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May 12, 2016

VIA ELECTRONIC FILING

Joel H. Peck, Clerk
Document Control Center
State Corporation Commission
1300 E. Main Street, Tyler Bldg., 1st Fl.
Richmond, Virginia 23219

Re: Application of Virginia Electric and Power Company
For approval and certificate of electric transmission facilities:
Haymarket 230 kV Double Circuit Transmission Line and 230-34.5 kV Haymarket Substation
Case No. PUE-2015-00107

Dear Mr. Peck:

Enclosed for electronic filing in the above captioned proceeding, please find an Amended Written Testimony of James R. Napoli, President, Somerset Crossing Home Owners Association, Inc.

Thank you.

Sincerely,

REES BROOME, PC

By: 
Courtney B. Harden

Enclosure

cc: Service List

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COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

APPLICATION OF VIRGINIA ELECTRIC AND
POWER COMPANY d/b/a DOMINION VIRGINIA
POWER

Case No. PUE-2015-00107

For Approval and Certification of Electric Facilities
Haymarket 230 kV Double Circuit Transmission Line
and 230-34.5 kV Haymarket Substation

**AMENDED WRITTEN TESTIMONY OF JAMES R. NAPOLI, PRESIDENT, SOMERSET
CROSSING HOME OWNERS ASSOCIATION, INC.**

**Summary of Testimony James R. Napoli, President and the Corporate Designee on
behalf of Somerset Crossing Home Owners Association, Inc.**

The purpose of my testimony is to present evidence on behalf of the Somerset Crossing Home Owners Association of the failure of Dominion to establish any need for this transmission line project, through its Application, the exhibits and addenda to its Application, or its responses to discovery. In addition, in the event that the Hearing Examiner finds there is a need for this project, I will present the Somerset Crossing Home Owners Association position pertaining to the only acceptable route, the I-66 Hybrid Route. The I-66 Hybrid Route will have the least negative effect upon the environmental and historical resources in the neighboring community and is the most consistent with the public interest.

Somerset Crossing Home Owners Association, Inc. asks that the Hearing Examiner's report deny that there is a need for this project and deny all proposed routes. Alternatively, if the Hearing Examiner finds need exists, that he only recommends the I-66 Hybrid Route.

WITNESS TESTIMONY OF JAMES R. NAPOLI, AS CORPORATE DESIGNEE,
ON BEHALF OF SOMERSET CROSSING HOME OWNERS ASSOCIATION, INC
BEFORE THE STATE CORPORATION COMMISSION CASE NO PUE-2015-00107

Somerset Crossing Home Owners Association, Inc. (the "Association"), through its Corporate Designee, James R. Napoli, files this Written Testimony as a Respondent in the above-referenced case, pursuant to the Hearing Examiner's Ruling dated March 21, 2016 issued in the above-captioned proceeding.

The Association offers the following testimony and statements in opposition to all routes proposed by Virginia Electric and Power Company d/b/a Dominion Virginia Power ("Dominion") in its November 6, 2015, application for a Certificate of Public Convenience and Necessity for the proposed 230 kV double circuit transmission line and Haymarket substation (the "Application"), on the basis that Dominion has not satisfied the requisite criteria that any of the proposed routes are necessary, as required pursuant to Va. Code § 56-46.1. In recognition of the possibility that the Commission will find that the Project is "necessary," and arguing in the alternative, the Association offers the following testimony and statements opposing all routes other than the Route commonly referred to as the I-66 Hybrid Route. It is the Association's position, based on the statutory criteria that governs the Commission's review of the Application, that in the event that, *arguendo*, the Commission finds that the proposed 230 kV double circuit transmission line is necessary, the Commission must approve only the I-66 Hybrid Alternative Route ("I-66 Hybrid Route"), as that route: (1) will have the least harmful impact on the environment located along the route; (2) shall have the least negative impact on historically significant and preserved sites located in Prince William County in the vicinity of the proposed routes; and, (3) most closely complies with the public interest, as those public interests have been defined by the localities in which the proposed routes are to be located.

As a pre-requisite for constructing a 230 kV Double Circuit Transmission Line, Dominion is required to apply for and receive from the Commission a Certificate of Convenience and Necessity. Va. Code § 56-265.2. Since the proposed Double Circuit Transmission Line is an

overhead line that exceeds 130kV, Dominion must also comply with the requirements of Va. Code § 56-46.1. Pursuant to Va. Code § 56-46.1(D), whenever the Commission is required to approve the construction of any electrical utility facility, it shall give consideration to the effect of that facility on the environment and establish such conditions as may be desirable or necessary to minimize adverse environmental impact. Under Va. Code § 56-46.1(D), the terms "environment" or "environmental" shall be deemed to include in meaning "historic," as well as a consideration of the probable effects of the line on the health and safety of the persons in the area concerned. In reviewing the Application and determining whether the routes contained in the Application will have an adverse environmental impact, the Commission is required to take into consideration the review and opinions of numerous state and local agencies, including, but not limited to, the Department of Environmental Quality, the Marine Resources Commission, the Department of Game and Inland Fisheries, the Department of Historic Resources, the Department of Conservation and Recreation.

The Association believes that the weight of the evidence in this case clearly and overwhelmingly reflects: (1) that the proposed transmission line does not meet an existing need; and, (2), even if, *arguendo*, the Commission were to find that a need exists, that the I-66 Hybrid Alternative Route would have the least negative impact on the environment and is the route that most complies with the public interest. The Association offers the following testimony and argument in support of its position.

**DOMINION HAS NOT SUBMITTED SUFFICIENT EVIDENCE TO ESTABLISH
THAT THERE IS A NEED FOR A NEW 230 KV DOUBLE CIRCUIT TRANSMISSION
LINE IN THE PROPOSED LOCATIONS**

A careful review of the record reflects that there is not sufficient evidence to establish that there is a need for the new proposed 230 kV double circuit transmission line and Haymarket substation. It is clear from the Application that the sole purpose for the installation of the proposed transmission line is to provide service to a single end-user, referred to in the Application as the

“Customer.”¹ This raises a legitimate question as to whether there is a need for the construction of any of the proposed routes to provide service to the existing customer base and the anticipated customer base that is consistent with Prince William County’s long term land use plan or whether the entire Application is about the need of one Customer.

The Application itself establishes that the alleged “need” only exists due to a private agreement between Dominion and a third party. Dominion states that Line #124 is currently being operated at 115 kV.² Dominion states that the Customer requires a load of 120 MVA.³ Dominion states that once the proposed Project is complete, the total load of Line #124, at full buildout of the Customer’s campus, will be 160 MVA.⁴ In other words, Line #124 is perfectly adequate for the current load and indeed, all anticipated future development, if such future development does not include Customer’s data center that eats up the entire load.⁵

In responding to the Staff’s discovery questions regarding necessity, Dominion does not provide clear or adequate answers. For instance, Staff’s First Set Discovery, Question # 13 asks: “Would NERC or PJM requirements prohibit the Company from amending its Transmission Planning Criteria to create a different load limit for radial transmission lines that are need for a line extension to serve a single customer, such as a data center?” In other words, why are these load limit “standards” in place and is it because it will maximize Dominion’s profits or, in the alternative, because there is a federally-mandated requirement for them to be in place. Dominion’s response was revealing. It stated that there is no reason it can’t change its load requirements, except that Dominion believes: “that making an exception based entirely on the type of customer (i.e., data centers) or number of customers that make up the 100+ MW load *could* ultimately reduce reliability and negatively impact economic development, as well as *could be* inconsistent with the Company’s responsibility to provide non-

¹ Application, 2; Application Appendix, DEQ Supplement, Direct Testimony and Exhibits of Virginia Electric and Power Company, 2; and Appendix to Application, 1.

² Application, 2.

³ Application, 2.

⁴ Application, 2.

⁵ It should be noted that there is data center customer already being served by Line #124 whose demand is 19.5 MVA. See, Dominion’s responses to Staff’s First Set Discovery, Question #10.

discriminatory service.”⁶ (emphasis added) Dominion has the burden of proof to demonstrate the need for this Project and “could be” is simply insufficient. Dominion has not submitted any evidence that the proposed 230 kV double circuit transmission line is necessary to meet its obligation as a public utility to provide electricity service to customers located in and around the proposed routes. Dominion has simply speculated that it might require additional service in the future to meet the needs of future economic development.

Further, Dominion is not competent to determine the effect the existence of a transmission line could have on any potential economic development or to opine as to what “could” negatively impact economic development. That is an issue left to the localities which are being subjected to this monstrous project and to the Commission itself, after evaluating all of the evidence. Prince William County has clearly stated that the economic development is not worth it if the community property values are grossly devalued as a result of this Project.⁷ The Town of Haymarket has made the same statement.⁸ Indeed, as further described below, Prince William County has engaged in an extensive analysis of its future development⁹ and electricity transmission needs, and, in doing so, explicitly declined to include any of the proposed routes in its long term plan.¹⁰

Staff’s First Set question #6 requests, “[p]lease provide the Company’s basis for upgrading Line #124 from 115 kV to 230 kV.” Dominion’s response does not focus on a particular need but rather provides a basis for why its infrastructure should be upgraded: “Converting Line #124 115 kV to 230 kV is consistent with the Company’s practice of using 230 kV to support demand growth in northern Virginia.” Dominion goes on to cite several cases wherein it’s “upgrade approach” has been approved in multiple transmission projects. Not one of those projects involved an upgrade to provide power to a single customer, without real evidence of additional necessity. Case Nos PUE-2009-00134

⁶ Dominion responses to Staff First Set Discovery #13.

⁷ Prince William County Resolution dated December 7, 2015, attached hereto as **Exhibit JN-1**.

⁸ Town of Haymarket Resolution dated August 4, 2015, attached hereto as **Exhibit JN-2**.

⁹ See Prince William County Long Range Land Use Plan, attached hereto as **Exhibit JN-3**.

¹⁰ See Prince William County Long-Term Plan Designated Corridors or Routes for Electric Transmission Lines of 150 Kilowatts or More, attached hereto as **Exhibit JN-4**.

(replacing a deteriorating line), PUE-2011-00011 (building a new 230 kV line, but with no objections as to necessity), PUE-2012-0065(inapplicable case because not an application to construct transmission lines but rather a transfer of transmission line assets to WMATA), PUE-2014-00025 (the need for the transmission solution was unchallenged.)

One of the cases cited by Dominion in support of its argument that its “upgrade approach” has been approved throughout Virginia is a data center case impacting the City of Manassas and Prince William County, PUE-2011-00011.¹¹ There is a significant difference between the current case and PUE-2011-00011. Specifically, in PUE-2011-00011, there was no objection or question of the need for the transmission line project by either the City of Manassas or the Staff to support the proposed data center. Additionally, in PUE-2011-00011, Prince William County did not object to the need for that data center, which, based on its location and proximity to other technology-based business, was consistent with Prince William County’s plan for development. In our current case, several Respondents, including the Coalition, Heritage, and the Association are questioning the necessity. Further, Prince William County and the Town of Haymarket have adopted formal resolutions opposing any routes other than the I-66 Hybrid Routes on the basis that all other proposed routes are against the public interest.

This is not a case where a need for the transmission lines exists due to the progress and growth of development within Prince William County. Indeed, Dominion has admitted to representatives of the Association and representatives of Prince William County that, but for the third party contract, Dominion would not have proposed this transmission line. Instead, Dominion has submitted the Application based solely on its obligation to fulfill a private contractual obligation to the third party. In that regard, this is not a situation where Dominion is submitting an application to satisfy a need. Instead, Dominion acted on its own to enter into a for-profit contract to artificially create the alleged

¹¹ *Application of Virginia Electric and Power Company D/B/A Dominion Virginia Power, For approval and certification of electric transmission facilities in Prince William County and the City of Manassas: Cannon Branch-Cloverhill 230 kV Transmission Line and Cloverhill Substation*, Case No. PUE-2011-00011, 2011 S.C.C. Ann. Rept. 428, 434, Final Order (Dec. 21, 2011).

need for the proposed transmission line. In doing so, Dominion has not acted as a Public Utility, but instead as a private speculator.

Accordingly, the Application is dependent upon a false assumption that it can meet the requisite need for the construction of a high voltage transmission line by creating need itself, rather than in satisfying the need of existing energy consumers. It is notable that this case is lacking in any engineering analysis demonstrating that a need for additional infrastructure currently exists. There is no evidence in the record that Dominion's Transmission system has been stress-evaluated under federal and Virginia regulatory requirements or that there has been a significant volume of transmission system overloads due to an overstressed transmission system.¹² Simply put, there is no evidence that the proposed transmission line is necessary to permit Prince William County to continue to have reliable electric service. Dominion has attempted to establish the "need" for the line by entering into a private, third party agreement to construct a transmission line that is: (1) unnecessary to meet anticipated growth; (2) is not required to address a condition of overstress; and, (3) is in direct conflict with the public priorities as established by the local governments. It is unconscionable for the Commission to find that a need exists in this case where the alleged need would permit Dominion to take private property, damage the environment and irrevocably reduce the value of hundreds of homes, solely for the benefit of Dominion's bottom line. Accordingly, Dominion has failed to meet the threshold test of establishing that the proposed transmission line is necessary, and the Commission must deny the request.

THE I-66 HYBRID ROUTE HAS THE LEAST NEGATIVE EFFECT UPON THE ENVIRONMENT

Even if, *arguendo*, the Commission were to find that the proposed transmission line is necessary to meet an existing need, the Commission must remove from consideration the Railroad

¹² In contrast, in *Application of Virginia Electric and Power Company D/B/A Dominion Virginia Power*, (Case No. PUE-2012-00029, 2013 Va. PUC LEXIS 874 (November 26, 2013)), the Commission based its ruling on the fact that Dominion had been able to establish need based on engineering studies establishing that the existing transmission system was over-stressed, thus creating overloads where a loss of electric service was to be expected.

Alternative Route, the Carver Road Alternative Route, and the Madison Alternative Route based on environmental considerations, historical considerations, and the establishing public interest, and, instead, approve the I-66 Hybrid Route. Accordingly, by letter dated January 20, 2016, the Department of Environmental Quality (DEQ) (DEQ Letter)¹³ issued a report analyzing the potential impacts to natural and cultural resources associated with the proposed route and four alternative routes contained in Dominion's Application. In that letter, DEQ summarized the potential impacts the proposed routes would have on the environment and historically-significant resources located in proximity to the proposed routes, along with recommendations to both ensure that such impacts are minimized and that Dominion is required to comply with all applicable legal requirements.

A review of the DEQ Letter reflects that to the extent any agencies opined about the five routes included in Dominion's Application, the consensus opinion of those agencies is that the I-66 Hybrid Route would have the least negative environmental impact according to criteria defined by Va. Code §56-46.1. Even more significantly, the opinions are unanimous that the Railroad Alternative Route, the Carver Road Alternative Route, and the Madison Alternative Route all would be substantially and negatively impacted environmentally by the construction of the proposed 230 kV Double Circuit Transmission Line.

Indeed, DEQ Office of Wetlands and Stream Protection found that the Railroad Alternative Route, the Carver Road Alternative Route, and the Madison Alternative Route all would suffer a substantially greater negative impact on wetlands located within and adjacent to such alternative routes than the proposed I-66 Overhead Route.¹⁴ This is consistent with the Association's initial impressions of the proposed route. In its prior communications the Association, Dominion representatives stated that in order for the 230 kV Double Circuit Transmission Line to be placed along the Railroad Alternative Route, the Carver Road Alternative Route, and the Madison

¹³ Previously submitted by the Department of Environment Quality and made part of the record in this case.

¹⁴ The DEQ recommends the I-66 Overhead Route over the I-66 Hybrid Route, but there is no explanation provided as to why DEQ believes the I-66 Overhead Route will have less of an effect on neighboring wetlands than the I-66 Hybrid route, which is surprising given that such routes would follow substantially similar routes and effect the same neighboring wetlands.

Alternative Route, construction would have to take place within the wetlands located along such corridors, which would include the placement of footers in conservation areas and wetlands that are the natural habitat for numerous protected and rare species of animals and vegetation.

It is clear that damage to the wildlife and natural habitat would arise from selection of any of the Carver Alternative Route, the Madison Alternative Route and/or the Railroad Alternative Route; the damage would be substantial and cause an irreversible disruption to the local ecosystem. For example, as noted in the Haymarket Substation and 230 kV Transmission Line Project Environmental Routing Study¹⁵, which is an exhibit to Dominion's Application, the Railroad Alternative Route would cross property owned by the Association that is the subject of an open-space and trail easement held by Prince William County for approximately .8 of a mile. This property contains 52-acres, and is within a protected area that contains Rolling Creek, which runs through the middle of the 52-acre area (which is also commonly referred to as Rolling Creek Park) that is itself a wooded wetland area and home to various protected and/or endangered species. Indeed, both DEQ and the Department of Conservation and Recreation (DCR) have noted that several protected species live within this area, including the brook floater, the yellow lance, and the northern long-eared bat. Rolling Creek Park also is the home of wildlife such as the great blue heron, red-tailed hawk, horned owl, fox and a multitude of birds and mammals observed by residents of Somerset Crossing. The direct adverse impact that the Railroad Alternative Route would have on Rolling Creek Park's ecosystem is indisputable and would be devastating to the long term viability of the protected species and wildlife that live in the area.

Moreover, the Railroad Alternative Route would produce "down stream" damage to the environment since Rolling Creek Park is within a resource protection area meant to protect the Potomac watershed. Rolling Creek Park contains wetlands, old-growth forest, substantial and varied vegetation, and is home to a large and varied number of species of wildlife which,

¹⁵ Application, Appendix entitled "Environmental Routing Study," SCC filing number 151120001.

together, create a valuable and irreplaceable local ecosystem.¹⁶

The importance of protecting the area containing Rolling Creek Park cannot be overstated. First, according to Dominion's own analysis, the Railroad Alternative Route would cross multiple areas of high-priority protected forest and almost two miles of medium priority protected forest.¹⁷ In that regards, Prince William County, in recognition of the environmental significance of the park, agreed to receive the open-space easement for the purpose of protecting this important part of the local ecosystem. As such, it is beyond understanding as to why the Railroad Alternative Route remains under consideration. Indeed, in Dominion's application and response to Heritage's 3(A) interrogatory, Dominion conceded that it is unable to exercise the governmental power to take the land subject to Prince William County's easement without the County's explicit consent, which, the County, on at least two occasions, have resolved not to do by resolution of the Prince William County Supervisors. Accordingly, it is clear that the Commission must reject any consideration of the Railroad Alternative Route based on negative environmental impacts.

Similarly, the Carver Road Alternative Route, and the Madison Alternative Route would have similar negative environmental impacts as the Railroad Alternative Route. Indeed, Dominion's own Environmental Routing Study notes that the Carver Road Alternative Route would cross several wetlands. On Page 29 of that Report, Dominion admits to the following:

¹⁶ Dominion responses to Interrogatories change significantly based on its own agenda. It should be noted that Dominion's Response to Staff's First Set Question No. 16, regarding the possibility of a Railroad Hybrid Alternative (which would theoretically follow the Railroad Alternative but be placed underground after the Company's transition station), provides the Staff with a picture of enormous damage to the environment, extensive construction time, huge costs with just wetland mitigation, uncertain legal basis for even the viability of route. Dominion states that it does not support this route. However, many of the environmental impacts and community impacts are the same regardless of whether the Railroad Route is underground or above ground, Dominion does not use as "dire" language when discussing the Railroad Alternative Route. It is clear from all evidence in the record, including Dominion's own statements, that any use of the Railroad Alternative will have dire consequences to the environment and to the community.

¹⁷ Haymarket Substation and 230 kV Transmission Line Project Environmental Routing Study, Volume 2 of 2, Dated November 6, 2015 at Page 39.

Wetlands along the Carver Road Alternative Route are predominantly Palustrine Forested (PFO). Wetlands crossed by the route include PFO, Palustrine Emergent (PEM) and, Palustrine Unconsolidated (PUB) wetlands scattered along the eastern portion of the route and larger forested and emergent complexes surrounding North Fork Broad Run. As the route moves westward, it crosses a few smaller PFO wetlands including one surrounding a tributary to North Fork Broad Run and a second crossing of North Fork Broad Run.

These same conditions are present for the Madison Alternative Route, which follows the same path as the Carver Road Alternative Road before breaking off to head west.¹⁸ Similarly, both the Carver Road Alternative Route and Madison Alternative Route would cross a variety of waterbodies including Young's Branch, a tributary to Rocky Branch, two crossings of North Fork Broad Run, and two crossings of tributaries to North Fork Broad Run. The largest waterbody crossing along the route is an unnamed pond located just east of Carver Road with a crossing width of about 110 feet. Construction of a 230 kV Double Circuit Transmission Line within and adjacent to these waterbodies would cause irreversible devastation to these important wetlands that are a critical component of the local ecosystem.

We note that both the Carver Road Alternative Route and Madison Alternative Route would cross one segment of high priority protected forest, and over two miles each of medium priority protected forest. This is in stark contrast to the I-66 Overhead and Hybrid Routes, neither of which cross any high priority protected forest and only would cross less than a half mile of medium protected forest. These high and medium priority protected areas are home to a multitude of protected species, old growth forest and varied species of vegetation. It is the Association's position that to denude an area of old-growth trees and vegetation while stripping the same area of the natural wildlife in the name of running power lines that can readily be placed in an existing corridor (i.e., I-66 Hybrid Alternative Route) running along a six and eight lane superhighway with limited to no impact on the existing state of the habitat in that corridor is unconscionable.

¹⁸ Haymarket Substation and 230 kV Transmission Line Project Environmental Routing Study, Volume 2 of 2, Dated November 6, 2015 at Page 30.

Doing so would eliminate the natural habitat for a number of protected species and rare and significant vegetation and wildlife that cannot be replaced. For all of these reasons, it is clear that the Commission must find that the negative impact on the environment that would be caused by any of the Railroad Alternative Route, Carver Road Alternative Route or Madison Alternative Route is so substantial that each of those routes must be rejected and the I-66 Hybrid Route selected.

**THE I-66 HYBRID ROUTE HAS THE LEAST NEGATIVE EFFECT UPON THE
HISTORICALLY PRESERVED AND CULTURALLY SIGNIFICANT
LANDMARKS AND AREAS WITHIN PRINCE WILLIAM COUNTY**

The construction of the Proposed I-66 Overhead Route (Proposed Route), the Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route would impose serious, adverse, immitigable and unalterable impacts on the historic assets of the region that are enjoyed by the members of the Association. These historic assets include, but not limited to, listed/eligible architectural resources and sites that include historic districts/landmarks, such as St. Paul's Episcopal Church and Old Town Hall and Haymarket School; battlefields such as the Buckland Mills Battlefield, Thoroughfare Gap Battlefield, Manassas National Battlefield Park Historic District & Expansion, Manassas Stations Operations Battlefield, and Second Battle of Manassas. In fact, the Virginia Department of Historic Resources recommends the Commission's selection of the I-66 Hybrid Alternative Route as it is the only Alternative Route that substantially mitigates the adverse and unalterable impacts that this project will have on the unique historic assets of the region.

A review of the DEQ Letter reflects that the I-66 Hybrid Route has the least negative impact upon the historically-significant and preserved areas potentially affected by this project. For example, the report summarizes the findings of the Virginia Department of Historic Resources ("DHR"), which conducted a review of the proposed route and each of the four alternative routes. The DHR analysis was based, in part, upon information contained in the report prepared on behalf of Dominion entitled *Pre-Application Analysis for Cultural Resources of the Haymarket Substation*

*and 230kV Transmission Line Project, Virginia.*¹⁹ That report provided an analysis of each route, and their relative impact upon important historical resources located in the vicinity of the routes. DHR further noted that the Railroad Alternative Route contains eight (8) historic districts/landmarks and five (5) battlefield, which exceeds the number located within either I-66 route. DHR concluded that that the I-66 Hybrid Route would have the least negative impacts on significant historic resources and accordingly explicitly recommends selection of the I-66 Hybrid Alternative for that reason.

DHR was not the only state or local agency to find that the I-66 Hybrid Route is the only acceptable route based on the fact that it would minimize the negative impacts on the neighboring historically and culturally significant resources within Prince William County. Indeed, Prince William County itself, through its archeologist, has made the same conclusion, which it reported to the Prince William County Board of Supervisors. As a result, the Prince William County Supervisors adopted a resolution on August 4, 2015 expressly opposing any route for this line other than the I-66 Hybrid Route. In making its decision to oppose all proposed routes other than the I-66 Hybrid Route, Prince William County noted that the proposed route would cross three historic battlefield sites, the Buckland Mills Battlefield, the Thoroughfare Gap Battlefield, and the Manassas Station Operations Battlefield. The County noted that: “adverse effect to each Battlefield's viewshed and all indirect adverse effects are best mitigated by installing the transmission lines underground to the greatest extent possible.”

Indeed, the County's review of the historical and cultural impacts of the proposed routes was thorough and comprehensive. Based on its letter dated December 17, 2015, it considered the impact upon over 50 cultural and historically-significant resources and, in doing so, considered which routes would minimize the negative impacts upon those resources. In doing so, the County concluded that the I-66 Hybrid Route is the only proposed route that would properly minimize

¹⁹ Application, Appendix entitled “Pre-Application Analysis for Cultural Resources of the Haymarket Substation and 230kV Transmission Line Project, Virginia” SCC filing number 151120004.

“negative impacts to the County's cultural resources and to existing and planned residential communities and businesses.” With respect to the proposed route and the Carver Road Alternative Route, Railroad Alternative Route and Madison Alternative Route, the County further found that: “the negative impacts to cultural resources and to existing and planned communities and businesses associated with each of the other alternatives, including Dominion's Proposed Route (I-66 Overhead), are unacceptable.

Any objective analysis of the proposed routes forces one to reach an unmistakable conclusion: Of the five routes under consideration, the I-66 Hybrid Route will have the least negative impact upon historically and culturally significant resources located in and near such proposed routes. This route will minimize the physical impact on significant historic resources and will have virtually no impact upon the viewsheds that are so important to persons visiting, researching and exploring such significant historic resources.

**THE I-66 HYBRID ROUTE IS THE ROUTE WITH THAT IS MOST
CONSISTENT WITH THE PUBLIC INTEREST**

The Carver Alternative Route, the Madison Alternative Route, the Railroad Alternative Route and the proposed I-66 Overhead Route are not consistent with the Public Interest and, in fact, are directly in conflict with the Comprehensive Plan for Long Range Land Use strategy as determined by Prince William County by Resolution of its Board of Supervisors. By way of background, in 2008, the Prince William County Board of Supervisors adopted that county's most recent Comprehensive Plan for Long-Range Land Use (Exhibit D). Among its components is a Long-Term Plan Designated Corridors or Routes for Electric Transmission Lines of 150 Kilowatts or More (Exhibit E). A review of that Plan reflects that none of the proposed routes are located on that plan. Indeed, none of the Railroad Alternative Route, the Carver Road Alternative Route or the Madison Alternative Route are even depicted in any way on that plan. Simply put, in 2008, when Prince William County engaged in a comprehensive review of its long term plan for development, it did not find it appropriate to place an electronic transmission line route in the locations now being

proposed for the Railroad Alternative Route, the Carver Road Alternative Route or the Madison Alternative Routes.

In recognition of its long standing policy determination with respect to electronic transmission line routes, on August 4, 2015, the Prince William County Board of Supervisors adopted a resolution declaring that any proposal to install high-voltage transmission lines for Dominion's Haymarket 230kV Line and Substation Project shall be supported only if the lines are buried in the right-of-way of I-66 from its intersection with US Route 29 through Haymarket and beyond. In making this declaration, the Board of Supervisors correctly noted that of the proposed routes, the only route that would not have a significant negative impact on the environmental, historical resources, existing development, and its future development plans would be the I-66 Hybrid Route.

In addition, the Board reaffirmed and renewed its commitment to the Comprehensive Plan Long Range Land Use Strategy (LU3.14) which designates corridors that should be followed for all future electric utility lines of 150 kilovolts or more and to contain high-voltage transmission lines in designated corridors to protect private property and preserve the County's distinctive cultural and historic inheritance. In making this decision, the Board of Supervisors for Prince William County took into consideration the following factors: (1) 52 county registered historic sites; (2) Historic and Prehistoric High-Sensitivity Areas identified in the Comprehensive Plan including those in residential areas; (3) high quality open space, such as existing and planned off-road trails, open space easements, conservation easements, public school open space, and resource protection areas; and, (4) the County's designated Rural Crescent urban growth boundary and unique Historic Overlay District. It found that each of these factors warranted its finding that the interests of the public support only the I-66 Hybrid Route.

Additionally, by resolution dated December 7 2015, the Town of Haymarket's Town Council also voted to support the I-66 Hybrid Route and to oppose the other four routes. The resolution focuses upon the proximity of the I-66 Overhead Route to the helipad for the Novant

Health Haymarket Medical Center, as well as the negative environmental impacts anticipated by that route. It is certainly understandable why the town of Haymarket would not want there to be high transmission power lines in the immediate vicinity of the helipad for the Medical Center serving Western Prince William County.

Moreover, we cannot overstate the adverse impact that the construction of the Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route would have upon Somerset Crossing, as well as neighboring subdivisions, including, but not limited to, Greenhill Crossing, Hopewells Landing, Lake Manassas, Virginia Oaks, and the various townhouse communities and apartment communities located within the broader Somerset Crossing area. Construction of any of the Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route would inalterably and irrevocably negatively impact the viewsheds within Somerset Crossing, as well as a number of other neighboring communities. This negative impact will result in a reduction in home values due to the loss of use of open space, reduction in viewsheds, and proximity to potentially-dangerous, high voltage utility lines located within the broader Somerset Crossing area. Construction of any of the Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route, and through the effect on the views from homes located within and adjacent to the proposed alternative routes.²⁰

To that end, homeowners within the Association, and the areas along the proposed Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route purchased their homes with knowledge of Prince William County's adoption of its Comprehensive Plan Long Range Land Use Strategy, including the Long-Term Plan Designated Corridors or Routes for Electric Transmission Lines of 150 Kilowatts or More. The homeowners within the Association invested in their homes with the knowledge that the County

²⁰ Dominion's responses to Staff Set 1, Number 20 provide that the minimum design height for the structures necessary for the Line is 80 feet tall and the maximum is 125 feet tall.

had designated other areas of the County for Electric Transmission Line routes, and relied on that plan in making their decisions to purchase their homes.

Now, seven years later, Dominion is proposing new routes that deviate from Prince William County's designated route corridors solely for the purpose of satisfying a contractual obligation to a private entity that has chosen to purchase land for a data center, which requires an enormous amount of electricity to function. Such a decision is inconsistent with the public interest as defined by Prince William County, and requires the Commission to provide deference to the County's determination that the I-66 corridor, and, specifically the I-66 Hybrid Route, is the only appropriate route for the proposed power line route.

Indeed, it has never been reasonably foreseeable to any property owner in the vicinity of the Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route that a 230 kV double circuit transmission line would be constructed near or adjacent to their homes. In fact, a simple review of the County's Long-Term Plan Designated Corridors or Routes for Electric Transmission Lines of 150 Kilowatts or More would lead any diligent owner of a home in Somerset Crossing to conclude that there was no risk that a high voltage electrical transmission line would be constructed within or near Somerset Crossing. This is in contrast to the I-66 Hybrid Route, which is located within an existing right of way that contains power lines, telephone lines, noise attenuation walls and other structures of a public nature. It is impossible for owners of lots located near Route 66 to argue that could not foresee a possibility that any diligent owner of a home in Somerset Crossing to conclude that there was no risk that a high voltage electrical transmission line would be constructed along Route 66.²¹

Moreover, aside from plummeting home values, concern for health and safety, and loss of the viewshed, construction of the Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route would require a taking of property from private homeowners

²¹ While the Association recognizes that this same argument applies to both the I-66 Hybrid Route and Overhead Route, the Association continues to I-66 Overhead Route for the reasons expressed herein.

and landowners for the primary purpose of providing power to one end-user; namely, Dominion's unnamed "customer" or "client".²² For example, construction of the Railroad Route Alternative would require the taking of property currently owned by the Association and that is subject to an open space and trail easement held by Prince William County, an easement that, by Dominion's own admission in its Application, serves to prohibit the taking of the property by another governmental entity without the consent of the governmental entity.²³ The Association questions whether the taking of private property for the primary benefit of a single user is a public use in the first instance as that term was contemplated by the recent amendments to the Virginia Constitution. Moreover, the Association further questions whether the taking of another's private property to effectuate that public use is in the public interest where, as is the case here, there exists another viable alternative route; namely, the I-66 Hybrid Alternative Route, that purportedly would not require such a taking or at least a taking of the magnitude required by the Carver Alternative Route, the Madison Alternative Route or the Railroad Alternative Route.

In this case, it is incontrovertible that the two government agencies that have the greatest knowledge of the needs of the surrounding community are Prince William County and Haymarket Township. Both of these affected government entities have already gone on record as stating that the I-66 Hybrid Alternative Route is in the best interest of the public because it is most consistent with the already existing corridor plan and that the presence of existing easements would greatly diminish the adverse impacts on the public. Most importantly, Prince William County and Haymarket Township both find that the I-66 Hybrid Alternative Route will

²² It is clear from the Application evidence of record, as well as from correspondence received from Dominion addressed to the Association that this project is driven by a single end-user whose identity is being withheld from the public, purportedly due to a non-disclosure agreement between Dominion, Prince William County and the end-user.

²³ The Association is perplexed as to why Dominion explicitly stated in its Application that it had removed other proposed routes from consideration due to those routes requiring ingress in and over property that is subject to easements held by a governmental and/or quasi-governmental entity, yet Dominion continues to list the Railroad Route Alternative on its map of "viable" routes even though land needed to complete the Railroad Route Alternative is, likewise, subject to an easement held by Prince William County.

have the least negative impact on its citizenry, historic resources and the environment. Indeed, the I-66 Hybrid Route was developed in large part as a result of meetings very early in the process between Dominion, the Association, Haymarket Township, representatives from Prince William County, and elected state officials, and represents a viable alternative route that is the consensus favorite from the vantage point of the local and regional governing bodies, various state agencies, and the residents and land owners of the areas most impacted by this project. Simply stated, the I-66 Hybrid Route is the only true viable route for the project now under consideration.

As proposed in the Application, the Railroad Alternative Route, the Carver Alternative Route, and the Madison Alternative Route do not satisfy the requirements of § 56-46.1 and § 56-265.2 of the *Code of Virginia* in that these Alternative Routes are not in the best interest of the citizens of Western Prince William County, the Association as property owner, Prince William County and the Town of Haymarket, and the residents of Somerset Crossing. Accordingly, the Commission must select the I-66 Hybrid Route as the only route that complies with the requirements of § 56-46.1 and § 56-265.2 of the *Code of Virginia*.

List of Exhibits

Exhibit JN-1	Prince William County Board of Supervisors Resolution dated December 7, 2015
Exhibit JN-2	Town of Haymarket Resolution dated August 4, 2015
Exhibit JN-3	Prince William County Long Range Land Use Plan
Exhibit JN-4	Prince William County Long-Term Plan Designated Corridors or Routes for Electric Transmission Lines of 150 Kilowatts or More

CERTIFICATE OF SERVICE

I hereby certify that on this 12th day of May, 2016, a copy of the foregoing was sent by first class mail service and electronic mail to:

Charlotte P. McAfee
Law Department
Dominion Resources Services, Inc.
120 Tredegar Street
Richmond, VA 23219-4306

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Andrea B. Macgill
Office of General Counsel
State Corporation Commission
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Richmond, VA 23219

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Wendy A. Alexander
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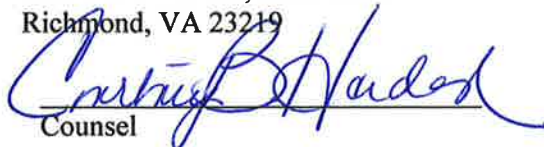
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SCC-CLERK'S OFFICE
DOCUMENT CONTROL CENTER

2015 DEC 14 P 1:11

December 11, 2015

State Corporation Commission
ATTN: Mr. Joel H. Peck, Clerk
Post Office Box 1197
Richmond, Virginia 23218

Dear Mr. Peck:

Enclosed please find an original resolution adopted by the Haymarket Town Council on Monday, December 7, 2015. We request that you circulate this to any Commission Members or Examiners assigned to review Case #PUE-2015-00107 filed by Dominion Virginia Power on November 6, 2015 for approval and certification of electric facilities: Haymarket 230 kV Double Circuit Transmission Line and 230-34.5 kV Haymarket Substation.

Thank you for your assistance.

Sincerely,

Jennifer Preli
Town Clerk

EXHIBIT

JN-1

RESOLUTION #2015-016**REGARDING THE DOMINION VIRGINIA POWER GAINESVILLE-HAYMARKET TRANSMISSION LINE AND SUBSTATION, STATE CORPORATION COMMISSION APPLICATION PUE-2015-00107**

WHEREAS, Dominion Virginia Power has proposed an overhead route for a new 230 kilovolt (kV) double circuit transmission line, extending approximately six miles from Gainesville to a new substation west of the Town of Haymarket ("the I-66 Overhead Route"); and

WHEREAS, Dominion Virginia Power has proposed the Overhead Route due to allegedly anticipated increases in energy demand, but satisfactory evidence of such increased demand has not been made publicly available; and

WHEREAS, Dominion Virginia Power has applied to the State Corporation Commission for approval of the I-66 Overhead Route after rejecting alternatives that included the I-66 Overhead/Underground "Hybrid" Alternative Route; and

WHEREAS, the I-66 Overhead Route will put the transmission lines on pylons 110 to 120 feet high along Interstate Route 66 through the Town of Haymarket and proceeding to a point north of the Town, impacting the viewshed of thousands of residents who bought their properties with no reason to believe that a high voltage power line would be constructed to mar their view; and

WHEREAS, Novant Health Haymarket Medical Center has a helipad immediately adjacent to Interstate Route 66 on the far side from the proposed Overhead Route, making the location of 110 to 120 foot pylons there inconsistent with public health, safety, and welfare; and

WHEREAS, the I-66 Overhead Route will adversely impact residents and businesses along the entire route, but especially in the Town of Haymarket, by damaging the viewshed and impacting the historic district of Haymarket, which already suffers from "double stacking" of power lines along Washington Street; and

WHEREAS, the I-66 Overhead Route will have an adverse environmental and economic impact on the corridor; and

WHEREAS, the Town of Haymarket has reviewed and considered all of the proposed routes and has previously expressed its opposition to entirely overhead routes, most recently on July 14, 2015;

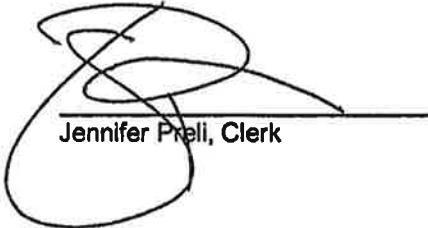
NOW, THEREFORE, BE IT RESOLVED that the Town of Haymarket requests of the State Corporation Commission that it:

1. Hold its public hearing on Dominion Power's application PUE-2015-00107 at a location in or near Haymarket that will have enough capacity to accommodate the large number of citizens who wish to attend and be heard, and that it hold that public hearing after the General Assembly adjourns *sine die* in March, 2016;
2. Engage an independent consultant with expertise in electric utility system master planning to render an independent opinion as to the need for the proposed transmission line and substation project; and
3. Deny all Dominion Virginia Power's Overhead Routes, including their preferred I-66 Overhead Route as proposed in the November 6, 2015 filing with the State Corporation Commission, and, if the independent consultant finds that there is a need for additional transmission lines, instead authorize the I-66 Overhead/Underground "Hybrid" Alternative Route which uses the existing right-of-way along the northern boundary of Interstate Route 66; and

4. Require Dominion Virginia Power to mitigate the economic and environmental impacts of any transmission lines that may be necessary in the Haymarket area, including through the use of pylons with a natural color that blends with adjacent natural colors, through the use of materials and techniques that permit the use of shorter pylons, and through undergrounding of transmission lines in the vicinity of helipads and wherever else it is reasonable to do so.

Done this 7th day of December 2015.

ATTEST:


Jennifer Prell, Clerk



BY: TOWN OF HAYMARKET


David Leake, Mayor

Voting Aye: Morris, Edwards, Woods, Caudle, Pasanello, Aitken
Voting Nay: 0
Abstaining: 0
Absent: 0

15422637

MOTION: LAWSON

August 4, 2015
Regular Meeting
Res. No. 15-508

SECOND: CANDLAND

RE: SUPPORT PROTECTION OF PRIVATE PROPERTY, HISTORICAL RESOURCES AND COMMERCIAL INTERESTS FROM POTENTIAL NEGATIVE IMPACTS OF NEW HIGH VOLTAGE OVERHEAD TRANSMISSION LINES

ACTION: APPROVED

WHEREAS, Dominion Virginia Power (Dominion) has proposed placing additional high-voltage overhead and/or buried transmission lines through portions of Western Prince William County; and

WHEREAS, Section 56-46.1 of the Code of Virginia requires the State Corporation Commission (SCC) to consider, prior to approving any overhead transmission line, whether the line is consistent with the locality's comprehensive plan; and

WHEREAS, the Prince William Board of County Supervisors has directed the County Transportation Department to work with Virginia Department of Transportation (VDOT) to more efficiently utilize infrastructure in the public right-of-way, specifically Interstate 66 right-of-way, consistent with the Community Design Chapter of the Prince William County Comprehensive Plan calling for the "location of utility easements within public rights-of-way, and the collocation of utilities within easements, through County coordination with VDOT and local utility companies";

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby:

1. Declare that Dominion and its regulator -- the State Corporation Commission -- in proposing and reviewing the application for the installation of high-voltage transmission lines in Prince William County, shall give full consideration and respect to the County's Comprehensive Plan and Zoning Ordinances in order to minimize the impact on its residents, businesses, environment, and historical importance;

2. Declare its intent that any proposal to install new, or to re-fit, high-voltage transmission lines for Dominion's Haymarket 230kV Line and Substation Project shall be supported only if the lines are buried in the right-of-way of Interstate 66 as they pass from its intersection with US-29 through Haymarket and beyond;

EXHIBIT

JN-2

3. Direct County staff to evaluate the Interstate 66 buried alternative, and to coordinate with VDOT, in furtherance of the County's express goal of supporting the installation of buried transmission lines. As required by Section 56-46.1B of the Code of Virginia, the State Corporation Commission must "consider (a) the costs and economic benefits likely to result from requiring the underground placement of the Line and (b) any potential impediments to timely construction of the Line," at the request of the local government, Prince William County;
4. Recommend that all costs, both direct and incidental, of burying the line be borne by Dominion and not by private property owners who through no fault or choice of their own reside or do business within close proximity to the buried line;
5. Give notice that it will not enter into agreement with Dominion to assess the costs of line burial under the provisions of Section 15.2-2404F of the Code of Virginia;
6. Require that any proposal by Dominion to construct a new electric substation shall first be submitted to the Prince William County Planning Commission for consideration and public hearings, as required by Section 15.2-2232 of the Code of Virginia;
7. Reaffirm and renew its commitment to LU3.14 of the Long-Range Land Use Plan, which designates the corridors that all future electric utility lines of 150 kilovolts or more should follow, and to contain high-voltage transmission lines to designated corridors as detailed in LU3.14 of the Long-Range Land Use Plan, in order to protect private property and preserve the County's distinctive cultural and historic inheritance, including, but not limited to, the 52 county-registered historic sites; Historic and Prehistoric High-Sensitivity Areas identified in the 2008 Comprehensive Plan and updated subsequently, including those in residential areas; high quality open space, such as existing and planned off-road trails, open space easements, conservation easements, public school open space, and resource protection areas; and both the county's designated Rural Crescent urban growth boundary and unique Historic Overlay District;
8. Declare its intent to immediately initiate a zoning text amendment to incorporate appropriate zoning requirements for data centers which would address the infrastructure necessary to support such uses and the potential impacts to other properties. This amendment will continue the County's efforts to advance commercial and industrial development;

August 4, 2015
Regular Meeting
Res. No. 15-508
Page Three

9. Direct that this Resolution be forwarded to Dominion Virginia Power, the Virginia State Corporation Commission, State Delegate Robert "Bob" G. Marshall, State Delegate Timothy D. Hugo, State Delegate David I. Ramadan, State Senator Richard H. Black, State Senator Richard H. Stuart, Virginia State Attorney General Mark Herring, Virginia State Governor Terry McAuliffe, US Senator Timothy M. Kaine, US Congresswoman Barbara Comstock, US Senator Mark Warner, US Congressman Rob Wittman, and Haymarket town council representatives: Mayor David Leake, Vice-Mayor Steve Aitken, Matt Caudle, Chris Morris, Joe Pasanello, Pam Swinford and Kurtis Woods,

DISCLOSURE PRIOR TO VOTE: John D. Jenkins

Votes:

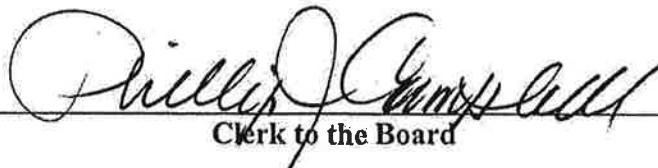
Ayes: Caddigan, Candland, Jenkins, Lawson, May, Nohe, Principi, Stewart

Nays: None

Absent from Vote: None

Absent from Meeting: None

ATTEST: _____


Clerk to the Board

LONG-RANGE LAND USE

Intent

Prince William County recognizes that growth and change will occur and are vital to the well-being of any community. The County is committed to achieving a number of objectives regarding the long-range development of land within its boundaries, so that growth is managed, development is consistent and orderly, and growth is beneficial:

- Protect the County's financial health.
- Provide an exceptional quality of life.
- Improve the value of land and existing developed properties.
- Preserve open space.
- Support and expand business.

Achieving these objectives will promote the County's long-term economic success. Land use planning is one of the tools the County employs to ensure it meets its objectives, and to ensure that the County is attractive to businesses and is responsible to its citizens. Through wise land use planning, the County ensures that landowners are provided a reasonable use of land while the County is able to judiciously use its economic resources to provide the services its employers and residents need, efficiently and at affordable and high-quality standards, without requiring unreasonable taxation. Prince William County is committed to land use planning that results in economic stability, as well as in a character and quality of life desired by County citizens.

The Long-Range Land Use Plan serves as a guide to the physical development of the County and reflects the spatial distribution of various urban, suburban and rural land use classifications. While this plan is a generalized document, it can be looked at on a site-specific basis, in consideration of approved zonings or other concrete Board of County Supervisors' action that clearly states County planning policy for a given site or given area. The plan is implemented by the Zoning Ordinance, the Subdivision Ordinance and/or the Design and Construction Standards Manual. The Long-Range Land Use Plan can only be interpreted in conjunction with the rest of the Comprehensive Plan.

Given Prince William County's commitment to economic stability, the County is committed to support growth for which services can be supplied according to established levels of service and according to the County's ability to afford to provide those services. Previously approved projects shall be considered when new projects are being evaluated.

The components of the Long-Range Land Use Plan are:

- Map 1: Long-Range Land Use Plan (fold-out map) and associated text.
- Land Use Compatibility Matrix (Figure 1).
- Comprehensive Plan and Zoning Compatibility Matrix (Figures 2 and 3).
- Intent, Goal, Objectives, and Action Strategies.

- Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More (Figure 4).

LONG-RANGE LAND USE PLAN MAP

The Long-Range Land Use Plan Map illustrates existing and potential development by land use classification and by density or building height. The density is expressed as gross area of a particular long-range land use classification less the ER, Environmental Resource, designated portion of a property. The Long-Range Land Use Plan Map – together with a general description of the classifications reflected thereon – provides general guidance in determining the level of consistency between a development request and these classes of uses. All rezoning, special use permit, and Comprehensive Plan amendment requests shall be evaluated based on the County's Long-Range Land Use Plan and the County's fiscal ability to service such development. Development should occur in a manner consistent with the ability of supportive utilities, facilities, transportation, environmental conditions, and service components to accommodate the impacts of the development, and in accordance with the levels of service (LOS) standards contained in the Fire and Rescue Plan, the Library Plan, the Parks, Open Space and Trails Plan, the Police Plan, the Schools Plan, and the Transportation Plan. In some instances, land use classifications are shown that seem – on the surface – to be inconsistent with this Long-Range Land Use Plan and its policies and action strategies. These inconsistencies generally occur on properties for which zoning approval was given prior to adoption of subsequent Comprehensive Plans. Development of these properties will be permitted to occur according to the densities and proffers of the approved rezoning.

LONG-RANGE LAND USE CLASSIFICATIONS

The Comprehensive Plan, Long-Range Land Use Plan land use classifications have been mapped based upon criteria as set throughout the Comprehensive Plan as goals, objectives, policies, and action strategies. These criteria apply to development – where appropriate – within both the Development Area and the Rural Area. Within each land use classification, there is a range of density or intensity. All areas with the same land use classification, however, are not equal in terms of their location or the time frame within which their development is appropriate. Currently, some areas are more readily accessed by transportation, more readily connected to the sewer system, closer to schools and, thus, better able to accommodate – at established levels of service – a higher level of density or intensity. Other areas – because of environmental constraints and if consistent with fire and rescue service objectives – may lend themselves to higher density cluster development. As utilities and facility networks are expanded and levels of service increased – consistent with the Comprehensive Plan – potential density and intensity will increase accordingly, but always within the established density or intensity ranges set forth by the Comprehensive Plan. Encouraging more intense uses in areas already well serviced – and infill of well-serviced areas already substantially developed – will discourage leap-frog development and sprawl development extended into areas of the County less well serviced, and minimize land speculation, while allowing the County to better focus its fiscal resources.

GEOGRAPHIC AREAS

The formulation of the Long-Range Land Use Plan began with a subdivision of the County into two general geographic areas categorized according to their present character and to their potential character – as measured through both citizen expectations and goals for future development and the County's desire for fiscally sound growth patterns.

The two general geographic areas are the Development Area and the Rural Area. These areas are depicted on the Long-Range Land Use Area Map and summarized in the following manner:

THE DEVELOPMENT AREA

The Development Area is that portion of Prince William County that has already been developed or is expected to be developed at residential densities greater than those in the Rural Area. The Development Area also contains commercial, office and industrial uses. This area includes established residential, commercial and industrial areas, as well as undeveloped or underdeveloped land expected to meet the County's projected growth. The Development Area contains urban, suburban, and semi-rural sub-areas. It is intended that all portions of the Development Area are to be served by public water and sewer.

The Long-Range Land Use Plan encourages infill of the Development Area and redevelopment and revitalization of older areas of the County, at densities described in this chapter, or as otherwise determined appropriate based on environmental constraints analyses and if consistent with fire and rescue service objectives. The Long-Range Land Use Plan encourages cost-efficient provision of public services and the provision of an environmentally sound development pattern – particularly on infill sites that may not have been developed because of greater than normal environmental constraints and higher development costs associated with the existing environmental conditions.

The Urban Areas

The Urban Areas are either already the most intensely used portions of Prince William County, or those areas planned for intensive development in the future. They include established commercial, industrial, and high-density residential areas, as well as undeveloped or underdeveloped land expected to meet the County's future needs for intense, urban development. One of the primary intents of these urban designations is to encourage development at densities high enough to bring regional mass transit to Prince William County and better link the County to its region via mass transit. These regional employment uses, high-density residential and – to a lesser extent – retail uses and industrial uses are generally found along or near the major regional and/or interstate transportation corridors. In addition, the Urban Areas also contain certain highway-oriented commercial uses located along these major transportation corridors. Proximity to major transportation corridors, however, may also coincide with environmentally sensitive areas – in which case the appropriate development densities, site layout, and/or building types would need more detailed consideration.

The Urban Areas contain the following Long-Range Land Use Plan Map classifications:

Mass Transit Node (MTN). The purpose of the Mass Transit Node classification is to recognize areas surrounding existing Virginia Railway Express (VRE) commuter rail stations, and provide guidelines for future VRE commuter rail and Metrorail stations and other mass transit centers. MTN projects should be planned and developed in a comprehensive, coordinated manner. MTN projects should provide areas in the County for residents to have the opportunity to live, work, and recreate in the same area – without being dependent on the automobile – and should focus on integrating the VRE or Metrorail station into the development as an amenity and focal point. MTN projects should, therefore, be developed at a high density and intensity and should contain a mix of residential, commercial, and office uses. The acceptable housing type within any MTN project is multifamily, with a minimum density of 30 dwelling units per gross acre, less the ER-, Environmental Resource-designated portion of a property.

Regional Employment Center (REC). The purpose of the Regional Employment Center classification is to provide for areas located close to and/or with good access from an interstate highway where intensive regional employment uses are to be located. REC projects* should be planned and developed in a comprehensive, coordinated manner. Primary uses in the REC are mid-rise and/or high-rise office (including government offices – particularly those for Prince William County agencies), research and development facilities, lodging, and mixed-use projects. Retail, retail service and/or residential uses shall represent no greater than 25 percent of the total REC project area. Retail and retail service use(s) shall be so located within a building or on a site that their primary purpose is to support the needs of those employed within that REC project or living or working within the mixed-use building(s). Drive-in/drive-through uses are discouraged. Shared/structured parking is encouraged. The acceptable housing type within any mixed-use REC project is multifamily, at a density of 16-30 dwelling units per gross acre, less the ER-, Environmental Resource-designated portion of a property. Development in REC projects shall occur according to a phasing plan, described in Action Strategy 31 of this chapter. The intent of the phasing plan is that mixed, employment and residential and/or retail uses shall be provided at every stage of the project's development. Office development in REC areas is encouraged to be in accordance with the *Illustrative Guidelines for Office Development*, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. A minimum office building height of 4-6 stories is preferred.

Regional Commercial Center (RCC). The purpose of the Regional Commercial Center classification is to provide for areas, located close to and/or with good access to/from an interstate highway, where large-scale retail projects that serve a regional – rather than local – market are to be located. RCC projects should be planned and developed in a comprehensive, coordinated manner. Primary uses include regional retail malls, mixed-use projects, and large single-user retail buildings. Local-serving retail, retail service and/or residential uses shall be considered secondary uses and shall represent no greater than 25 percent of the total RCC project area. Drive-in/drive-through uses are discouraged. Residential uses shall, with the exception of Residential Elderly, be part of a mixed-use building. Shared/structured parking is encouraged.

* In all instances, a "project" or "project area" is defined as the boundary of a rezoning or special use permit request.

The acceptable housing type within any mixed-use RCC project is multifamily, at a density of 16-30 dwelling units per gross acre, less the ER-, Environmental Resource-designated portion of a property. Development in RCC projects shall occur according to a phasing plan, described in Action Strategy 31 of this chapter. The intent of the phasing plan is that mixed, employment and residential and/or retail uses shall be provided at every stage of the project's development.

General Commercial (GC). The purpose of the General Commercial classification is to recognize areas of existing commercial activity along major County roadways – such as those along Route 1, Route 234, Route 28, and at the Minnieville Road - Smoketown Road intersection – that serve a local market rather than a regional market. Access to GC uses shall be limited to abutting arterial or collector roadways, rather than from lesser abutting roadways, except where interparcel connections are provided between abutting GC sites. Pedestrian access to adjacent and nearby residential areas – where appropriate – shall be encouraged. Primary uses in the GC are retail, retail service, and lodging uses. Office use shall be considered a secondary use and shall represent no greater than 25 percent of the total GC project area. Infill and redevelopment of areas identified as GC are encouraged, particularly with new or relocated commercial uses that are of a scale similar to surrounding uses. Designation of new GC areas is discouraged. Office development in GC areas is encouraged to be in accordance with the *Illustrative Guidelines for Office Development*, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. Office buildings in GC areas are preferred at a height of at least 2-3 stories.

The Suburban Areas

The Suburban Areas accommodate the lower density residential, neighborhood-oriented retail and service uses, and smaller scale employment uses found in the more traditional neighborhoods and/or along major intra-County transportation corridors.

The Suburban Areas contain the following Long-Range Land Use Plan Map classifications:

Flexible Use Employment Center (FEC). The purpose of the Flexible Use Employment Center classification is to provide for areas of employment uses situated on individual sites or in campus-style “parks.” Primary uses in the FEC classification are light manufacturing, “start-up” businesses, small assembly businesses, and office uses (including government offices, particularly those for Prince William County agencies). Retail and/or retail service uses shall be considered secondary uses and shall represent no greater than 25 percent of the total FEC project area. These retail/retail service uses shall be so located on a site that their primary purpose is to support the needs of those employed within that FEC project. Warehousing, wholesale, storage and/or distribution uses shall also be considered secondary uses within any FEC project. Outdoor storage shall also be considered a secondary use and shall be limited to no more than 25 percent of the land area of the FEC project. Within an FEC-designated project, the more intense uses shall be located in the core of the area and the less intense uses (excluding outdoor storage) at the periphery, to act as a transition between the FEC project and adjacent areas designated or developed for different uses. Office development in FEC areas is encouraged to be in accordance with the *Illustrative Guidelines for Office Development*, provided as a supplement to

the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office.

Industrial Employment (EI). The purpose of the Industrial Employment classification is to provide for areas of economic base industries that must be screened and buffered from major transportation corridors and adjacent land uses. These screening and buffering requirements shall be as contained in the Zoning Ordinance and Design and Construction Standards Manual. Primary uses in the EI are manufacturing, industrial parks, truck and auto repair, wholesale/distribution facilities, warehouses, certain public facilities and utilities, and other industrial uses. Retail and/or retail service uses shall be considered secondary uses and shall represent no greater than 25 percent of the total EI project area. These retail/retail service uses shall be so located on a site that their primary purpose is to support the needs of those employed within that EI project. Within an EI-designated area, the more intense uses shall be located in the core of the area and the less intense uses at the periphery, to act as a transition between the EI and adjacent areas designated or developed for different uses. Performance standards for off-site impacts – such as dust, particulates, and emissions – are to be applied. Stand-alone office and office-like facilities that are primary uses within an EI-designated area should be discouraged in any EI area.

Community Employment Center (CEC). The purpose of the Community Employment Center classification is to provide for areas of low- to mid-rise offices (including government offices, particularly those for Prince William County agencies), research and development, lodging, and mixed-use projects planned and developed in a comprehensive, coordinated manner. CEC projects shall be located at or near the intersection of principal arterials and major collector roads, or at commuter rail stations. Retail, retail service and/or residential uses shall be considered secondary uses and shall represent no greater than 25 percent of the total CEC project area. Retail and retail service use(s) shall be so located within a building or on a site that their primary purpose is to support the needs of those employed within that CEC project or living or working within the mixed-use building. Drive-in/drive-through uses are discouraged. Single-family attached or multifamily housing – including elderly housing – is permitted, at a density of 6-12 units per gross acre, less the ER-, Environmental Resource-designated portion of a property. Development in CEC projects shall occur according to a phasing plan, described in Action Strategy 31 of this chapter. The intent of the phasing plan is that mixed, employment and residential and/or retail uses shall be provided at every stage of the project's development. Office development in CEC areas is encouraged to be in accordance with the *Illustrative Guidelines for Office Development*, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. A minimum office building height of 3-5 stories is preferred.

General Commercial (GC). The purpose of the General Commercial classification is to recognize areas of existing commercial activity along major County roadways—such as those along Route 1, Route 234, Route 28, and at the Minnieville Road - Smoketown Road intersection – that serve a local market rather than a regional market. Access to GC uses shall be limited to abutting arterial or collector roadways, rather than from lesser abutting roadways, except where interparcel connections are provided between abutting GC sites. Pedestrian access to adjacent and nearby residential areas – where appropriate – shall be encouraged. Primary uses in the GC

are retail, retail service, and lodging uses. Office use shall be considered a secondary use and shall represent no greater than 25 percent of the total GC project area. Infill and redevelopment of areas identified as GC are encouraged, particularly with new or relocated commercial uses that are of a scale similar to surrounding uses. Designation of new GC areas is discouraged. Office development in GC areas is encouraged to be in accordance with the *Illustrative Guidelines for Office Development*, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. Office buildings in GC areas are preferred at a height of at least 2-3 stories.

Office (O). The purpose of this classification is to provide for areas of low-to high-rise, offices or research and development activities. Projects developed in this classification shall be for office use, with retail and retail service uses discouraged. Any retail and/or retail service uses shall be contained within the office or research and development building whose tenants and employees those retail/retail service uses would serve. Less intense O uses – such as neighborhood-scale offices – shall be located at the periphery of the O project, to act as a transition between the O project and adjacent residential areas. Office development in O areas is encouraged to be in accordance with the *Illustrative Guidelines for Office Development*, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. A minimum office building height of 3-5 stories is preferred.

Neighborhood Commercial (NC). The purpose of the Neighborhood Commercial classification is to provide commercial areas to serve surrounding residential neighborhoods. NC-designated areas shall be planned and developed in a comprehensive, coordinated manner. NC project shall not be nearer than one mile from any other NC area or project, or any GC or Convenience Retail (CR) area or project. The site orientation of an NC project shall be toward surrounding neighborhoods, with project access from primary neighborhood-serving roadways, rather than from roadways serving pass-through/pass-by traffic. Pedestrian access to and from the surrounding neighborhood, where appropriate, shall be encouraged. Primary uses in the NC classification are the retail and retail service uses permitted in the B-2, Neighborhood Business zoning district and/or mixed-use buildings that combine retail/retail service uses on the first floor only and residential uses on no more than two additional floors, with a special use permit. In order that the neighborhood-serving function of NC uses can be maintained, maximum NC project size shall be 15 acres and the maximum size of nonresidential uses shall be 120,000 gross square feet, with no single use (other than a grocery store, general store, or drug store) to be larger than 12,000 gross square feet.

Suburban Residential High (SRH). The purpose of the Suburban Residential High classification is to provide for areas of a variety of housing opportunities at the highest suburban density. The preferred housing type in this classification is multifamily (apartments and condominiums). The density range in SRH projects is 10-16 dwellings per acre, less the ER-, Environmental Resource-designated portion of a property.

Suburban Residential Medium (SRM). The purpose of the Suburban Residential Medium classification is to provide for a variety of housing opportunities at a moderate suburban density, greater than that of the SRL classification. The preferred housing type in this classification is


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single-family detached, but up to 25 percent of the total land area may be single-family attached. The density range in SRM projects is 4-6 dwellings per gross acre, less the ER-, Environmental Resource-designated portion of a property. Cluster housing and the use of the planned unit development concept may occur, provided that such clustering and planned district development furthers valuable environmental objectives as stated in EN-Policy 1 and EN-Policy 4 of the Environment Plan.

Suburban Residential Low (SRL). The purpose of the Suburban Residential Low classification is to provide for housing opportunities at a low suburban density. The housing type in this classification is single-family detached, but up to 25 percent of the total land area may be single-family attached. The density range in SRL projects is 1-4 units per gross acre, less the ER-, Environmental Resource-designated portion of a property. Cluster housing and the use of the planned unit development concept may occur, provided that such clustering and planned district development furthers valuable environmental objectives as stated in EN-Policy 1 and EN-Policy 4 of the Environment Plan.

Residential Planned Community (RPC). The Residential Planned Community classification includes areas zoned RPC, Residential Planned Community. This classification is intended for planned developments not less than 500 contiguous acres under one ownership or control in those areas of the County where provisions for sanitary sewers, sewage disposal facilities, adequate highway access, and public water supply are assured. Within such planned communities, the location of all residential, commercial, industrial, and governmental uses, school sites, parks, playgrounds, recreational areas, commuter parking areas, and other open spaces shall be controlled in such a manner as to permit a variety of housing accommodations and land uses in an orderly relationship to one another.

The Semi-Rural Area

Semi-Rural Residential (SRR). The purpose of the Semi-Rural Residential classification is to provide for areas where a wide range of larger-lot residential development can occur, as a transition between the largest-lot residential development in the Rural Area and the more dense residential development found in the Development Area. Residential development in the SRR areas shall occur as single-family dwellings at a density of one dwelling per 1-5 gross acres. Where more than two dwellings are constructed – as part of a residential project in the SRR classification – the average density within that project should be 1 dwelling unit per 2.5 acres on a project-by-project basis. Cluster housing and the use of the planned unit development concept may occur, so long as the resulting residential density is no greater than that possible under conventional development standards and provided that such clustering furthers valuable environmental objectives such as stated in the Environment Plan and is consistent with fire and rescue service objectives. The lower end of the density range for the SRR classification should be proposed with a rezoning application. Higher densities shall be achieved through negotiation at the rezoning stage, not to exceed average densities established in this category.

THE RURAL AREA

The Rural Area. This is the area of Prince William County in which are contained agricultural, open space, forestry and large-lot residential land uses, as well as occasional small-scale convenience retail centers and community facilities. Large-lot residential cluster development – contained within or abutted by large tracts of permanent open space – is an alternative residential pattern permitted in the Rural Area. Unlike the 10-acre lots permitted by right, however, these clusters require subdivision approval by the County. The purpose of the Rural Area designation is to help preserve the County's agricultural economy and resources, the quality of the groundwater supply, and the open space and rural character presently found there. While it is intended that the Rural Area be served by public water facilities, the Rural Area is not intended to be served by public sewer facilities, except under emergency conditions as identified in the Sewer Plan. Designation of the Rural Area and application of the development Goals, Policies, and Action Strategies relative to the Rural Area are intended to help avoid the negative economic, social and environmental characteristics of sprawl development.

Agricultural or Estate (AE). The purpose of the Agricultural or Estate classification is to protect existing agricultural lands and open space, as well as other important rural environmental resources, and to provide areas within the County where large lot residential development is appropriate. The maximum density is one dwelling per 10 gross acres.

Convenience Retail (CR). The purpose of the Convenience Retail classification is to provide for commercial nodes to serve surrounding rural areas located within 10-15 minutes' driving time. CR projects are encouraged to provide retail and retail service uses desired by rural residents to fulfill basic, daily needs – rather than uses that are more properly located in the Development Area of the County. These uses are those permitted in the B-3, Convenience Retail zoning district. CR projects shall be planned and developed in a comprehensive, coordinated manner. No CR area or project shall be nearer than five miles from any other CR project or any NC or GC project. A CR area shall be limited to one quadrant of an intersection and the site orientation of a CR project shall be toward the less heavily traveled road of that intersection, rather than toward pass-through/pass-by traffic, with single in/out access provided from that road. Pedestrian access to and from any adjacent neighborhood(s) shall be integral to the site design of CR projects. As detailed in the Community Design chapter, building architecture and site design shall be compatible with a rural area – rather than a “suburban” or “urban” design. Retail motor vehicle fuel stations shall be accessory uses only, and shall be attached to the CR. Combination gas station-quick-service and drive-in/drive-through uses are discouraged. Maximum CR project size shall be 5 acres, including appurtenances (such as drainfields). The maximum size of non-residential uses shall be 15,000 gross square feet, with no single use to be larger than 8,000 gross square feet. Second-story residential use as part of a mixed-use building is permitted, with a special use permit. No building in a CR area shall be built to greater than two stories.

POTOMAC COMMUNITIES

See the Potomac Communities Revitalization Plan Sector Plan

COUNTYWIDE CATEGORIES

Environmental Resource (ER). This classification is explained and defined in detail within the Environment Plan. Therein are located goals, policies, action strategies, and other Plan components designed to protect the sensitive nature of the identified resources. Environmental Resources include all 100-year floodplains as determined by the Federal Emergency Management Act (FEMA) Flood Hazard Use Maps or natural 100-year floodplains as defined in the Design and Construction Standards Manual and resource protection areas (RPAs) as defined by the Chesapeake Bay Preservation Act. In addition, areas shown in an environmental constraints analysis submitted with a rezoning or special use permit application with wetlands; 25 percent or greater slopes; areas with 15 percent or greater slopes in conjunction with soils that have severe limitations; soils with a predominance of marine clays; public water supply sources; and critically erodible shorelines and stream banks are considered part of the Environmental Resource designation.

County Registered Historic Sites (CRHS). This classification is designed to protect important cultural resources. Cultural resources include architectural, archaeological, and historical resources. CRHS designations that are mapped on the Long-Range Land Use Plan Map include existing sites and districts that have a preservation easement or are listed on the National Register of Historic Places or Virginia Historic Landmarks Register; are incorporated into the County Zoning Ordinance as an Historic Overlay District or Special Public Interest District; are recorded as part of the Historic American Building Survey or the Historic American Engineering Record; or has been selected for inclusion in the annual evaluation and update of such list by the Historical Commission and approved by the Board of County Supervisors. Development in this designation that would potentially impact these resources shall occur in accordance with the standards and criteria set forth in the Cultural Resources Plan.

Parks and Open Space (POS). The purpose of this classification is to designate existing and projected parks and recreational areas of the County. The Parks, Open Space and Trails Plan contains a complete inventory of existing federal, state, and local parks, and of planned parks within the County.

Public Land (PL). The purpose of identifying public lands in the Comprehensive Plan is to provide an indication of existing and planned public facilities, institutions, or other government installations such as – but not limited to – detention/correctional facilities, government centers, judicial centers, and related facilities. The appropriate Comprehensive Plan chapter (Telecommunications, Potable Water, Sewer, Transportation, Fire and Rescue, Libraries, Police, or Schools) should be consulted for a more complete presentation regarding these public facilities. Where necessary, public facility reviews with public comment – as outlined in the Virginia Code – shall be conducted to determine conformance of specific proposed facilities with the Comprehensive Plan. A public facility review with public comment shall be mandatory where a public facility is not addressed in the Comprehensive Plan, unless such facility is exempt from review by that code section.

THE LAND USE COMPATIBILITY MATRIX

The Land Use Compatibility Matrix (Figure 1) provides a general evaluation technique to ensure compatibility in areas where different land use categories meet. It does not indicate that certain categories are totally incompatible with certain other categories. The matrix does, however, provide general guidance in evaluating the degree to which mitigation measures may be necessary to ensure compatibility between or among abutting or facing land uses. Specific mitigation measures should be based on site conditions and the nature of both the use in question and the abutting use(s). The guidelines contained in the matrix should be consulted in addition to the guidelines contained in the Community Design Plan, as well as the standards and regulations contained in the Zoning Ordinance and the DCSM.

- Land use classifications in the matrix that are identified as **"Compatible"** are those uses that are – when adjacent – harmonious and consistent with one another. Land use classifications identified as **"Incompatible Except with Mitigation Measures"** will require significant buffering and transitions, depending on the Long-Range Land Use Area and specific land uses. The primary concern, however, is adequate – and sometimes complete – buffering, whether it be distance, undisturbed vegetative buffers, vegetated streams, transportation corridors, man-made barriers, the location of less intense uses at the periphery of the site (if such uses are proposed), or a combination of these measures. Transitions in land uses and/or transitions in density are also warranted at the interfaces of these land use categories. These mitigation measures are of particular concern in the Development Area, with the range of land uses permitted therein.
- Land use classifications identified as **"Incompatible"** should only be located adjacent to each other when extensive and extraordinary mitigating measures can effectively address all compatibility concerns. These mitigation measures are of particular concern when inherently incompatible land uses – such as residential uses and industrial uses – are proposed adjacent to one another.

COMPREHENSIVE PLAN AND ZONING COMPATIBILITY MATRICES

The Zoning and Comprehensive Plan Compatibility Matrices (Figures 2 and 3) are to be used for:

- Assisting applicants and staff in choosing the appropriate zoning district for the specific long-range land use designation of a parcel for which a rezoning is sought.

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Figure 1 - Land Use Compatibility Matrix

Land Use Category	REC	RCC	FEC	EI	GC	CEC	O	NC	SRH	SRM	SRL	CR	SRR	A/E	RRC
Regional Employment Center (REC)	○														
Regional Commercial Center (RCC)	⊗	○													
Flexible Employment Center (FEC)	⊗	⊗	○												
Industrial Employment (EI)	⊗	⊗	⊗	○											
General Commercial (GC)	⊗	⊗	⊗	⊗	○										
Community Employment Center (CEC)	⊗	⊗	⊗	⊗	⊗	○									
Office (O)	⊗	⊗	⊗	⊗	⊗	○	○								
Neighborhood Commercial (NC)	⊗	⊗	⊗	⊗	⊗	⊗	⊗	○							
Suburban Residential-High (SRH)	⊗	⊗	●	●	⊗	⊗	⊗	⊗	○						
Suburban Residential-Moderate (SRM)	⊗	⊗	●	●	⊗	⊗	⊗	⊗	⊗	○					
Suburban Residential-Low (SRL)	⊗	⊗	●	●	⊗	⊗	⊗	⊗	⊗	⊗	○				
Convenience Retail (CR)	⊗	⊗	●	●	●	●	●	●	●	●	●	○	⊗	⊗	●
Semi-Rural Residential (SRR)	●	●	●	●	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	○	⊗	●
Agricultural Estate (A/E)	●	●	●	●	●	●	●	⊗	⊗	⊗	⊗	⊗	⊗	○	●

LEGEND: ○ - Compatible ⊗ - Compatible with Mitigation Measures ● - Incompatible

Figure 2 - Compatibility Matrix – Zoning and Comprehensive Plan Designations - Residential

Figure 2
COMPATIBILITY MATRIX
ZONING AND COMPREHENSIVE PLAN DESIGNATIONS
RESIDENTIAL

		C O M P R E H E N S I V E P L A N D E S I G N A T I O N S									
		AE	SRR	SRL	SRM	SRH	REC	CEC	RCC	MTN	RPC
S T R I C T S Z O N I N G	A-1	•									
	SR-5		•								
	SR-3		•								
	SR-1		•	•							
	R-2			•							
	R-4			•	•						
	R-6			•	•			• ¹			
	R-16					•		•	•		
	R-30						•	•	•		
	R-U									•	
	PMR			•	•	•		•			
	RPC										•

¹ Single-family attached dwellings only.

Figure 3 - Compatibility Matrix – Zoning and Comprehensive Plan Designations – Non-Residential

re 3

COMPATIBILITY MATRIX

ZONING AND COMPREHENSIVE PLAN DESIGNATIONS

NON-RESIDENTIAL

		C O M P R E H E N S I V E P L A N D E S I G N A T I O N S								
		CEC	REC	RCC	O	FEC	EI	GC	NC	CR
ZONING DISTRICTS	B-1			•				•		
	B-2								•	
	B-3									•
	O(L)	•			•			•		
	O(M)	•	•		•	•				
	O(H)		•		•					
	O(F)		• ¹		• ¹	•	•			
	M-1						•			
	M-2					•	• ²			
	M/T						•			
	PBD		•		•	•				
	PMD	•	•							

¹ Only as part of a PBD/mixed-use zoning/development. Proffers would be requested to limit O(F) uses in these designations to office and office-like/office-compatible uses.

² Only as transition area and transition uses within EI planned area.

GOAL: To provide a pattern of land use Countywide that encourages fiscally sound development and achieves a high-quality living environment

GENERAL LAND USE OBJECTIVES

1. To ensure adequate land uses, by type, necessary to provide a supply of land that allows the County to compete – on a regional, national, and international basis – for advanced technological industries and other economic development opportunities that will bring new jobs to Prince William County residents, particularly new professional and other high-paying jobs.
2. To provide for a variety of land uses, so as to allow for a diversity of housing unit types and employment opportunities – at appropriate locations within the County.
3. To protect existing and planned land uses from the encroachment of incompatible land uses.
4. To encourage development that infills undeveloped portions of established neighborhoods in the Development Area, at a density and intensity that is compatible with those neighborhoods – so long as the general Long-Range Land Use Plan designation of that neighborhood is upheld.
5. To protect environmentally sensitive land and maintain open space.
6. To encourage – in appropriate locations within the Development Area – the development of livable, planned communities that promote a variety of residential opportunities, and provide public facilities, goods and services, open space, recreational opportunities, and related employment at a neighborhood scale.
7. To focus future public utilities and facilities, infrastructure improvements, and social service delivery systems within the Development Area – with priority given to those areas where Prince William County is undertaking economic development or redevelopment initiatives, in accordance with the Economic Development Plan chapter.
8. To encourage the provision of adequate public utilities, facilities, and associated levels of service, to serve existing and anticipated populations and businesses in a manner consistent with the Comprehensive Plan, the Strategic Plan, and the Capital Improvements Program.
9. To utilize the sector planning process to address "areas of concern" that require more detailed planning than is afforded by the Comprehensive Plan.
10. To 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.

11. To achieve – at appropriate locations – high-density, mixed-use development near existing and future commuter rail, Metrorail, and other regional transit centers that will facilitate greater use of mass transit by County residents and bring new high-quality employment opportunities to Prince William County.
12. To integrate the various existing, proposed, and potential mass transportation modes and high-density, mixed-use development nodes.

ACTION STRATEGIES:

1. Confine urban, suburban, and semi-rural development – and densities appropriate to that development, as described in this Long-Range Land Use Plan – to the Development Area, as reflected by the Long-Range Land Use Plan Map.
2. Ensure that the primary function of the Rural Area – as reflected by the Long-Range Land Use Plan Map – is to maintain open space, protect native habitats, allow for large-lot residential development, allow for agricultural activities, and provide potential sites for community facilities.
3. Encourage planning for multi-purpose transit centers along transit corridors, to integrate private development with public facilities for high density, mixed-use destinations.
4. Encourage structured parking with ground floor retail/retail service uses at commuter parking lots.
5. Create – following adoption of the Comprehensive Plan – a zoning district to implement the MTN Comprehensive Plan designation – to provide high-density, mixed-use development in areas surrounding existing and future commuter rail, Metrorail, and other regional mass transit centers. The MTN zoning district would incorporate, as a minimum, the following development guidelines:
 - Minimum area size.
 - Appropriate land uses.
 - Appropriate mix of land uses, in general and perhaps varying among locations.
 - Pedestrian emphasis.
 - Building heights.
 - Open space requirements.
 - Structured parking and possible requirements for reduced number of spaces.
 - Transportation management.
 - Phasing of development.
 - Relationship of MTN areas to surrounding uses.
6. Evaluate rezoning and special use permit applications for consistency with the Comprehensive Plan. The “Timing and Density of Development” contained in the introduction to the Comprehensive Plan shall be utilized to provide guidance as to

whether a project is consistent with the Comprehensive Plan overall, and more particularly with regard to the appropriate timing and density or intensity of development.

7. Evaluate the proposed development concept relative to the environmental constraints analysis submitted with rezoning and special use permit applications in accordance with EN-Policy 1 and EN-Policy 4 of the Environment Plan, to determine the appropriate density or intensity of development. Such development shall also be consistent with fire and rescue objectives.
8. Advocate policies and public funding associated with the County's Strategic Plan, Budget, Capital Improvements Program, and Secondary Road Improvements Program that direct needed infrastructure improvements to achieve the economic development goals of the County. Funds should be concentrated in the Development Area as well as toward appropriate, Board of County Supervisors-approved inter-County connectors and other needed public facilities in the Rural Area.
9. Ensure that policies and public funding associated with other public agencies, such as the Service Authority, Park Authority, and School Board, are structured to support the economic development goals of the County. Funds should be concentrated in the Development Area for needed public facilities, but should also be provided, as needed, in the Rural Area.
10. Maintain an up-to-date and cumulative listing of all major developments approved at the rezoning, site plan, or subdivision stages. Monitor the effect of such developments on all public facility systems.
11. Continue to update the Zoning Ordinance and the DCSM, in order to bring all implementation-related regulations into conformance with the Comprehensive Plan. Maintain a comprehensive list of definitions that are consistently used throughout the Plan and are consistent with the Zoning Ordinance and DCSM.
12. Continue to investigate:
 - Expanding the existing authority for impact fees to include other infrastructure and service delivery systems.
 - Developing a quantitatively oriented Site-Specific Evaluation System to be used as a guide in establishing, in part, the exact residential density for any given parcel in the Development Area at any given time.
 - Developing a list of interim uses for areas designated for regional employment and/or industrial use in the Development Area that can be developed under a special use permit having a limited life.
 - Modifying Use-Value Assessment requirements for minimum acreage and use requirements, so as to retain areas for targeted industries within the Development Area.
 - Developing other fiscal strategies that help achieve the County's adopted goals and policies.

13. Prepare and maintain in-depth Sector Plans and less intensive planning studies – depending upon the geographical area and the planning issues involved – for identified areas of concern. Once adopted by the Board of County Supervisors, these plans and studies shall represent an amendment to and refinement of the Comprehensive Plan for the subject area.
14. Prepare additional Comprehensive Plan text to address Social Services and General Government.
15. Continue to provide input to obtain additional planning and regulatory authority over local land use-related issues from the General Assembly.
16. Allow cluster housing and the use of planned districts and the planned unit development concept in the Development Area, so long as the resulting residential density is recommended in the given land use classification, provided that such clustering furthers valuable environmental objectives such as are stated in EN-Policy 1 and EN-Policy 4 of the Environment Plan and is consistent with fire and rescue service objectives.
 - Open space created as part of these clusters should be preserved as permanent open space, through creation and dedication of a perpetual conservation easement.
 - The purpose of both cluster development and planned district/planned unit development is to:
 - ◆ Promote the efficient use of land.
 - ◆ Preserve slopes and woodlands.
 - ◆ Better manage stormwater run-off and water quality.
 - ◆ Reduce the length of streets, utility lines, and stormwater piping.
 - ◆ Provide design flexibility.
 - ◆ Promote the most cost-effective provision of public services necessary to support the development.
17. Ensure transitions in building scale, intensity of use, and adequate buffering between semi-compatible land uses in accordance with the Land Use Compatibility Matrix, by requiring adequate distance, screening, setbacks, vegetative buffers, or combinations of these means. Proposed developments should utilize the standards of the Community Design Plan.
18. Encourage development densities at the low end of the range of the land use classifications near areas identified as Environmental Resource, County-Registered Historic Site, and Parks and Open Space with sensitive features, as reflected on the Long-Range Land Use Plan Map.

19. Utilize the level of service¹ (LOS) standards identified or referenced in the various chapters of the Comprehensive Plan to determine the existing capacity – or lack thereof – of supportive infrastructure and services. This determination should then serve as a guide in determining the need – and the extent of that need – for additional support facilities as a result of a proposed Comprehensive Plan amendment, rezoning, or special use permit and the parameters of developer/landowner-proposed mitigation measures that are to be provided according to the LOS standards contained in the Comprehensive Plan. The proposed mitigation shall be presented as part of the Comprehensive Plan amendment, rezoning, special use permit, and – where required – site plan and/or subdivision approval process. No development proposal should be approved without the mitigation measures required to meet the LOS standards.
20. Accept applications for annual review of amendments to the Comprehensive Plan text and/or the Long-Range Land Use Plan designation for a given property. The application and public hearing process for Comprehensive Plan Amendments shall be as follows:
 - Applications for these Comprehensive Plan Amendments shall be received by the Planning Office no later than the first Friday of every January, unless the Board of County Supervisors specifically adopts a different acceptance date. Applications for amendments for “targeted industries,” as defined by the Department of Economic Development, or the re-designation of public land to private use or ownership, shall be exempt from this due-date requirement.
 - Any land currently designated as public land on the Long-Range Land Use Plan must be re-designated through the Comprehensive Plan Amendment process when it is no longer needed for public use.
 - Each amendment must first be formally initiated by the Board, using a preliminary analysis of the relative merits of the amendment application provided by the Planning Office.
 - The Board may choose to initiate or not initiate a given amendment. Once initiated, the amendment is sent to the Planning Commission for its review and recommendation.
 - The Planning Commission sends its recommendation(s) to the Board, which has the power to approve or deny each amendment. Both the Planning Commission and Board actions require a public hearing.

¹ The term “levels of service” denotes quantitative standards, developed by County agencies, using national, state and/or industry standards, for public service delivery. These standards are generally expressed by each agency in terms that describe the kind and amount of service being provided, such as road capacity (Department of Transportation for roadways), travel time for emergency vehicles (Department of Fire and Rescue), acres of parkland/capita (Park Authority), books/capita (Library Board) or percent of average use capacity (School Board), and similar measurements.

- All Comprehensive Plan amendment applications must provide the information requested in the application form available in the Planning Office. It is not the intent that rezonings be required with Comprehensive Plan amendment applications. The purpose of public consideration of such an amendment is to determine whether the general planning policy – rather than the specific application of that policy to a given location – is appropriate within the broad countywide development goals, policies, and action strategies expressed in the Comprehensive Plan.
21. Seek and promote the redevelopment of unoccupied retail developments and existing office buildings into Class A or Class B office space, using the *Illustrative Guidelines for Office Development*, provided as a supplement to the Community Design Plan.
 22. Investigate the use of incentives for Class A/Class B offices in the O, CEC, and REC land use designations.
 23. Establish transit centers in the County and plan for multipurpose transit centers along transit corridors to integrate private development with public facilities for high density, mixed-use destinations. Areas such as – but not limited to – the Belmont, Harbor Station, County Center/Government Center town center areas, and at new VRE stations are possible locations for focusing these efforts.
 24. Improve the appearance of and amenities available at commuter parking lots. Efforts to improve the appearance and land uses near these parking lots may be appropriate, especially when not located in shopping centers. Structured parking with ground floor retail including amenities for users of mass transit – such as dry cleaners, childcare facilities, and coffee shops – is encouraged.
 25. Encourage private developers to develop at the high end of the density and intensity range, for residential, mixed use buildings, mid- to high-rise office, and structured parking as part of the rezoning and special use permit process for areas designated SRH, REC, FEC, O, and RCC. Areas that are largely undeveloped with much potential for proposals that will support mass transit should develop at the highest density and intensity recommended by the land use designation. Incentives – such as density bonuses, shared parking, and lower parking requirements – should be considered to encourage the desired land uses. Encouraging properties to develop at the higher end of the density range – especially if there are few or no environmental constraints – will encourage mass transit opportunities. Encouraging mass transit opportunities in these areas will actually support the goals and objectives of the Environment Plan, by placing high-density in appropriate areas of the County and by preserving environmentally sensitive areas with lower density/intensity uses. All development should conform to the principles and guidelines established for development in the Community Design chapter.
 26. The following phasing guidelines shall be used to specify the proportions of acreage that shall be maintained during the life span of development of the project:

URBAN AREAS

Land Use	Primary Uses	Secondary Uses	Note
REC	Minimum 75% of acreage for office, research and development, employment or lodging uses	Maximum 25% acreage for retail or residential uses	Phasing plan must ensure that office, employment, and lodging uses are always the primary uses within the area rezoned or any area subsequently subdivided from the original rezoning. Appropriate zoning districts for primary uses include O(H), O(M), PMD, and PBD. In planned zoning districts, appropriate Land Bay designations for primary uses as defined in Part 280 et seq. of Zoning Ordinance.
RCC	Minimum 75% of acreage for regional serving retail uses	Maximum 25% acreage for local retail or residential uses	Phasing plan must ensure that regional serving retail uses are always the primary uses within the area rezoned. The appropriate zoning district for primary uses is B-1. Appropriate Land Bay designations for Primary uses include the B-1 as defined in Part 280 et seq. of Zoning Ordinance

SUBURBAN AREAS

Land Use	Primary Uses	Secondary Uses	Note
CEC	Minimum 75% of acreage for office, research and development, employment or lodging uses	Maximum 25% acreage for retail or residential uses	Phasing plan must ensure that office, employment, and lodging uses are always the primary uses within the area rezoned or any area subsequently subdivided from the original rezoning. Appropriate zoning districts for primary uses include O(M), O(L), and PMD. In planned zoning districts, appropriate Land Bay designations for Primary uses as defined in Part 280 et seq. of Zoning Ordinance.

PUBLIC FACILITY OBJECTIVE 1: Plan and design all public facilities in a manner that generally conforms to the Comprehensive Plan, the Zoning Ordinance, the Design and Construction Standards Manual, and the Capital Improvements Plan.

ACTION STRATEGIES:

1. Create a new Public Facilities Map.
2. Require that public or community facilities be subject to a determination for general conformity with the Comprehensive Plan² under Virginia Code 15.2-2232 and Prince

² The following buildings, if and when no longer used for public facility uses, must be converted to a use consistent with its underlying zoning district and made to comply with all other County regulations applicable to permitted uses in the zoning district, or removed:

- ❖ Bristow post office located on the east side of Valley View Drive south of Bristow Road
- ❖ Woodbridge Department of Motor Vehicles building located in the vicinity of 2731 Caton Hill Road.

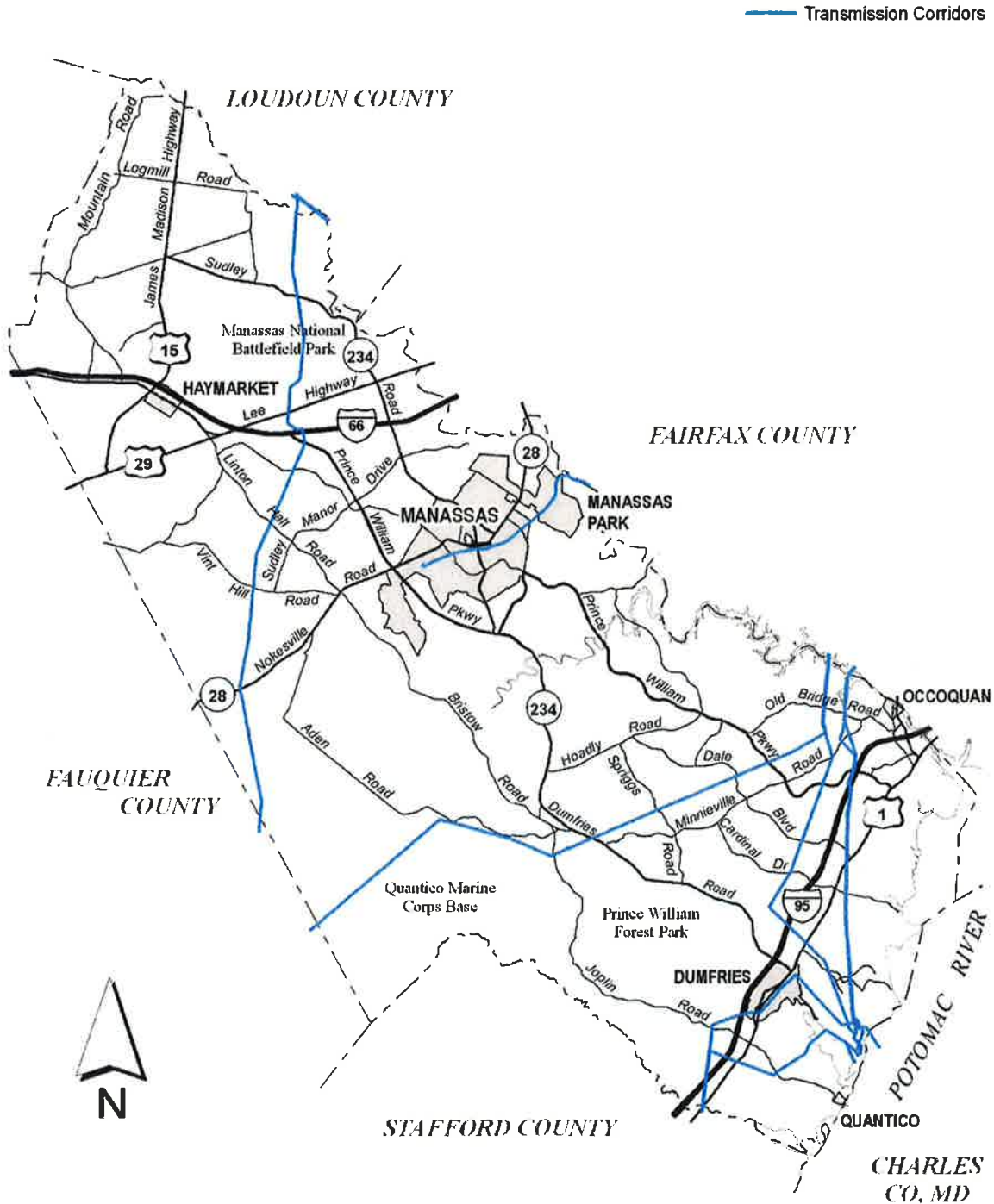
William County Code 32-201.12, as detailed further in Action Strategy 3, below. Public and community facilities – including, but not limited to, public buildings, streets, public structures, schools, parks, telecommunication facilities, public utility infrastructure (such as water tanks, underground and aboveground gas, electrical lines, and poles), prisons, sanitary landfills, airports, and sports complexes, universities, and hospitals – shall be compatible with surrounding land uses and readily accessible to users of the facility, subject to such a public facility determination. All proposed public facilities shall be planned, sited, and buffered in a manner so as to provide compatibility with surrounding existing and planned uses. Development proposed under such public facility determination shall adhere to the policies and action strategies of the Community Design Plan.

3. The requirement for a public facility determination may, in some cases, be satisfied by administrative review, based on the written application and supporting submission of the applicant. At the discretion of the Director of Planning, or his designee, some proposed public facilities may receive administrative determination of conformity to the Comprehensive Plan (with the exception of those facilities discussed in Action Strategy 5). The Planning Commission shall be given a list of all administrative determinations of conformity on a regular basis for review and action. Administrative determinations of conformity shall be final unless the Planning Commission acts to schedule a public hearing.
4. All applicants shall be required to furnish the information and documentation specified in the Public Facility Review Determination Submission Checklist, which is contained within the “Procedure for Public Facility Review Determination,” as prepared by the Planning Office and updated periodically.
5. The requirement for a public facility determination, in some cases, may be satisfied during the Planning Commission’s yearly review of Prince William County’s Proposed Capital Improvements Plan. The Planning Commission shall be entitled to make a finding of conformity for those projects for which sufficient detail has been submitted to warrant such a finding. The Planning Commission shall also be entitled to defer determination of conformity to a later time when more details are available.
6. All proposed water towers, water storage facilities, sewage treatment plants, and correctional facilities shall be subject to a formal conformity determination before the Planning Commission. This determination shall include a public facility review and public comment, and that the facility be planned, sited, and buffered in a manner so as to provide compatibility with surrounding existing and planned land use and in accordance with the policies and action strategies of the Community Design Plan.
7. Final pipe sizing for water and sewer facilities and all water storage facilities and pump station locations that exceed the range shown on the water and sewer maps that are part of the Comprehensive Plan shall be subject to a public facility determination.

8. There is a need to locate certain public uses or facilities, specifically government offices, public educational facilities, and group homes that, pursuant to the Virginia Code, must, for zoning purposes, be considered to be single-family residences in various portions of the County. Such uses and facilities will, to the extent possible, be located in zoning districts where they would be permitted by right or with a special use permit if privately owned and operated. Therefore, the public uses and facilities identified below shall be deemed in conformity to the Comprehensive Plan and will not be subject to a formal public facility review public hearing by the Planning Commission if all of the following criteria are met:
- A private use or facility similar in nature to the proposed public use or facility, such as offices or schools, is permitted by right by the Zoning Ordinance or by a special use permit in the zoning district in which the public use facility is proposed to be located;
 - Such public use is limited to government offices, educational facilities, group homes that, pursuant to the Virginia Code, must, for zoning purposes, be considered to be single-family residential occupancy;
 - The zoning district in which the public use or facility is proposed to be located is consistent with the Long-Range Land Use Plan Map; and
 - Such public use or facility conforms to all provisions of the Zoning Ordinance, the DCSM, and any other development standards applicable to similar private uses, including appropriate policies and action strategies contained in the Community Design Plan.
9. Figure 4, “Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More,” illustrates the corridors or routes for the location of existing electric transmission lines of 150 kilovolts or more and designates the corridors that all future electric utility lines of 150 kilovolts or more should follow.

From the Piedmont to the Potomac

Figure 4 - Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More



EXHIBIT

JN-4