BRAC Impact Study

Scenario 2 - 2030 with BRAC
Proposed Improvements

December 2009

Figure 13

BRAC Impact Study

Scenario 3A - 2015 with BRAC
Roadway Improvements Alternative

December 2009

Figure 14

BRAC Impact Study

Scenario 3A - 2030 with BRAC
Roadway Improvements Alternative

December 2009

Figure 15

BRAC Impact Study

Scenario 3B: TOD Alternative Households

December 2009

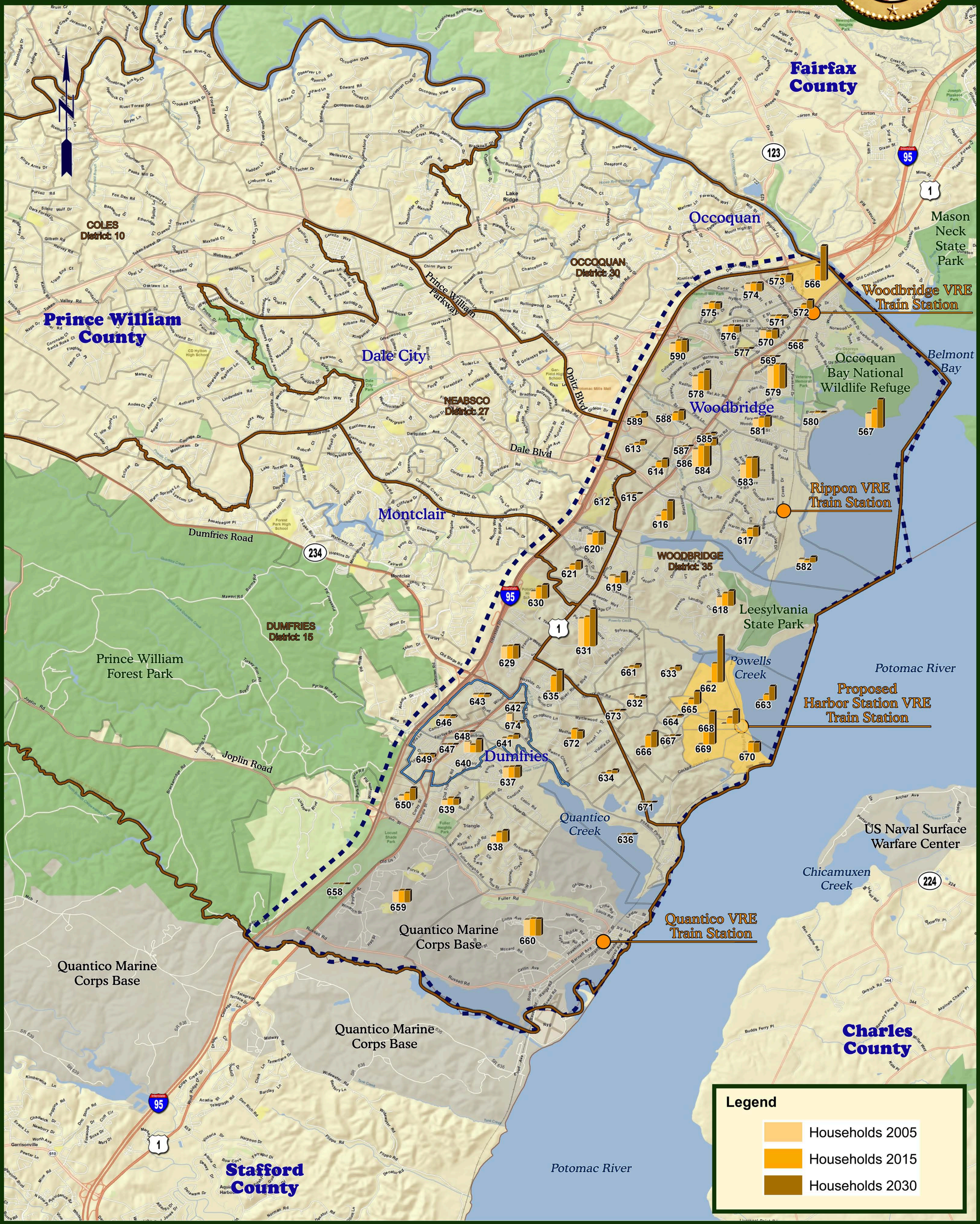

Figure 16

BRAC Impact Study

Scenario 3B: TOD Alternative
Population

December 2009

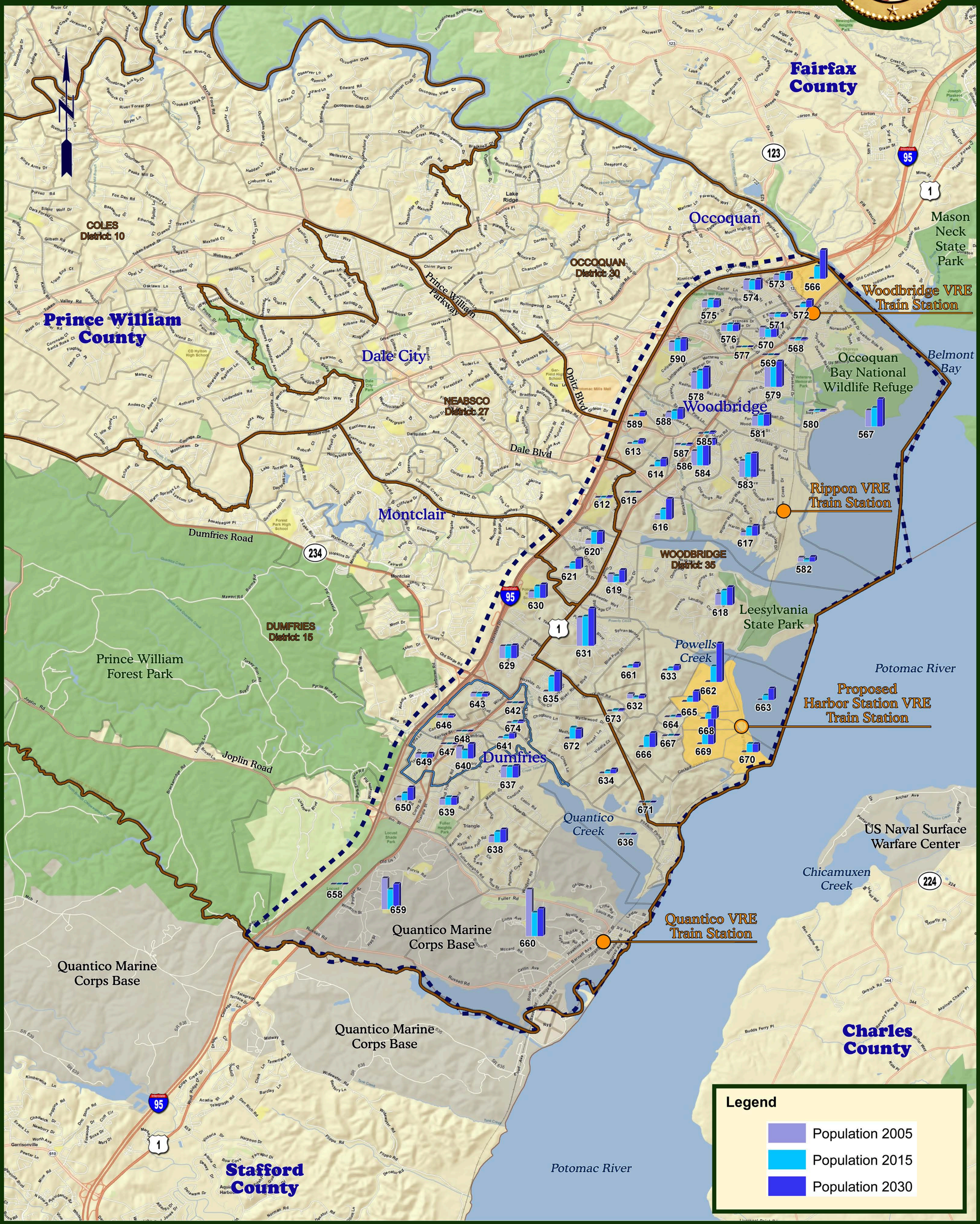

Figure 17

BRAC Impact Study

Scenario 3B: TOD Alternative
Employment

December 2009

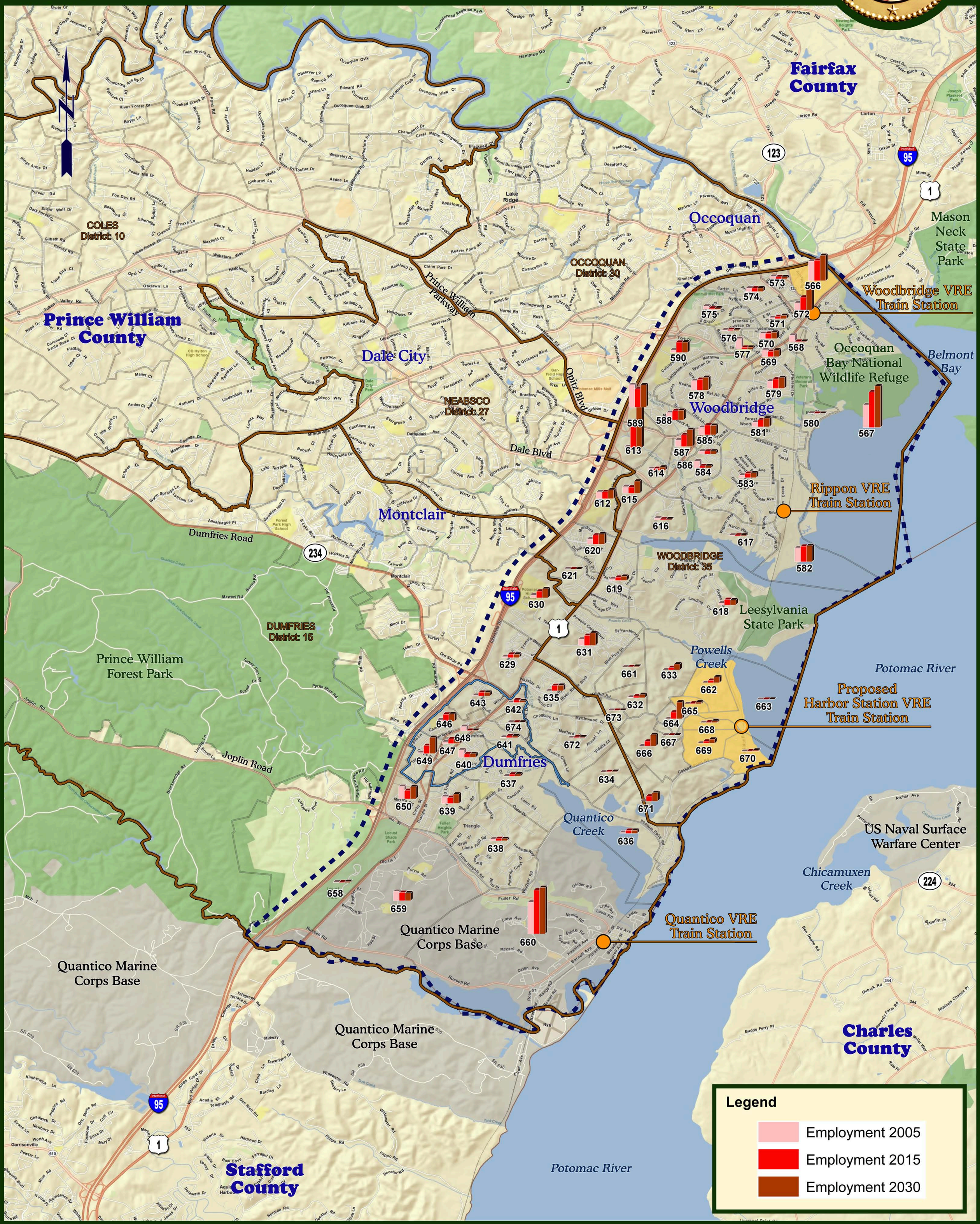

Figure 18

BRAC Impact Study

Scenario 3B - 2015 with BRAC
Transit Oriented Development Alternative

December 2009

Figure 19

BRAC Impact Study

Scenario 3B - 2030 with BRAC
Transit Oriented Development Alternative

December 2009

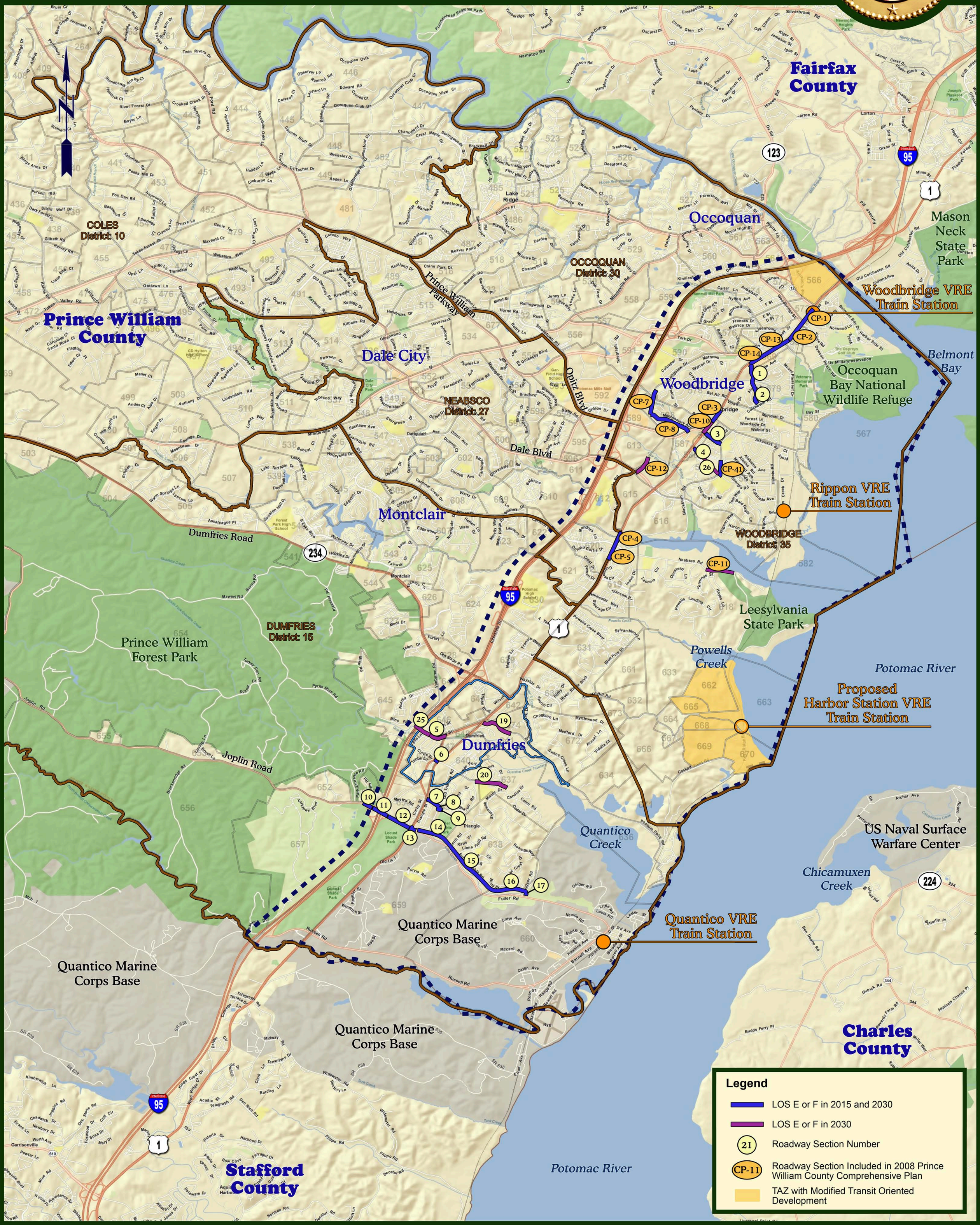

Figure 20

BRAC Impact Study

Scenario 3C: Mixed Use Development Alternative
Households

December 2009

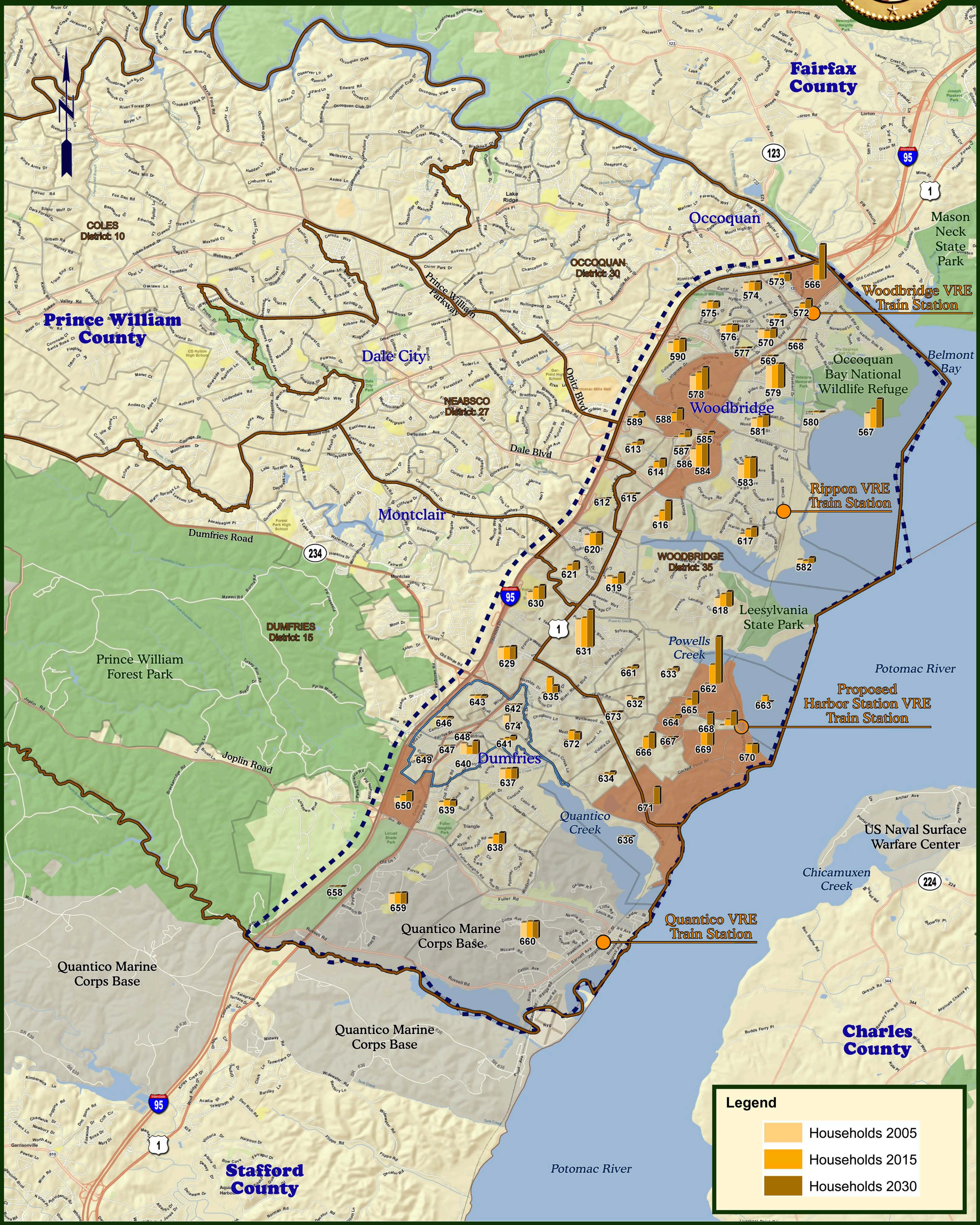

Figure 21

BRAC Impact Study

Scenario 3C: Mixed Use Development Alternative Population

December 2009

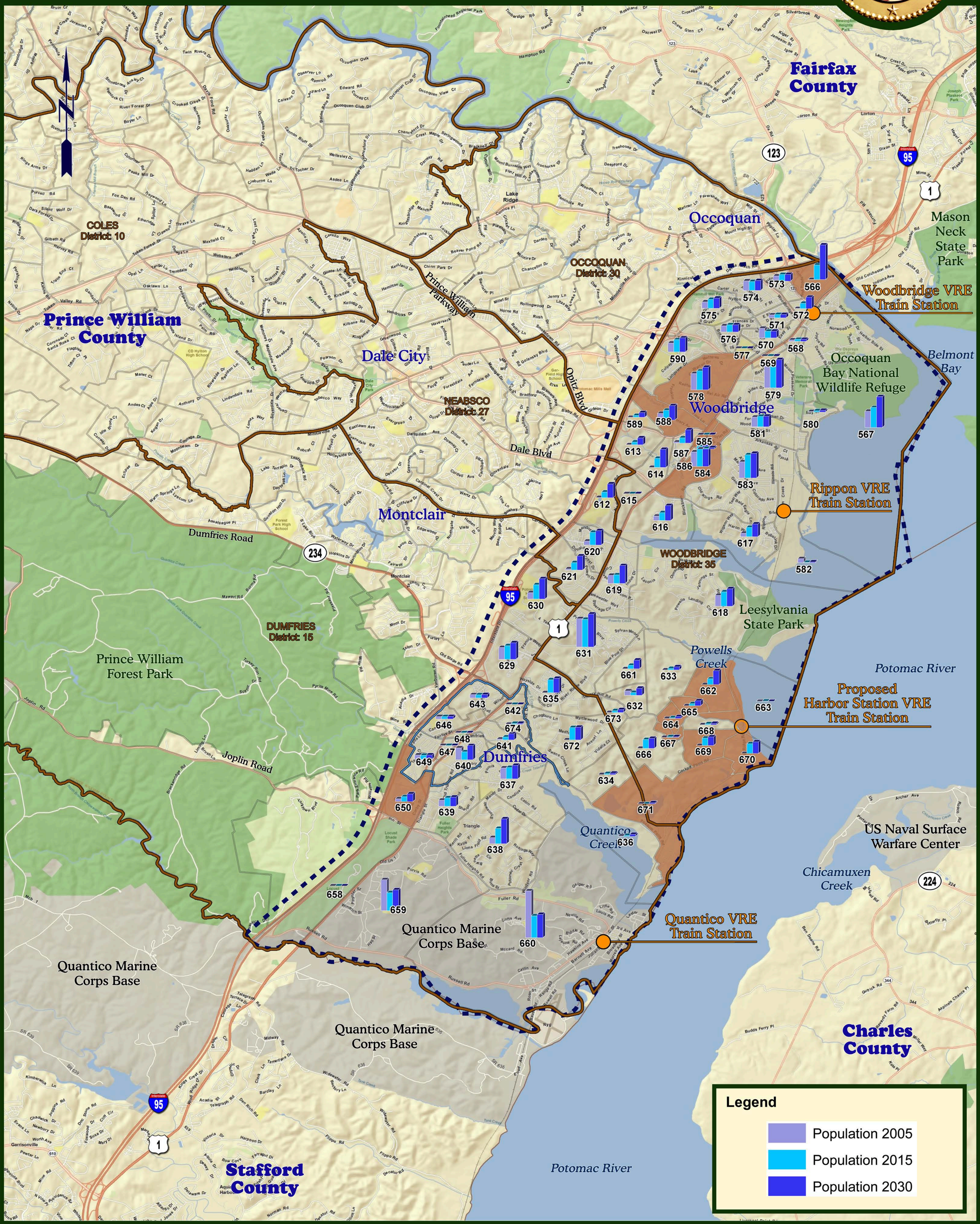

Figure 22

BRAC Impact Study

Scenario 3C: Mixed Use Development Alternative Employment

December 2009

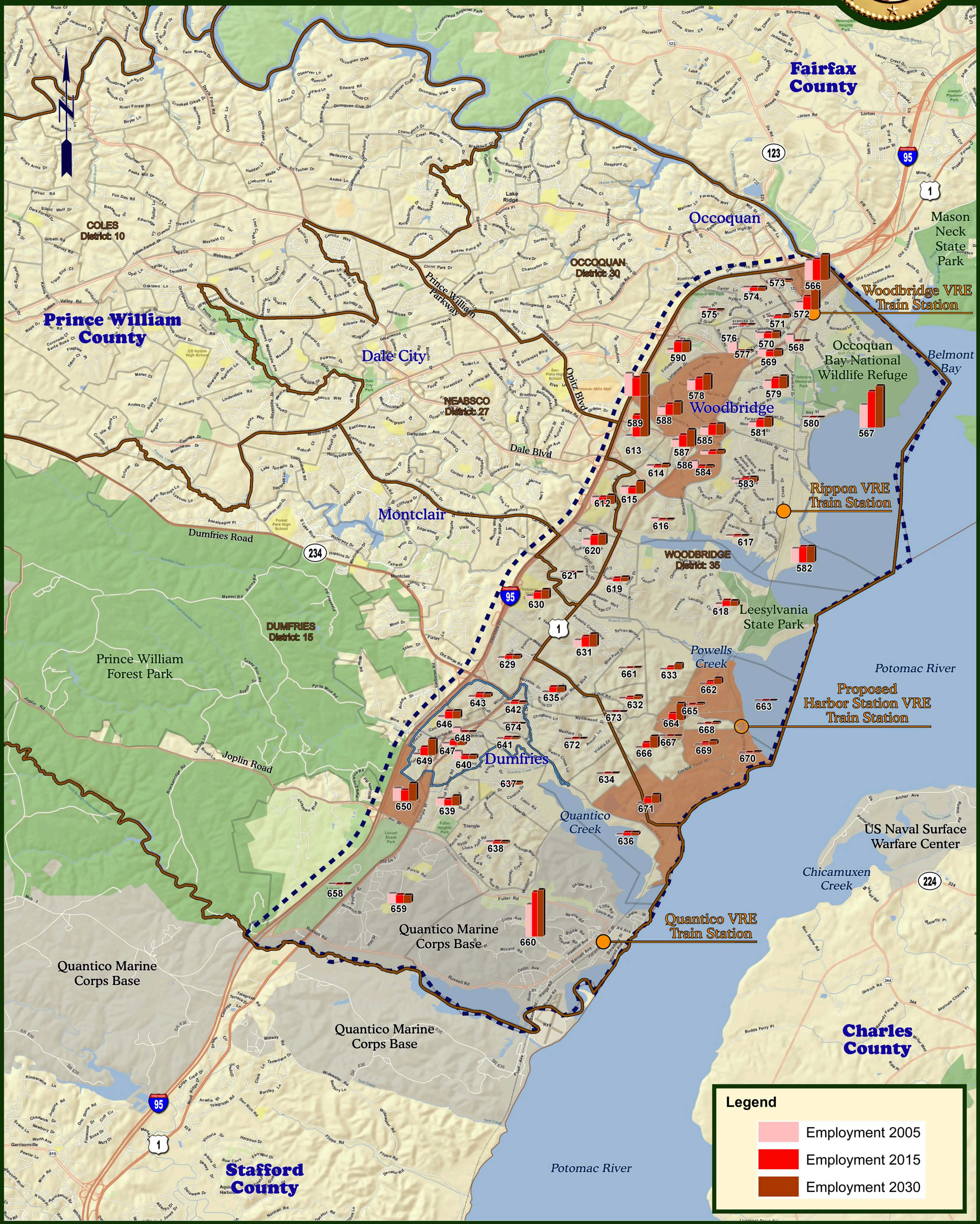

Figure 23

BRAC Impact Study

Scenario 3C - 2015 with BRAC
Mixed Use Development Alternative

December 2009

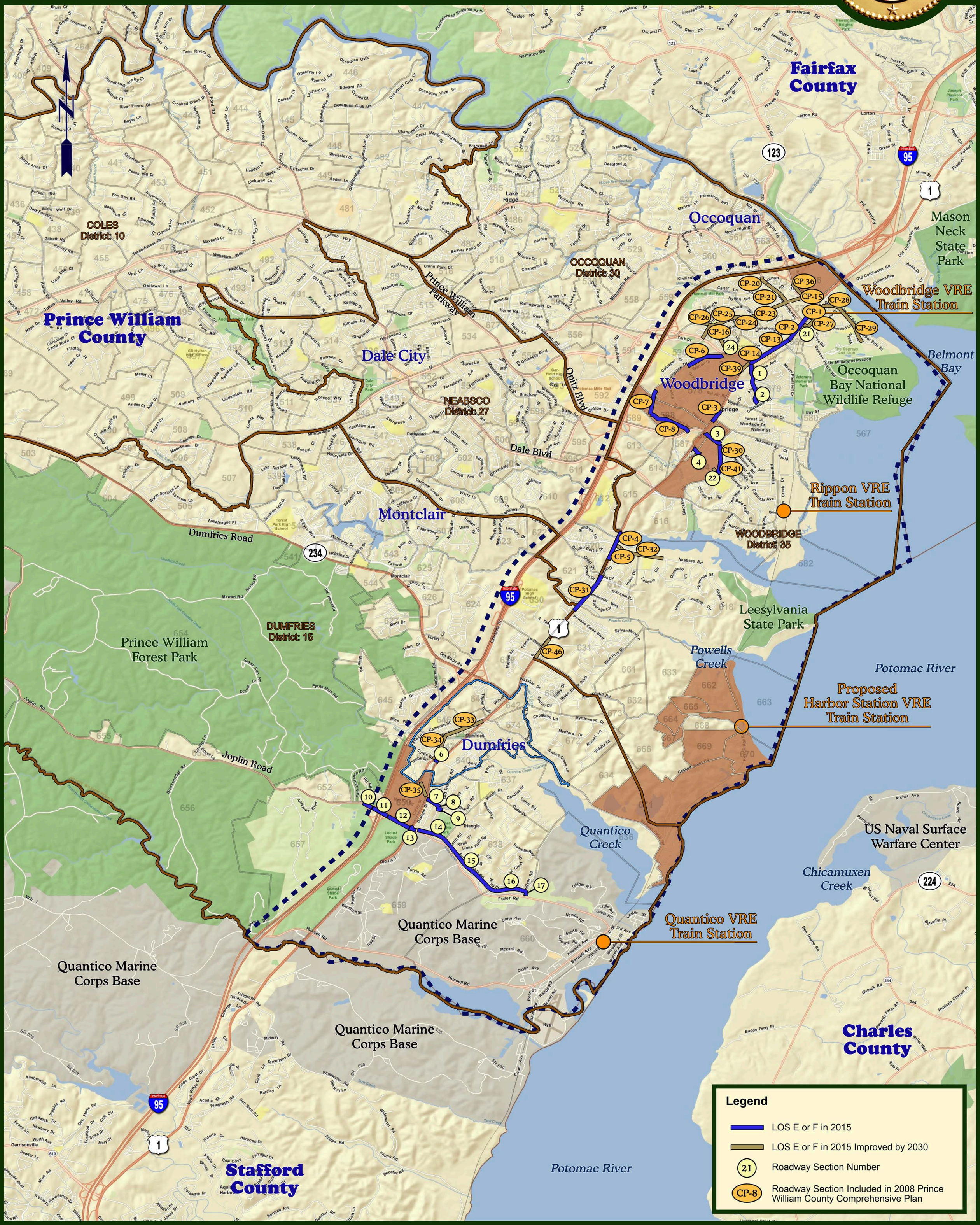

Figure 24

BRAC Impact Study

Scenario 3C - 2030 with BRAC
Mixed Use Development Alternative

December 2009

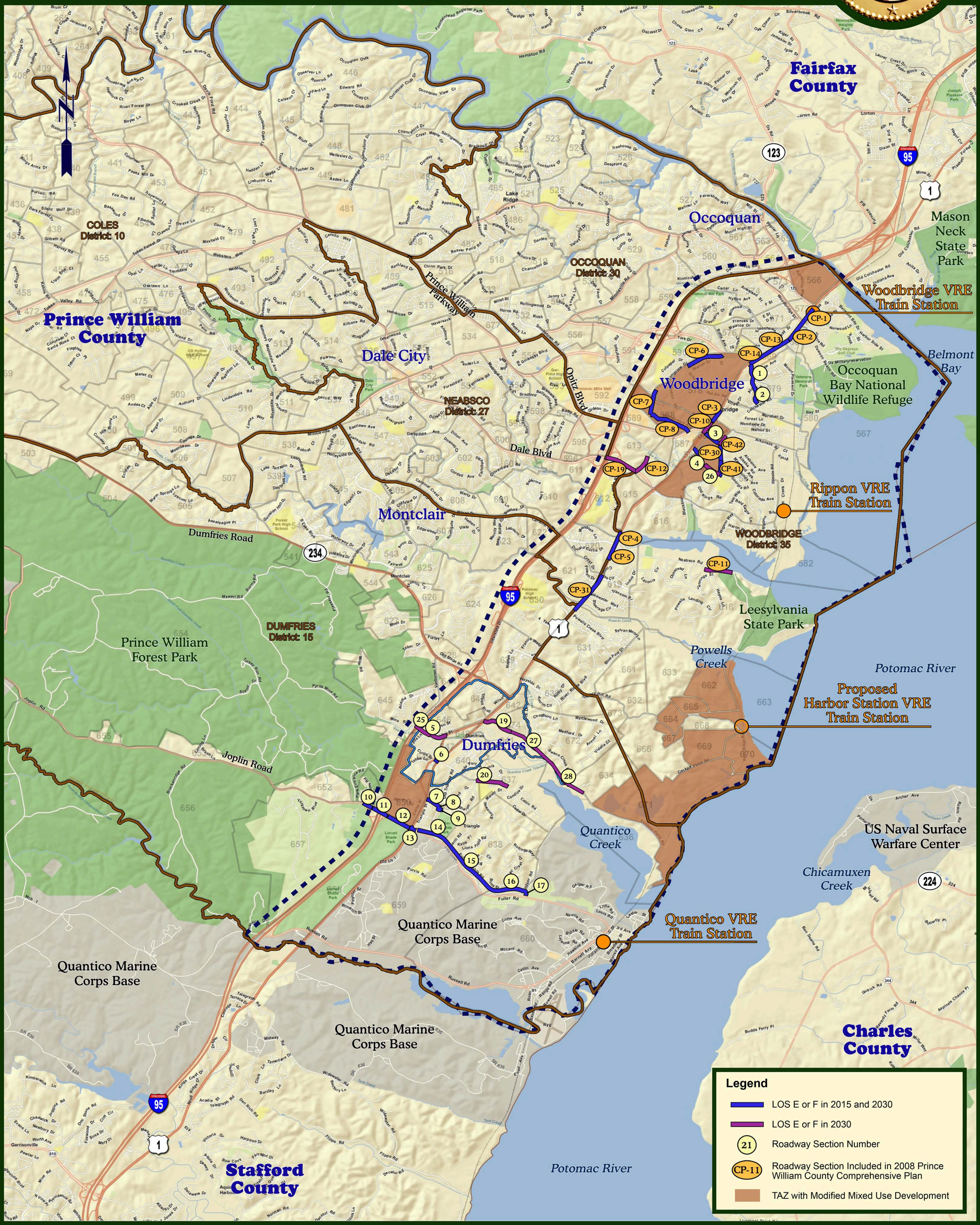

Figure 25

BRAC Impact Study

Preferred Alternative 2015

December 2009

Woodbridge (TAZ# 566, 572 & 573):
As part of the Potomac Communities Revitalization Plan all of TAZ 566 and 572 and part of TAZ 573 have been recommended for redevelopment to Urban Mixed Use (UMU). With the location of the VRE Woodbridge station within walking distance, planned redevelopment should include densities and mixes of use sufficient to become transit oriented. As proposed, the TOD development area would accommodate 4,310 multi-family units and 2,395 total employees. The FAR for non-residential uses is recommended at 0.5, and 40% of the non-residential floor area is in retail use.

Neabsco Mills: (TAZ# 578, 581, 584, 585 & 588):
As part of the Potomac Communities Revitalization Plan, parts of these TAZs have been recommended for redevelopment to Urban Mixed Use (UMU). Unlike the Woodbridge TOD area, Neabsco Mills does not have access to VRE station within walking distance. To address this access need, it is being proposed as part of the land use recommendation hat PRTC service between the PRTC transfer station and VRE Woodbridge station along Route 1 be enhanced to 15-minute headways from 6:00 a.m. to 7:00 p.m.

Harbor Station (TAZ# 662, 663, 665, 668-670):
Generally within walking distance of the planned Cherry Hill VRE station, these TAZ's have been recommended for redevelopment to Urban Mixed Use (UMU). While situated in a more remote location from the Route 1 corridor, the planned development should be more dense than that proposed for any of the adjacent undeveloped TAZs to the west. As proposed, the TOD development area would accommodate 7,386 multi-family units and 1,551 total employees. Recognizing that the remote location diminishes the potential for densities equivalent with those in Woodbridge, the FAR for non-residential uses is recommended at 0.3. Recognizing also that the distance from the Route 1 corridor diminishes the potential for major retail use, 25% of the non-residential floor area is in retail use.

Fairfax County
COLES District 10
Prince William County
OCCOQUAN District 30
Occoquan
Woodbridge
NEABSCO District 27
Dale City
Montclair
DUMFRIES District 15
Dumfries
WOODBRIDGE District 35
Mason Neck State Park
Woodbridge VRE Train Station
Rippon VRE Train Station
Proposed Harbor Station VRE Train Station
Quantico VRE Train Station
Occoquan Bay National Wildlife Refuge
Leesylvania State Park
Belmont Bay
Powells Creek
Quantico Creek
Potomac River
Prince William Forest Park
Quantico Marine Corps Base
Charles County
Stafford County
Dumfries Road
Joplin Road
Dale Blvd
Opitz Blvd

CP-1, CP-2, CP-4, CP-5, CP-6, CP-7, CP-8, CP-9, CP-11, CP-13, CP-14, CP-15, CP-20, CP-21, CP-23, CP-24, CP-25, CP-26, CP-27, CP-28, CP-29, CP-30, CP-31, CP-32, CP-33, CP-34, CP-35

1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 21, 22

Legend

- Roadway Improvements Included in Cost Estimate
- LOS E or F in 2015 with Other Improvements
- 21 — Roadway Section Number
- CP-11 — Roadway Section Included in 2008 Prince William County Comprehensive Plan

Figure 26

BRAC Impact Study

Preferred Alternative 2030

December 2009

Woodbridge (TAZ# 566, 572 & 573):
As part of the Potomac Communities Revitalization Plan all of TAZ 566 and 572 and part of TAZ 573 have been recommended for redevelopment to Urban Mixed Use (UMU). With the location of the VRE Woodbridge station within walking distance, planned redevelopment should include densities and mixes of use sufficient to become transit oriented. As proposed, the TOD development area would accommodate 4,310 multi-family units and 2,395 total employees. The FAR for non-residential uses is recommended at 0.5, and 40% of the non-residential floor area is in retail use.

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Prince William County
OCCOQUAN District 30
Occoquan
Woodbridge VRE Train Station
Mason Neck State Park
Belmont Bay
Occoquan Bay National Wildlife Refuge
Woodbridge
Dale City
NEABSCO District 27
Dale Blvd
Opitz Blvd
Montclair
Rippon VRE Train Station
WOODBRIDGE District 35
Dumfries Road
DUMFRIES District 15
Prince William Forest Park
Leesylvania State Park
Powells Creek
Potomac River
Proposed Harbor Station VRE Train Station
Joplin Road
Dumfries
Quantico Creek
Quantico Marine Corps Base
Quantico VRE Train Station
Charles County
Stafford County

Legend
- Roadway Improvements Included in Cost Estimate
- LOS E or F in 2030 with Other Improvements
- 21 — Roadway Section Number
- CP-11 — Roadway Section Included in 2008 Prince William County Comprehensive Plan

Figure 27