

I-66/ROUTE 29 SECTOR PLAN

The I-66/Route 29 Sector Plan serves as a separate chapter of the Comprehensive Plan and the Sector Plan action strategies represent additions or modifications to any previously adopted action strategies. The Comprehensive Plan components and action strategies remain applicable, but where the Sector Plan conflicts with the Comprehensive Plan, the Sector Plan applies.

COMMUNITY DESIGN PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Community Design Plan for the County. The I-66/Route 29 Sector Plan incorporates the Community Design Plan's intent, goals, policies, and action strategies and states additional action strategies which apply specifically to the I-66/Route 29 Sector Plan area.

The Community Design Plan for the sector plan area is intended to provide general guidelines and strategies for the effective and efficient design of new residential, commercial and mixed-use development. This development should be planned and developed in a comprehensive, coordinated manner. The Community Design Plan, however, is not intended to advocate any one particular style of architecture or promote a singular design "theme" within the sector plan area.

GOALS

No additional goals to the Community Design Plan.

POLICIES

No additional policies to the Community Design Plan.

ACTION STRATEGIES:

1. Commission the preparation of specific design guidelines for development within the sector plan area, to be used by the Planning Office in considering proposed development. These design guidelines should include street networks, building placement, open space and civic space placement, street furniture and street lighting, signage, roof styles and materials, color palettes, textures, façade materials, and quality of construction.
2. Require that a general development plan or master plan, as appropriate, be submitted with each rezoning and/or special use permit application for development within the sector plan area that addresses site, architecture, signage, and landscape design to ensure that a high quality of development will be provided.
3. Encourage new development to provide buffers and plantings in excess of the Design and Construction Standards Manual standard along Route 15, classified as a parkway.

4. Require a minimum of one-third of the landscaped area of a parking lot to be planted with shade trees.
5. Designate the three main roads within the sector plan area (Route 29, Route 15, and Route 55) as “gateway zones.” *Any new construction should be required, through design guidelines*, to have appealing and attractive landscaping, streetscape, and signage. The gateway zones should be clearly identified and consistent design guidelines should be established to enhance the overall attractiveness of the area.
6. Seek public funding to establish the gateway zone areas. The funds should go toward landscaping, attractive public signage, and clean up or fencing, as necessary.
7. Establish guidelines for the Virginia Department of Transportation to follow in its design and implementation of the I-66 interchange and subsequent improvements to Route 29/Gallerher Road and the VDOT road rights-of-way, to include:
 - a. Provide new or relocated public utility lines and wires underground.
 - b. Use “community friendly” street lighting (poles and fixtures).
 - c. Use unique building materials (brick piers, faux stone veneer, and painted railings) on all proposed overpasses and flyovers.
 - d. Incorporate additional “gateway aesthetics” (landscaping, a “Welcome to Prince William County” sign) as a part of the final design.
8. Consider “tree themes” for major routes within the sector plan area, in coordination with VDOT, consisting of either canopy trees or ornamental trees. Specific kinds of street trees, or sectional tree themes, should be identified in consultation with the County Arborist.

CULTURAL RESOURCES PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Cultural Resources Plan for the County. The I-66/Route 29 Sector Plan incorporates the Cultural Resources Plan’s intent, goals, policies, and action strategies and states additional action strategies that apply specifically to the I-66/Route 29 Sector Plan area.

The sector plan area contains historic reminders and remains of the rich history of Gainesville, Buckland, Haymarket, the Civil War, and the Native American past. Land uses within the sector plan area should respect and minimize impacts on the important historic resources immediately adjacent to the sector plan area, including the Buckland Historic District and the Town of Haymarket.

GOALS

No additional goals to the Cultural Resources Plan.

POLICIES

No additional policies to the Cultural Resources Plan.

ACTION STRATEGIES:

1. Consider expansion of the existing Buckland Historic District to include area east of the district to Route 15 if listed in the National Register of Historic Places.
2. Plan transportation improvements so as to not adversely impact historic, archeological, and architectural resources in and immediately adjacent to the sector plan area.

ECONOMIC DEVELOPMENT PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Economic Development Plan for the County. The I-66/Route 29 Sector Plan incorporates the Economic Development Plan's intent, goals, policies, and action strategies and states additional action strategies which apply specifically to the I-66/ Route 29 Sector Plan area.

The sector plan area has the benefit of being strategically located with direct Interstate and regional highway routes and rail lines connecting Gainesville and Prince William County to the north, south, east, and west. There are direct connections available to Washington, DC and the northeast corridor, as well as to southeast metropolises via I-81. This accessibility will be enhanced with the completion of the I-66/Route 29 interchange improvement. Economic growth should be promoted based on this accessibility. It should, however, also encourage desirable commercial investment that is compatible with and supportive of a quality residential environment within the sector plan area and nearby portions of the County and the region.

GOALS

No additional goals to the Economic Development Plan.

POLICIES

No additional policies to the Economic Development Plan.

ACTION STRATEGIES:

1. Discourage heavy industrial businesses that contribute to air, noise and sight pollution, and businesses that create large degrees of truck traffic outside of areas designated EI (Industrial Employment) on the Long-Range Land Use Plan Map.
2. Local-serving retail businesses are encouraged especially those that are integral to a Town Center.

ENVIRONMENT PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Environment Plan for the County. The I-66/Route 29 Sector Plan incorporates the Environment Plan's intent, goals, policies, and action strategies and states additional action strategies which apply specifically to the I-66/Route 29 Sector Plan area.

The sector plan area contains approximately 3,200 acres, which drain predominantly into Lake Manassas from various tributaries, the largest of which is the North Fork. Lake Manassas serves as the drinking water reservoir for the City of Manassas and is, therefore, especially sensitive to runoff and other development impacts. The eastern portion of the sector plan area south of Route 29 drains into the upper reaches of the Rocky Branch tributary to Broad Run.

About eight percent of the area, or 250 acres, is designated Environmental Resource (ER) on the Long-Range Land Use Plan Map. The ER land includes Resource Protection Areas (RPAs) as mapped for the Chesapeake Bay Preservation Area Overlay Districts and 100-year floodplain, as shown on the federal FEMA maps.

Some areas of steeply sloping terrain are found in the western portion of the sector plan area, especially adjacent to stream tributaries.

Much of the sector plan area remains heavily wooded.

GOALS

No additional goals to the Environmental Plan.

POLICIES

No additional policies to the Environmental Plan.

ACTION STRATEGIES:

1. Require a very low density of development and a maximum amount of open space adjacent to the shore of Lake Manassas and along its tributaries, such as the North Fork, to ensure a high quality of public drinking water from Lake Manassas.
2. Preserve riparian stream corridors with a protective buffer of at least 100 feet along the Lake Manassas and Rocky Branch tributary and intermittent streams. Buffer additional areas along ER-designated corridors to further protect the Lake Manassas drinking water.
3. Restrict land use activities that use, store, or manufacture significant quantities of toxic substances. Require the provision of a Hazardous Materials Handling Plan and Contingency Plan wherever toxic substances are used.
4. Maintain forested corridors of at least 300 feet in width for wildlife movement, particularly between the Conway Robinson State Forest and adjacent and nearby open, forested and/or sparsely developed areas.
5. Require that future development be located no closer to the Conway Robinson State Forest than 50 feet, with the distance between any developed use and the forest maintained as permanent open space with indigenous vegetation.

FIRE AND RESCUE PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Fire and Rescue Plan for the County. The I-66/Route 29 Sector Plan incorporates the Fire and Rescue Plan’s intent, goals, policies, and action strategies and states additional action strategies which apply specifically to the I-66/Route 29 Sector Plan area. It is the intent of this section of the sector plan to identify and recommend appropriate actions for fire and rescue facilities that will adequately serve current residents as well as new populations generated by residential and commercial development and in locations that provide the best service.

Most of the sector plan area is within the LOS recommended four-minute travel time of the Gainesville District VFD Fire and Rescue Station #4, located at 14450 John Marshall Highway (Route 55). In Fall 2008, the Antioch Fire and Rescue Station #24 will open at 5901 Antioch Road and will cover the westernmost portion of the sector. Neighboring fire and rescue stations (assist stations) that provide supplemental fire and rescue response coverage to the sector plan area are:

- Linton Hall Fire & Rescue Station #25 (Nokesville VFD)..... 9405 Devlins Grove Place
- Evergreen Fire & Rescue Station #15..... 3510 James Madison Highway
- Stonewall Jackson Fire & Rescue Station #11 7814 Garner Drive



From the Piedmont to the Potomac

None of these assist stations are within close proximity of the sector plan area, with travel times between each station and the sector plan area varying from 4 ½ -13 minutes.

Current and planned development alone will result in incidents that in the future will be in excess of the station's capacity. Further the disruptions during the construction of the Rt. 29/I-66 interchange along with grade separation improvements may harm response time.

The sector plan area contains several at-grade crossings of the railroad lines that traverse the area. These crossings delay fire and rescue units during emergency responses and increase travel time, because of passing, stopped, or maneuvering trains.

GOALS

No additional goals to the Fire and Rescue Plan.

POLICIES

No additional policies to the Fire and Rescue Plan.

ACTION STRATEGIES:

1. Provide 1-2 new fire and rescue stations to benefit the sector plan area to ensure existing facilities do not exceed capacity and to meet LOS travel time requirements.
2. Provide temporary supplemental fire and rescue capabilities within the I-66/ Route 29 sector plan area, to meet response time requirements during I-66/ Route29 interchange improvements.
3. Provide for a grade-separated railroad crossing at Catharpin Road extended to the Route 29 Parallel Road/McGraw's Corner Drive, to improve fire and rescue response times within the sector plan area.
4. Consider completion of the recommended eastern segment of the parallel road and extension of Catharpin Road prior to commencing I-66/Route 29 interchange and Route 29 improvements, to minimize construction impact on fire and rescue services' response time.
5. Conduct a risk analysis and hazard assessment of the existing propane distribution facility located on Route 55, with recommendations for the land use impacts of possible evacuation distances needed in case of major leaks and/or fires at this location.

HOUSING PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Housing Plan for the County. The I-66/Route 29 Sector Plan incorporates the Housing Plan's intent, goals, policies, and action strategies and states additional action strategies which apply specifically to the I-66/Route 29 Sector Plan area.

The Housing Plan supports action strategies that will help provide for the housing needs of all residents within the sector plan area. The strategies also recognize that current sector plan area residents should have opportunities to retain quality affordable housing and a variety of housing types must be available to all residents both present and future.

GOALS

No additional goals to the Housing Plan.

POLICIES

No additional policies to the Housing Plan.

ACTION STRATEGIES:

1. Encourage an applicant for a residential rezoning to allocate five percent of the dwelling units as affordable housing, in accordance with the criteria established by the County's Office of Housing and Community Development.

LONG-RANGE LAND USE PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Long-Range Land Use Plan for the County. The I-66/Route 29 Sector Plan incorporates the Long-Range Land Use Plan's intent, goals, policies, and action strategies and states additional action strategies that apply specifically to the I-66/Route 29 Sector Plan area.

Completion of the I-66/29 interchange and future expansion of improved telecommunication networks will substantially improve the desirability of the Gainesville area as a residential, employment, and retail center. Completion of the interchange will create a major grade-separated intersection at Linton Hall Road and Route 29, making it the focal point for higher density retail, office, lodging, and mixed land uses.

It is the intent of the Long-Range Land Use Plan to encourage and guide quality development. Higher density commercial development, including the possibility of a Town Center, will be located around the I-66 and Linton Hall Road intersections with Route 29. Lower density

commercial and residential development will transition to the western portion of the sector plan area. The specific land use recommendations are shown on the accompanying Long-Range Land Use Plan Map for the I-66/Route 29 Sector Plan area.

GOALS

No additional goals to the Long-Range Land Use Plan.

POLICIES

No additional objectives to the Long-Range Land Use Plan.

ACTION STRATEGIES:

1. Develop the intersection of I-66 and Route 29 with high-density regional employment, regional retail, mixed-use, and industrial employment uses.
 - a. At the I-66 and Route 29 interchange, RCC-designated properties may contain lodging uses *but shall not contain any residential uses*.
 - b. Multi-family development on REC-designated properties shall not exceed 15% of the total project area.
 - c. Within the EI-designated area, office development shall be permitted, at no greater than 30% of the total EI project area. These office uses shall be adequately buffered from industrial uses. Maximum density for office use shall be 0.50 FAR. Shared structured parking is encouraged.
2. Encourage, for properties designated CEC and abutting and generally bounded by Route 29, the railroad tracks, and Route 55, pedestrian-friendly, mixed-use development, at a village scale, with open space, and integrated by unifying streetscapes and quality architectural concepts.
 - a. Intended land uses include office, research and development, lodging, retail and retail services to serve the local community and employment center, entertainment, and multi-family residential. Shopping centers, as defined in the Zoning Ordinance, shall not be permitted.
 - b. Residential density shall be 6-12 units/acre. Recognizing the town center concept, single-family attached dwellings are permissible.
 - c. Retail, retail service, and residential uses shall not exceed 50% of the entire town center project area. Residential uses alone shall not exceed 25% of the project area.

- d. A project “phasing plan” may emphasize retail and retail service as a primary use and be developed prior to office or other employment uses so long as no more than 25% of the allowable retail and retail services are developed prior to office or other employment uses.
 - e. The permitted nonresidential density is 0.20 to 0.50 FAR.
 - f. The PMD zoning district shall be used to implement mixed-use development projects within any proposed town center.
 - g. Encourage the developer(s) of a town center to provide storefront office space and reserved parking for police vehicles.
 - h. Within all other portions of CEC-designated properties along and abutting and generally bounded by Route 55, Route 29, and the railroad tracks for which a town center special use permit is not sought, development shall occur within the guidelines of the CEC land use designation. Housing should be integrated within mixed-use projects so as to provide easy pedestrian access to retail and employment areas.
 - i. Future non-school/community use of the Tyler Elementary School and the Gainesville Fire District facilities shall be consistent with the CEC land uses described herein.
3. Require that any residential developments be screened from Route 29 with natural vegetative buffers so as to reduce visual and noise impacts of the highway.
 4. Within the area generally bounded by Route 15, the North Fork, and Route 29, clustered development is encouraged. In order to minimize the number of new dwelling units, the PMR zoning district is not appropriate.
 5. Discourage the development of strip commercial development within the sector plan area.
 6. Promote commuter ridesharing, by designating land for a recommended commuter parking area. Additional ridesharing areas should be sought in conjunction with rezonings, special use permits, and public facility reviews.
 7. Seek the acquisition and/or development of a multi-purpose community center that will accommodate a broad range of community recreation, education, cultural, and physical fitness activities easily accessible to the citizens of the Gainesville District, including the elderly.
 8. Work with commercial health service providers to assess the need for emergency medical facilities in western Prince William County and encourage the provision of such facilities if standards warrant.

PARKS, OPEN SPACE AND TRAILS PLAN

INTENT

A system of well-maintained parks, park and recreation facilities, and public open space that meet a variety of active and passive recreational needs is important to the quality of life for citizens within the Gainesville and Haymarket area.

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Parks and Open Space Plan for the County. The I-66/Route 29 Sector Plan incorporates the Parks and Open Space Plan's intent, goals, policies, and action strategies and states additional action strategies which apply specifically to the I-66/Route 29 Sector Plan area. It is the intent of the sector plan to identify and recommend appropriate actions for parks and open space that will adequately serve current residents as well as new populations generated by residential and commercial development and in locations that provide the best service.

GOALS

No addition goals to the Parks, Opens Space and Trails Plan.

POLICIES

No additional policies to the Parks, Open Space and Trails Plan.

ACTION STRATEGIES:

1. Seek opportunities to acquire two neighborhood parks within the sector plan area. Each park should be readily accessible by foot and bicycle to the residents within the surrounding developed residential areas. At least one park should be within the area of the sector plan bounded by Route 15, Route 29, and the railroad.
2. Pursue opportunities for locating a park at Tyler Elementary School on school land, subject to an agreement between the Park Authority and the School Board.
3. Seek opportunities to acquire one community park of 30 to 50 acres within the sector plan area. The park should include both active and passive recreation opportunities and be readily accessible from major collector or arterial roadways to minimize traffic impacts on residential neighborhoods.
4. Seek, through rezonings and special use permits, developer provision of linear trails and greenway corridors within the Environmental Resource (ER) zones. Residential areas in the vicinity of Lake Manassas and along the North Fork tributary should be the primary location of these trails and corridors.

5. Encourage developers to provide trail connections to the greenway corridors for recreational access to residents. Whenever a proposed development abuts a planned greenway and trail, proffers and the dedication of trail and greenway lands should be sought.

TRANSPORTATION PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Transportation Plan. The I-66/Route 29 Sector Plan incorporates the Transportation Plan's intent, goals, policies, and action strategies and states additional action strategies which apply specifically to the I-66/Route 29 Sector Plan area.

GOALS

No additional goals to the Transportation Plan.

POLICIES

No additional policies to the Transportation Plan.

ACTION STRATEGIES:

1. Upgrade the interchange at I-66 and Route 15.
2. The design of a grade-separated interchange at the intersection of Route 15 and Route 29 should prevent adverse affects on the Buckland Historic District.
3. An alternative to Route 15 to gain access to I-66 further to the west, presumably in Fauquier County, must first be constructed before Route 15 is constructed to a Parkway standard. At the Norfolk Southern Railroad crossing on Route 15, there should be an overpass that will accommodate vehicles, pedestrians, bikers, and walkers. The scenic integrity of Route 15 is to be maintained by use of buffers and limiting access to the thoroughfare.
4. The intersection of Haymarket Bypass with Route 15 should be shifted to the northwest to avoid ER areas and to align with other roadways proposed on the west of Route 15.
5. Extend Catharpin Road from Route 55 to connect with Somerset Crossing Drive. Provide for a grade-separated crossing at the railroad tracks.
6. Two commuter parking lots are recommended, one in the area near the recommended I-66 and Route 15 interchange and one in the vicinity of the I-66/Route 29 interchange.

Currently, VDOT has identified the area along Route 29 between Old Linton Hall Road and Linton Hall Road as a potential location for a commuter lot.

7. Recognize that certain road links in the sector plan area will operate below the desired LOS “D” due primarily to through traffic. In order to minimize impacts: a) support an alternative route in Fauquier County to provide access to I-66 west of Route 15, and b) apply the appropriate combination of the following strategies to proposed development on those roadways operating below the desired LOS “D”:
 - a. Emphasize paratransit programs, such as Rideshare and Vanpool, as an alternative form of transportation. Require commitments from developers to implement such programs.
 - b. Explore the possibility of applying density/intensity credits for transit, flextime, and other techniques, in order to reduce peak-hour trips. Require commitments from developers to implement such programs.
 - c. Promote and improve an efficiently designed bus feeder network to commuter rail stations and other transit centers. Require commitments from developers to implement such programs.
 - d. Plan for and develop transit and paratransit-related facilities to accommodate and encourage the use of alternatives to the automobile, including commuter rail, bus rapid transit, express bus, multipurpose transit centers, commuter parking lots, private transit programs, and bus stops.
 - e. Assure that pedestrian and bicycle facilities, including trails, bicycle racks, and lockers, are available to all transit and transportation facilities. Require commitments from developers to implement such programs.
 - f. Aggressively market and monitor the placement of Rideshare lots in commercial centers. Require commitments from developers to implement such programs.