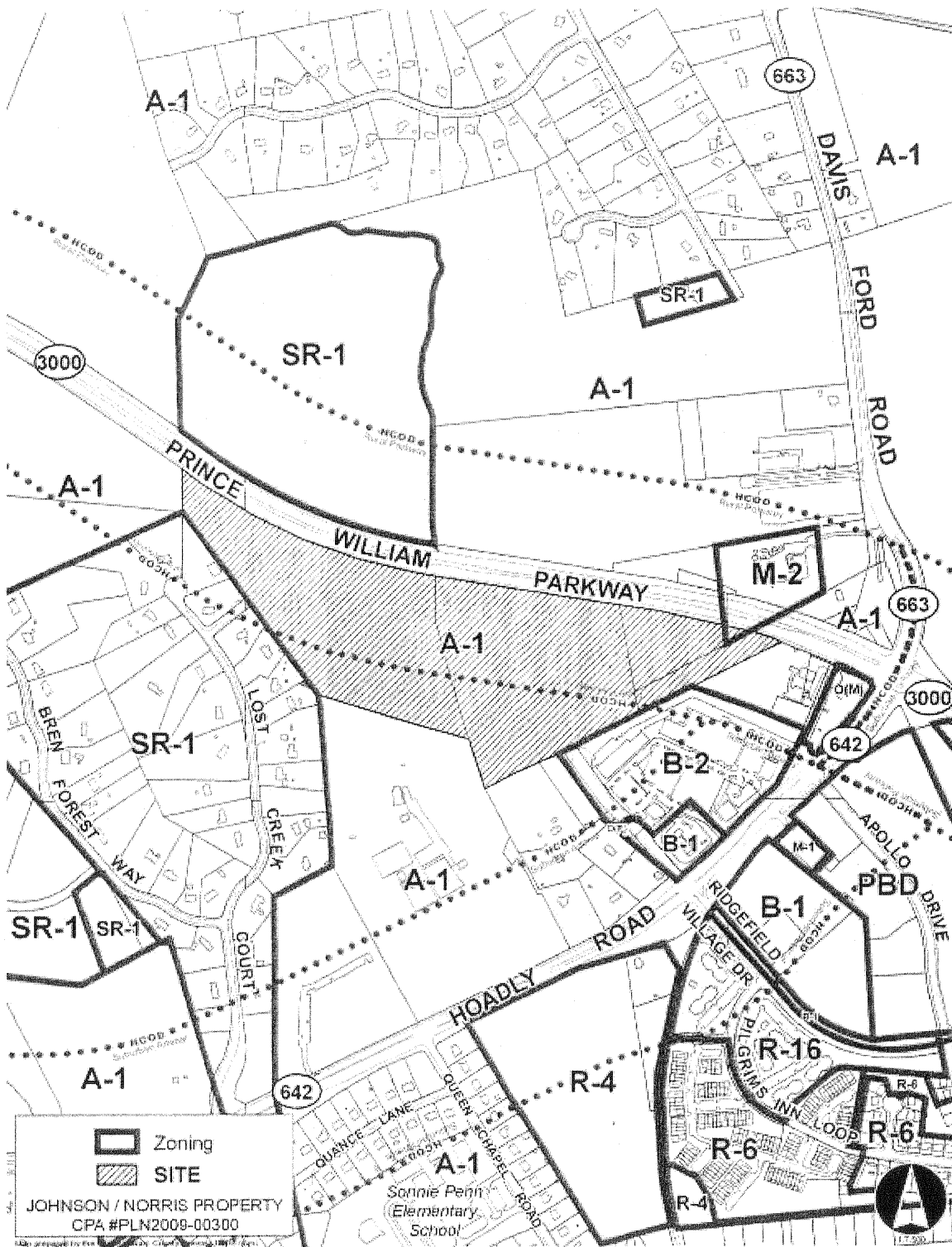
The proposed CPA could contribute to quality of life through the preservation of open space and protection of valuable environmental resources. However, intense CEC development is not compatible with the surrounding SRR and NC uses.

Recommendation: Do not initiate.

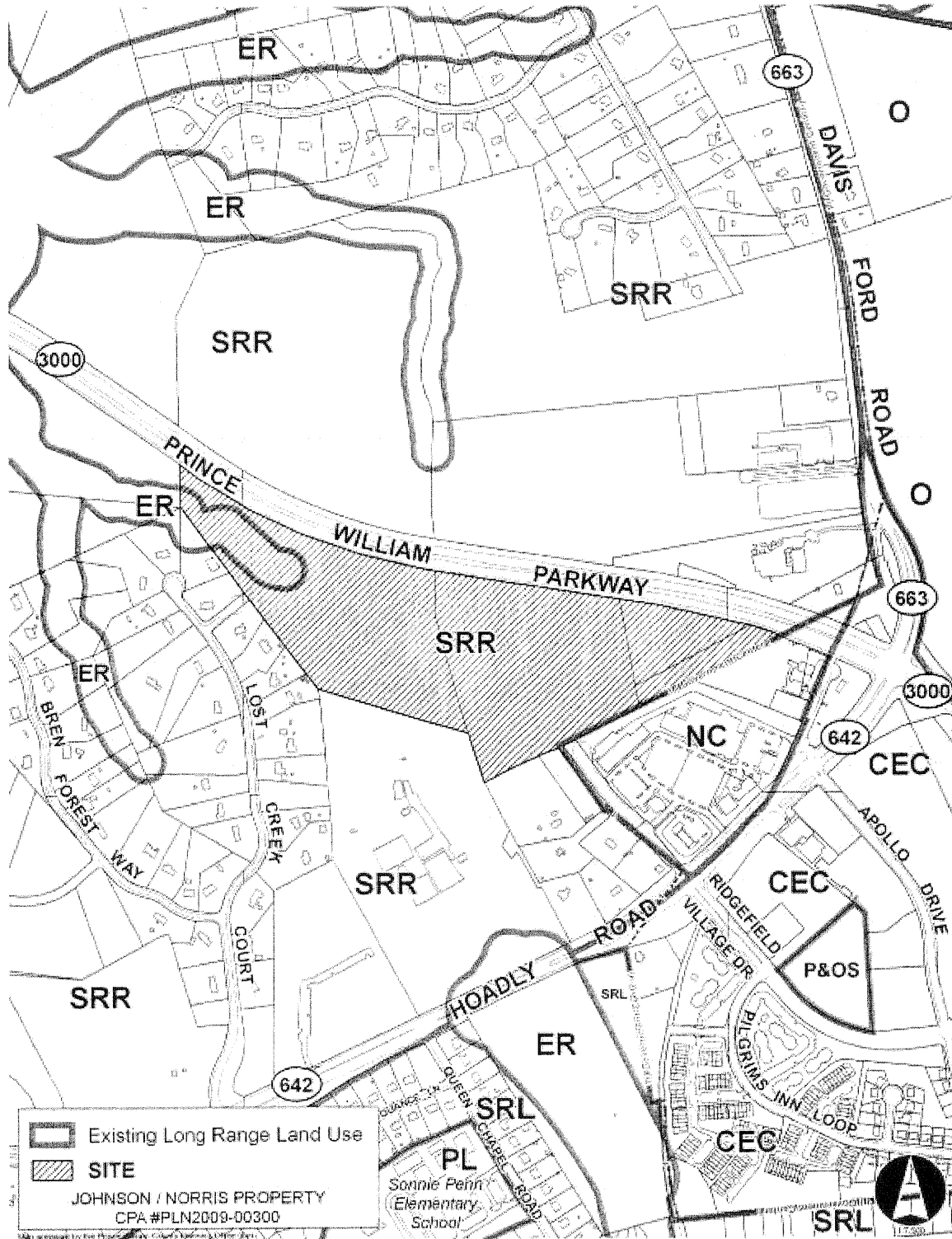
Attachment B - Staff Analysis
Aerial Map



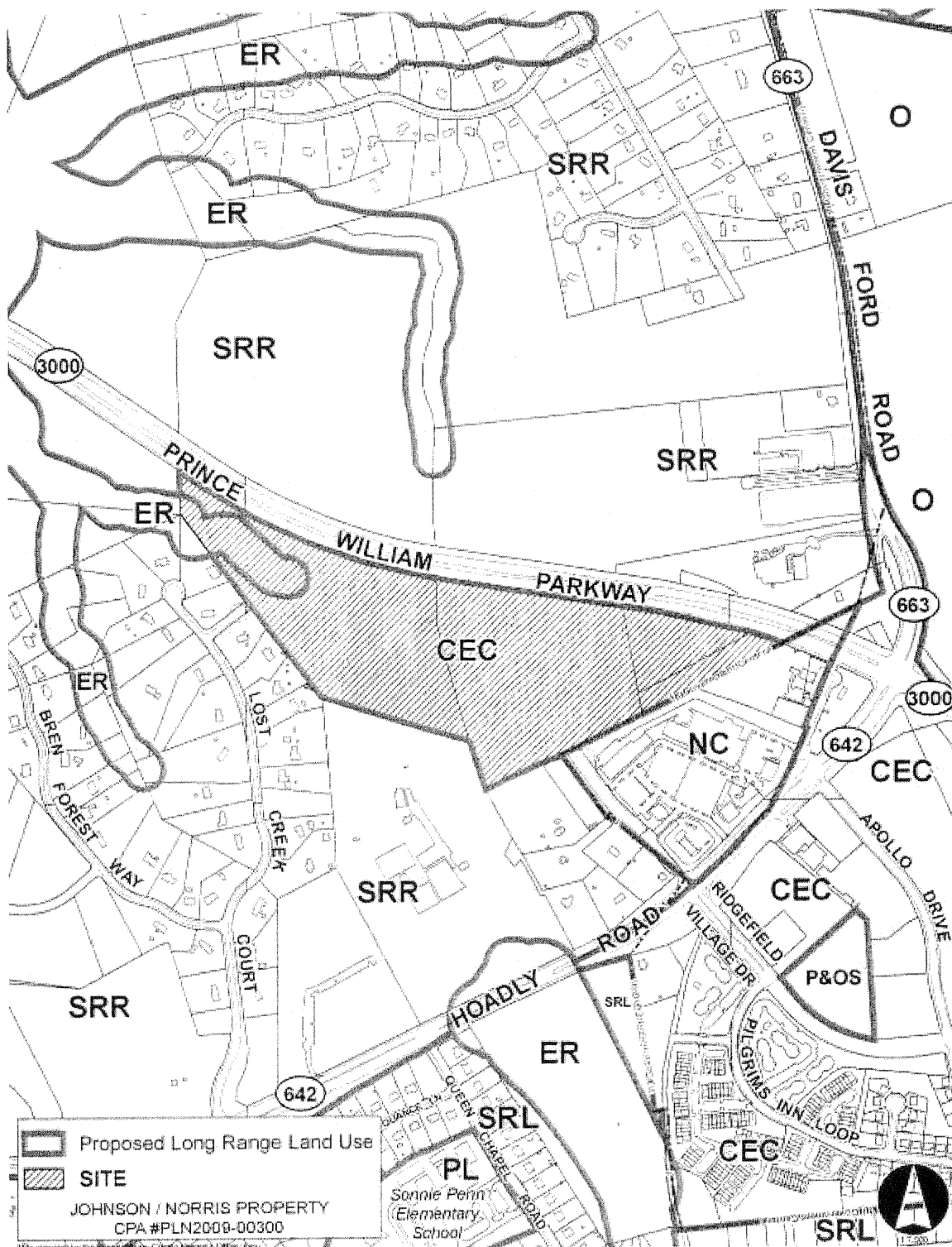
Attachment B - Staff Analysis Existing Zoning Map



Attachment B - Staff Analysis
Existing Long Range Land Use Map



Attachment B - Staff Analysis Proposed Long Range Land Use Map



OLD CAROLINA / HEATHCOTE BLVD.

Request: Reclassify ±16.63 acres from Suburban Residential Medium (SRM) to Community Employment Center (CEC).

Issues: Issues include:

- (1) On the border of the Town of Haymarket, which is located to the south
- (2) Access challenges, which will need to be coordinated with nearby hospital facility
- (3) At least 5,000 daily vehicle trips generated, which will likely present capacity issues

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

CEC allows a mixture of office, retail, retail service and/or residential uses, with no less than 75% of the site to be developed as employment and up to 25% of the land to be developed as a combination of retail and/or residential.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

With the proposed CEC land use designation, there can be residential uses not to exceed 25% of the subject site, with a density of 6 to 12 dwelling units per acre.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

There are no existing or planned OmniRide or OmniLink bus routes in the vicinity of the subject site. Higher density, mixed use development should be located in an area served by transit.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

CEC would be a favorable transition from REC to the west and SRM to the east.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

There is no mapped ER on the subject property.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

The proposed CEC land use designation allows for a mixture of office, retail and residential uses. However, the current land use designation, SRM, only allows for residential uses.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

The property is located in the Development Area. Any subsequent rezoning request will need to address public service impacts.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

All required LOS must be met and specifics will be determined during a review of the rezoning application.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

Redesignation of the property to CEC would likely increase the number of vehicle trips generated by the site, resulting in increased impacts on Old Carolina Road and Heathcote Boulevard. These impacts would need to be mitigated through a subsequent rezoning application. A change in the land use designation to CEC will result in at least 5,000 daily vehicle trips due to the office uses. There are long-range plans to extend VRE service to the Haymarket vicinity and to extend Omni Link bus service. More details cannot be accurately assessed until a rezoning application is submitted and the site is developed.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

**Attachment B
Staff Analysis**

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

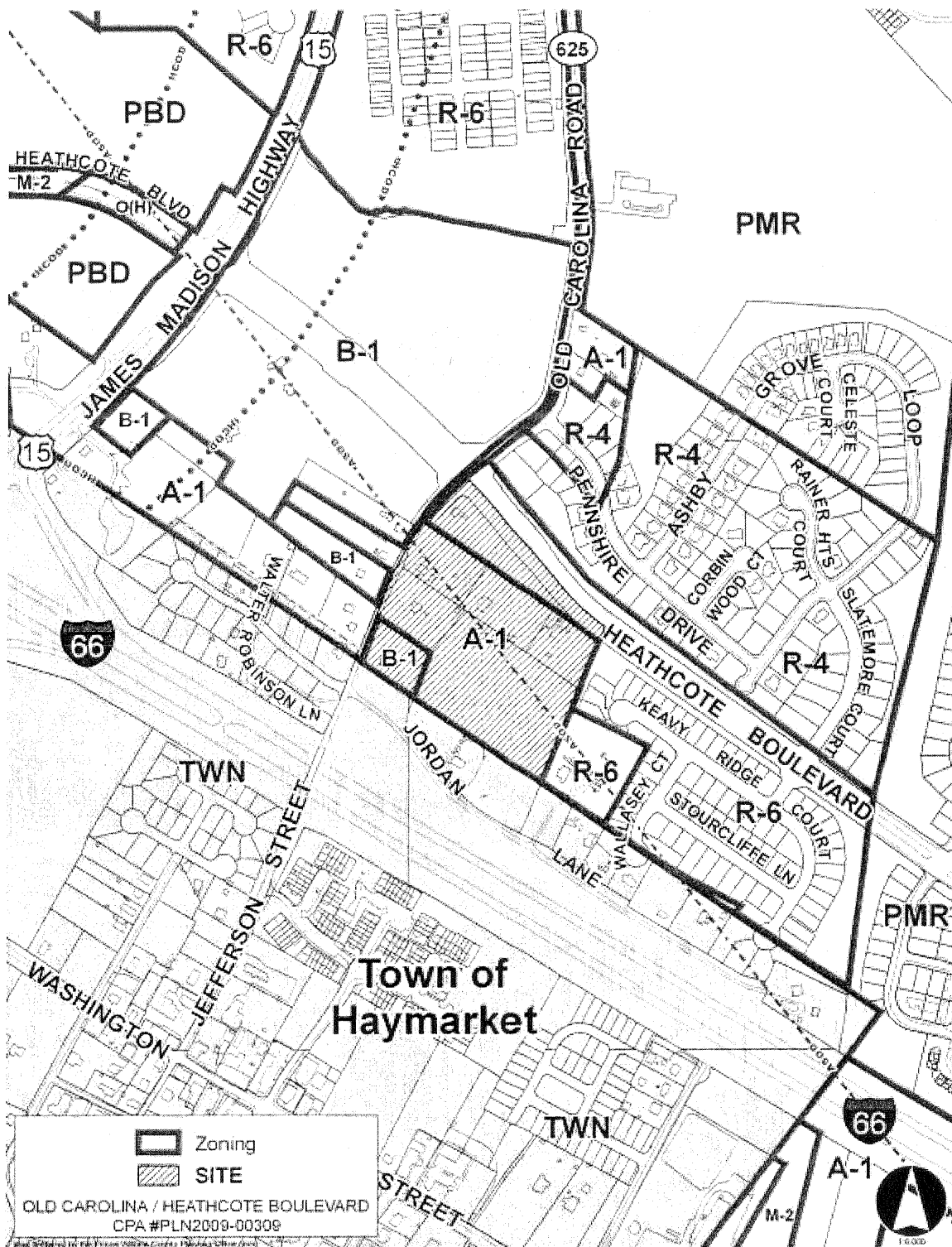
This proposed land use designation will enable a greater variety of office/retail/residential options in the area, which will provide an enhanced service to the residents as well as create opportunities for others to locate within the area.

Recommendation: Initiate.

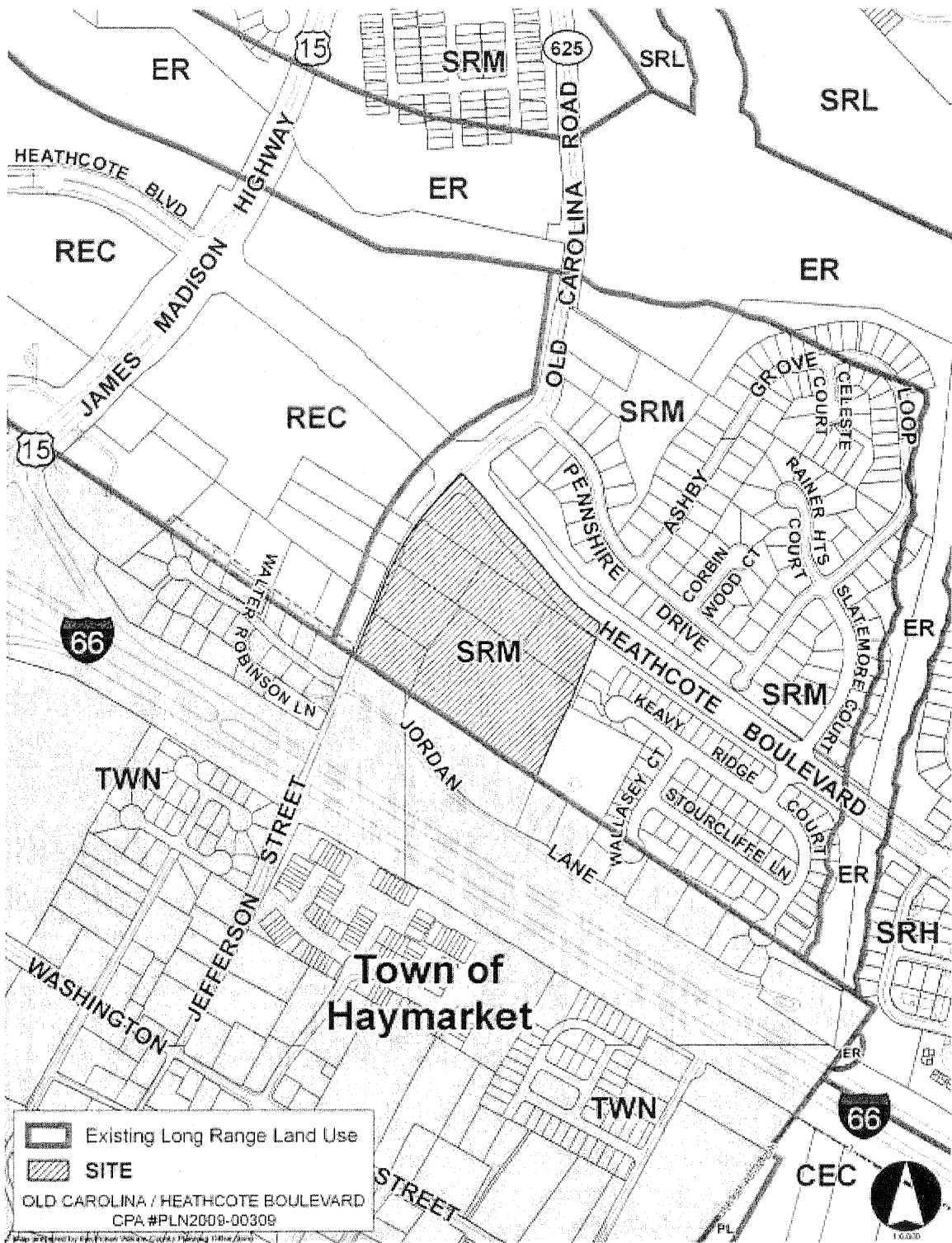
Attachment B - Staff Analysis
Aerial Map



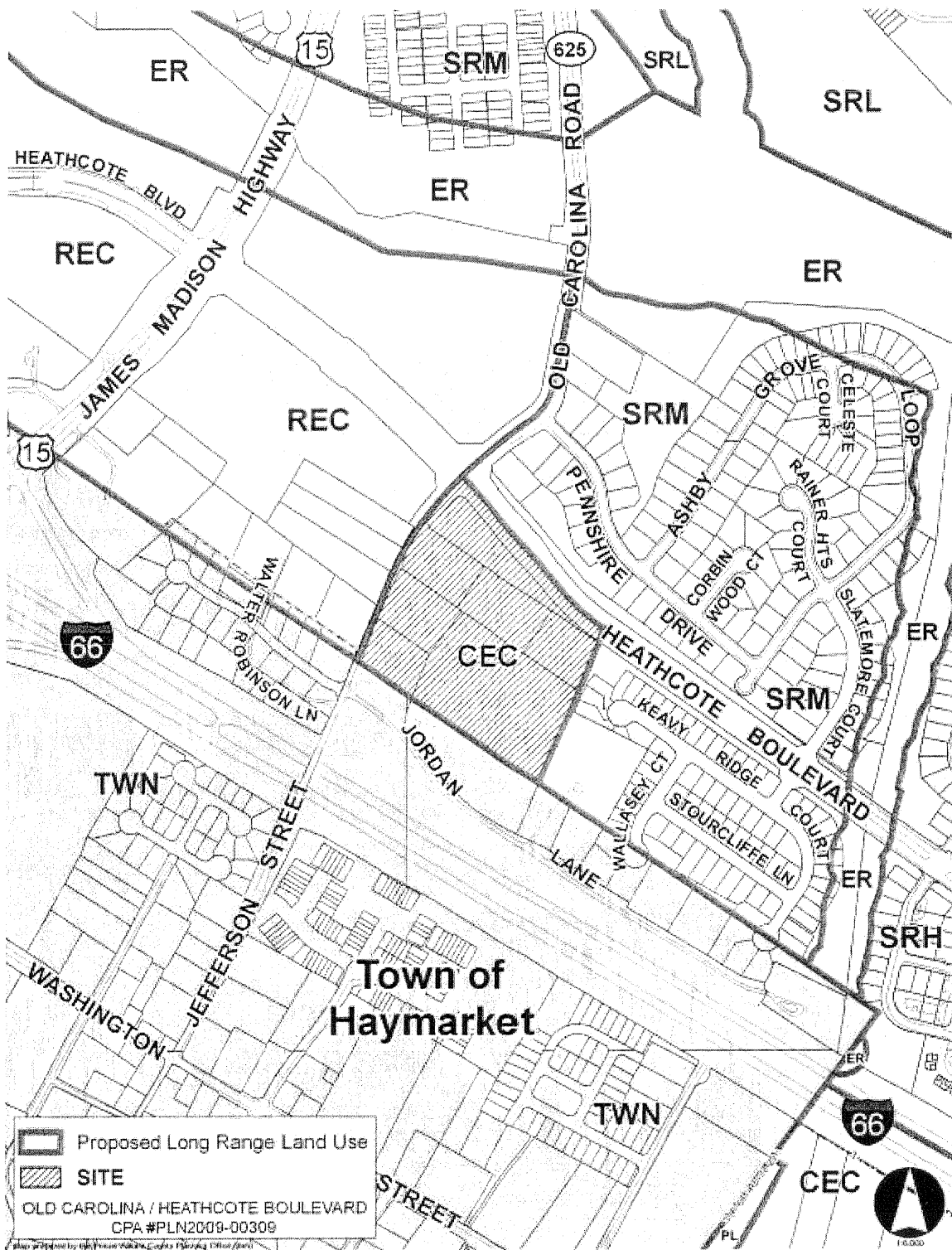
Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis
Existing Long Range Land Use Map



**Attachment B - Staff Analysis
Proposed Long Range Land Use Map**



PORTSMOUTH STATION

Request: Reclassify ±14.28 acres from General Commercial (GC) to Community Employment Center (CEC).

Issues: Issues include:

- (1) Subject site contains the future alignment of Williamson Blvd.
- (2) Subject is currently zoned B-1.

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

The subject site is currently planned GC, General Commercial and zoned B-1, allowing for retail and/or office uses.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

Surrounding area currently contains single-family, townhouse and multi-family housing. If redesignated CEC, up to 25% of the subject site could allow mixed use retail, retail service and/or residential uses.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

The subject site is adjacent to the Portsmouth Commuter Parking Lot and near existing OmniLink and OmniRide routes.

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The subject site is sandwiched between various uses; retail to the west and south, townhouses and single-family to the north and business uses and the commuter parking lot to the east.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

No mapped ER is located within the subject site.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

A mixture of residential, nonresidential and public uses are located near the subject site.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

The subject site is within the Development Area. Once a rezoning is submitted along with a layout plan, the demand and extent of these needs will be better assessed.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

These details are not known at this time, but will pertain. Once a rezoning is submitted along with a layout plan, the extent of the impacts will be better assessed.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

Any development on this property must accommodate the future alignment of Williamson Boulevard. These details will be determined during the evaluation of a specific rezoning request.

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

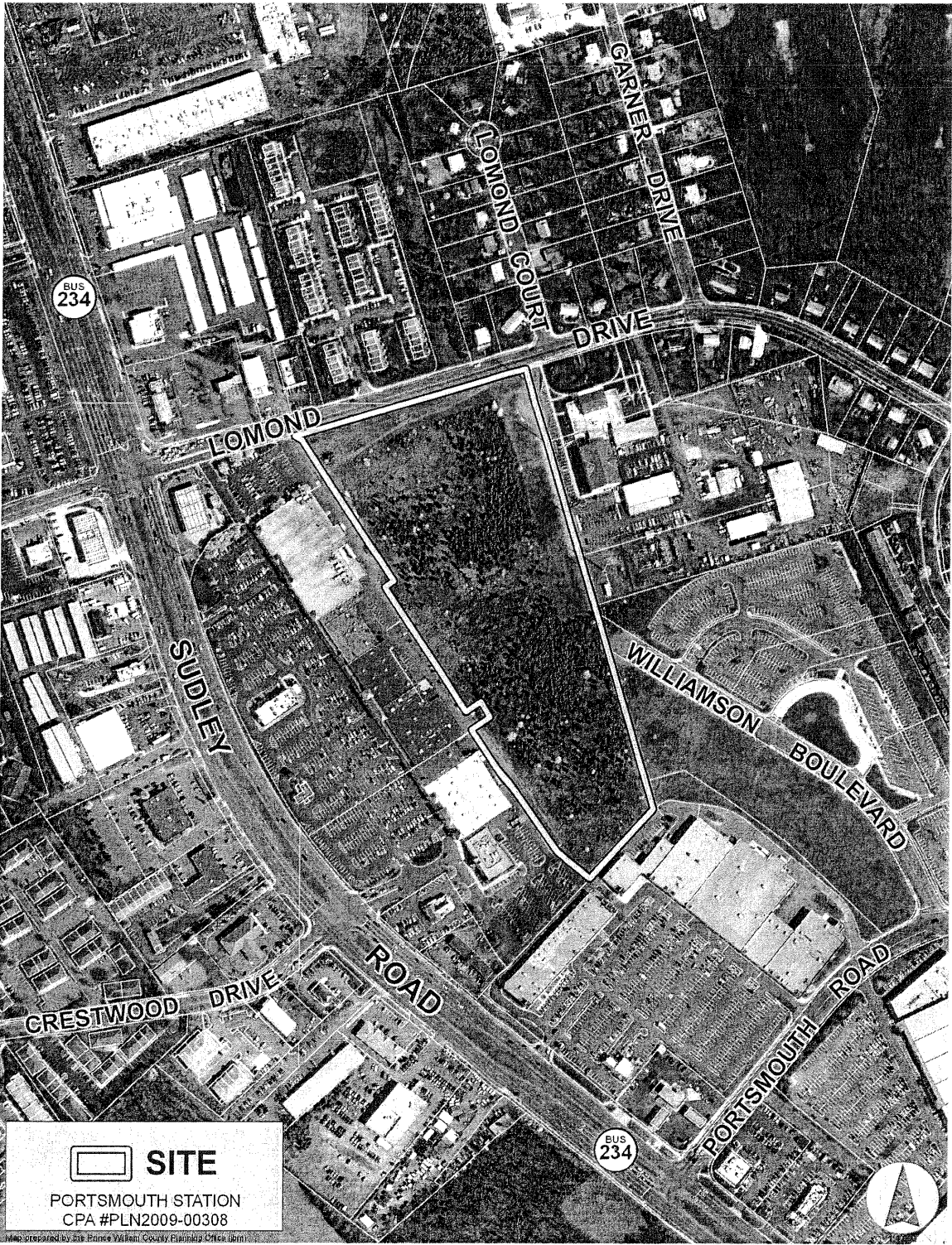
This area is not within a sector plan.

11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

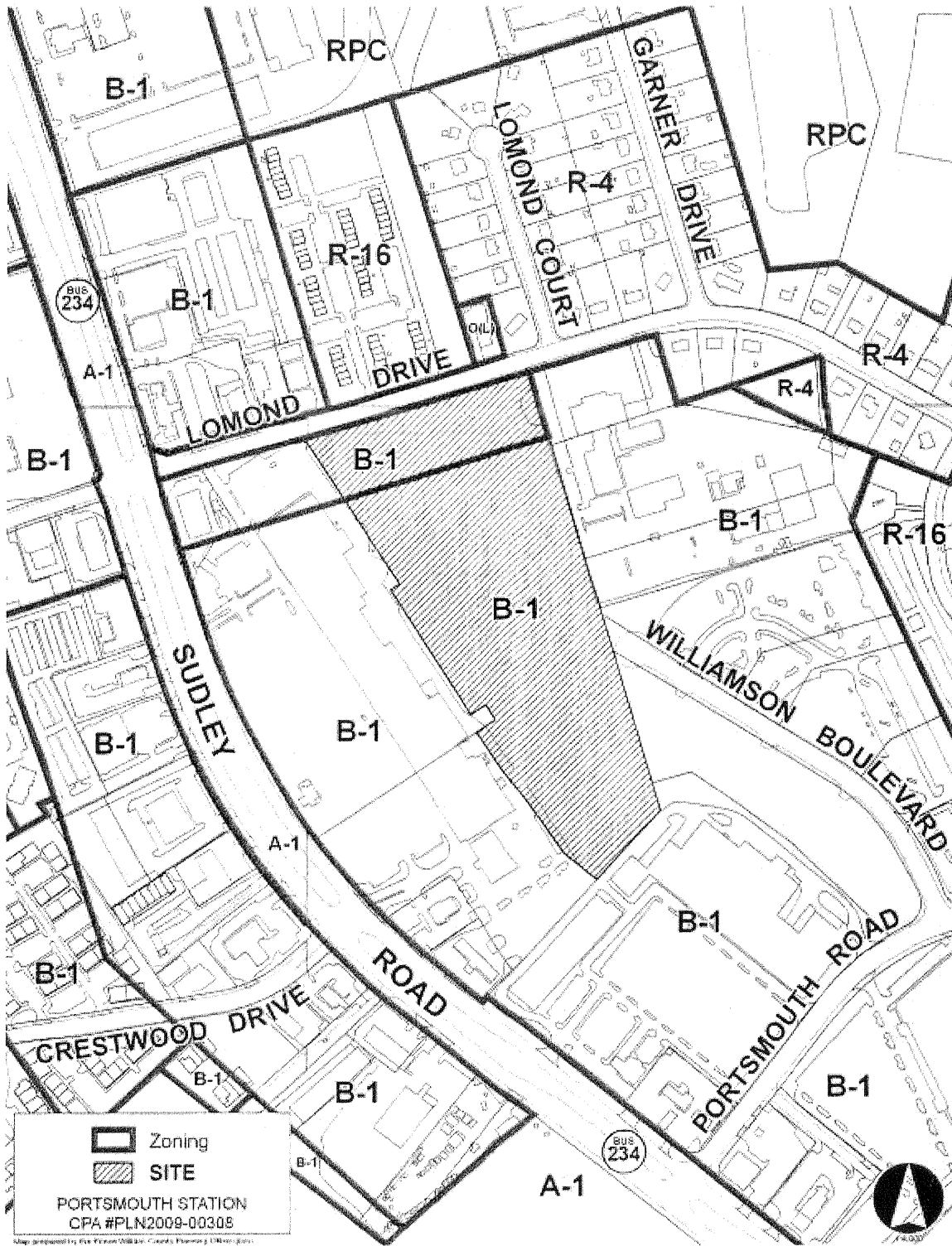
The subject site is an appropriate location for development, particularly the type of mixed-use infill development that might occur on a CEC-planned parcel.

Recommendation: Initiate.

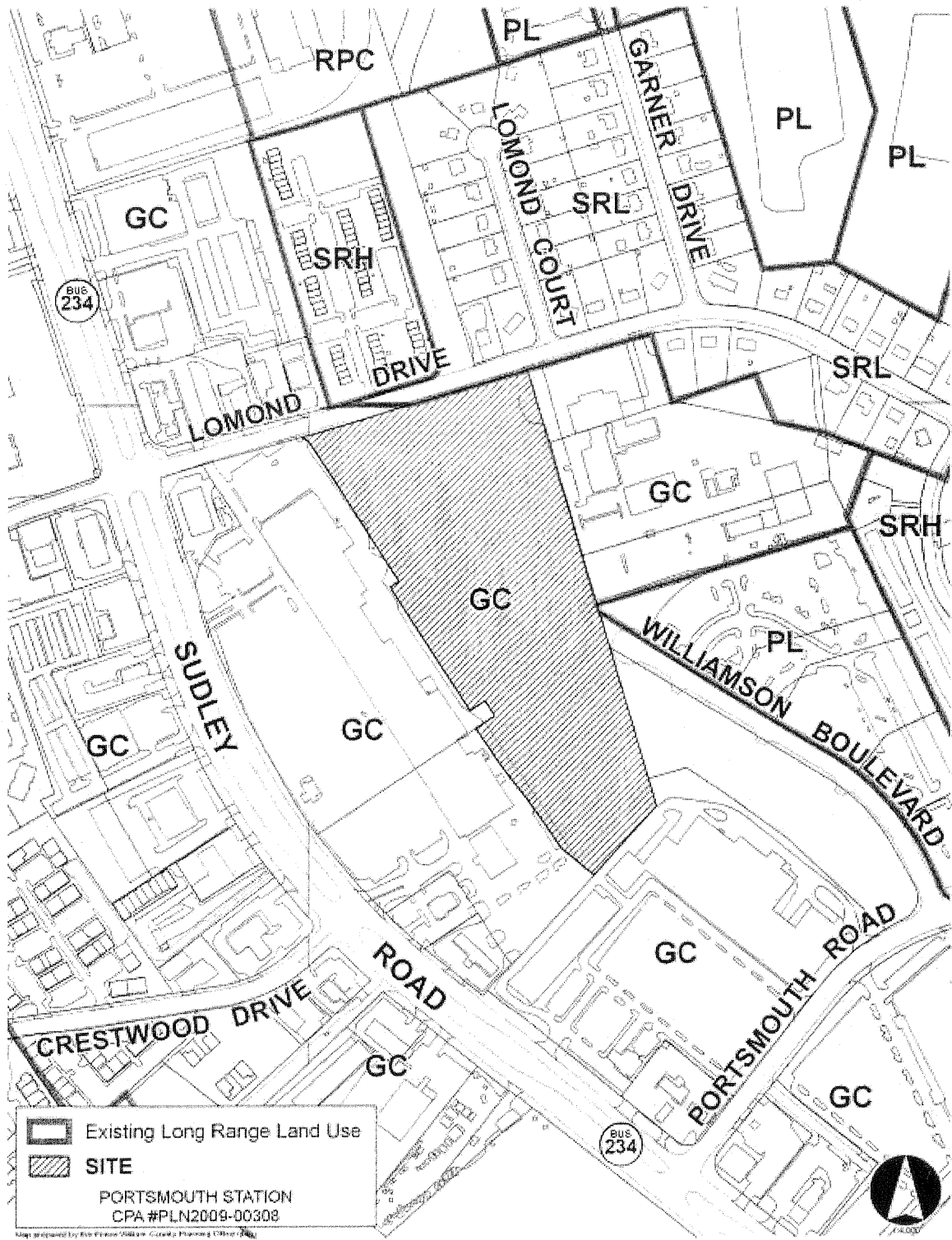
Attachment B
Aerial Map



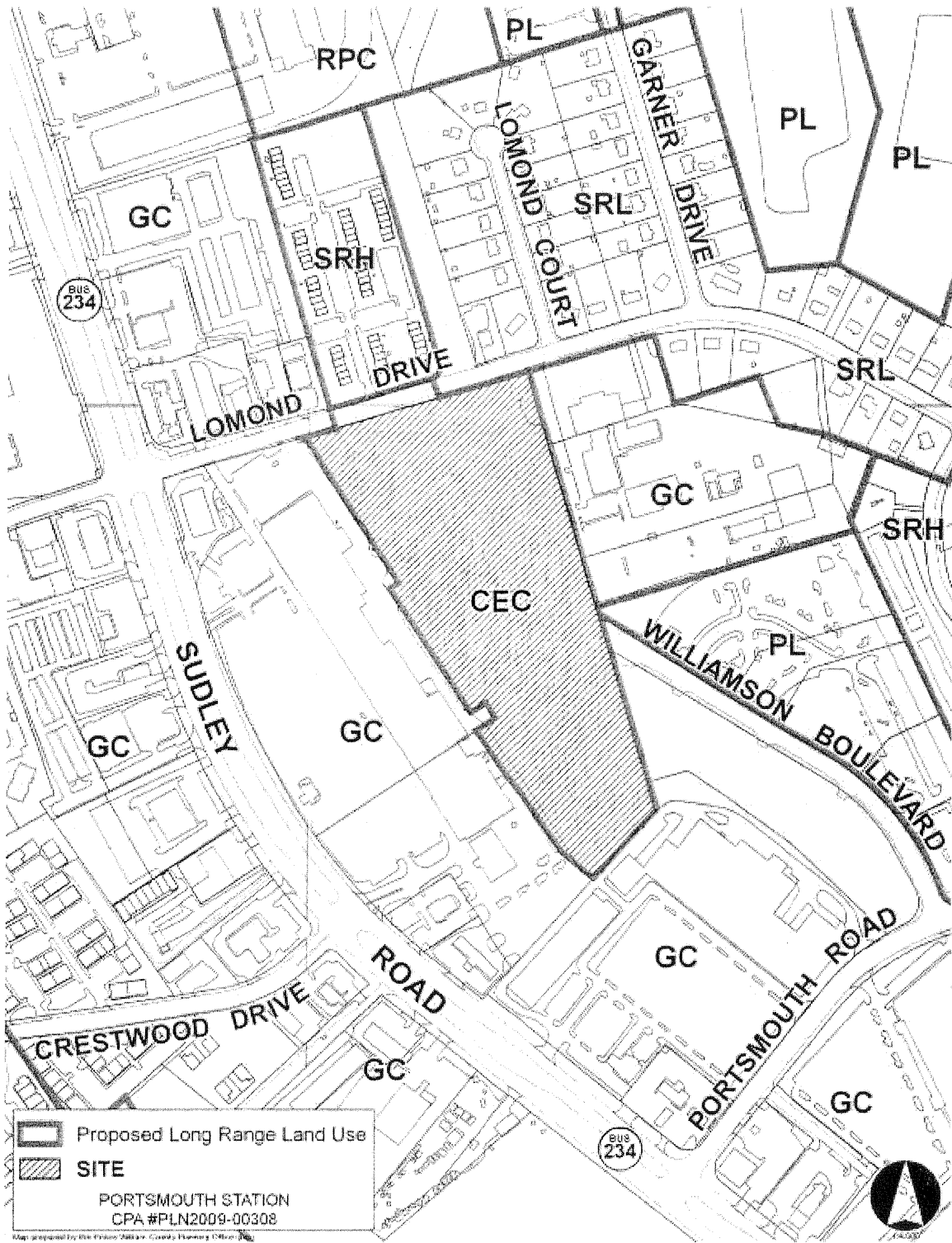
Attachment B - Staff Analysis
Existing Zoning Map



Attachment B - Staff Analysis
Existing Long Range Land Use Map



Attachment B - Staff Analysis
 Proposed Long Range Land Use Map



VERIZON PROPERTY

Request: Reclassify ±11.85 acres from Suburban Rural High (SRH) to Office (O).

Issues: Issues include:

- (1) Access road and adequate buffering to the site
- (2) Removing higher density residential uses and promoting office uses
- (3) Complementary to office designations to the east
- (4) Compatibility with adjacent neighborhood

COMPREHENSIVE PLAN POLICY ANALYSIS CRITERIA

1. **Economic Development Opportunities** – Ensure adequate land to allow the County to compete for economic development opportunities that will bring new professional and other high-paying jobs. Focus on tourism and historic preservation as positive components of economic development.

The proposed CPA will expand the supply of land planned for office development.

2. **Diversity of Housing** – Provide a diversity of housing types at appropriate locations within the County.

By proposing an Office land designation, instead of the current Suburban Residential High designation, there will be reduction in the range of housing types available in this area of the County.

3. **Transit-Oriented Development** – Plan for greater emphasis on transit within the Development Area. Encourage developments near future transit corridors to develop in a transit-compatible manner, incorporating provision of transit services, facilities and commuter lots. Where appropriate, encourage higher densities/intensities and mixed uses near transit locations.

There is an OmniRide bus route along Minnieville Road. The Prince William Parkway, located to the east, has OmniRide and OmniLink bus routes and is a County transit corridor. Both the existing SRH and proposed O land use designations can accommodate higher density development and could develop in a transit-compatible manner.

Attachment B
Staff Analysis

4. **Compatible Land Uses** – Protect existing and planned land uses from the encroachment of incompatible land uses.

The subject property is being utilized for a public facility office use, while being surrounded by residential uses. The proposed office land use designation area to the east will be complemented by this property being re-planned to office. Although this may be favorable for the subject property, it would actually cause the adjacent strip of SRH designated land to become incompatible. Thus, staff is recommending this strip of land to the east also be included in this CPA proposal.

5. **Environment and Open Space** – Protect sensitive land and maintain open space.

There is no ER mapped on the site. The applicant has committed to submission of a concurrent rezoning application and an Environmental Constraints Analysis (ECA) will be required.

6. **Mixed-Use Neighborhoods** – Encourage, in Development Area locations, livable, planned communities with a mix of residential, nonresidential, public and open space uses at a neighborhood scale.

This property serves as a transition between residential uses to the west and office/business uses to the east, north and south. Neither SRH nor O are mixed use land designations. The proposed office designation, however, will contribute to the mix of residential, retail and office uses already found in the area.

7. **Public Services in the Development Area** – Focus future public services within the Development Area, giving priority to areas of economic development or redevelopment initiatives. Address schools, police stations, fire stations, libraries and other public uses needed in area.

This site is located within the Development Area. Impacts to public facilities will be addressed with the concurrent rezoning application.

8. **Adequate Level of Service** – Encourage adequate public utilities, facilities and associated levels of service, to serve existing and anticipated populations and businesses.

All LOS standards must be met. This will be addressed as part of the concurrent rezoning application.

9. **Road, Pedestrian and Transit Facilities** – Maintain road capacity at LOS “D.” Consider denial of applications for additional development if existing and proposed facilities cannot absorb additional demand.

These issues will be addressed as part of the concurrent rezoning request. More analysis will be required to determine if access, service levels and available infrastructure components are adequate.

**Attachment B
Staff Analysis**

10. **Sector Plans** – Use the sector plans to address “areas of concern” that require more detailed planning.

This area is not within a sector plan.

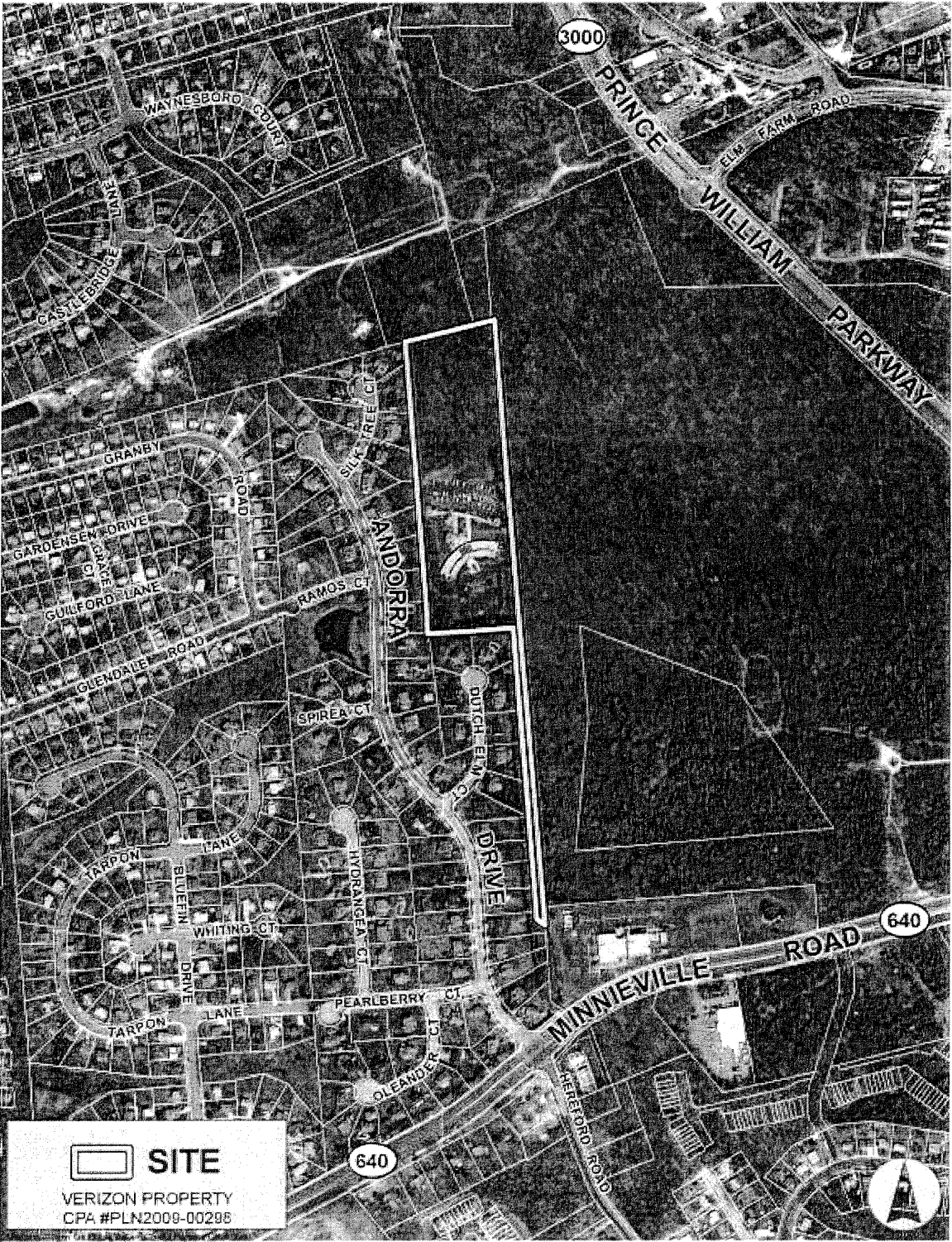
11. **Quality of Life** – Maintain and improve the quality of life for all County residents by preserving open space, protecting valuable environmental resources and encouraging growth in appropriate areas and locations.

Open space and environmental issues will be addressed as part of the concurrent rezoning application.

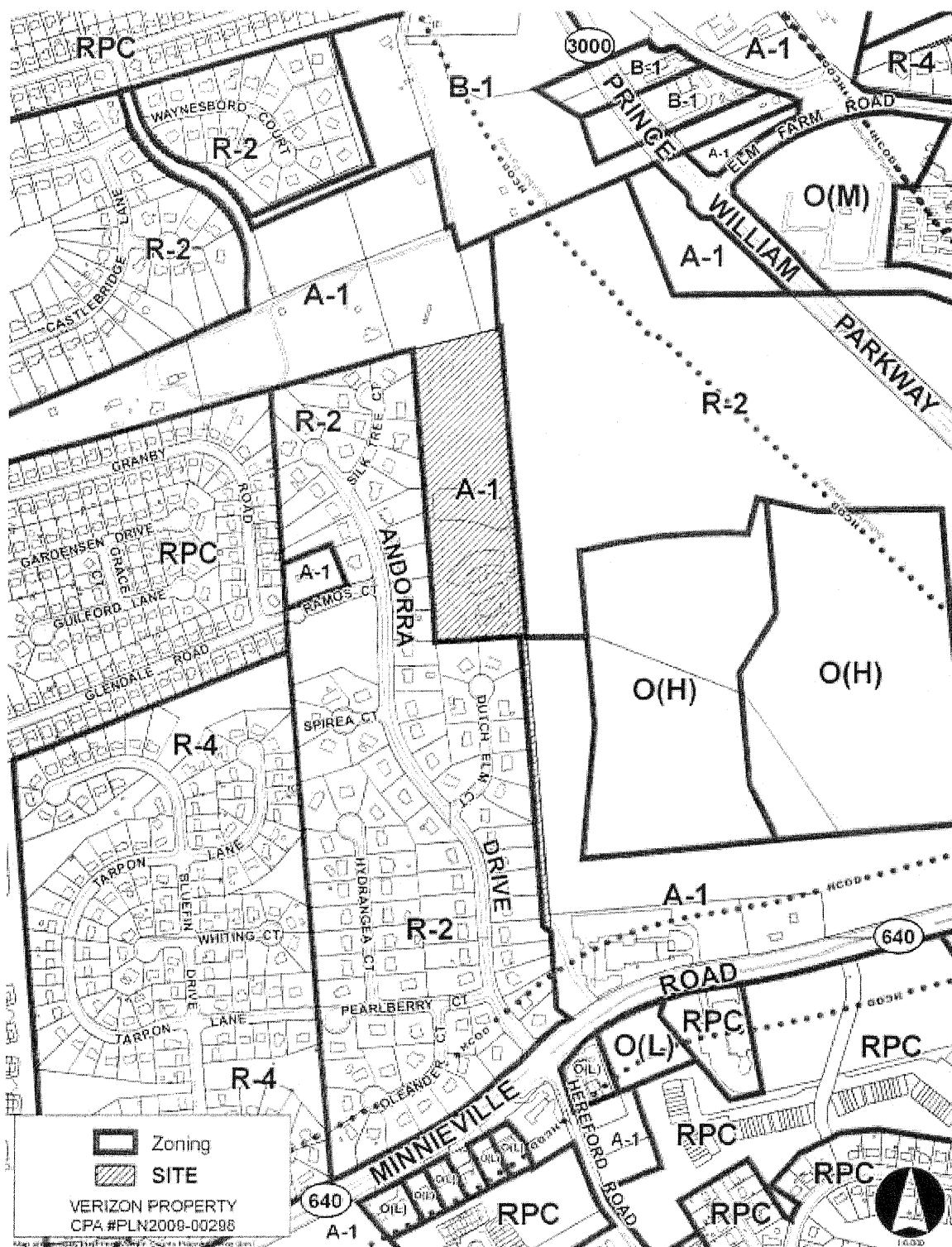
Recommendation: Initiate, but with an expanded study area to include the SRH-designated parcel located directly to the east of the subject property. The following table shows the breakdown of the land use classifications.

LRLU Classification	Existing Acreage	Proposed Acreage in Expanded Study Area
Suburban Residential High (SRH)	31.59	
Office (O)		31.59
Total	31.59	31.59

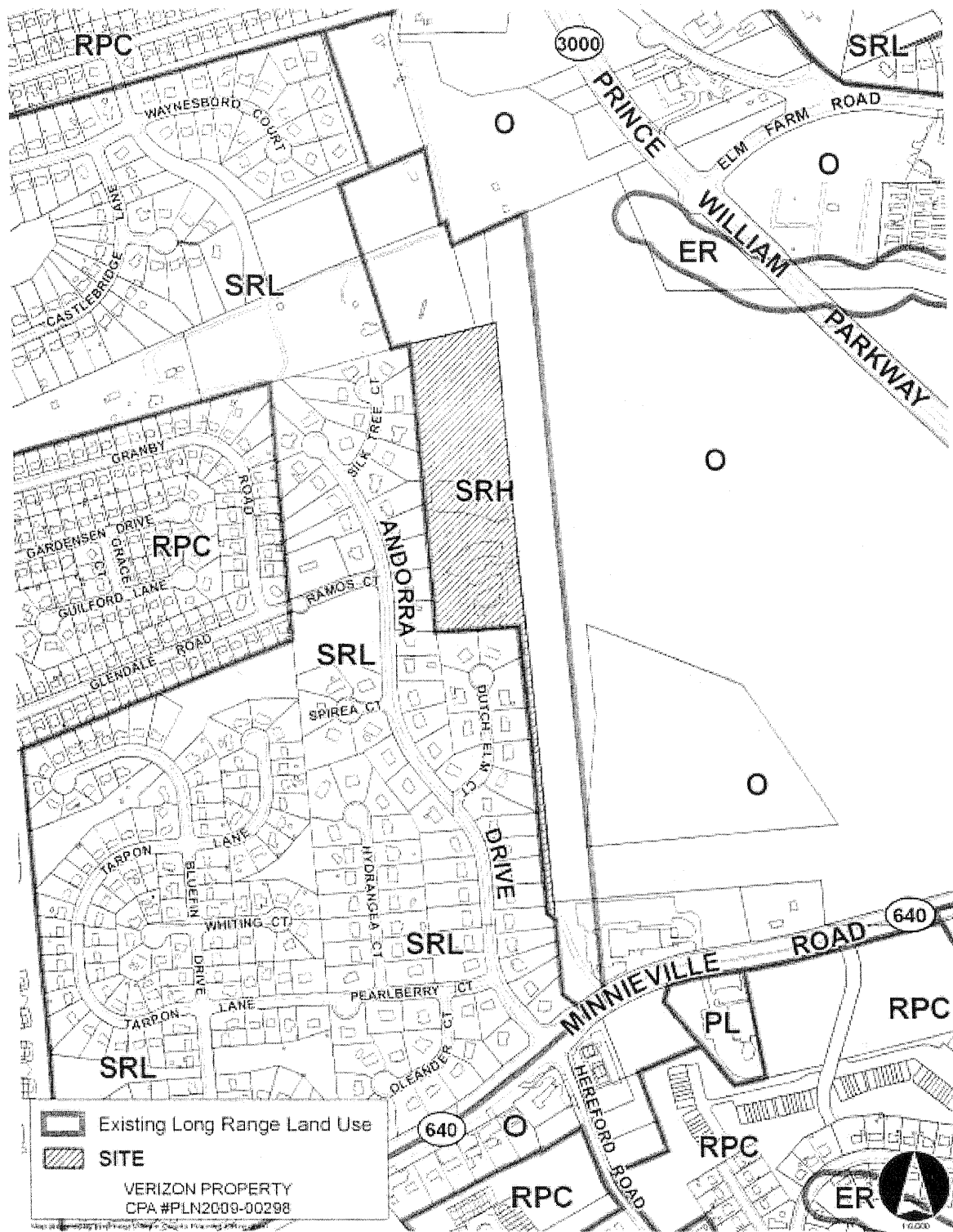
Attachment B - Staff Analysis
Aerial Map



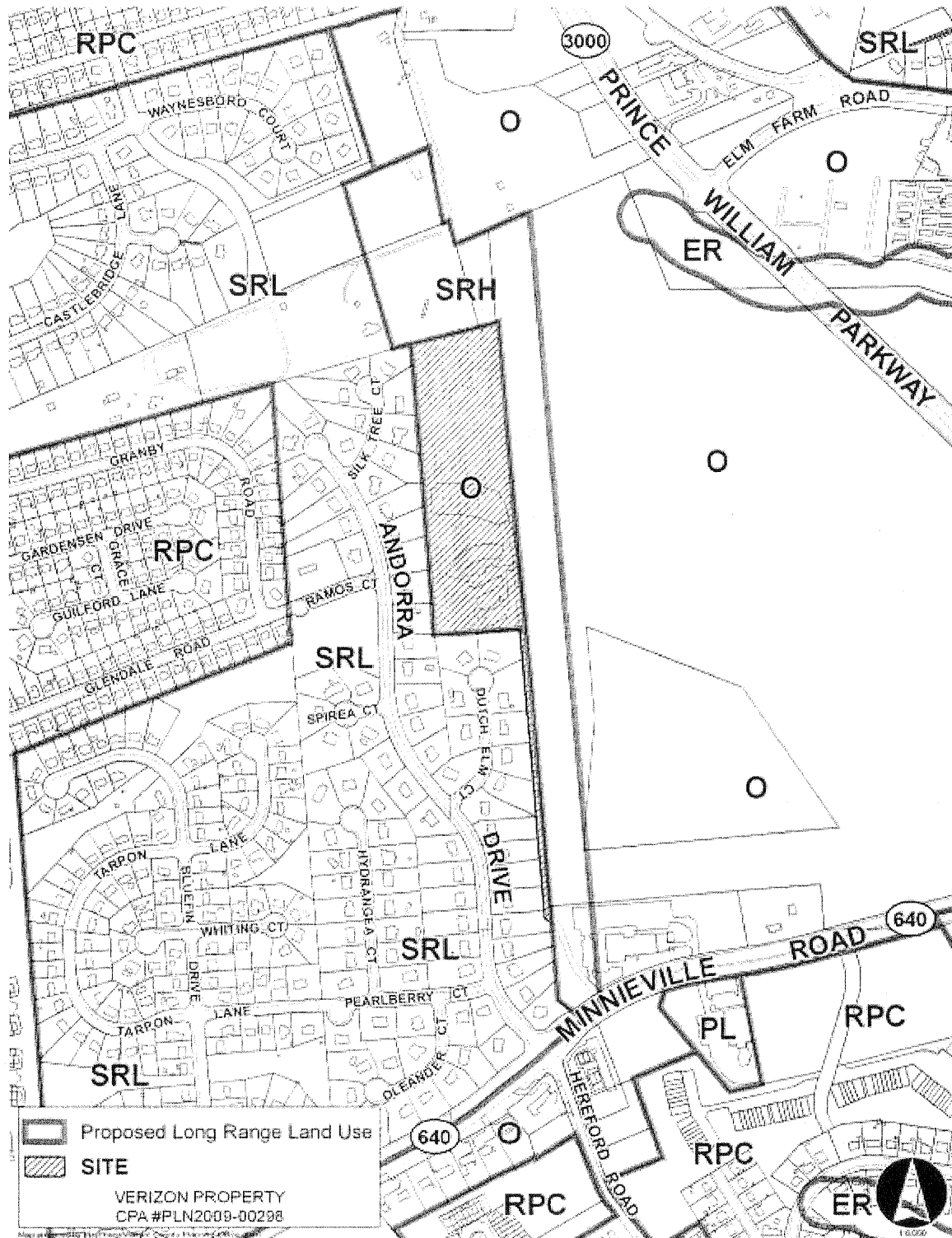
Attachment B - Staff Analysis
Existing Zoning Map



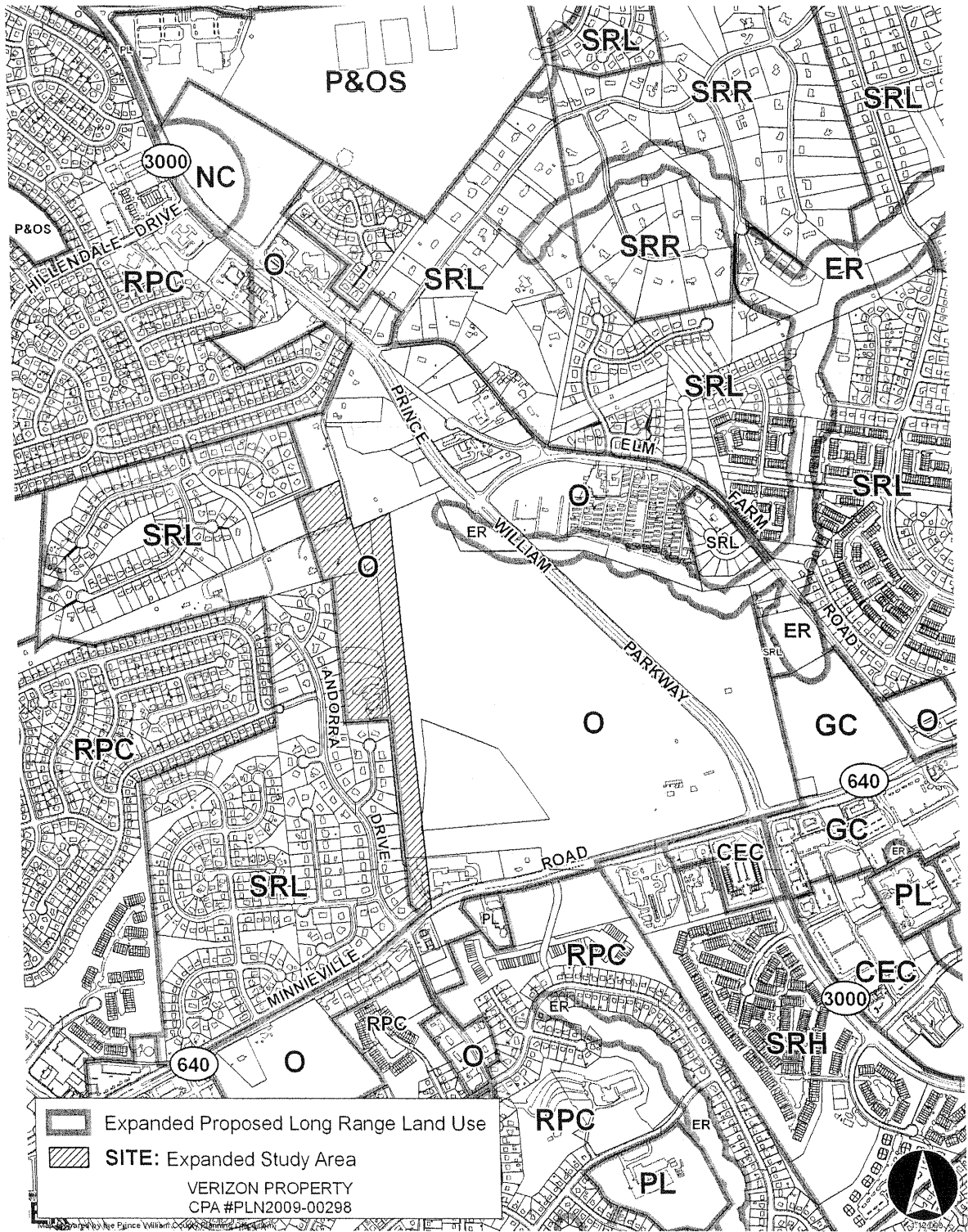
Attachment B - Staff Analysis
Existing Long Range Land Use Map



Attachment B - Staff Analysis
Proposed Long Range Land Use Map



Attachment B - Staff Analysis Expanded Proposed Long Range Land Use Map



Attachment C – Historical Commission Resolution

HISTORICAL COMMISSION RESOLUTION

MOTION: SWAVELY

**February 10, 2009
Regular Meeting
Res. No. 09-017**

SECOND: HAWKINS

RE: RECOMMEND THESE PROPERTIES FOR INCLUSION ON THE LIST OF COUNTY REGISTERED HISTORIC SITES IN THE COMPREHENSIVE PLAN

ACTION: APPROVED

WHEREAS, the Prince William County Historical Commission seeks to identify preserve, protect, and promote historic sites and structures in Prince William County; and

WHEREAS, the Cultural Resources Chapter of the Comprehensive Plan calls for the Historical Commission to evaluate the list of County Registered Historic Sites in the Comprehensive Plan and to recommend additions or deletions to the list to the Board of County Supervisors; and

WHEREAS, the Historical Commission believes that the identification, preservation, protection, and promotion of historic sites and structures throughout Prince William County is well served by this action;

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Historical Commission does hereby recommend these properties for inclusion on the list of County Registered Historic Sites in the Comprehensive Plan.

Blackburn's Ford Battlefield
Buckland Mills Battlefield
Sudley Methodist Church
Historic Village of Nokesville
Historic Village of Thoroughfare
Historic Village of Waterfall
Putnam-Patton House (Deseret/McCarron)
Boxwood
Gossom's Industrial Complex
Oakrum Baptist Church
Olive Branch Baptist Church
Mt. Zion Baptist Church
Greater Mt. Calvary Baptist Church
Mt. Olive Baptist Church
Mt. Pleasant Baptist Church
Burnside

Votes:

Ayes: by acclamation


Nays: None

Absent from Vote: None

Absent from Meeting: Frank

MOTION CARRIED

CERTIFIED COPY


Secretary to the Commission