Planning: The Big Picture

Presented by
Charlie Grymes
Prince William Conservation Alliance
April 28, 2017
One of Many Jurisdictions In Virginia With Land Use Planning Authority...

- 95 counties
- 38 Cities
- 191 Towns
Four Towns

Dumfries
Quantico
Occoquan
Haymarket
Northern Virginia Has Always Been Different

Fairfax Grant dates back to 1649
Population Growth

Prince William County Population Growth

Sources: U.S. Census Bureau, Metro Washington Council of Governments

• ...and the cause was ____________________
Shirley Highway

- Marumsco Woods, Dale City, Montclair, Lake Ridge, etc. triggered by quick access to jobs in DC and at the Pentagon
- classic bedroom suburb
- transportation planning drives land use changes

vision: green suburbs in-between transportation corridors
Without doubt the most striking figure revealed by this analysis is that Prince William, including the incorporated towns, is only 7.1% developed, with the balance or 92.9% of its area open. In sharp contrast to this is Arlington County which is 63.6% developed with only 36.4% open.

Prince William County's open land is undoubtedly its greatest natural asset, and its wise use is one of the biggest problems the county will have to face.
Planning Based on Sanitary Districts

1972 Comprehensive Plan
regional planning in 1993 was OBE (overcome by events)
Now Updating 2008 Comprehensive Plan

Comprehensive Plan

Infrastructure Plan

Level of Service

Zoning, Subdivision, DCSM

Capital Improvement Program

Budget
County Actions and Inactions

- traffic congestion is caused by disconnect between “where we live” vs. “where we work”
- small exceptions to Urban Growth Boundary
- Patriot High School
- barriers to farming
- 2010 Avendale rezoning
  - 12 up to 295 houses
New Public Infrastructure in Rural Area
Commonwealth Transportation Board (CTB) and Northern Virginia Transportation Authority (NVTA)

- can ignore county planning
- 2011 designation of “North-South Corridor of Statewide Significance”
Bi-County Parkway

- “Truckway to Dulles” for airport business
- morphed into economic development initiative... for Loudoun County
- led to HB2 (now SmartScale)
“bait and switch” plan for Transform I-66 parking lot at Heflin Farm
Convert Vint Hill and Rollins Ford Roads Into Culpeper/Fauquier Commuter Route?
Proposed Buckland Bypass

- traffic congestion is caused by disconnect between “where we live” vs. “where we work”
- can we pave our way out of congestion?
inconsistent land use and transportation planning make it difficult to predict “how will the neighborhood change”