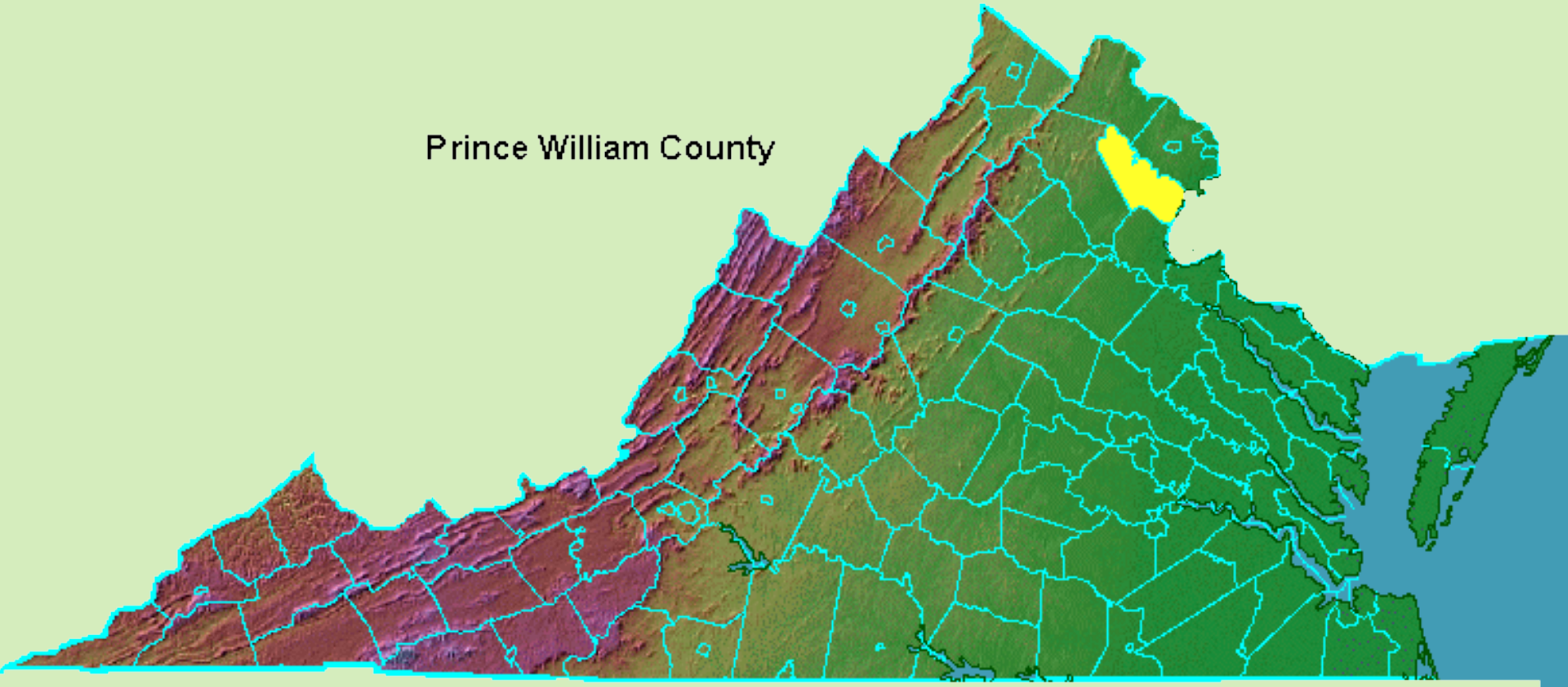


Planning: The Big Picture

Presented by
Charlie Grymes
*Prince William
Conservation
Alliance*
April 28, 2017

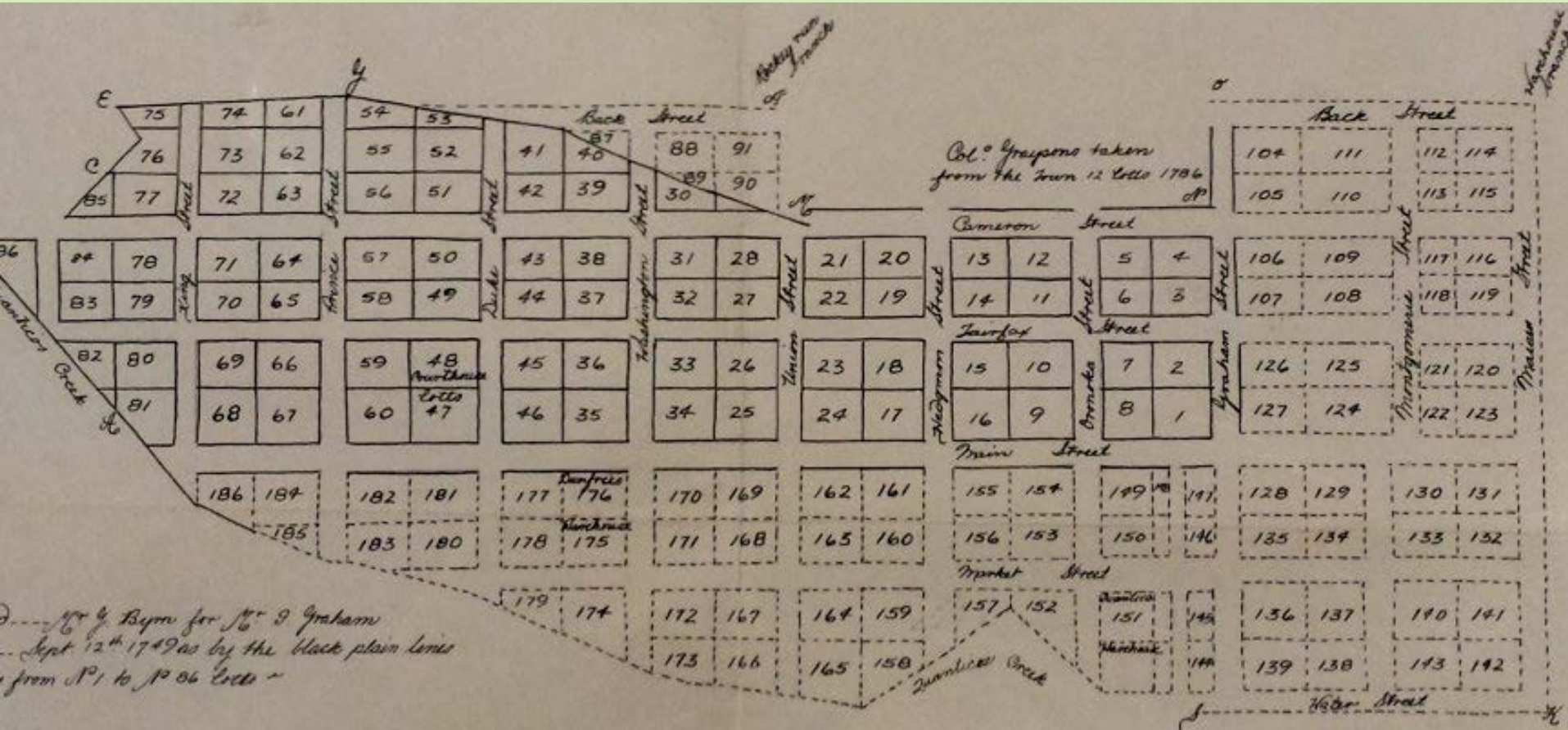


One of Many Jurisdictions In Virginia With Land Use Planning Authority...



- 95 counties
- 38 Cities
- 191 Towns

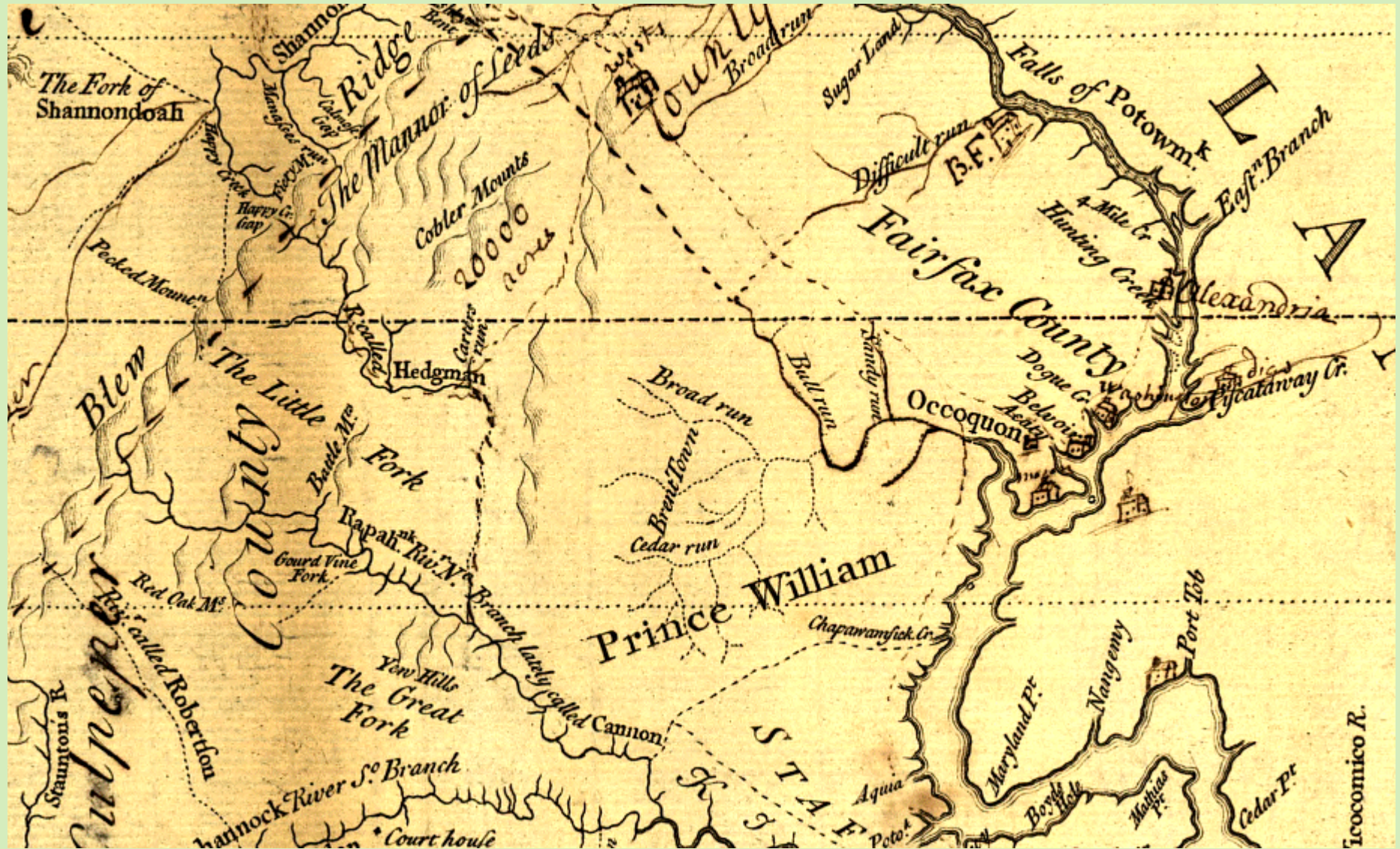
Four Towns



**Dumfries
Quantico**

**Occoquan
Haymarket**

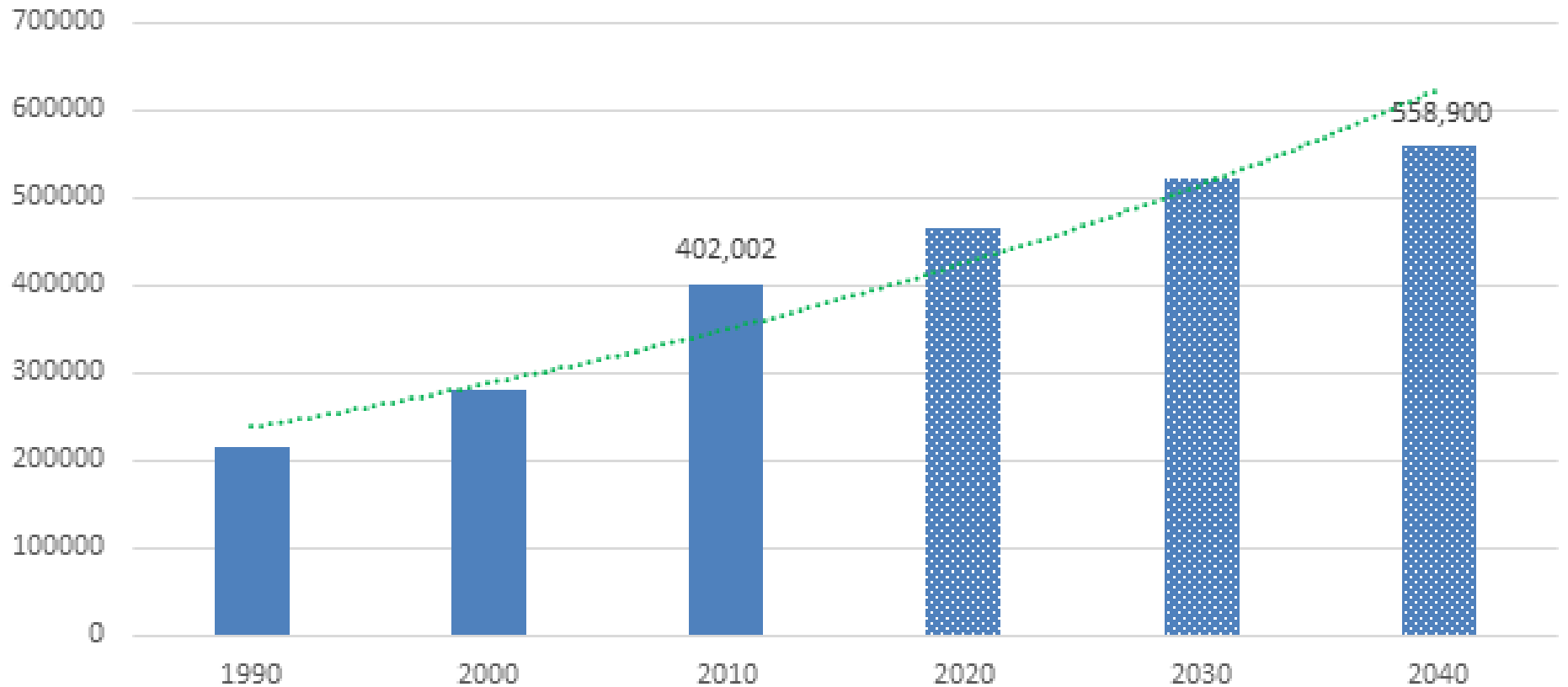
Northern Virginia Has Always Been Different



Fairfax Grant dates back to 1649

Population Growth

Prince William County Population Growth

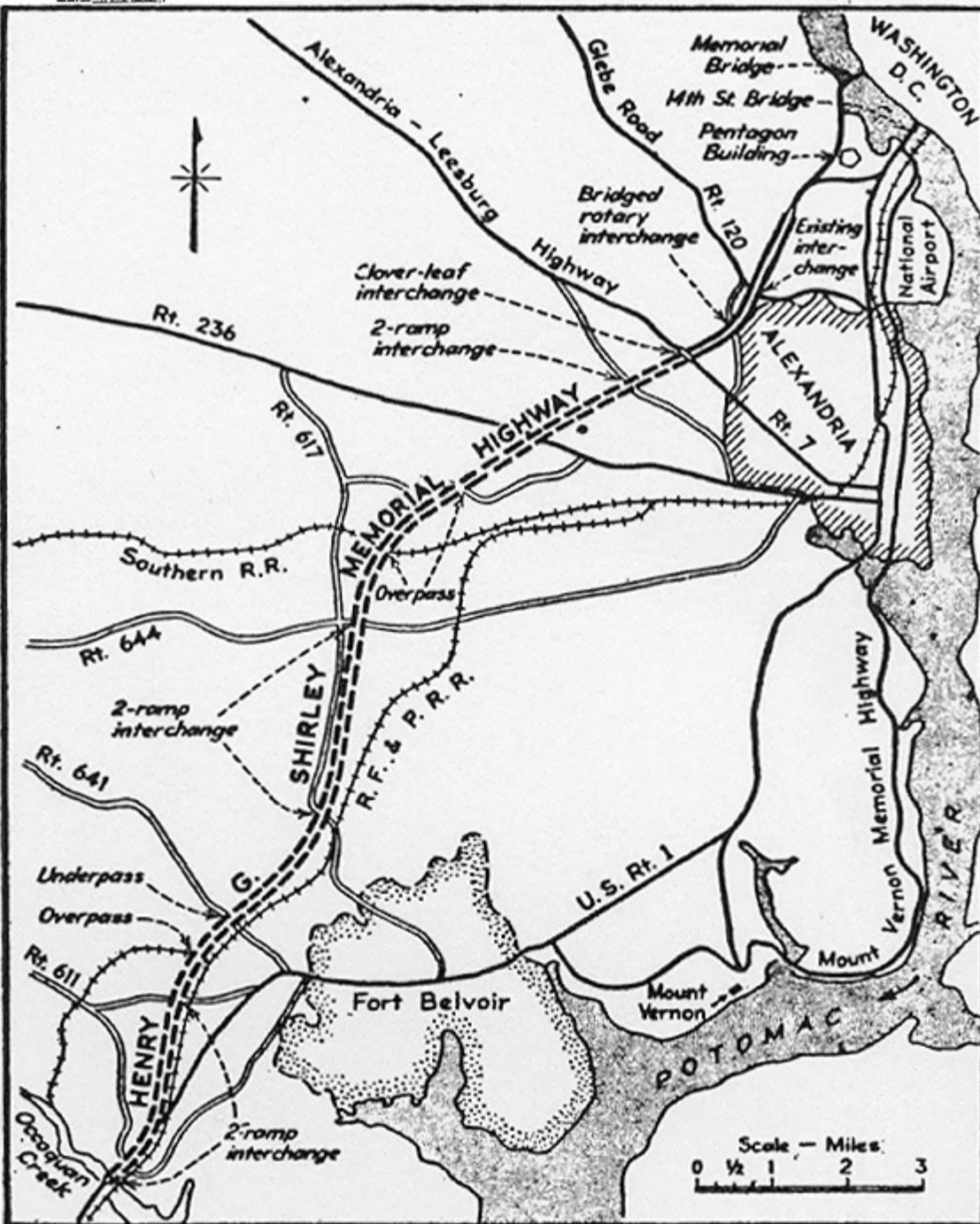


Sources: U.S. Census Bureau, Metro Washington Council of Governments

- ...and the cause was _____

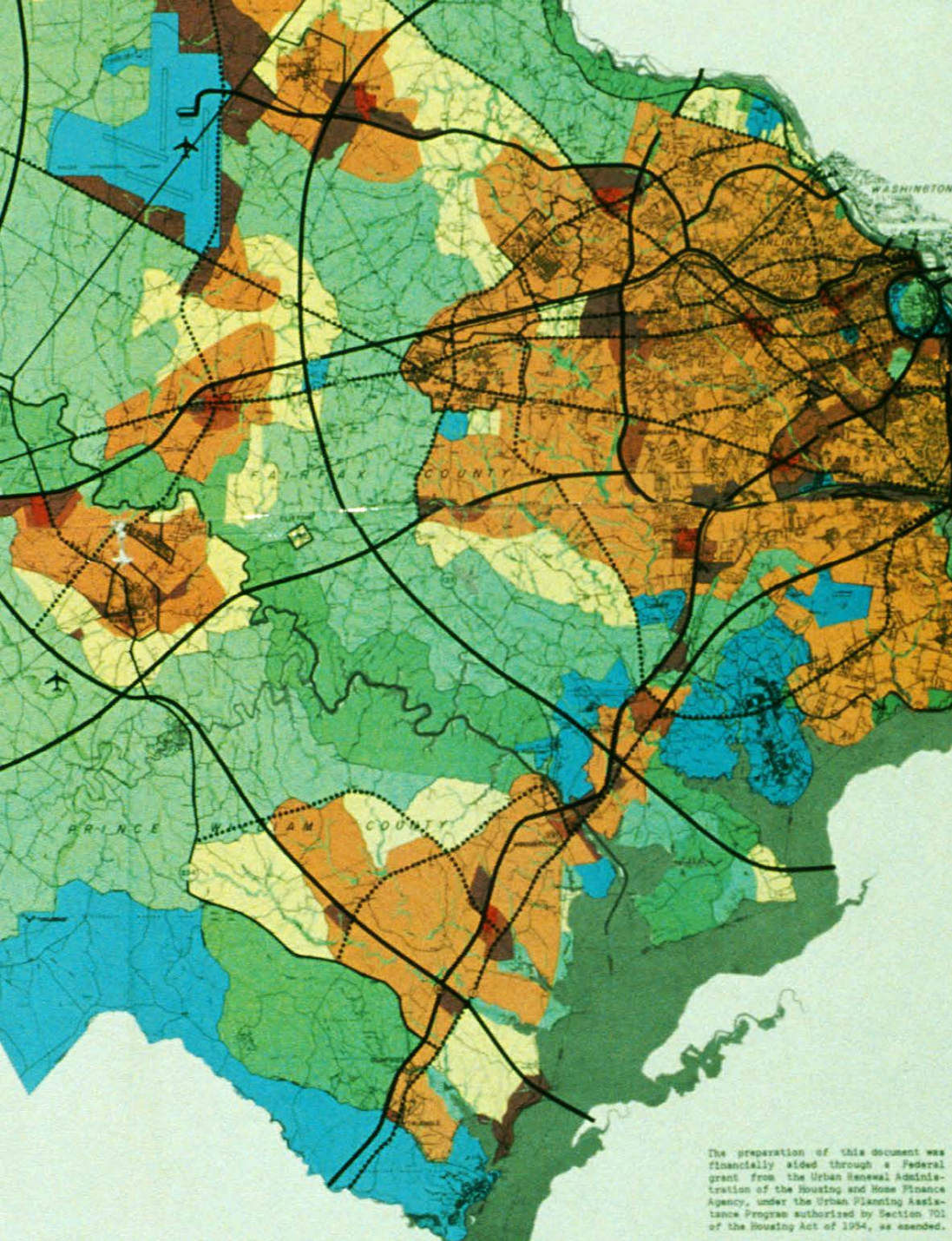
Shirley Highway

- Marumsc 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



Wedges and Corridors

- 1961: National Capital Planning Commission produced “A Policies Plan for the Year 2000”
- vision: green suburbs in-between transportation corridors

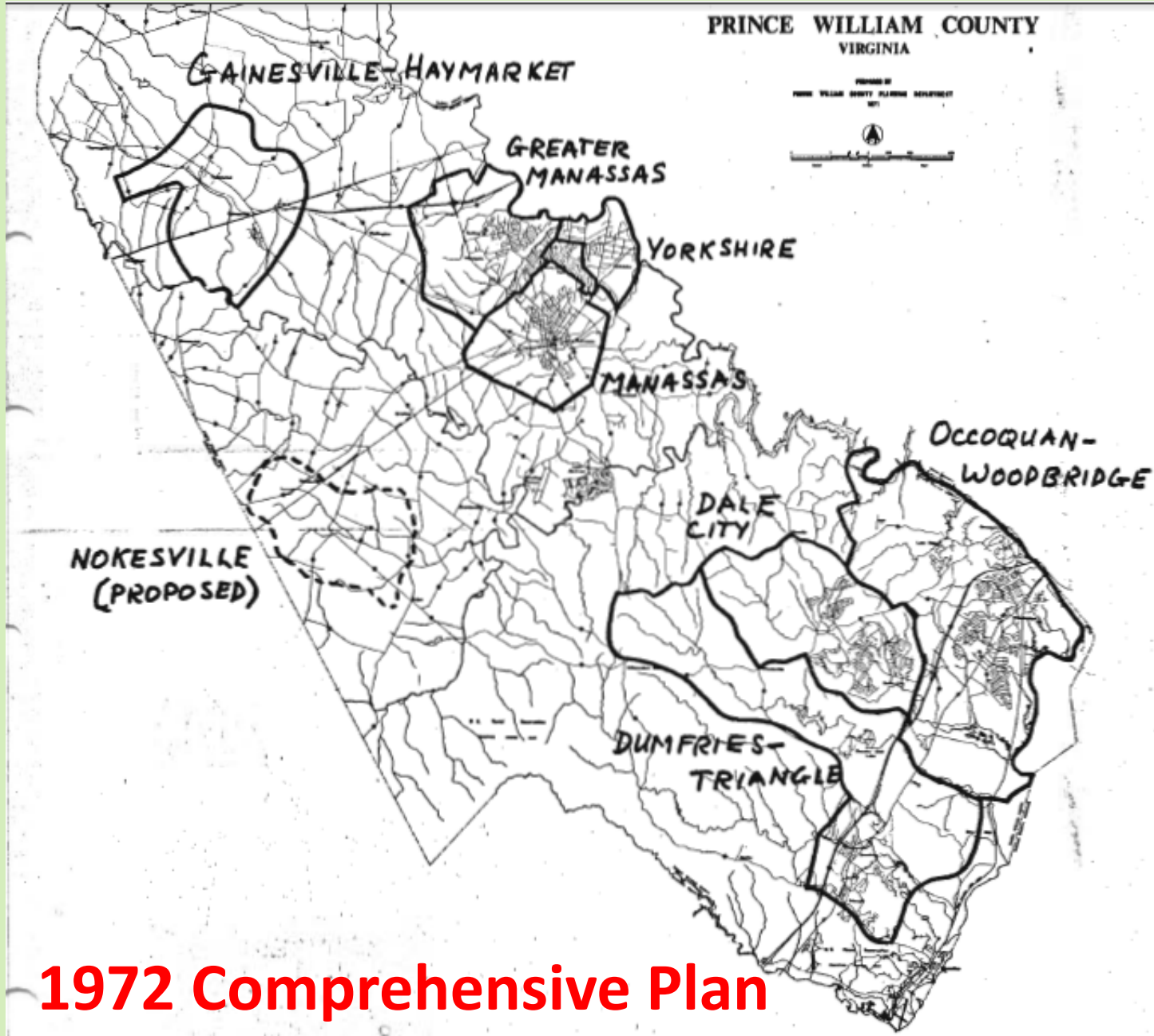


First County Comprehensive Plan in 1964

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.

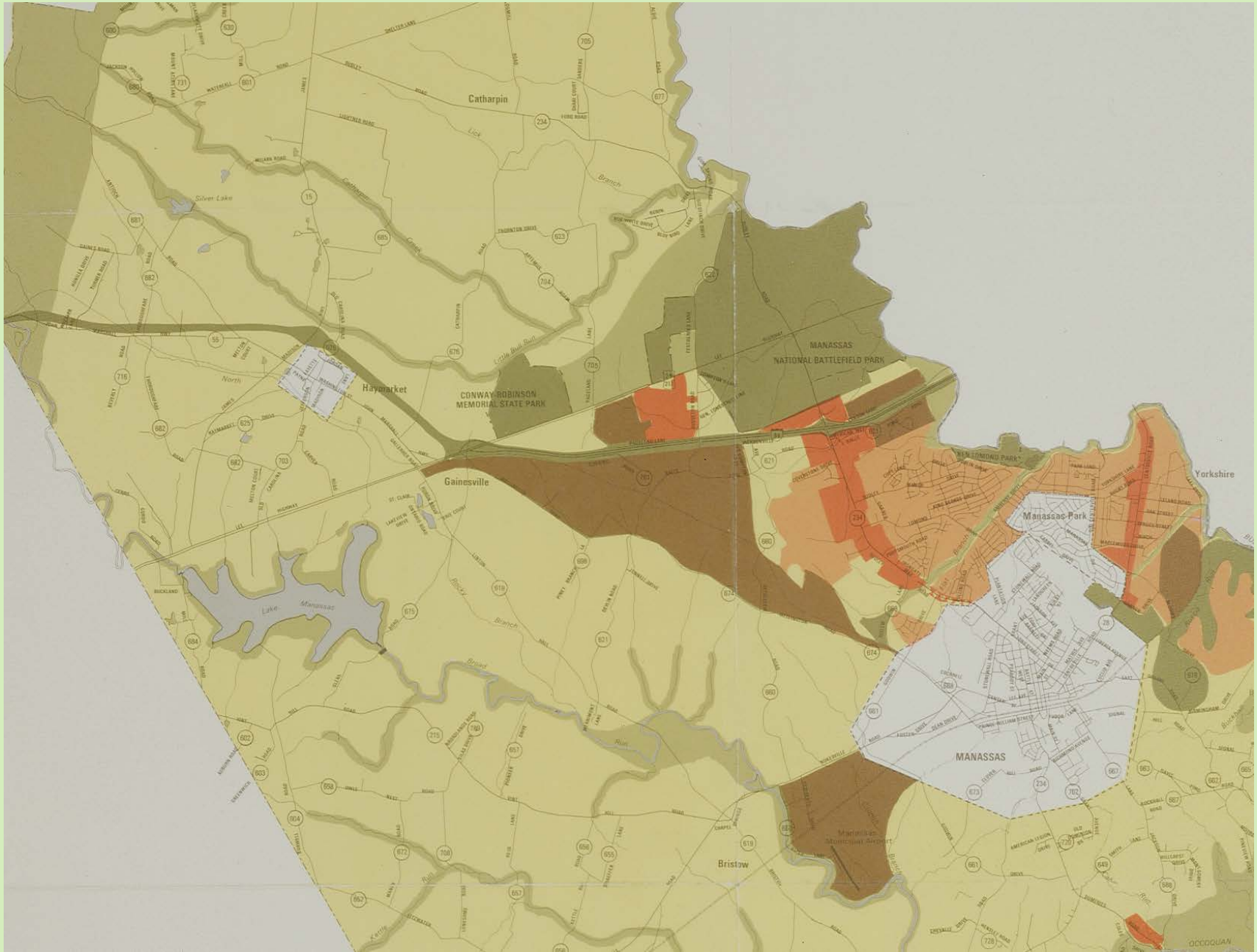
Prince William County's open land is undoubtedly its greatest natural asset, and its wise use is one of the biggest problems the county will have to face.

Planning Based on Sanitary Districts



1972 Comprehensive Plan

1980 Long Range Land Use Plan



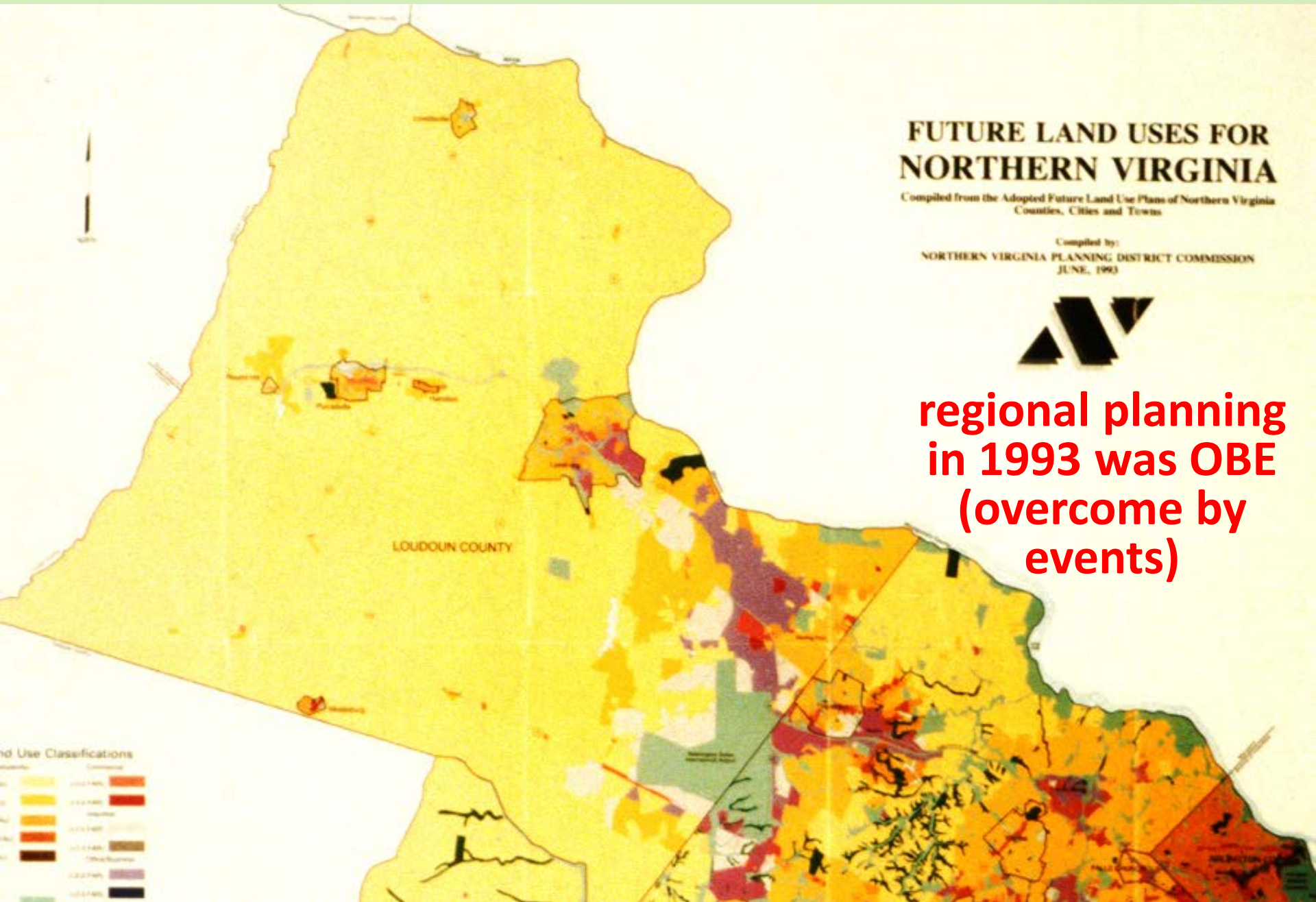
FUTURE LAND USES FOR NORTHERN VIRGINIA

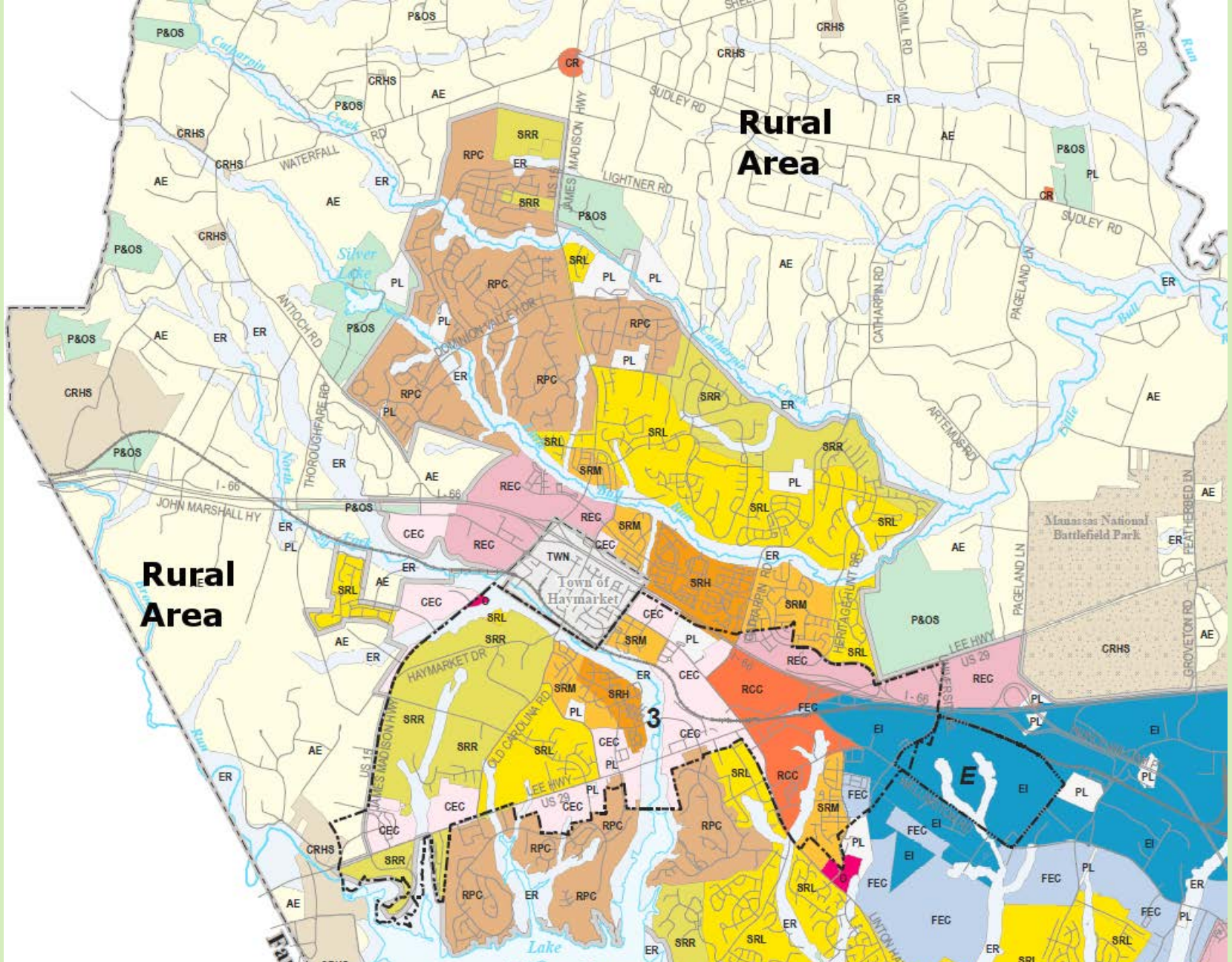
Compiled from the Adopted Future Land Use Plans of Northern Virginia
Counties, Cities and Towns

Compiled by:
NORTHERN VIRGINIA PLANNING DISTRICT COMMISSION
JUNE, 1993



**regional planning
in 1993 was OBE
(overcome by
events)**





Urban Growth Boundary Adopted 1998

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



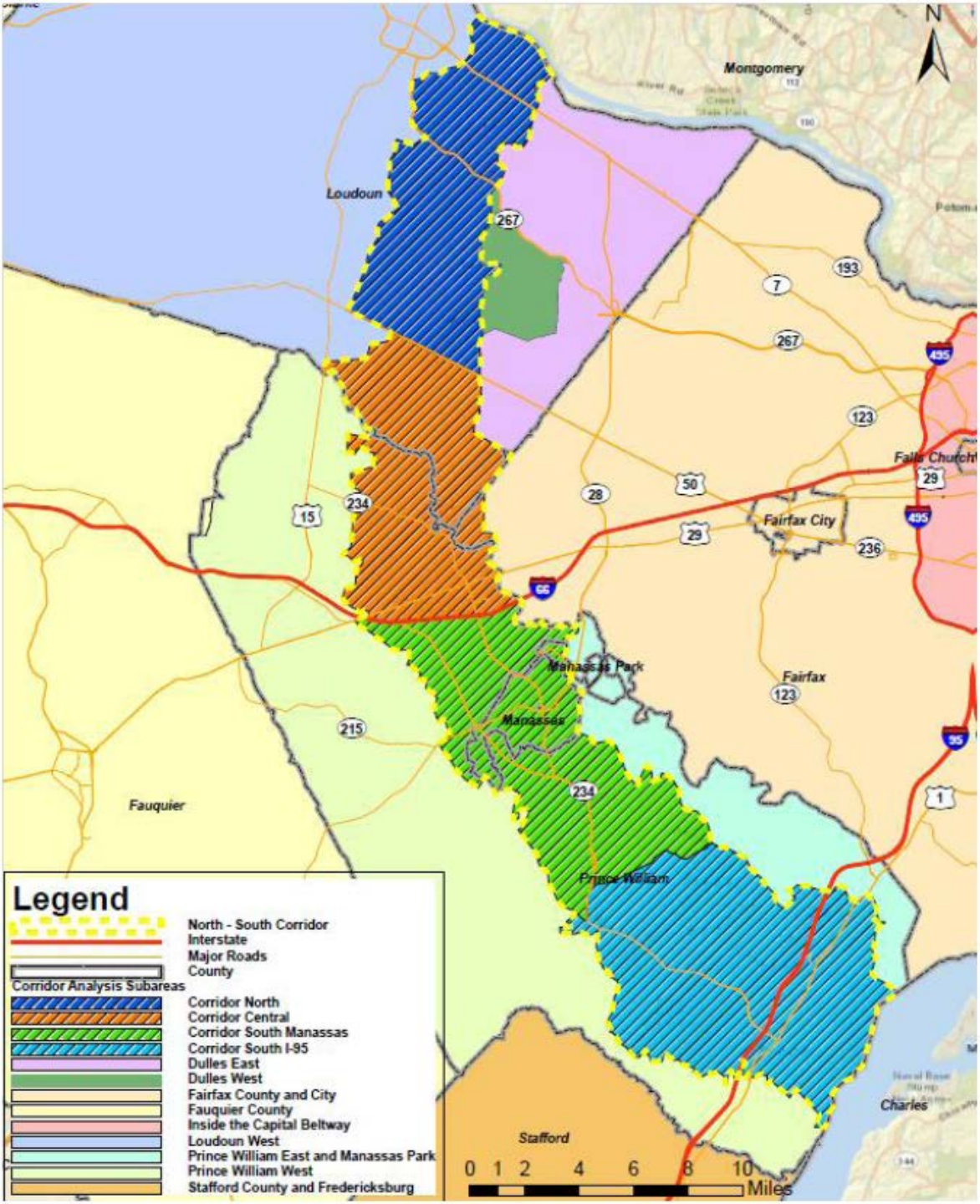
New Public Infrastructure in Rural Area





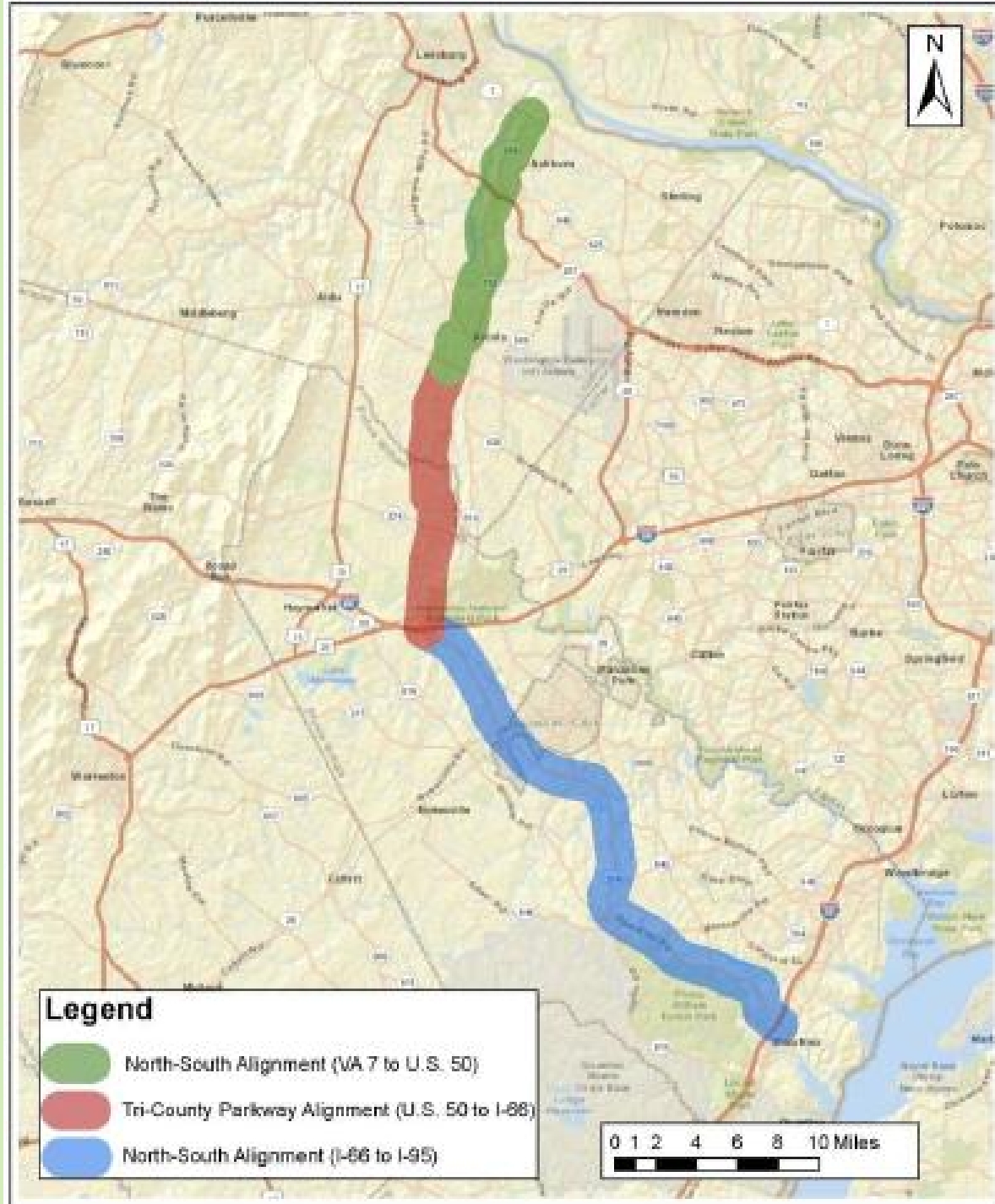
Commonwealth Transportation Board (CTB) and Northern Virginia Transportation Authority (NVRTA)

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



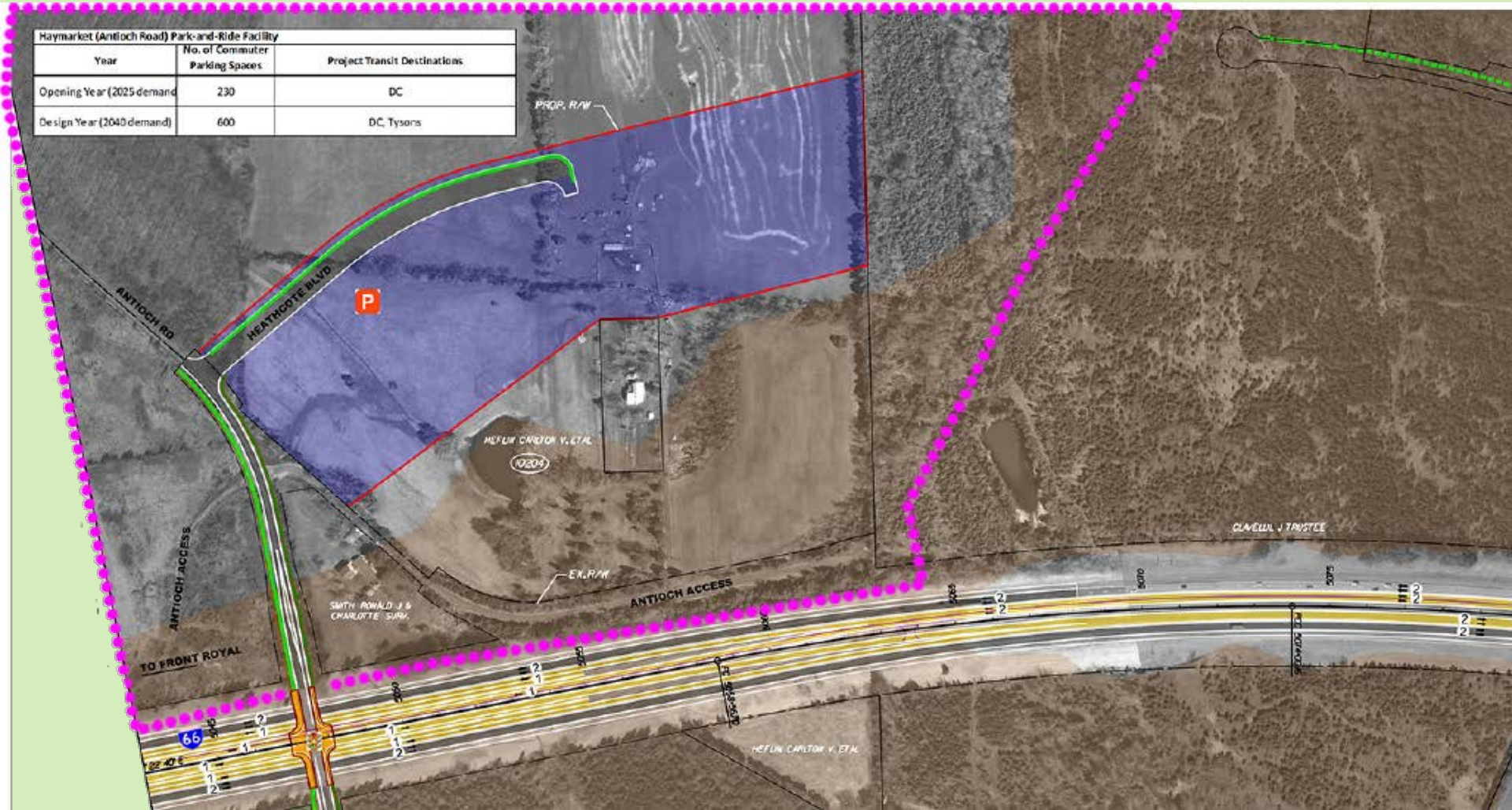
Bi-County Parkway

- “Truckway to Dulles” for airport business
- morphed into economic development initiative... for Loudoun County
- led to HB2 (now SmartScale)



Transform I-66

Haymarket (Antioch Road) Park-and-Ride Facility		
Year	No. of Commuter Parking Spaces	Project Transit Destinations
Opening Year (2025 demand)	230	DC
Design Year (2040 demand)	600	DC, Tysons



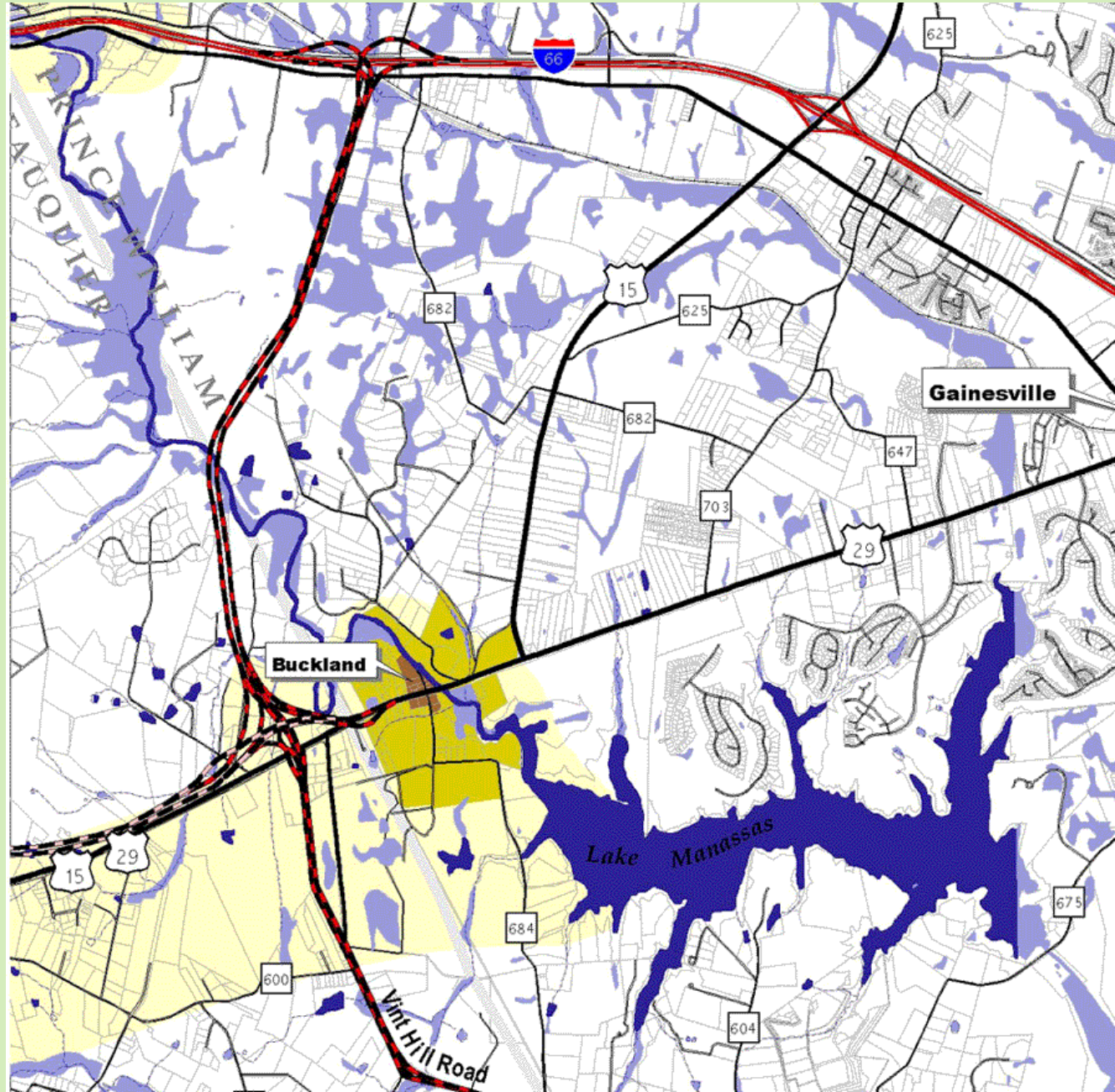
“bait and switch” plan for Transform I-66 parking lot at Heflin Farm

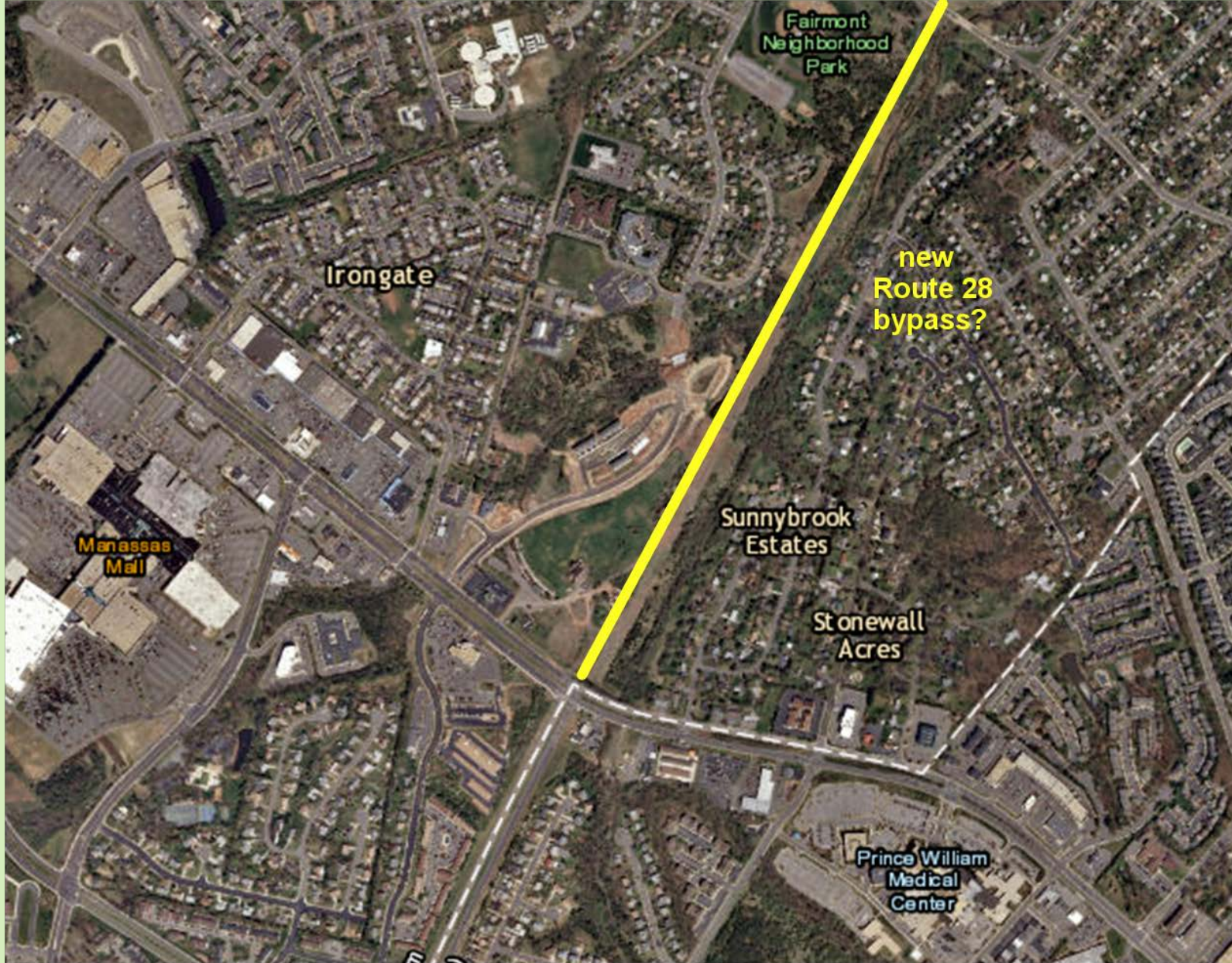
Convert Vint Hill and Rollins Ford Roads Into Culpeper/Fauquier Commuter Route?



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”