



PRINCE WILLIAM
— COUNTY —

Route 29

Small Area Plan



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INTRODUCTION AND BACKGROUND

The Route 29 Small Area Plan (“Plan”) intends to address incompatibility of planned land uses with existing resources and reorganize the land use plan based on input from stakeholders, and to address opportunities to provide for a plan that is sensitive to and integrates the variety of rich cultural history in this area.

and capitalize on one of Prince William County’s largely undeveloped areas that is poised for increased residential development and economic growth. The Plan has been prepared to further the transformation of the area into a series of vibrant neighborhoods focused on existing retail, historic and residential assets, while providing opportunities for future residential, office, retail, and mixed-use growth in a manner sensitive to adjacent uses and historic resources. The Plan also protects and celebrates the cultural and environmental assets of the area.

The study area has a lot of potential for appropriate infill development due to the area being largely undeveloped with larger parcel sizes and nearby access to Route 29, Route 15 and Interstate 66. The study area is surrounded by a diverse and educated workforce with a low unemployment rate.

In addition to its location within the region and opportunities for infill development, the study area is located in an important historic and scenic corridor—the Plan intends to preserve and emphasize these elements. The 879-acre study area is largely wooded with unique natural features that can be integrated into new developments to enhance the marketing potential of the area. Existing easements and the study area’s proximity to the Town of Haymarket also offer an opportunity to create an extensive system of trails to connect future development to the surrounding area.

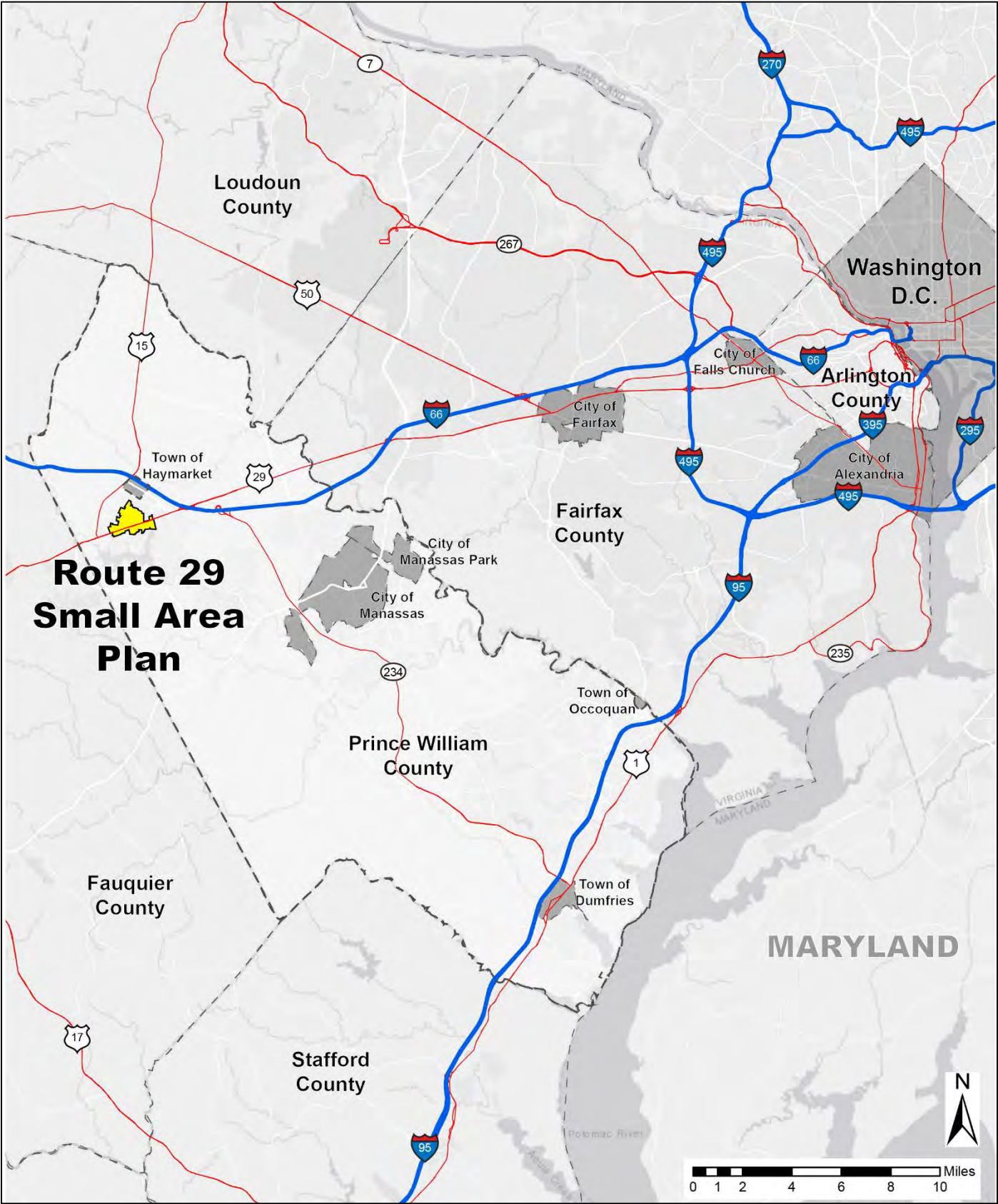


Figure 1: The Route 29 Small Area Plan in the Region

PURPOSE AND USE OF SMALL AREA PLAN

On August 3, 2016, the Board of County Supervisors initiated the process for a new Small Area Plan for Route 29, approximately ½ mile east of its intersection with Route 15. This plan serves as an extension of the Comprehensive Plan and outlines the vision for future development within the study area. The plan serves as basis for determining consistency for future rezoning or special use permit requests within the plan area without granting or ensuring subsequent rezonings, special use permits, or other development applications. The vision and goals of the small area plan are realized through the completion of the action items established in implementation section of this plan.

Focus of the Small Area Plan

The Route 29 Small Area Plan is an update of the 2008 I-66/Route 29 Sector Plan, which identified new opportunities and assessed land use near the I-66 and Route 29 interchange. A major focus of this plan is to attract mix-use development with a focus on residential development and achieve meaningful steps to improve the area. The Route 29 Small Area Plan is an opportunity to not only improve transportation network, but also propose recommendations to incentivize development, improve surrounding infrastructure, and increase private investment.

A primary focus of the plan is to continue to support the existing assets in the area while identifying parcels with future development potential. As identified in the Targeted Industry Analysis and expanded upon in the economic development section of this plan, five targeted industries that could find opportunity within and around the study area are advanced manufacturing, healthcare, information communication technology (ICT), life sciences, and logistics.

These industries account for a large number of existing jobs within Prince William County. According to the Targeted Industries Analysis, healthcare appears to be the most feasible industry given the parcel size and existing infrastructure. Future office development will provide opportunities for growth in a range of industries, including healthcare.

The Route 29 Small Area Plan also seeks to maintain the rich environmental and cultural history of the study area. This is accomplished through a series of recommendations that preserve and enhance the area's historic assets, create opportunities for future open spaces, and provide a robust multi-modal network of trails, sidewalks, and bike lanes for local and regional enjoyment.

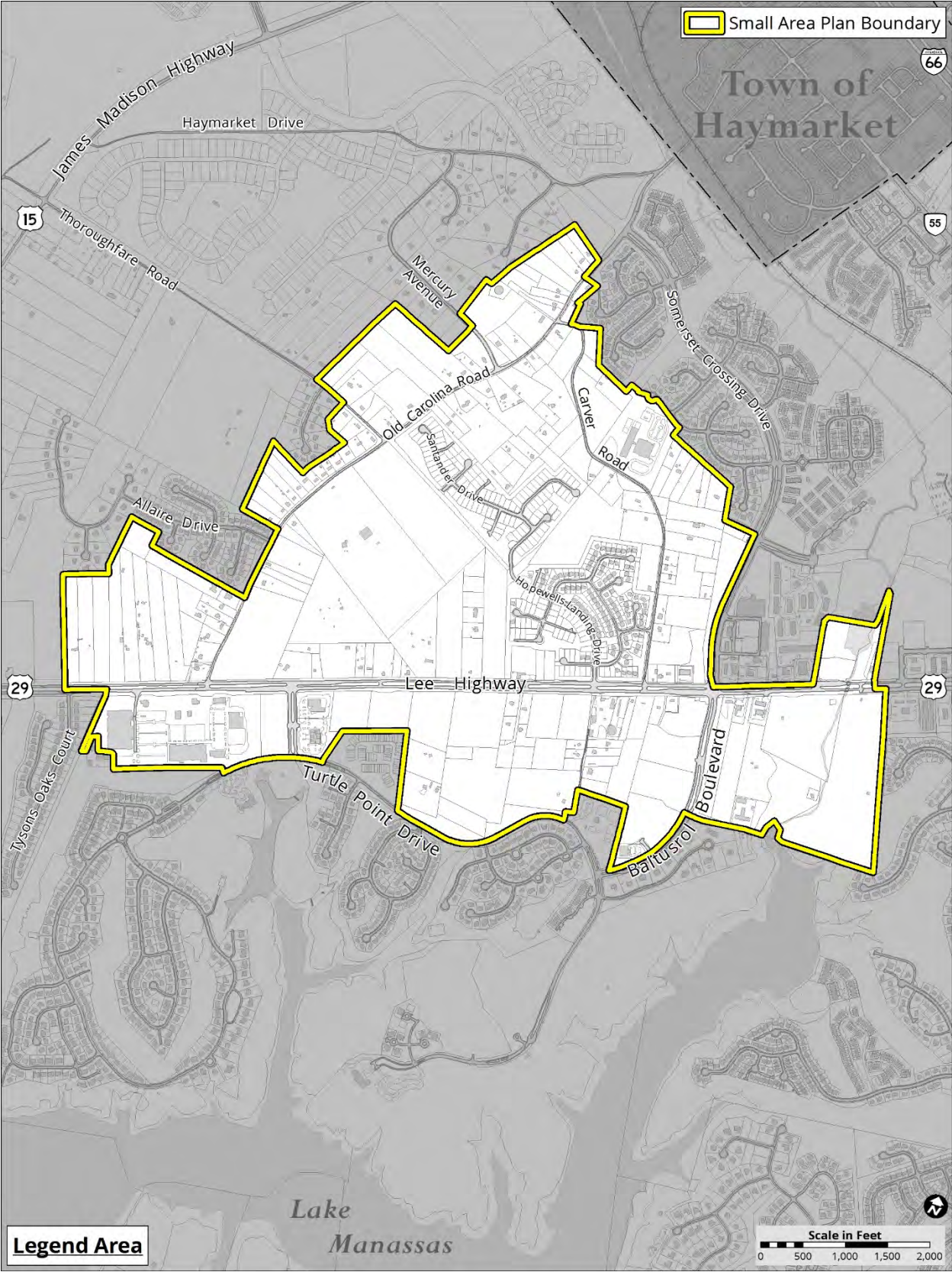


Figure 2: Route 29 Small Area Plan Boundary
The planning area is comprised of approximately 879 acres.

ORGANIZATION OF THE SMALL AREA PLAN

The Small Area Plan consists of eight major components which are identified below and will follow an analysis of existing conditions and data that sets the foundation upon which the plan is built.

1. **Vision and Thematic Principles** – Establishes the long-term vision and supporting goals for the creation and guidance of the Route 29 Small Area Plan.
2. **Land Use Plan** – Consists of a land use plan with development standards including density, form, and layout. The transect identifies the relationship between density and mobility. An illustrative plan shows what the full-build out of the plan could look like.
3. **Mobility Plan** - Mobility has a close relationship with land use; this plan calls for multi-modal mobility by providing a connected pedestrian and bike-friendly area.
4. **Green Infrastructure Plan** – Ensures that open space, active recreation, and passive recreation is supported in the plan. With additional people living, working, and playing in the area, there will be a demand for outdoor spaces and a requirement for environmental protection.
5. **Cultural Resources Plan** – Plans for the identification and preservation of architectural and archaeological sites, historic districts, cemeteries, battlefields, cultural landscapes, museum objects, and archival materials in the study area.
6. **Economic Development Plan** – Encourages the attraction and retention of diverse high-quality businesses and services that strengthen the economic vitality of this area in a context sensitive manner.
7. **Level of Service Plan** – As the area changes and grows over the next 20 years, it is necessary to ensure that level-of-service infrastructure improvements are programmed in the plan.
8. **Implementation Plan** – This section activates the plan, so that action strategies are implemented in the short, mid, long term, and ongoing time frames to ensure the plan is actualized by 2040.

EXISTING CONDITIONS AND DATA ANALYSIS

History

In 2008, the County developed the I-66/Route 29 Sector Plan to examine the land use needs in the area surrounding the I-66 and Route 29 junction. As part of the Comprehensive Plan, the I-66/Route 29 Sector Plan outlines action strategies to comply with existing regulations and identifies area to develop within the I-66/Route 29 study area. In order to further assess the existing area, the Route 29 Small Area Plan was initiated to address incompatibilities with planned long range land uses and expand existing mobility systems while building upon the cultural and environmental resources within the study area.

In the surrounding are of Route 29 Small Area Plan, there are multiple cultural resources which are historically significant to Prince William County. These cultural resources include the Route 29/Warrenton Turnpike, the Buckland Mills Battlefield, historic agricultural land, and The Settlement. The Battle of Buckland Mills was a heated cavalry exchange between Union and Confederate soldiers fought in 1863 along what is now Route 29. The Settlement, a historic African American community, was founded after the Civil War in 1877. While the boundary of The Settlement is not well defined, the Mount Pleasant Baptist Church serves as both a historic and cultural focal point of the community. These cultural resources reflect the rich cultural history within Prince William County.

Overview of the Study Area

The I-66/Route 29 study is located between U.S. Highway 15 and Interstate 66. The area is bisected by Lee Highway (Route 29). Approximately ½ mile west of the study area is James Madison Highway (Route 15), while to the north and east lies Interstate 66 and John Marshall Highway (Route 55). There are several smaller two-lane roads such as Carver Road, Thoroughfare Road, and Old Carolina Road that weave into the study area from the north and intersect with Route 29 within the study area. This study area covers approximately 879 acres that primarily consists of tracts of undeveloped land.

A majority of the Route 29 study area consists of open space and low-density residential land. The surrounding areas includes commercial, industrial, and high-density residential plots. The study area is located with a direct connection to Interstate-66 and regional highway transportation (Route 15 and Route 29), which makes the study area desirable for future development.

Existing Land Use

The Small Area Plan consists primarily of agricultural, low- and medium-density residential, and open space uses. There are also smaller pockets of industrial, institutional, and commercial uses spread throughout the remainder of the study area. Primarily low- and medium-density residential uses are outside of and adjacent to the study area boundary.

Most commercial uses within the study area located at the Shops at Stonewall, which is at the western edge of the study area, south of Route 29. Somerset Crossings is another commercial pocket located just outside of the study area's eastern boundary and north of Route 29.

Current Land Use	Land Area (± Acres)	Share of Use (± %)
Commercial	52.75	6.0%
Industrial	60.11	6.8%
Institutional	19.52	2.2%
Undeveloped Land	309.01	35.2%
Residential	339.48	38.7%
Public Land, including schools	19.57	2.2%
School – Private	1.31	0.15%
Utility	2.15	0.24%
Public Right-of Way/Commuter Parking Lots	65.58	7.5%
Golf – Private	9.19	1.05%
Total	878.67	100%

The northern portion of the study area includes approximately 370 single family detached homes and the neighborhoods only school. Buckland Mills Elementary School is located within a residential neighborhood between Carver Road and Somerset Crossing Drive. The plan proposes a future park adjacent to the school, providing benefits to nearby households and students.

Due to the number of undeveloped parcels within the study area, there is an opportunity to reconsider existing land uses, zoning districts, and land use designations and propose new land uses that align with the County's vision, which was created through stakeholder and community engagement.

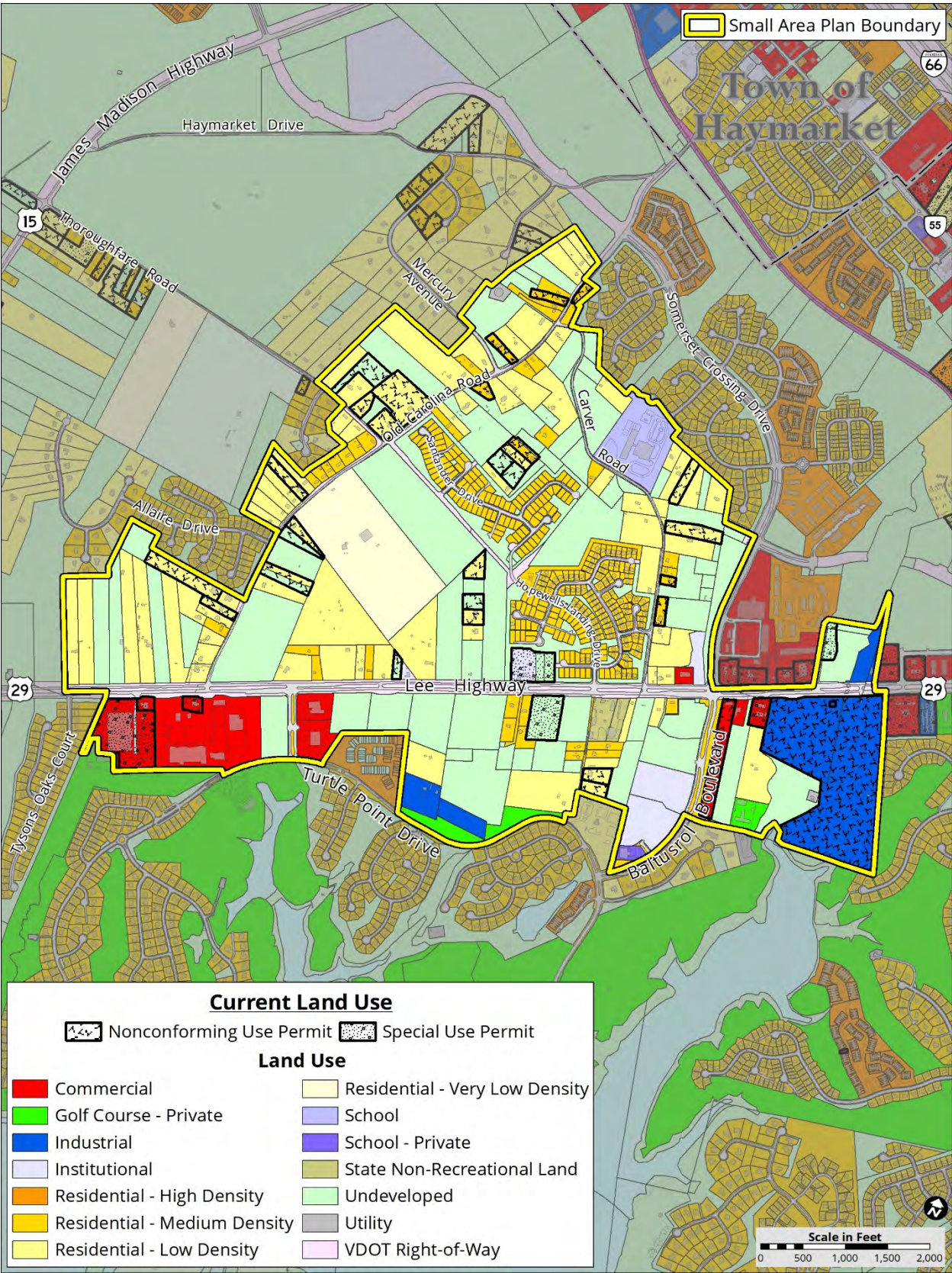


Figure 3: Existing Land Use

Existing Zoning

The study area is comprised of ten different zoning designations ranging from agricultural to heavy industrial. There are also two existing zoning overlay districts that impact the development of this study area, including the Highway Corridor and the Domestic Fowl Overlay Districts. The Highway Corridor Overlay District designation limits some uses, reduces the size and height of signage, requires landscape buffers and screening along the street, and limits direct access.

The focus of transformational change for this plan is the two planned Neighborhood land use districts. Existing zoning in these areas include the A-1, Agricultural, RPC, Residential Planned Community, O(M), Office Mid-Rise, M-1, Heavy Industrial and B-1, General Business districts and numerous large tracts are prime candidates for focusing future development, redevelopment and creating new neighborhoods, in part, due to a prevalence of vacant or underutilized properties.

The plan proposes an office land use designation in two separate areas. The office uses are the highest intensity use in the plan and will be vital for accommodating research and development activities, as well as to support the Neighborhood districts. Subsequent zoning regulations will need to address the unique character of the office development, not as standalone buildings, but as a development that reinforces the pedestrian-friendly, neighborhood character that the plan proposes. The existing zoning districts in these areas are A-1, Agricultural, RPC, Residential Planned Community, O(M), Office Mid-Rise, and B-1, General Business.

Existing residential zoning within the plan boundaries covers a majority of the central portion of the study area which includes 370 residential dwelling units. The land immediately surrounding the residential parcels is predominately zoned for A-1, Agricultural. In the roughly 112 acres of commercial and industrial zoned land, there exists in the approximately 656,691 square feet of non-residential development.

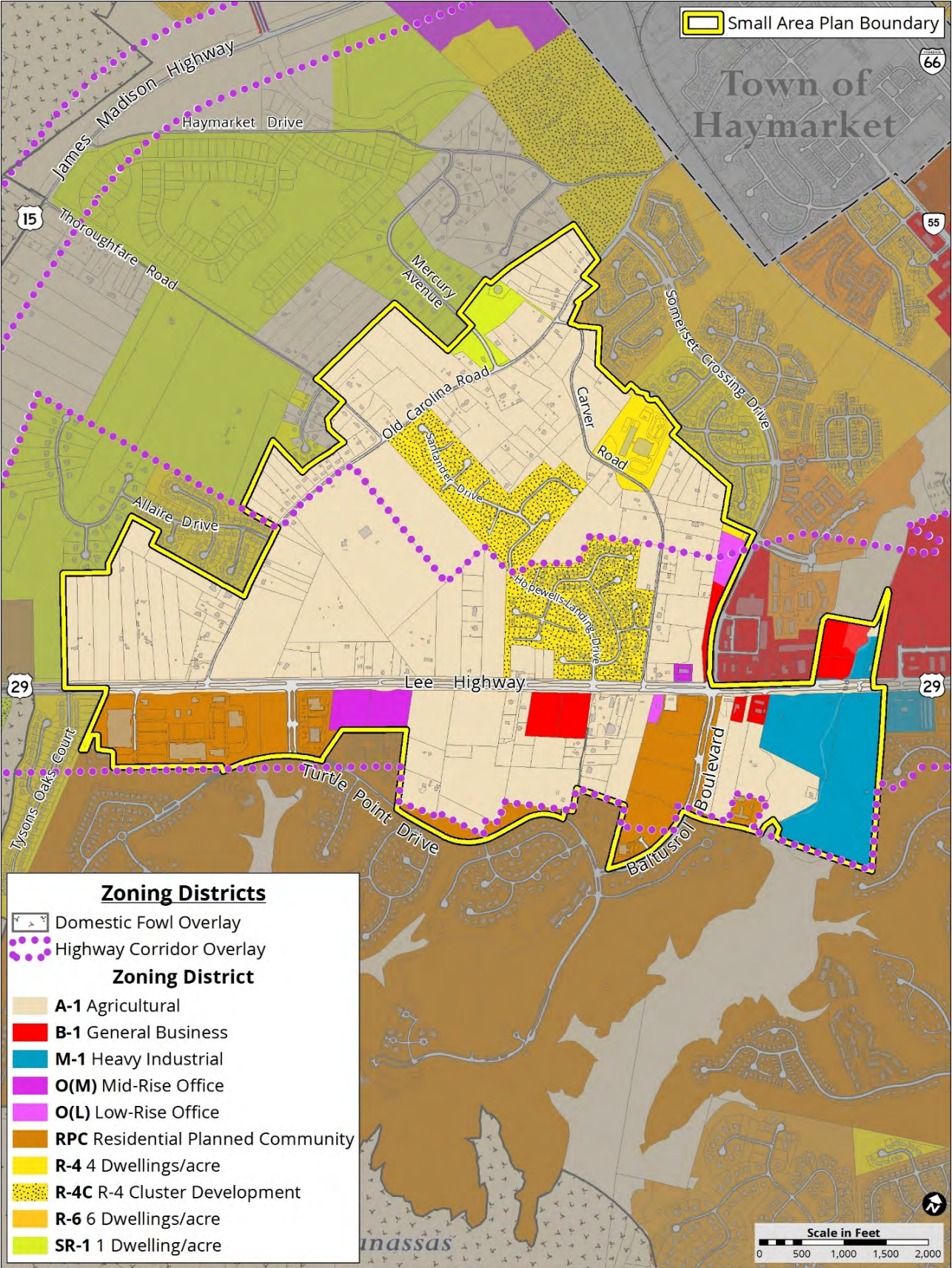


Figure 4: Existing Zoning

Mobility Existing Conditions

Route 29 bisects the small area plan from east to west providing an intra-county connection. Within the study area, Route 29 is a four-lane divided highway carrying an average of 48,000 vehicles per day between James Madison Highway (Route 15) and John Marshall Highway (Route 55). Additionally, commuter traffic coming from adjacent Fauquier County and to the west travel on Route 29. From Fauquier County to James Madison Highway, there are an average 55,000 daily trips on Route 29. Somerset Crossing Drive, Thoroughfare Drive, Carver Road, and Old Carolina Road all provide transportation connections into the study area. These roads are all two-lane roads that provide access to and from residential areas to Lee Highway. In addition to serving local traffic needs, Route 29 also provides important connectivity for commuters from Fauquier County to I-66, Route 55, and Route 15.

Route	Classification	Traffic Counts (2017 trips/day)	Planned
Lee Highway (Rt. 29) <ul style="list-style-type: none"> Fauquier County Line to James Madison Highway (Rt. 15) James Madison Highway (Rt. 15) to John Marshall Highway (Rt. 55) 	Primary Arterial	55,000 48,000	6-lane
James Madison Highway (Rt. 15) <ul style="list-style-type: none"> Lee Highway (Rt. 29) to John Marshall Highway (Rt. 55) 	Parkway	14,000	4-lane
John Marshall Highway (Rt. 55) <ul style="list-style-type: none"> Haymarket to Catharpin Road 	Minor Arterial	12,000	4-lane
Somerset Crossing Drive <ul style="list-style-type: none"> Lee Highway (Rt. 29) to Old Carolina Rd. 	Minor Arterial	6,500	4-lane
Carver Road <ul style="list-style-type: none"> Old Carolina Rd. to Lee Highway (Rt. 29) 	Major Collector		4-lane
Old Carolina Road <ul style="list-style-type: none"> Lee Highway (Rt. 29) to Thoroughfare Rd. From Thoroughfare Rd. to Carver Rd. From Carver Rd. to Haymarket Dr. 		3,400 3,100 3,600	4-lane

The Buckland Historic District is along the Route 29 corridor. An important goal of the small area plan is to minimize and reduce any impacts on historical, cultural, scenic, agricultural, and recreational resources. The Buckland Historic District encompasses the road that was first constructed to

transport crops and goods north towards the port of Alexandria. To this day, Route 29 provides important transportation connectivity within the County and between counties.

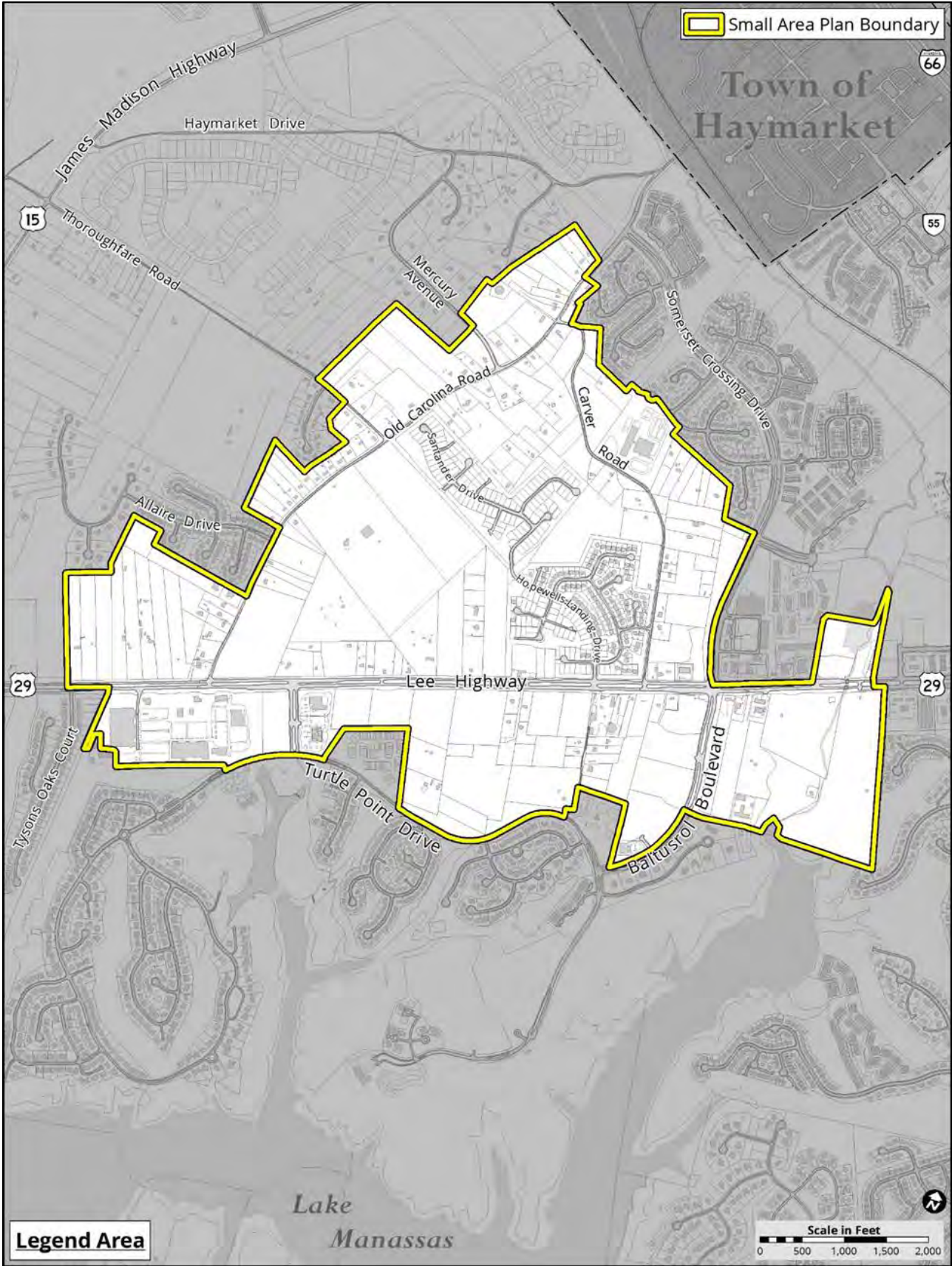


Figure 5: Existing Road Network

Bicycle & Pedestrian Network

The County's Gap Analysis map reflects the need for shared use and bicycle infrastructure along all roads that are classified as collectors and above. Shared use paths are typically planned as 10-foot wide asphalt paths providing access for both pedestrians and bicyclists separate from vehicular traffic.

There are numerous gaps in the pedestrian network in the study area. The existing sidewalks in the area are sporadic and generally narrow (approximately 4 feet in width). Additionally, pedestrian crossings of Route 29 are challenging for pedestrians, making it difficult to tie together future neighborhood development on the north and south sides of the road. Short segments of shared use path exist along Route 29 within the study area. Somerset Crossing Drive has a shared use path along the east side of the road.

Multimodal connectivity is an important element in transportation equity. The provision of bicycle and pedestrian facilities together can improve access to jobs, shops, educational institutions, and other resources for all communities. The challenge is providing further connections as the area develops and re-develops.

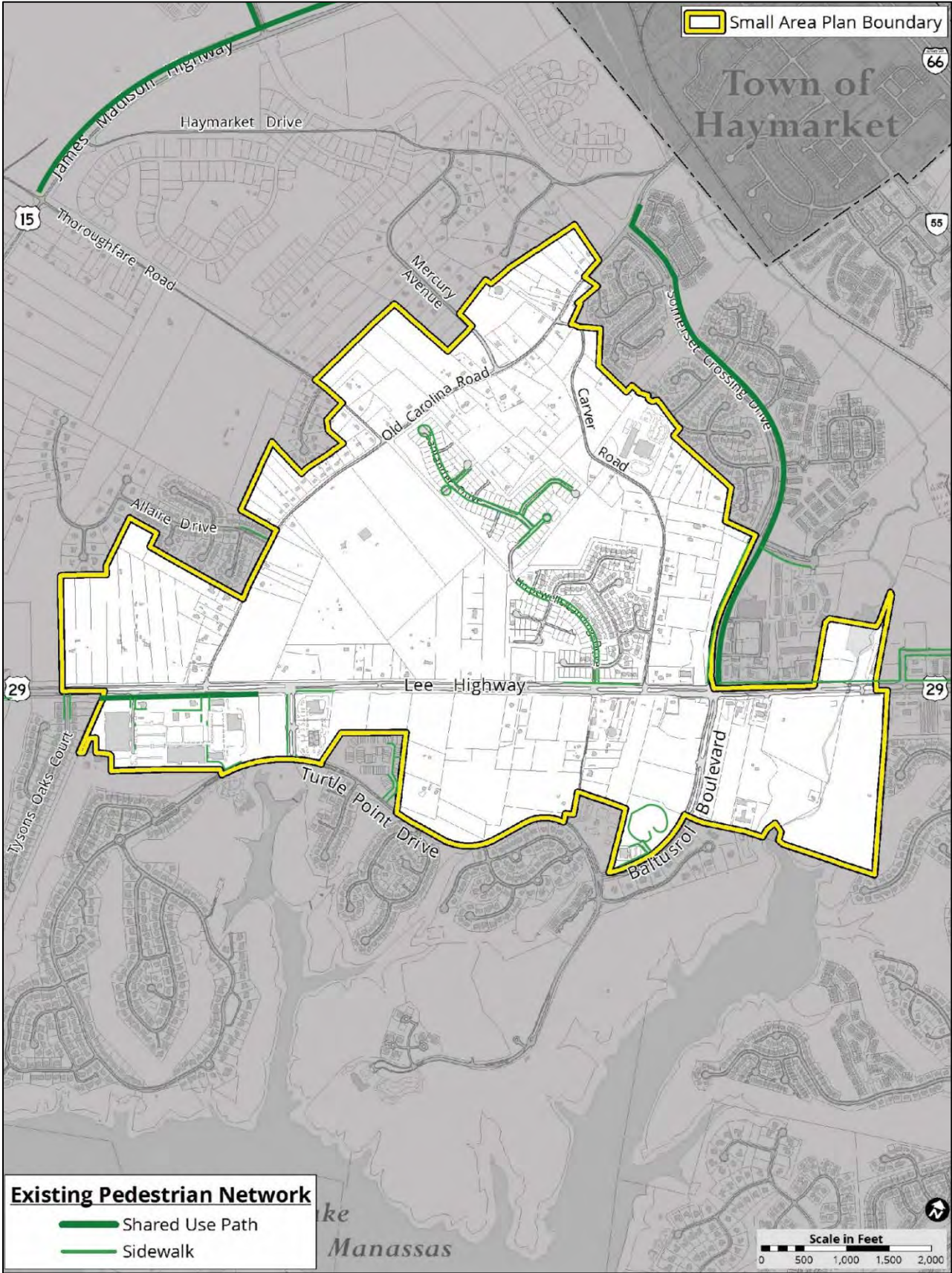


Figure 6: Existing Bicycle & Pedestrian Network

Existing Environmental Conditions

The Route 29 Small Area Plan includes forested areas, ponds, streams, and minimal impervious surfaces within the study area boundary. Prominent environmental features in the surrounding areas to the geographic south include Lake Manassas, Chesapeake Bay Resource Protection Areas, and the Stonewall Golf Club. Additionally, surrounding areas to the south include designated FEMA 100-year flood zones and Chesapeake Bay RPA zones. These features not only add to the overall visual aesthetics of the Route 29 area, but also highlight valuable environmental services when considering future development. Any new development within or around the study area designed so as not to negatively impact sensitive natural resources.

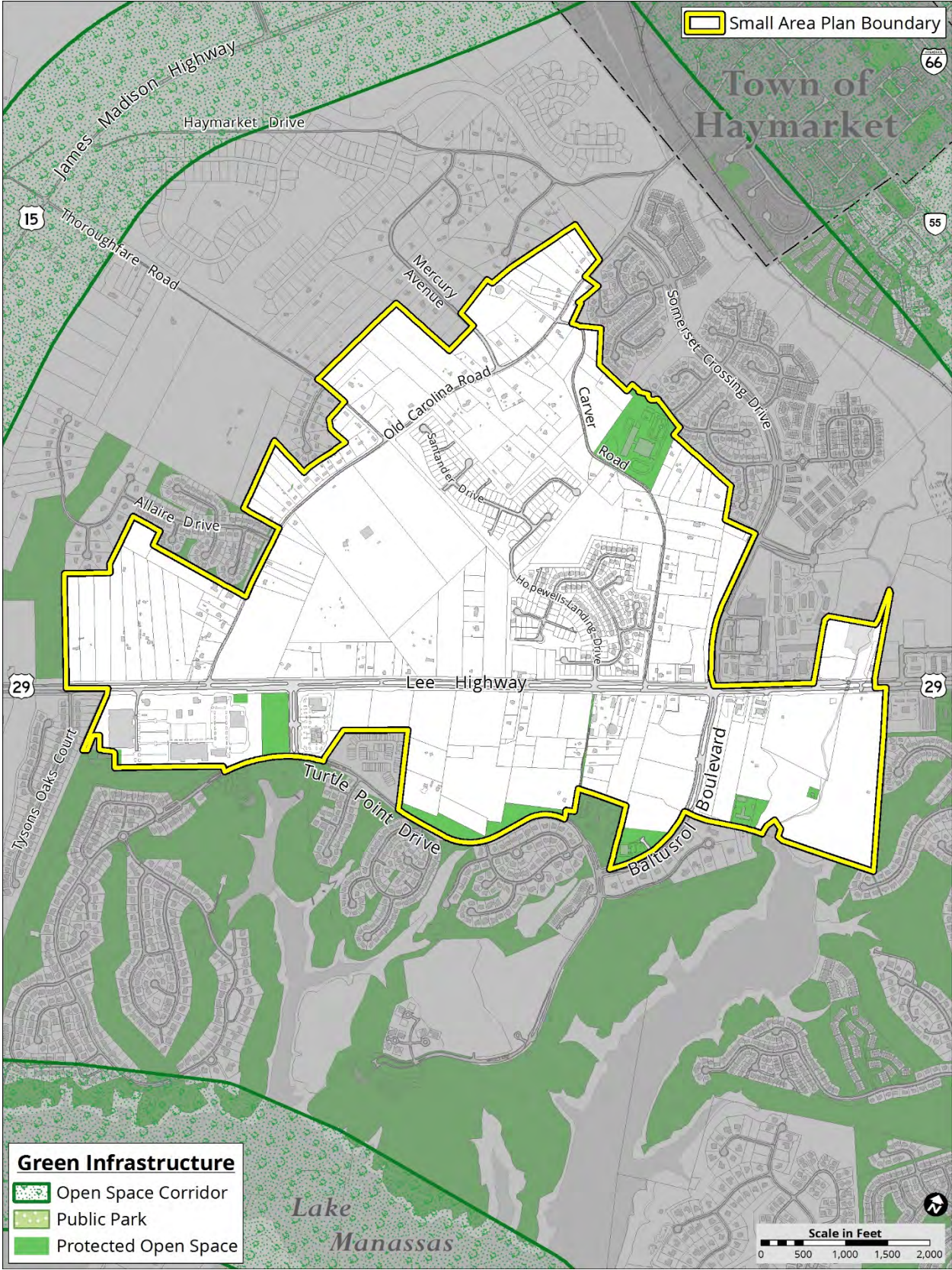


Figure 7: Existing Green Infrastructure

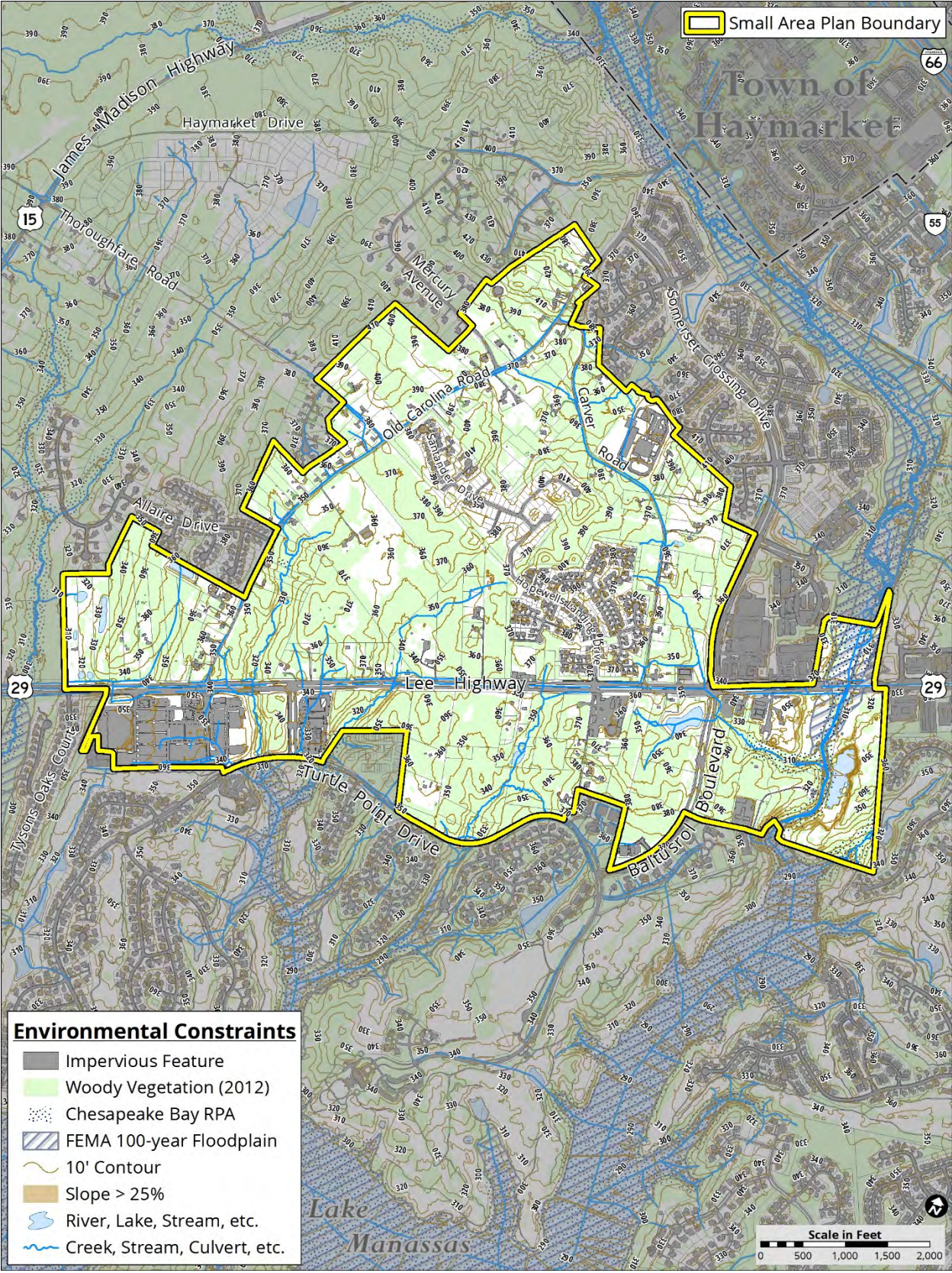


Figure 8: Existing Environmental Constraints

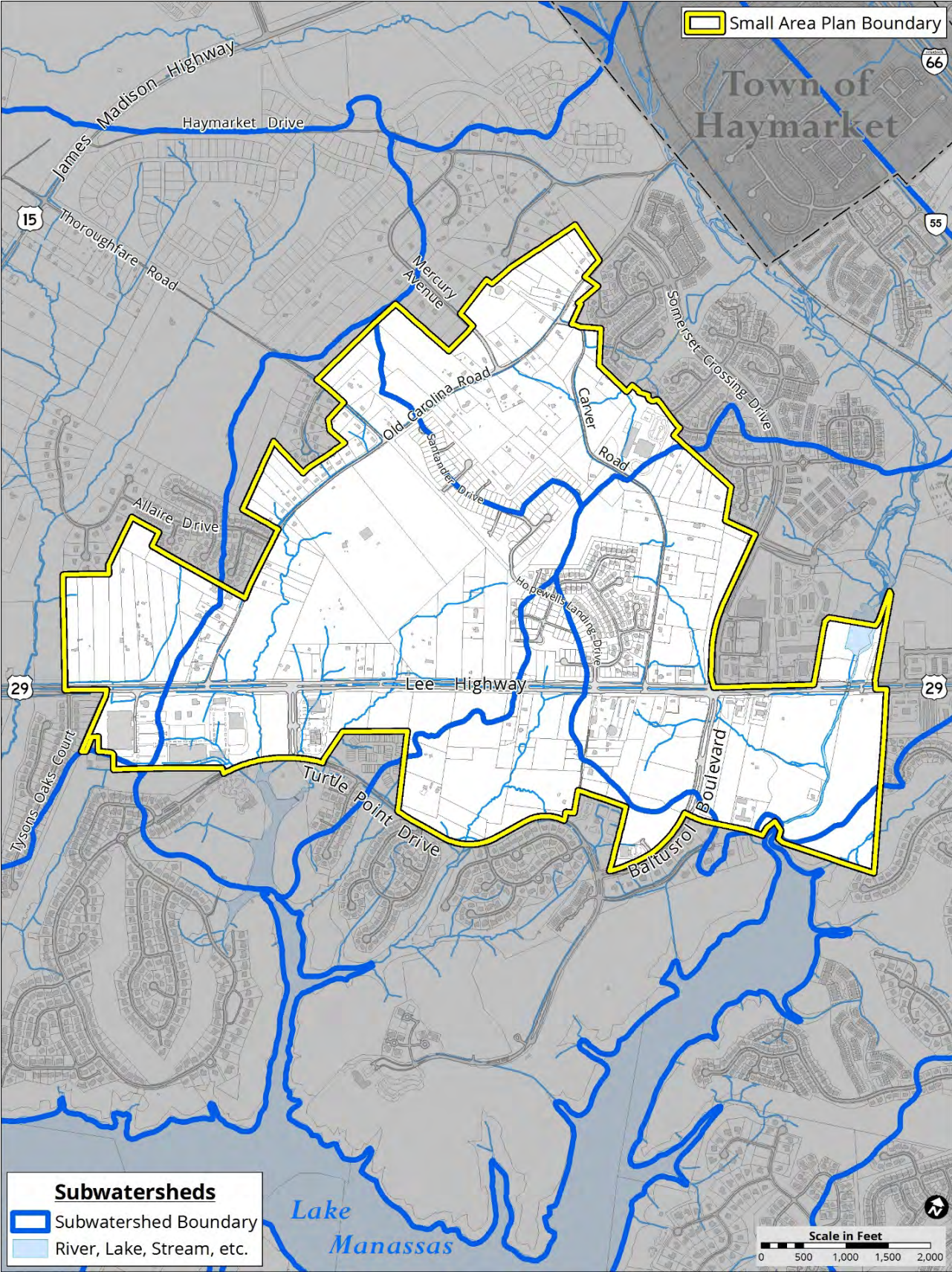


Figure 9: Subwatersheds

Schools - Existing Conditions

Seven schools serve the study area including three elementary schools, two middle schools, and two high schools. The majority of the study area lies within the Buckland Mills Elementary School boundary with only small areas served by Haymarket Elementary and Piney Branch Elementary. Similarly, the majority of the study area is currently served by Reagan Middle with only a small portion within the Gainesville Middle School boundary. Finally, the study area is split between the Battlefield High and Patriot High school boundaries.

Existing School Inventory 2018-2019				
Elementary Schools				
School Name	Student Capacity	Portable Classrooms	Students	% Utilized
Buckland Mills ES	938	0	659	70.3 %
Haymarket ES	946	0	818	86.5 %
Piney Branch ES	965	0	803	83.2 %
Middle Schools				
Student Capacity	Student Capacity	Portable Classrooms	Students	% Utilized
Reagan MS	1,233	0	1,368	110.9 %
Gainesville MS	1,233	7	1,474	119.5 %
High Schools				
Student Capacity	Student Capacity	Portable Classrooms	Students	% Utilized
Battlefield HS	2,053	16	3,022	147.2 %
Patriot HS	2,053	20	2,668	130.0 %

Existing Conditions – Cultural Resources

Cultural resources are those tangible elements of our shared history left behind by previous inhabitants. They are found in individual architectural and archaeological sites, historic districts, cemeteries, battlefields, cultural landscapes, museum objects, and archival materials.

Within the study area, there are no comprehensive plan classified cultural resources. There are neither prehistoric sensitivity areas, historic sensitivity areas or County Registered Historic Sites. Nor are there any comprehensive plan heritage corridors.

Cultural resource surveys in the study area recorded 24 archaeology sites. Five pre-contact archaeology sites that contained chronological artifacts and one that was likely a lithic workshop dating to the Middle Archaic (6,500 – 3,001 BC). One cemetery and one possible cemetery were recorded with the Virginia Department of Historic Resources (VDHR). Of the 16 historic sites recorded, four have wide date ranges from the mid-1800s through the 20th Century, six date between 1875-1949, six in early to mid-20th Century and three are undatable.

Additionally, nine architectural sites were recorded. These consisted of six houses, the Watson Cemetery, Buckland Mills Battlefield and one VDOT bridge. At this time, only the Buckland Mills Battlefield was evaluated and determined eligible for listing on the National Register of Historic Places (NRHP). One VDOT bridge over the North Fork of Broad Run was determined not eligible for listing on the NRHP.

The County's survey for cemeteries registered three cemeteries (Watson, Mount Pleasant Baptist Church, and Warhurst unknown). Of the unrecorded resources not currently recorded with the VDHR, the Mount Pleasant Baptist Church and Cemetery and the Shady Inn Dance Hall (currently the Golden Church of God of Prophecy) exhibit potential for listing on the NRHP, as well as classification as a County Registered Historic Site.

Historic map and aerial photograph research identified where multiple buildings and structures (likely farmsteads) once stood. The African-American community of The Settlement comprises most of the study area and was also observed in the archival record. Oral histories confirmed this area was and remains The Settlement. As development proposals are received, surveys are conducted to assist in the identification of additional resources.

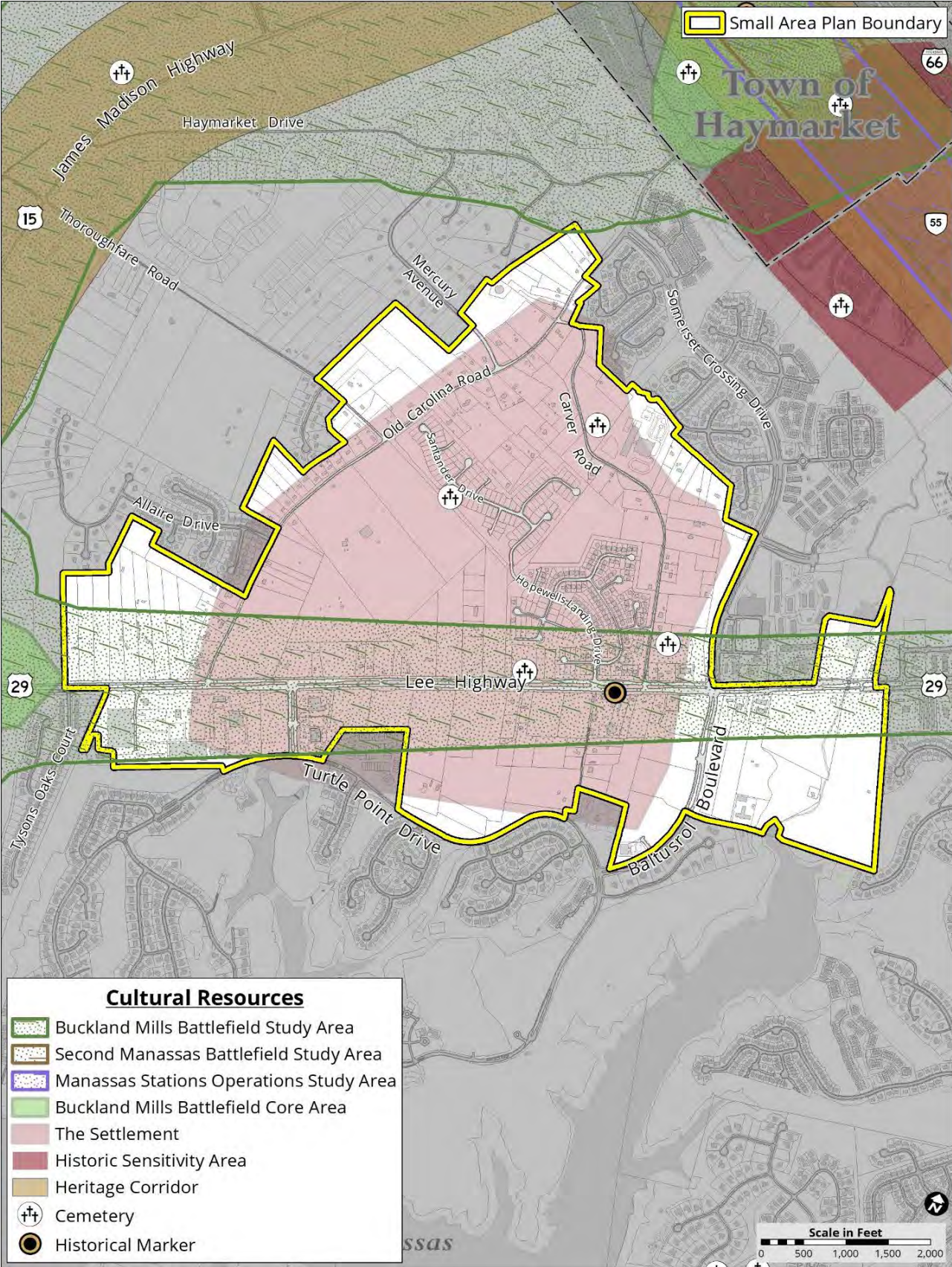


Figure 10: Cultural Resources

Commercial Community Indicators

Community indicators are numeric tools that help governments, citizens or businesses understand the health and vitality of their communities, alert them to problems and help them recognize what to do to fix those problems. This section reflects major economic indicators related to current employment in the Route 29 study area. These data were calculated from census tract 9003, block group 3.

As of 2017, the study area had an estimated population of 1,232 residents and a median age of 34.4. The percent of ethnicities within the study area include White residents (49.2%), Hispanic residents of any race (15.8%), Black residents (16.2%), Asian and Pacific Islander residents (14.9%), and 3.8% of residents identified as “two or more”.

Education and training play a large role in producing the local labor force. According to Census estimates, 92.4% of the residents earned at least a high school diploma; which exceeds both the state of Virginia (89%)³, and the national average (87.3%).⁴ Strong graduation rates can relate to a robust workforce. Also, more than half (75.8%) the local working age population is employed.

Residential Community Indicators

As of 2017, the median home value for the study area was \$484,998, which is higher than the national average of \$205,000. The homeownership rate is 41.1%, which is lower than the national average of 63.6%. The owner-occupied housing rate in the small area plan is very high. The only existing housing type within the study area is single family detached dwelling units. These data were calculated from census tract 9003, block group 3.

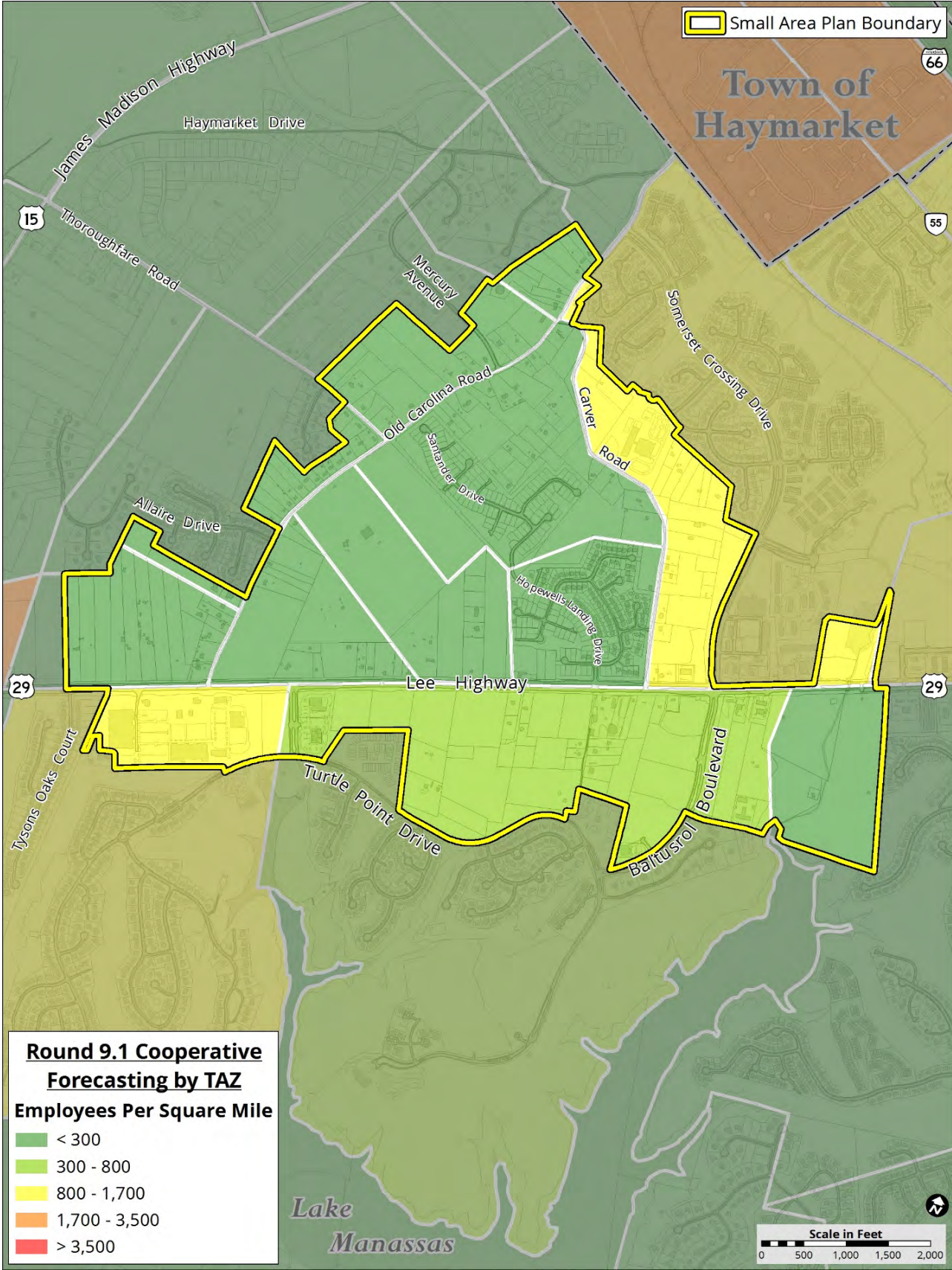


Figure 11: Employees per Square Mile

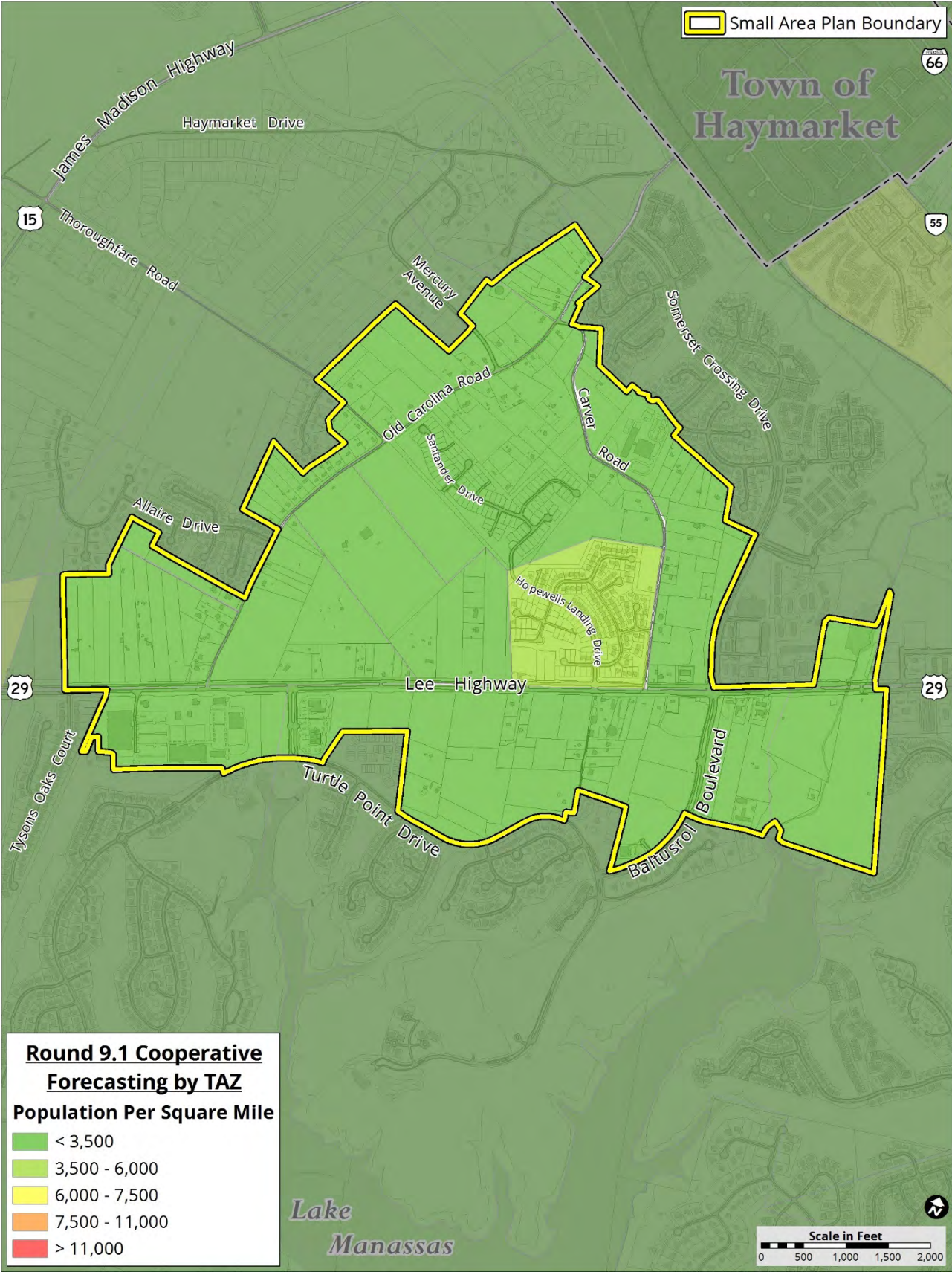


Figure 12: Population per Square Mile

Comprehensive Plan and Previous Planning Efforts

The Comprehensive Plan's Long Range Land Use map illustrates Countywide existing and potential development by land use classification. The existing Comprehensive Plan designates the Route 29 area as an opportunity to encourage mixed-use development while maintaining the County's historic areas.

Over the years, the County has coordinated numerous planning effort for the Route 29 study area. In 2008, the County prepared the I-66/Route 29 Sector Plan which has identified new residential, commercial, and mixed-use development to facilitate growth. The County also conducted the 2017 Route 29/Route 15 Traffic Study, which includes a detailed transportation concept to alleviate traffic congestion along the Route 29 corridor. In 2018, County oversaw The Settlement Oral History Project in order to better understand the historic and cultural context that the small area plan is located in. Most recently, Prince William County synthesized a Targeted Industry Analysis which aims to identify targeted industry clusters existing or expanding within the study area.

The small area plan is intended to synthesize previous planning efforts as well as present recommendations to streamline regulations within the Route 29 study area and plan for appropriate development while maintaining a sense of place.

Public Participation in the Small Area Plan Process

The County facilitated an extensive public participation process as a part of the development of this small area plan.

The County held an internal agency stakeholder meeting on June 7, 2017 to collect relevant information and input from relevant local agencies. A follow up meeting of County department leaders was held on June 14, 2017 with similar goals of collecting initial input and information on transportation, cultural resources, land use, fire and police, economic development, and parks and open spaces.

An external agency stakeholder meeting on September 21, 2017 sought the input of groups including major property owners within the district and worked to develop a vision for the area. Additionally, the group discussed transportation, cultural resources, and regulatory challenges.

On January 13, 2018 a charrette was held to introduce and gather public input for the I-66/Route 29 Small Area Plan project. During this meeting members of the public examined existing assets and liabilities within the area, discussed visual preferences to establish goals and objectives, executed a SWOT (strengths, weaknesses, opportunities, and threats) exercise, began to draft plan alternatives, and discussed next steps.

Additionally, on February 27, 2019, a public town hall meeting was held to discuss the road network in the area of the Route 29 Small Area Plan. Specifically, the premise of the meeting was to gather public input on the local road network in and near the historic Carver Road community and The Settlement.

VISION AND THEMATIC PRINCIPLES

The vision for the Route 29 Small Area Plan will be implemented through a series of goals and action strategies that are introduced in the following paragraphs and woven throughout the Small Area Plan recommendations.

VISION: The Route 29 planning area is a sustainable, pedestrian-friendly series of neighborhoods focused on connecting to existing retail, residential, and cultural amenities, while providing opportunities for future residential, office, retail, and mixed-use growth, and focused on protecting and celebrating the cultural and environmental assets of the area.



PLACETYPES: Create a community that capitalizes on the existing green space while building a vibrant arts and entertainment area, and vibrant, pedestrian-friendly neighborhoods to create a place for both residents and visitors to live, work, and play.



DESIGN: Create and implement high-quality design standards for pedestrian-scaled private and public development. Integrate facility design and public safety programs to enhance safety and personal security.



MOBILITY: Create a multimodal network that connects to the community's mobility hubs and connect the area's neighborhoods with a robust pedestrian and bicycle network.



GREEN INFRASTRUCTURE: Ensure a robust and connected system of greenways, blueways, trails, open space and corridors that provide a benefit to the environment, community and local wildlife.



CULTURAL RESOURCES: Identify and protect Prince William County's significant historical, archaeological, architectural, and other cultural resources, including those significant to the County's minority communities, for the benefit of all the County's citizens and visitors.



ECONOMIC DEVELOPMENT: Encourage economic development to attract and retain high quality businesses and services.



LEVEL OF SERVICE: Ensure an adequacy of public facilities including high-quality schools, fire stations, police facilities, libraries, and other government buildings.

Figure 13: Vision and Thematic Principles

LAND USE PLAN

A goal of the future land use recommendations for the Route 29 Small Area Plan is to maintain a focus on the area's residential, retail, office, and cultural assets, while building upon and connecting each element to create a series of cohesive, pedestrian-friendly neighborhoods. The two new neighborhood districts are central to achieving this goal. In addition, a series of proposed open spaces enhance the area's environmental assets and provide a place to play and relax for residents, visitors, and employees in the area. Three new open spaces are proposed adjacent to Buckland Mills Elementary School, at the northeast intersection of Route 29 and Old Carolina Road, and flanking the north and south sides of Route 29 adjacent to the area's historic site.

Future Land Use Map

Figure 14 illustrates the proposed long-range land use classifications for the Route 29 Small Area Plan. New long-range land use designations are proposed to implement the vision and goal of the plan to create a sense of place with a neighborhood designation and to capitalize on the extensive environmental resources. The proposed land use designations align with the designated transects and provide a concept for future development in the study area.

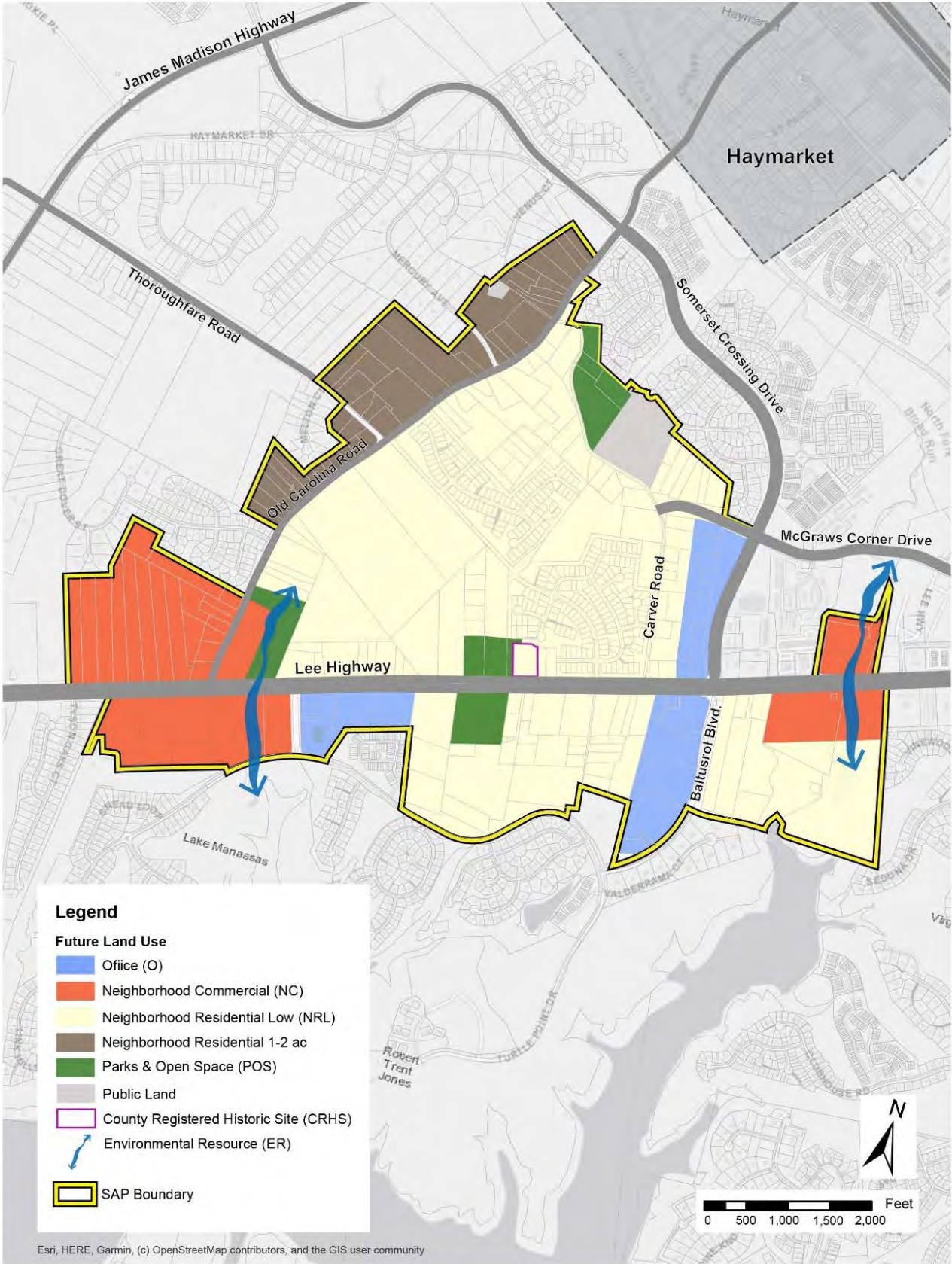


Figure 14: Land Use Map

DESCRIPTION	Neighborhood	Office	Neighborhood Residential Low	Neighborhood Residential 1-2ac.
				
	<p>The Neighborhood classification provides a focus on local employment uses within an urban, mixed-use environment. First-floor retail and commercial establishments and/or the inclusion of multi-family housing can support developments. The intent is to create vibrant, diverse places to accommodate a variety of business and housing development needs. Buildings have short to medium setbacks and varying block sizes. Parking is predominately surface parking or on-street with accommodations for structured parking.</p>	<p>The purpose of the Office classification is to provide for areas of low-to mid-rise, offices or research and development activities. Projects in this classification shall be for office use, with retail and retail service uses discouraged. A small percentage of civic uses may occupy office developments. Maximum heights in this district may be up to 5 stories. A minimum office building height of 3-5 stories is preferred.</p>	<p>The purpose of the Neighborhood Residential Low classification is to provide for housing opportunities at a low suburban density. The housing type in this classification is single-family detached. The density range in this category is 1-4 units per gross acre.</p>	<p>Neighborhood Residential 1-2ac. primarily accommodate single-family homes on lots of 1-2 acres in size. Connections and pedestrian amenities should be a priority for development design. These areas should also include parks, trails and open space integrated into the development in appropriate locations.</p>

Figure 15: Land Use Descriptions

		Neighborhood	Office	Neighborhood Residential Low	Neighborhood Residential 1-2ac.
USES	Primary Uses	<ul style="list-style-type: none"> Retail & Service Commercial Multi-Family Residential above first floor Office 	<ul style="list-style-type: none"> Office Entertainment Commercial Hotel 	<ul style="list-style-type: none"> Single Family Detached 	<ul style="list-style-type: none"> Single Family Detached
	Secondary Uses	<ul style="list-style-type: none"> Civic, Cultural, Community Institutional Hotel 	<ul style="list-style-type: none"> Retail & Service Commercial Civic, Cultural, Community Institutional 	<ul style="list-style-type: none"> Accessory Residential Units 	<ul style="list-style-type: none"> Accessory Residential Units
FORM & CHARACTER	Use Pattern	Separate or Vertical Mixed Use Limited to one drive-through per Neighborhood district	Separate or Vertical Mixed Use	Separate Uses No Cluster Provision Allowed	Separate Uses No Cluster Provision Allowed
	Target Residential Density	6-12 du/acre	N/A	1-4 du/acre	1-2 acres per du
	Target Non-Residential FAR	Up to 1.0	Up to 1.0	N/A	N/A
	Target Land Use Mix	Residential: 50-75% Non-Residential: 20-45% Civic: 5%+	Residential: 0% Non-Residential: 95% Civic: 5%+	Residential: 100% Non-Residential: 0% Civic: 0%	Residential: 100% Non-Residential 0% Civic: 0%
	Target Building Height	Up to 3 stories Up to 4 stories for mixed use buildings only	Up to 5 stories	N/A	N/A
	Minimum Open Space	20% of site	20% of site	10% of site	30% of site

Figure 16: Land Use Form, Character, and Use

Transect and Activity Density Framework

The framework of this plan uses the core concept of Transect Zones (or “T-Zones”). Transect Zones are a way to describe the range of natural and built environments from the countryside to the center of the city as a continuum of density and development typologies (See Figure 17). Each Transect Zone defines a consistent scale of density and intensity of development and the entire complement of streets, buildings, and open space that goes along with that level of intensity. This table of Transect Zone densities and typical characteristics was developed through an analysis of real Virginia places, ranging from large urban downtowns to rural village centers. Figure 18 shows the relationship between the Transect Zones and Activity Density.

Activity Density is simply a way to combine the density of existing or future population and jobs in an area to allow them to be classified more simply. Activity Density for an area is the sum of people and jobs in the area divided by the acreage, yielding a total density of jobs plus people per acre. The Transect is a relatively common way of describing density and intensity of development in the urban planning profession.

This Plan identifies specific Transect Zones for the Route 29 Small Area Plan and has been used to define building densities and disposition.

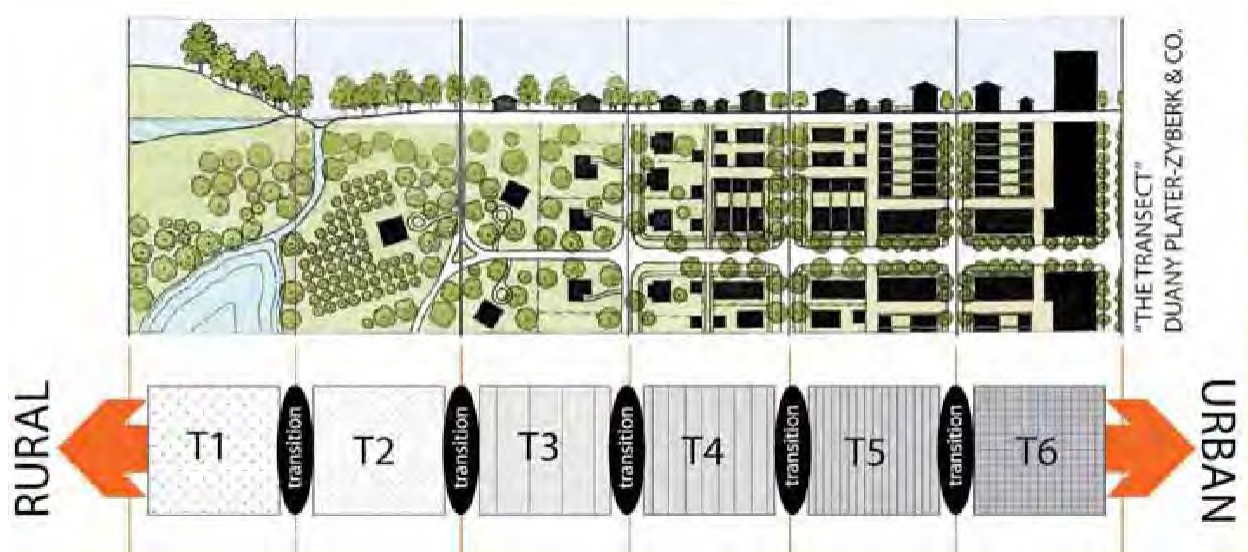


Figure 17: Transect Zones

TRANSECT ZONE INTENSITY			
Transect Zone	Activity Density (Jobs + people/acre)	Gross Development FAR (residential + non-residential)	Net Development FAR (residential + non-residential)
T-1	1 or less	0.01 or less	0.02 or less
T-2	1 to 10	0.01 to 0.15	0.02 to 0.23
T-3	10 to 25	0.15 to 0.37	0.23 to 0.57
T-4	25 to 60	0.37 to 0.9	0.57 to 1.38
T-5	60 to 100	0.9 to 1.49	1.38 to 2.3
T-6	100 or more	1.49 or more	2.3 or more

Figure 18: Transect Zone Intensity Measures

Source: Virginia Department of Rail and Public Transportation Multimodal System Design Guidelines

The T-4 Transect Zone corresponds with the highest density use in the study area, which are the parcels designated as office use. The office uses generally intersect with commercial centers in the plan, allowing for connections between the T-4 and T-3 zones.

The T-3 Transect Zone corresponds to the Neighborhood land use designations in the plan. This zone represents areas that are pedestrian-friendly and have a mixture of uses—focused on residential.

The T-2 Transect Zone corresponds to the detached residential development in the remainder of the study area. These zones should be connected to the other zones to create a walkable neighborhood with multi-modal access.

Figure 18 identifies the T-Zones for the planned land uses and densities in the Route 29 SAP area. A walkshed walking radius, which surrounds each Neighborhood use in the plan is used in the development of the transect to ensure the relationship between land use, density, and access to transit is considered.

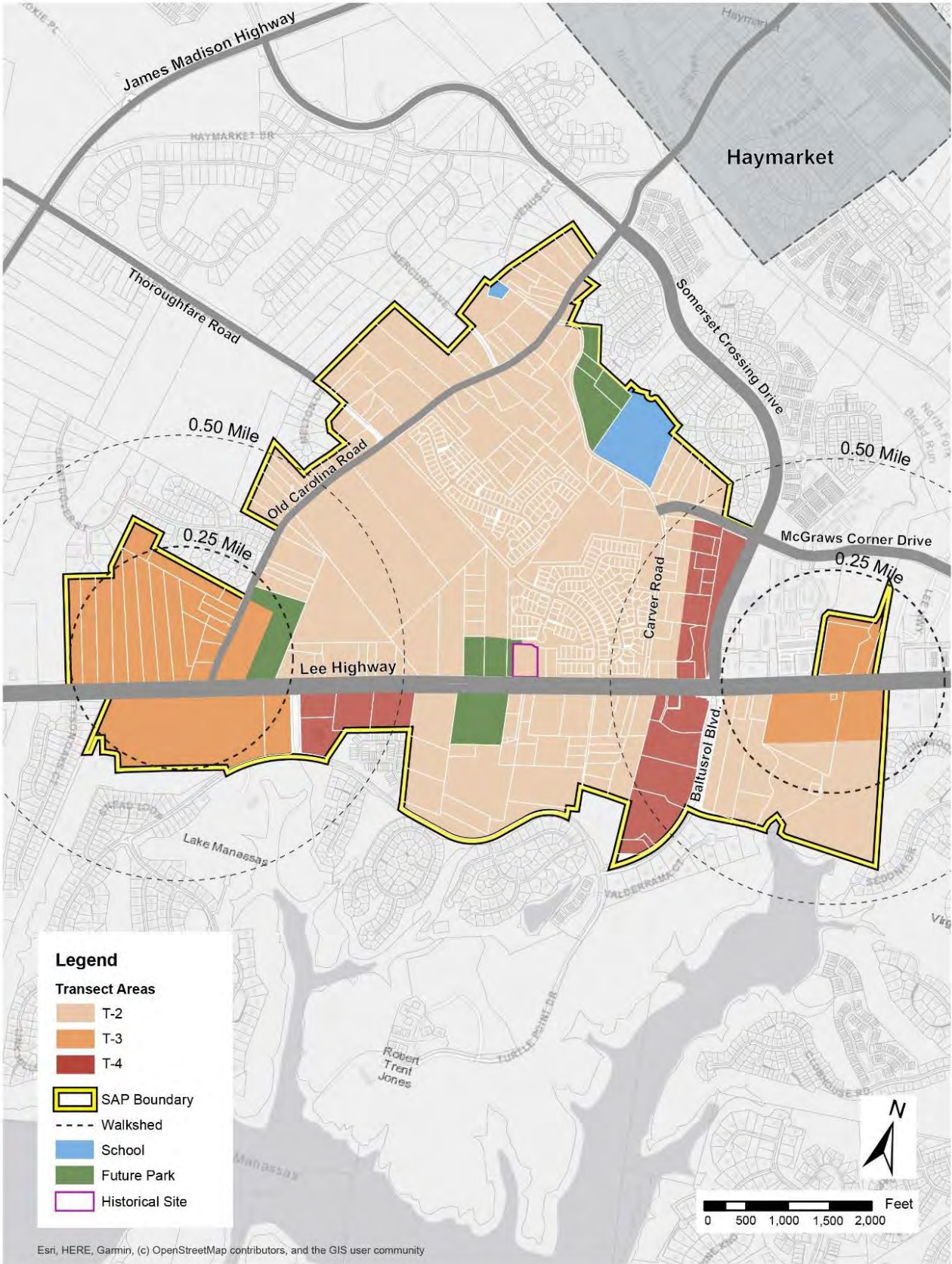


Figure 19: T-Zones for Planned Land Uses & Densities

Areas of Transformational Change

The plan provides a mechanism to help realize the development potential of the area. The transformational changes within the Route 29 Small Area Plan are focused on sites designated as Neighborhood uses in the plan. Building upon existing retail and residential development, the plans two Neighborhood designated areas will help establish vibrant, walkable, mixed-use districts in the study area. The remainder of the area consists primarily of either lower density residential, office, and institutional uses— including Buckland Mills Elementary School and various open spaces.

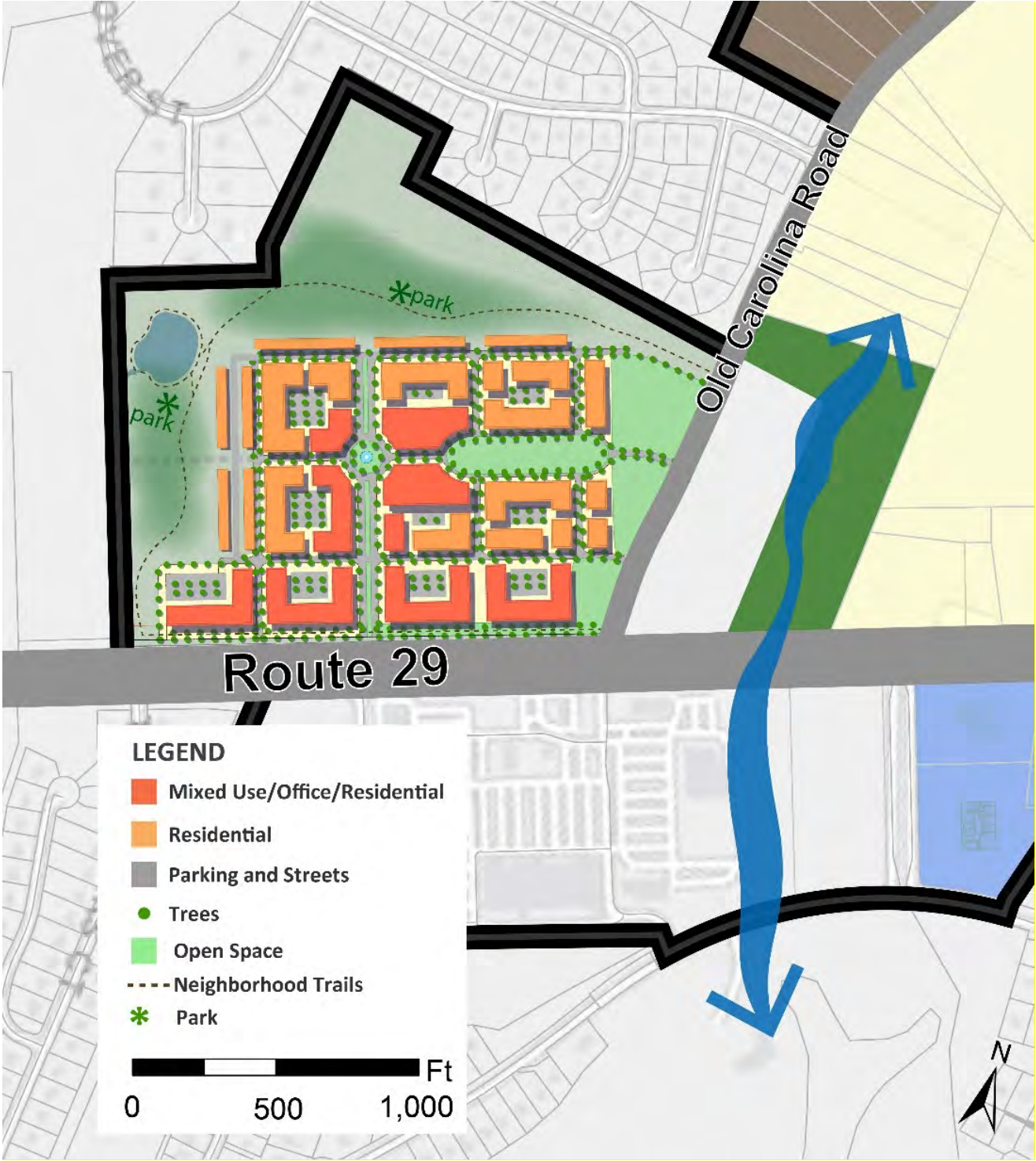


Figure 20: Illustrative Neighborhood Development in the Route 29 Small Area Plan

Multimodal Planning

Prince William County is implementing multimodal planning using the methodology developed by the Department of Rail and Public Transportation (DRPT). The *Multimodal System Design Guidelines (2013)* established a process to facilitate the coordination of integrated multimodal transportation systems throughout Virginia. This process includes analysis of existing and future population and employment density, designation of multimodal districts and corridors, determination of modal emphasis, and ultimately, the planning for specific street cross sections within activity centers. Although this plan is not intended to be reviewed under the DRPT system, by using the guidelines future incorporation of the plan into a Multimodal System should be seamless. The DRPT Multimodal Design Guidelines define **Activity Density** as (population + jobs)/acre. Prince William County will determine the activity density for each small area plan district by calculating the potential number of jobs and population expected with planned residential and non-residential development of the planning area. The table below provides detail on the activity density for the Route 29 Small Area Plan (a multimodal district) consistent with the Transect Zones, Future Land Use map, and Design Guideline Zones/Clusters. The planned activity density for the Route 29 is between 9 and 33 activity units per acre, which corresponds on the high end to a P4 Large Town or Suburban Center type according to the DRPT Multimodal System Design Guidelines.

District (Small Area Plan)	Route 29 Estimates		
	Low	Medium	High
Non-residential (Potential GFA)	867,310	2,194,568	3,521,826
Total Jobs	2,788	6,743	10,697
Dwelling Units	1,163	3,709	6,255
People	3,180	9,702	16,224
Total People + Jobs	5,968	16,445	26,921
Total Land Area	879 acres		
Activity Density	7	20	33
Density Classification	P-3	P-4	P-4

MULTIMODAL CENTER INTENSITY			
Center Type	Activity Density (Jobs + people/acre)	Gross Development FAR (residential + non-residential)	Net Development FAR (residential + non-residential)
P-6 Urban Core	70.0 or more	1.0 or more	1.6 or more
P-5 Urban Center	33.75 to 70.0	0.5 to 1.0	0.8 to 1.6
P-4 Large Town or Suburban Center	13.75 to 33.75	0.21 to 0.5	0.3 to 0.8
P-3 Medium Town or Suburban Center	6.63 to 13.75	0.10 to 0.21	0.15 to 0.3
P-2 Small Town or Suburban Center	2.13 to 6.63	0.03 to 0.10	0.05 to 0.15
P-1 Rural or Village Center	2.13 or less	0.03 or less	0.05 or less
SP Special Purpose Center	Varies	Varies	Varies

MOBILITY

A goal of the plan is to create a multimodal network that connects to the community's mobility hubs and connect the area's neighborhoods with a robust pedestrian and bicycle network. This document provides information on the key transportation elements of the Route 29 Small Area Plan, including the creation of a safe and robust network of pedestrian and bicycle connections to allow connectivity to the amenities in the study area, and the development of two multi-modal Neighborhood centers that support and are connected to the remainder of the study area.

Road and Highway Network

The County's Comprehensive Plan provides a hierarchical street classification system that distinguishes streets based on their ability to move automobile traffic. It identifies five types of roadways based on access, number of lanes, right of way width, speed, and bike and pedestrian facilities. Roads are classified as freeway/interstate, parkways, principal arterials, minor arterials and major collectors. Local roads are not included in the roadway classification. The local street grid features many dead-end streets that hinder interconnectivity, primarily in residential areas. They are typically low speed roads with low traffic volume that support safe travel for pedestrians and bicyclist.

Roadway classifications help dictate vehicular throughput and speed. Major collector and minor arterial roadways have the most access points with relatively lower speeds than other higher roadway classifications and connect residential and commercial areas. The current Comprehensive Plan designates Thoroughfare Road, Carver Road, McGraws Corner Drive extended, and Old Carolina Road as 4-lane major collector roads. These roads should be down-planned to 2-lane local roads within this Small Area Plan in order to create a neighborhood community atmosphere and a sense of place. However, the decision to designate these roads as 2-lane roads carries the responsibility to down plan the land uses in the SAP in order that the County's Roadway Policy to achieve a minimum level of service (LOS) D on existing and proposed roadway corridor and intersections can be met.

Thoroughfare Road shall be constructed in association with rezoning or special use permit applications and the alignment will utilize the existing right-of-way that extends from Hopewells Landing Drive to Old Carolina Road.

Thoroughfare Road, McGraws Corner Drive, and Old Carolina Road will be neighborhood-serving roads that maintain the existing character of the area. All three roads will each be planned as a 2-lane local street, will be designed not to have direct driveway access for residential development, and will include pedestrian and shared-use facilities as depicted in the Local Street Section.

Somerset Crossing Drive and the Haymarket Bypass are classified as minor arterials. These roads are on the periphery of the study area and are currently 4-lane divided roadways. Route 29 is a principal arterial traversing the area with limited access points and median breaks, and It carries high vehicular volumes at higher speeds. Although not in the study area, nearby I-66 to the north is an interstate, allowing for the highest throughput and speeds with limited access points at interchanges and/or direct ramps to/from the future High Occupancy Toll (HOT) lanes. The local and major collector roads have the greatest potential to promote the local identity of the Small Area Plan and reflect a sense of place through context sensitive design. In order to preserve the character of the area, street profiles have been created for use in this small area plan.

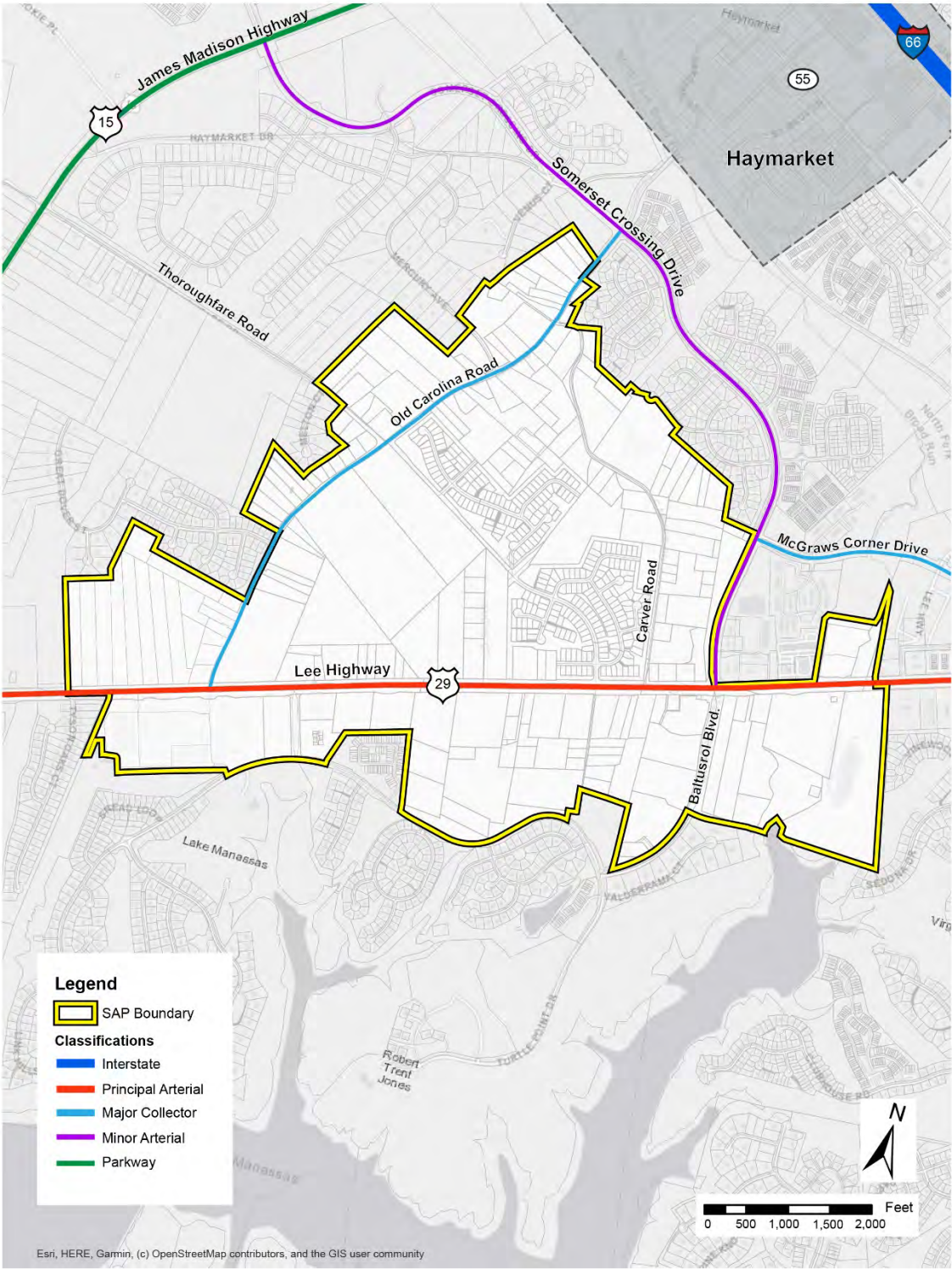


Figure 21: Functional Road Classifications with Old Carolina Road to remain a two-lane road

Street Sections

Functional classification is the process by which streets and highways are grouped together into systems according to the character of service they provide or are intended to provide. Street designs are based on traffic generation, existing and projected future traffic and providing adequate levels of service.

- **Local Street:** A local street represents the lowest category of the functional classification system. Its sole function is to provide direct access to individual abutting parcels. Its traffic is local in nature and extent, rather than intracounty, intercounty, or regional. Generally, traffic volume should not exceed one thousand (1,000) vehicles per day.
- **Major Collector Street:** A major collector street has a primary function to provide intra-neighborhood linkages and aggregate traffic, carrying it to the arterial system. It may also traverse a neighborhood, distributing trips to ultimate destinations and, in rare instances, provide direct access to individual abutting parcels. Generally, traffic volume should range from seven thousand one (7,001) vehicles per day to fifteen thousand (15,000) vehicles per day.
- **Arterial Street:** An arterial street is designed to convey major movements of traffic within or through the County. It interconnects the principal traffic generators within the County and, in extremely rare instances, provides direct access to individual abutting parcels. There are three (3) types of arterial classifications:
 - **Minor Arterial:** A street designed for intracounty circulation and designation of neighborhood boundaries. It generally does not penetrate identifiable neighborhoods. Access to neighboring development is achieved by good design and the appropriate intersection spacing established in this section. Generally, traffic volumes exceed fifteen thousand (15,000) vehicles per day.
 - **Parkway:** A street designed primarily for through traffic and intracounty movement. Access to abutting land is achieved at designated intersections, rather than curb cuts, travelways and entrances. This facility is designed as a scenic urban linear park containing a wide grass median with landscape plantings and/or woodland conservation areas on each side. The landscape design is intended to be consistent along its route to define and enhance the visual integrity of the roadway. The facility also includes a sidewalk/shared use path for non-motorized traffic. Generally, traffic volume exceeds fifteen thousand (15,000) vehicles per day.
 - **Principal Arterial:** A street designed primarily for through traffic and intra and intercounty movement. Access to the abutting land is minimized and is consolidated into service roads, shared accesses and designated intersections. Almost all fully and partially controlled access facilities are part of this functional class. Principal arterials also include a sidewalk/shared use path for non-motorized traffic. Generally, traffic volume exceeds fifteen thousand (15,000) vehicles per day.

Principal Arterial (Route 29/Lee Highway)

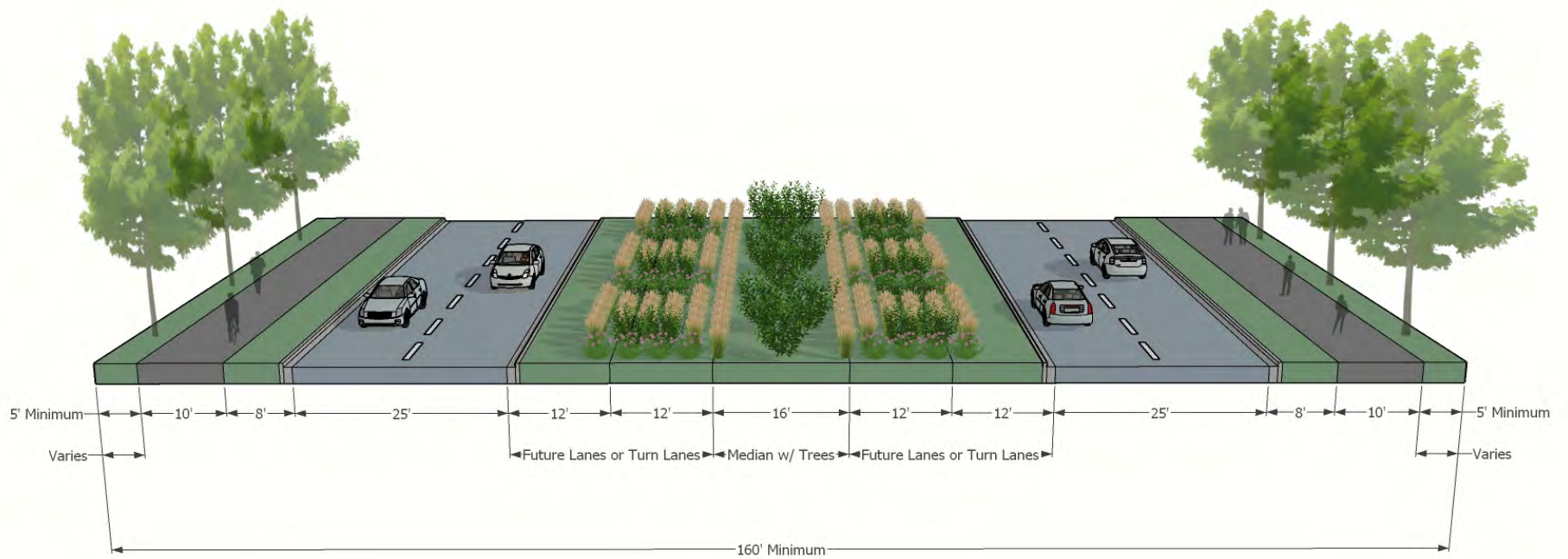


Figure 22: Principal Arterial Street Section

Minor Arterial (Somerset Crossing Drive)

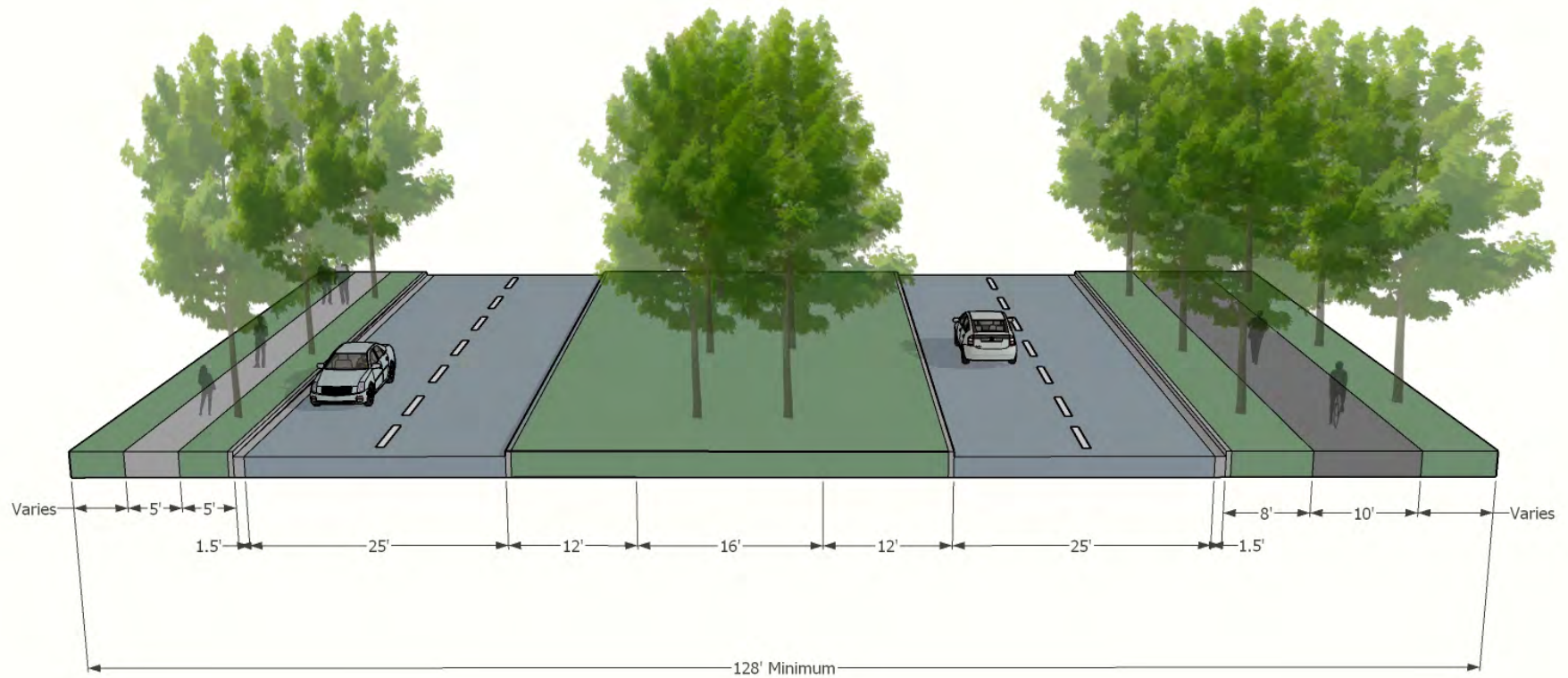


Figure 23: Minor Arterial Street Section

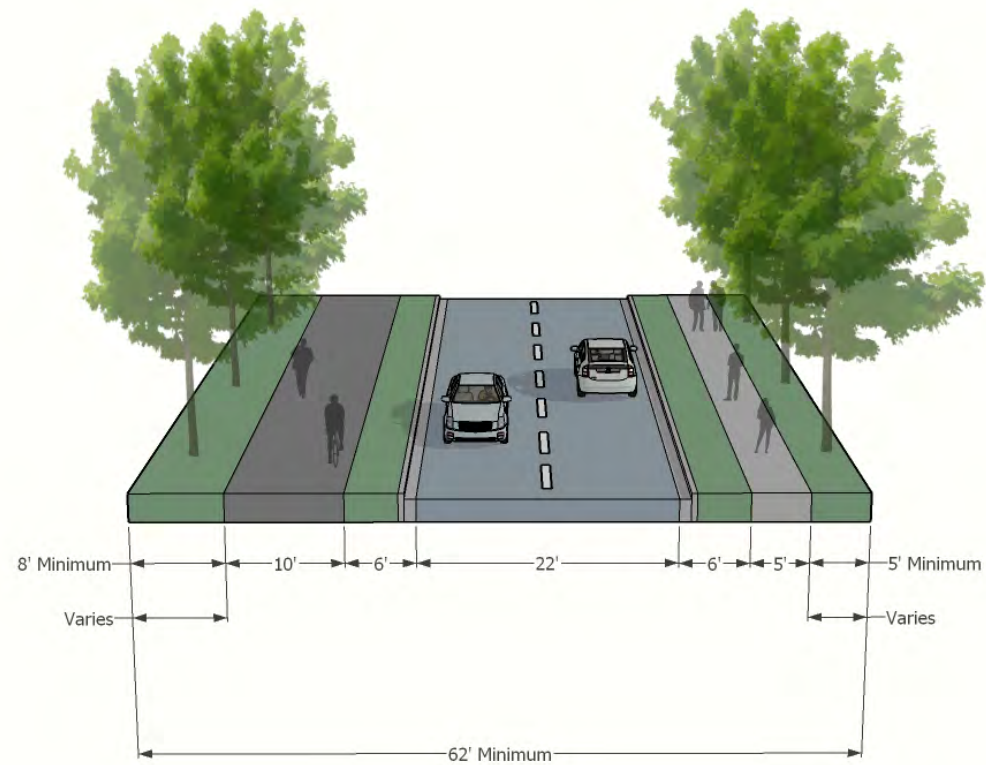


Figure 24: Local Street Section

Transit Network

The study area is not directly served by rail or commuter rail (Virginia Rail Express-VRE) or bus. However, the Broad Run/Manassas Airport VRE station is located approximately 9 miles southeast near Manassas. During the morning commute, the VRE provides eastbound service to employment areas in eastern Fairfax County, the City of Alexandria, Crystal City and Washington, D.C. In the afternoon commute, the VRE provides returning service westbound ending at the Broad Run/Manassas Airport station.

The Potomac and Rappahannock Transportation Commission (PRTC) is a multi-jurisdictional agency representing and operating bus service (OmniRide) in Prince William, Stafford and Spotsylvania counties and the cities of Manassas, Manassas Park and Fredericksburg. In the greater Gainesville and Haymarket area, during the morning commute, PRTC provides through its OmniRide Express eastbound commuter bus service from the Haymarket Heathcote Commuter Lot, the Gainesville Limestone Commuter Lot and the Cushing Road Commuter Lot. Future commuter lots include a facility at the intersection of Rt. 29 and University Blvd. and at Balls Ford Road and Century Park Blvd. to serve the future High Occupancy Toll (HOT) lanes being constructed on I-66.

PRTC's OmniRide Local also offers local bus services in Prince William County and the cities of Manassas and Manassas Park through its OmniLink and Cross County-Connector services. There is no OmniLink service currently in Western Prince William County. Extension of bus service to this study area is a recommendation of this small area plan.

Proposed Bicycle and Pedestrian Network

The County's 2008 Comprehensive plan includes a goal to create and sustain an integrated non-motorized transportation network that safely and efficiently serves the transportation needs of county residents. Policies include improving service levels and the capacity of facilities while supporting and complementing natural and cultural resources and the quality of life.

The County's Gap Analysis map reflects the need for shared use and bicycle infrastructure along all roads that are classified as collectors and above. There are numerous gaps in the pedestrian network in the study area with existing sidewalks sporadic and generally narrow (approximately 4 feet in width). Additionally, pedestrian crossings of minor and principal arterials, particularly Route 29, are challenging for pedestrians.

Shared use paths are planned as 10-foot wide asphalt paths providing access for both pedestrians and bicyclists separate from vehicular traffic. A shared use path exists along Somerset Crossing Drive from Route 29/Lee Highway to Old Carolina Road, and on a limited section along Route 29/Lee Highway. Shared use paths are proposed along Old Carolina Road, Carver Road, Thoroughfare Road, McGraws Corner Drive Extension, Baltusrol Boulevard, and along the entire Route 29/Lee Highway section within the study area, resulting in a robust network of trails.

Multimodal connectivity is an important element in transportation equity. The provision of bicycle and pedestrian facilities can help improve access to jobs, educational institutions and other community resources. The challenge is providing further connections as the area continues to develop.

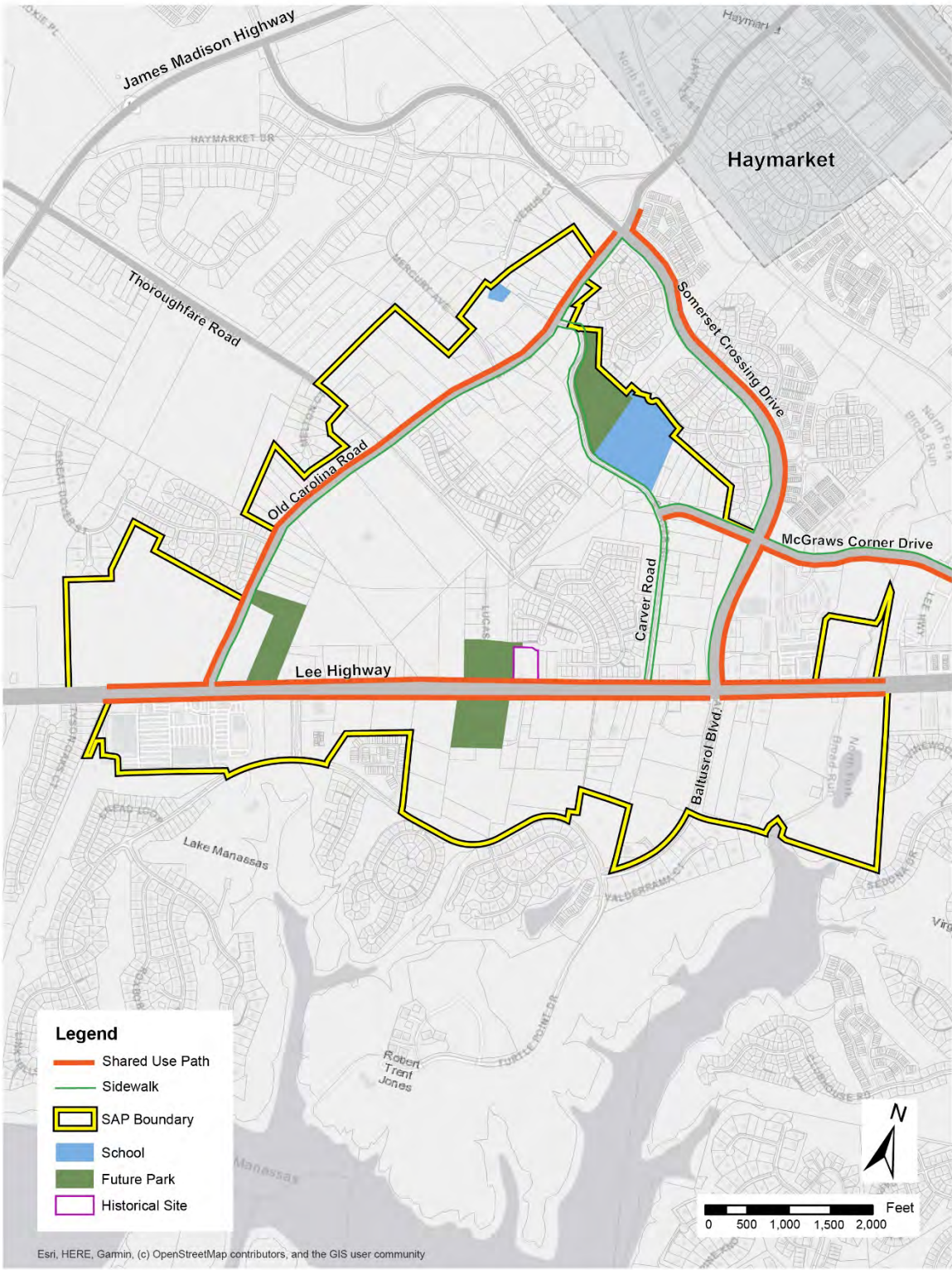


Figure 25: Proposed Bicycle Network

Example Bicycle & Pedestrian Facility Images

Shared Use Path - Shared Use Paths are 10' wide asphalt trails designed for walking, jogging, and bicycling. Shared use paths may be located adjacent to a roadway or separated, near a stream, wetland, or other natural area. Shared use paths are considered one of the most comfortable bicycle facilities, suitable for riders of all skill levels.



Figure 26: Examples of shared use paths

Proposed Pedestrian Network

There are numerous gaps in the pedestrian network in the study area with existing sidewalks sporadic and generally narrow (approximately 4 feet in width). Additionally, pedestrian crossings of minor and principal arterials, particularly Route 29, are challenging for pedestrian crossings.

Multimodal connectivity is an important element in transportation equity. The provision of bicycle and pedestrian facilities can help improve access to jobs, educational institutions, parks, shops and other community resources. The challenge is providing further connections as the area continues to develop.

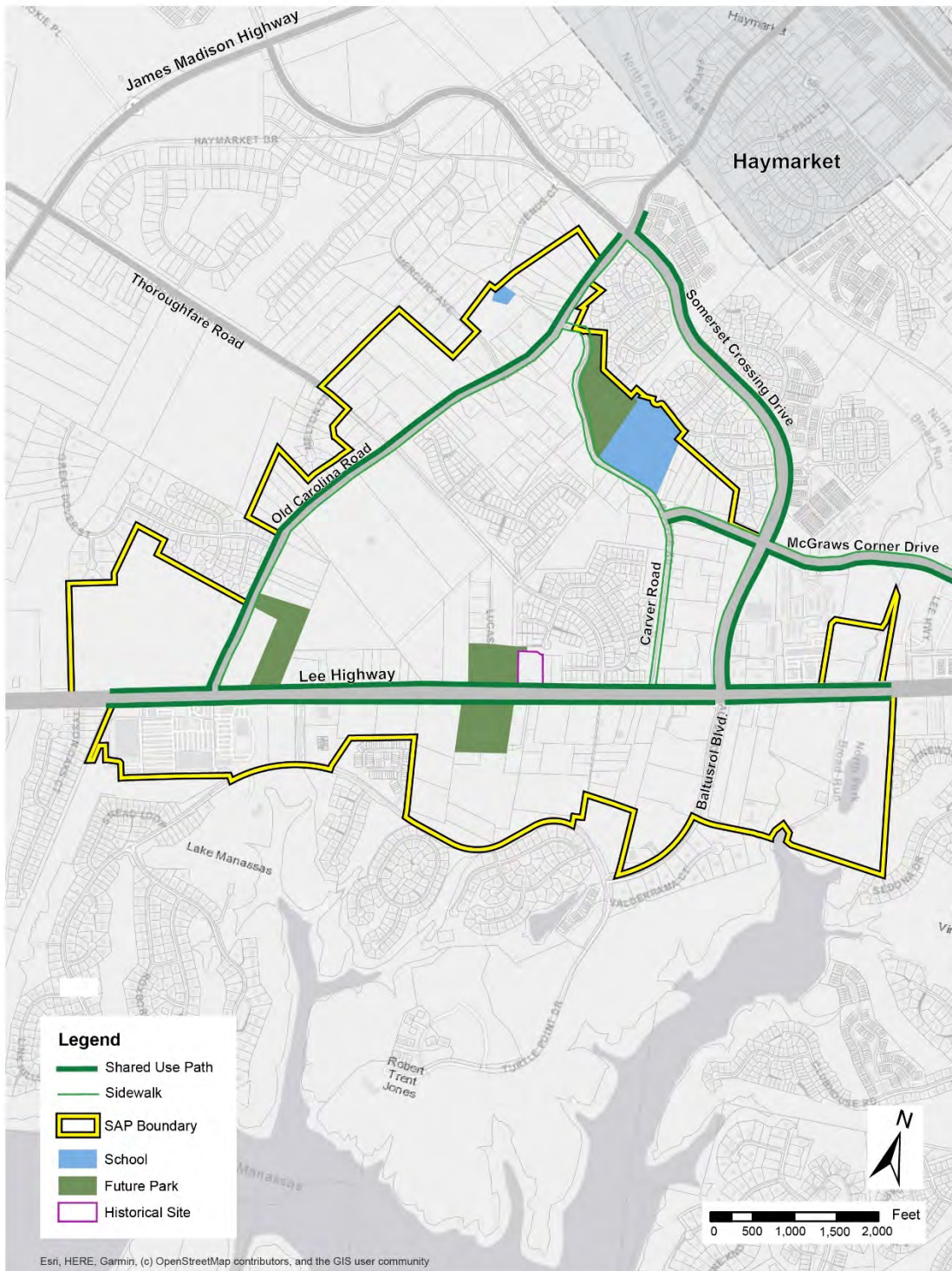


Figure 27: Proposed Bicycle & Pedestrian Network

GREEN INFRASTRUCTURE

The Route 29 Small Area Plan's green infrastructure is made up of the area's public and private parks and open spaces, trails, stream corridors, and trees. These elements represent both sensitive areas that must be avoided by development and green assets that can be integrated into future developments to enhance the look and function of new residential and commercial places.

Goal: To ensure that open space, active recreation, and passive recreation are supported. With future commercial and residential development there will be additional people living, working, and playing in the area, increasing the demand for outdoor spaces and a requirement for environmental protection. To accommodate future demand, the plan proposes the following parks and open spaces that draw upon community and cultural assets and will serve residents and visitors.

- A new park is located adjacent to Buckland Mills Elementary School. The community park will allow for the addition of outdoor play areas and ball fields to serve the school, as well as the surrounding community.
- A series of open spaces is located adjacent to the historic Mount Pleasant Baptist Church on either side of Route 29. These parks will provide valuable community amenities to residents and visitors while providing an opportunity to celebrate the historic and cultural assets of the area.
- An open space/park is located near the northeast corner of Route 29 and Old Carolina Road and adjacent to a stream that flows into Lake Manassas. This park will provide opportunities for passive recreation and the enjoyment of the area's nature.
- Through rezoning or special use permit applications, encourage the creation of trails and trail connections between communities and to establish linkages between open space areas.

While the area will be home to future development, the protection of the County's environment and the provision of recreational opportunities for residents are strategic goals for the community. The Green Infrastructure element, together with the other elements of this plan, provides strategies that take advantage of the area's natural environment and cultural assets to provide important and valuable community amenities.

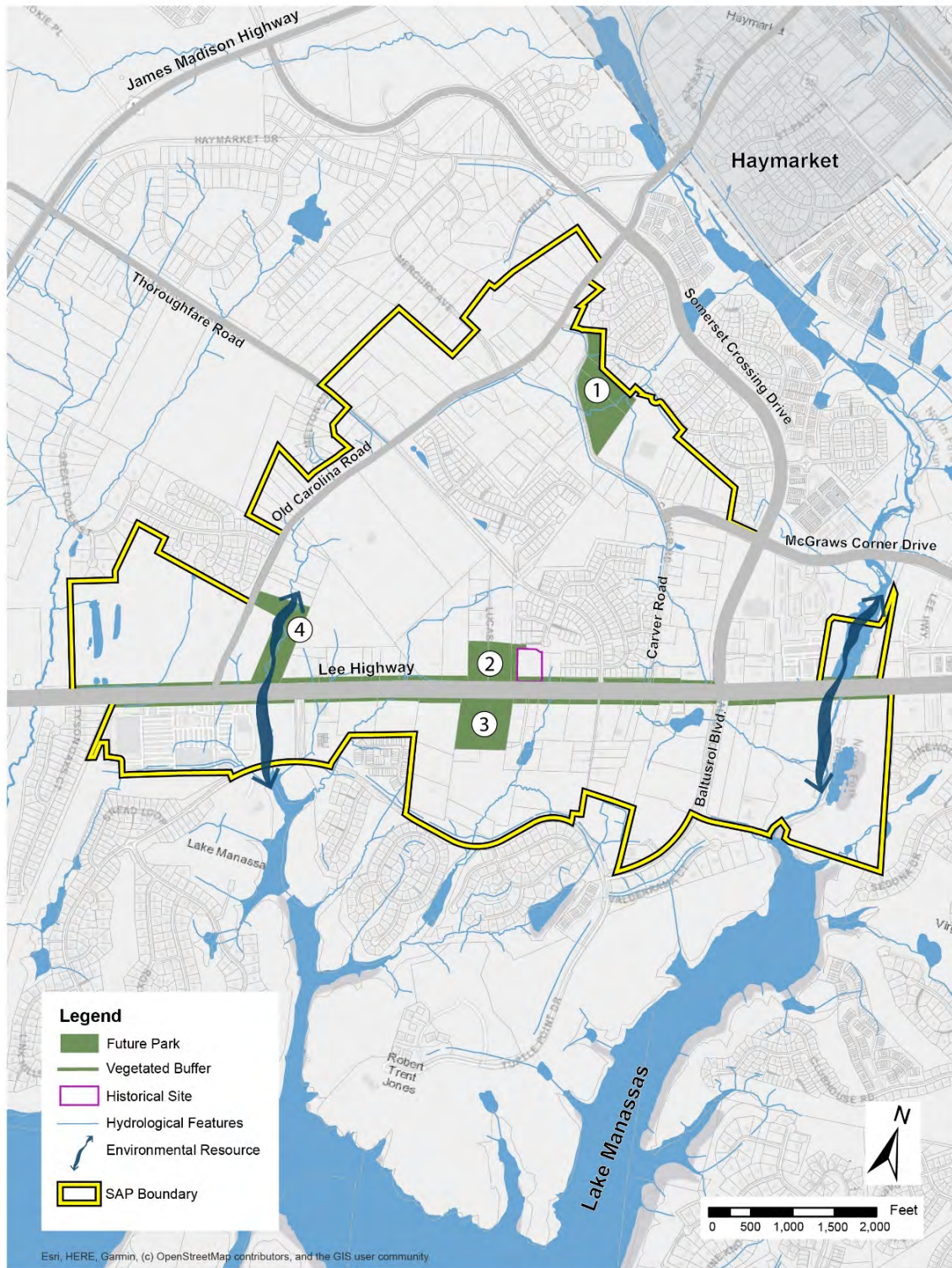


Figure 28: Green Infrastructure Plan

CULTURAL RESOURCES

Introduction and Background

Cultural resources are those tangible elements of our shared history left behind by previous inhabitants. They are found in individual architectural and archaeological sites, historic districts, cemeteries, battlefields, cultural landscapes, museum objects, and archival materials. The intent of this section is to facilitate the identification, research, preservation or documentation, and interpretation of the history of this small area plan.

The Route 29 plan area has a long history of pre-contact land use and historical land use.

“The Fauquier and Alexandria Turnpike Company [i.e. Warrenton Turnpike/Route 29] was incorporated by an Act of the General Assembly in 1808 and road construction was initiated between the Little River Turnpike and Buckland between 1812 and 1818. In 1824, under the guidance of Principal Engineer Claudius Crozet, road construction was initiated on the section between Buckland and Fauquier Courthouse (Warrenton, Virginia)¹.”

The Warrenton Turnpike was a major thoroughfare for transport of goods and people. It connected the towns of Warrenton and Buckland to towns and communities to the east. During the Civil War it was a transportation route for Confederate and Union troops. Today it serves as both a commuter route and a route for local traffic. In 1953, the Virginia Department of Transportation widened it from two lanes to its current four lane configuration¹.

Because of the Warrenton Turnpike both Confederate and Union armies were able to move troops in and out of the region throughout the war. The turnpike was integral in moving troops for many battles that occurred in Prince William County. Some battles were even fought along Warrenton Turnpike. After defeat of the Confederate army at Bristoe Station on October 14, 1863 and an aborted advance on Centreville, J.E.B Stuart’s cavalry shielded the withdrawal of Lee’s army from the vicinity of Manassas Junction^{2, 3}.

As the Union pursued the Confederate cavalry toward Warrenton on the Warrenton Turnpike, they encountered stiff resistance at the bridge at Buckland. Eventually, Stuart gave up his position in the town and his control of the bridge, feigning retreat toward Warrenton. At the same time and unbeknownst to Kilpatrick’s forces pursuing Stuart, Fitzhugh Lee’s cavalry moved into position southwest of the Warrenton Turnpike, along the heights of Buckland Farm. Fitzhugh Lee’s forces opened fire and pushed the Union forces north and east. Stuart’s forces re-engaged the Union cavalry and pushed Kilpatrick’s forces back toward Buckland. The Union cavalry was completely surprised and caught between two Confederate cavalry forces. They became scattered and routed in an affair that came to be known as the “Buckland Races”.^{2, 3}

¹ Ford, Ben; Steve Thompson: 2013 Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike 44PW1938 Buckland, Virginia. VDHR File No.: 2009-0432. Buckland Historic Transportation Enhancement Project. Project No.: EN06-076-123, P101 UPC 81772. Submitted to: Buckland Preservation Society, Buckland, Virginia. Submitted by: Rivanna Archaeological Services, LLC, Charlottesville, Virginia.

² Fonzo, Stephen: 2008 Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA042). Submitted to the National Park Service, American Battlefield Protection Program, 1849 C Street, NW, Washington, DC 20240. Prepared by Stephen Fonzo, Buckland Preservation Society, 8230 Buckland Mill Road, Gainesville, VA 20155.

³ National Park Service, American Battlefield Protection Program: 2009 Update to the Civil War Sites Advisory Commission’s Report on the Nation’s Civil War Battlefields, Commonwealth of Virginia.

The bulk of the Union cavalry was routed along three primary routes from Warrenton Turnpike; 1) north on Georgetown Road and then east on Thoroughfare Road to Haymarket, 2) northeastward from the Warrenton Turnpike and across Broad Run west of and through Buckland and then northeastward toward Haymarket, and 3) through Buckland and on toward Gainesville on the Warrenton Turnpike. The retreating Union cavalry eventually linked with Union infantry and artillery units at Haymarket and Gainesville, which halted the Confederate route.^{2, 3}

Route 29 (the Warrenton Turnpike) was a key avenue of approach and retreat from the beginning until the end of the battle. The map below shows the extent of the battle overlaid on the Route 29 Small Area Plan.

After the Civil War, freed slaves moved off plantations and bought land and created a community called The Settlement. A 2018 oral history project confirmed this area was roughly bounded by Old Carolina Road, Route 29 and Carver Road⁴ (Patton 2018). In the plan area, there are material remnants of The Settlement that still stand today such as Mount Pleasant Baptist Church and Cemetery, the communities center – it's heart and soul, and the Shady Inn Dance Hall (now The Golden Church of God of Prophecy).⁵ Many families who live in the plan area today and within The Settlement, trace their genealogical and land ownership roots to this time period. The oral history project documented remnants of community outside of The Settlement that require additional research.

Sixteen Phase I Cultural Resource surveys in the project area identified 24 previously unrecorded archaeological sites. Of the 24, six were pre-contact sites, and the remaining 18 were historic sites. Of the six pre-contact sites, archaeologists were able to provide more definitive dates for only one which dated to the Middle Archaic (6500 -3001 B.C.). The remainder of the sites were lithic scatters that represent stone tool re-sharpening or maintenance and stone tool manufacturing locations. These pre-contact sites date to the general epoch of Prehistoric Native American settlement with a range from the Archaic (8000 B.C.) through the Late Woodland (A.D. 1600) period (VCRIS 2019).

The 18 historic period archaeology sites recorded date range is from the eighteenth century through the late-twentieth century. Two of these sites appear to be artifact scatters dating from just after the Civil War through the mid-to-late 20th Century. Five sites appear to be dwellings from circa 1875 through the mid-twentieth century. Six date generally to the twentieth century and appear to be dwellings, a barn or trash middens. Two archaeology sites did not contain diagnostic artifacts. Of the remaining three, one site dates from the eighteenth through the twentieth century, one is a cemetery and the last is a possible cemetery.⁶

Phase I Cultural Resource Surveys also recorded nine architectural sites. Three of these buildings have been destroyed. One building is in the middle of a gravel yard. The remaining two buildings are still standing and need re-evaluation as they may date to The Settlement time period. Of the remaining three, one is a VDOT bridge over the North Fork of Broad Run, one is Buckland Mills Battlefield, and the last is the Watson cemetery.⁶

⁴ Patton, Amanda: 2019 The Settlement Oral History Project. Prepared by Amanda Lim Patton for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.

⁵ Mount Pleasant Baptist Church: 2018 Mount Pleasant Baptist Church: <http://www.mpbcb-gainesville.org/history>. Last accessed January 12, 2018.

⁶ <https://www.dhr.virginia.gov/v-cris/>

Three cemeteries are located within the small area plan: the Watson, Mount Pleasant Baptist Church, and Warhurst unknown. There is a possible fourth undocumented cemetery that may require additional archaeology.

Cultural resource surveys and subsequent research is still necessary on undeveloped portions of the small area plan. Historical maps and aerial photography show many resources that have not been recorded during a survey.^{7, 8, 9} Efforts to link and interpret cultural resources within the small area plan have started with the installation of two historical markers and The Settlement Oral History Project. Additional archival, archaeological and architectural research and public interpretation of the history or histories from the plan area is warranted.

⁷ Brown, William H.: 1901 Map of Prince William County, Virginia. On file at RELIC in the Bull Run Regional Library.

⁸ Burr, Edward, and United States Army. Corps Of Engineers: 1904 Maneuver grounds, Prince William and Fairfax counties, Va. Map. <https://www.loc.gov/item/2007627520/>.

⁹ Scheel, Eugene:

1992 Prince William County

2000 African American Heritage Map

Goal: Identify and protect Prince William County's significant historical, archaeological, architectural, and other cultural resources, including those significant to the County's minority communities, for the benefit of all of the County's citizens and visitors.

Policies and Action Strategies

Policy - Identify, document or preserve, and interpret pre-contact Native American archaeology sites, historic archaeology sites, and African-American sites and history.

- Require, on undeveloped land in the plan area, during the rezoning and special use permit review process, Phase I cultural resource surveys to search for evidence of pre-contact, historic period and African-American sites. Phase II evaluation should strongly be considered on all sites found. Sites recommended as significant should be considered for preservation in-situ or subject to Phase III Data Recovery.
- Preserve human burials in-situ in accord with Section 32-250.110 Preservation of Existing Cemeteries, or, if proposed for exhumation and reburial, secure a burial permit from the Virginia Department of Historic Resources. Where cemeteries are located on private land, cultivate partnerships with landowners to conduct research prior to site plan submission.
- Identify funding sources, such as grants (matching or fully funded), to fund archaeological surveys. Cultivate private and public partnerships to conduct archaeological research.
- Continue research on The Settlement, the Mount Pleasant Baptist Church and the Shady Inn Dance and if warranted prepare documentation for listing on the National Register of Historic Places.
- Consider graduate internships to complete cultural resource actions strategies in this plan by cultivating partnerships with graduate colleges and universities.
- Partner with the Architectural Review Board, the Historical Commission, the Planning Office and the Historic Preservation Division on internship programs and projects in the small area plan.

Policy - Interpret the small area plan's history to the citizens and visitors.

- Study and research African-American history in the plan area and prepare a history of The Settlement.
- Create a multi-use open space adjacent to the Mount Pleasant Baptist Church. Uses could include open space park, outdoor community event space, shared parking with Mount Pleasant Baptist Church, etc.
- Continue to conduct research and install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division. Where possible collocate interpretive elements with planned open spaces and parks or on private land with willing landowners.
- Where appropriate, developers should install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division.
- Include interpretation of the small area plan's history in planned open spaces.
- Prepare and distribute, through various interpretive media, the small area plan's history.

- Where technology reduces cost and increases efficiency, employ technology to bring historical interpretation to the public.
- Require developers to use the plan area's history in placemaking.
- Where appropriate, plan and install interpretive trails in the plan area and connect trails to residential trails and areas outside the plan area.
- Cultivate partnerships for trail easements and connections across private land.

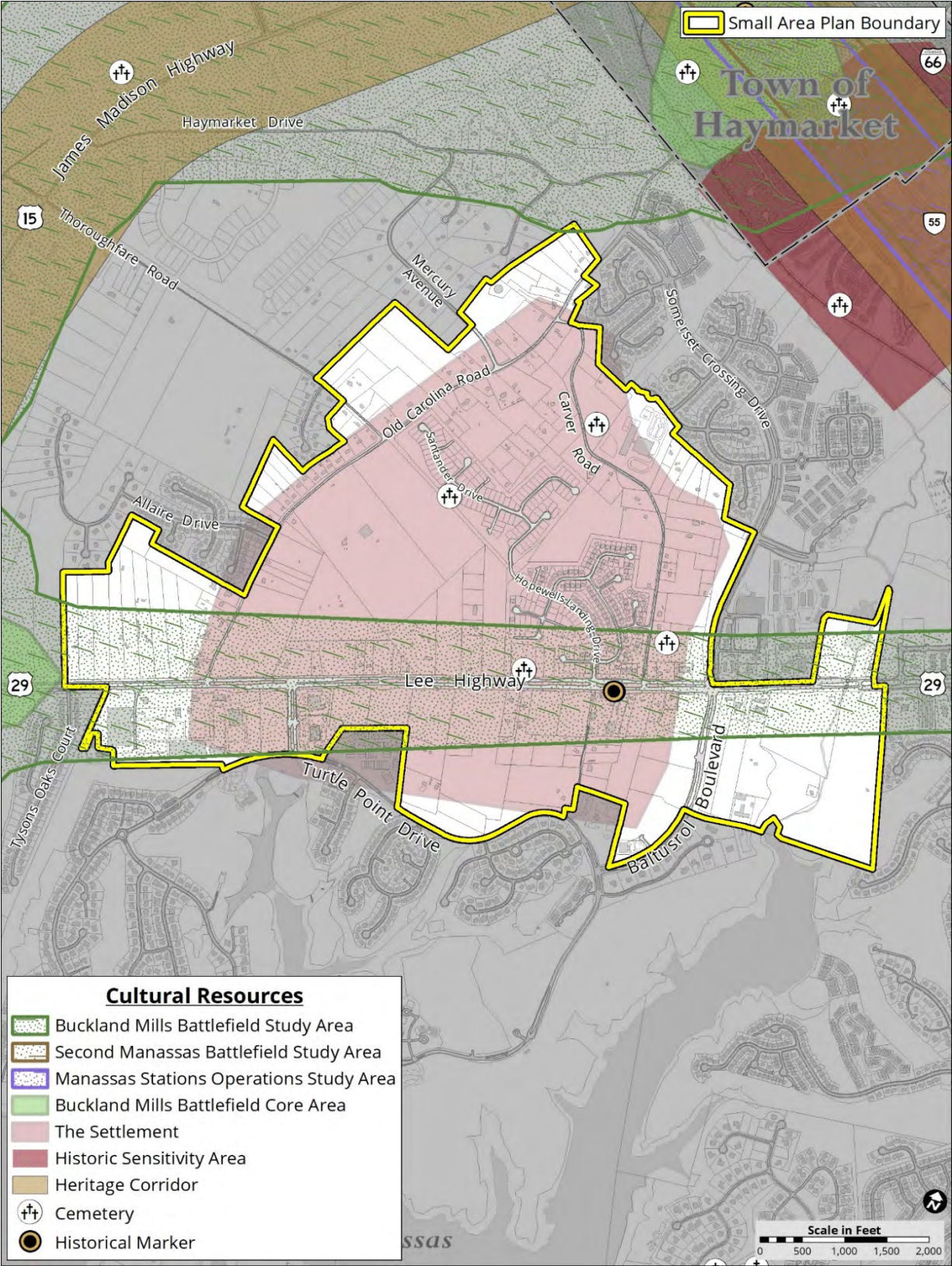


Figure 29: Cultural Resources

ECONOMIC DEVELOPMENT

A goal of the Route 29 Small Area Plan area is to encourage economic development to attract and retain desirable commercial investment that is compatible and supportive of a quality residential environment.

To further promote growth, and prioritize time and resources, Prince William County commissioned an in-depth Targeted Industry Study to identify industry targets and assess the workforce demand and needs characteristics within those targets. The targeted industry findings include identification of five clusters that may be compatible with the study area – Advanced Manufacturing, Healthcare, Information Communications Technology (ICT), Life Sciences and Logistics. As a result of research, stakeholder and public engagement, and visioning, the plan incorporates a community vision for economic development, specific detailed planning and design to represent the character of the area, and an implementation strategy.

The Route 29 Small Area Plan is intended to identify certain desired economic development, continue support of existing assets within the study area boundary, including existing business and retail spaces, and identify vacant parcels with development potential that may support certain targeted clusters that are particularly well suited for the area. Location factors included in the target cluster analysis only included those unique to the area, such as zoning, transportation, infrastructure, and proximity to assets, and not necessarily assets/constraints that are equal throughout the county such as workforce, access to capital, and available economic development incentives. The Route 29 Small Area Plan responds to several regional, countywide, and local economic development considerations that include the following.

- Encourage local-serving retail businesses, entertainment, or social centers to create a focused area of activity.
- Combine high end restaurant facilities with market absorption for higher end tenants.
- Create developments and redevelopments that incorporate living and working mixed-uses with recreational and socializing areas.

Existing economic development assets include:

- Existing businesses; businesses who are candidates for expansion; businesses who could relocate or open a second location in the study area.
- Inventory of ideal retail and commercial/industrial spaces, including two major retail shopping centers.
- Vacant parcels with development potential.
- Proximity to the Haymarket Health Center – Prince William Hospital; opportunity for medical offices.
- Rich environmental and cultural history.
- Access to major transportation corridors.

Opportunities for targeted industries within the study area include –

- Advanced Manufacturing: Although there is limited industrial zoning in the Route 29 area and areas of environmental concern, the area does have infrastructure and transportation

access making it a potential location for Advanced Manufacturing companies.

- Healthcare: The Route 29 study area does have access to major institutions in the area.
- Information Communications Technology: This area does have resilient and affordable power, telecommunications infrastructure, water capacity, and airport access. However, limited commercial zoning and lack of connection with major educational institutions or entrepreneurship assets may make the Route 29 area less attractive than other areas for Information Communications Technology companies.
- Life Sciences: The Route 29 area's lack of existing Life Sciences cluster businesses, limited commercial zoning, and lack of proximity to educational and research institutions make it a challenging location for Life Sciences related companies.
- Logistics: Limited access to large and affordable parcels and industrial zoning may make it more difficult to attract a Logistics cluster business, however the area does have good access to transportation infrastructure.

To further incentivize growth along Route 29, a number of commercial and industrial land uses provide the potential to expand targeted industries. These targeted industries could focus on advanced manufacturing, information communication technology, and—ideally—healthcare. Recognizing the good access to major transportation corridors, some opportunity may exist to attract Logistics, although access to affordable, industrial zoned parcels is limited.

Proximity to the Haymarket Health Center – Prince William Hospital, provides opportunities for medical offices, age-restricted housing, and mixed-use development in the study area. Recognizing the Lake Manassas master planned community, including the Stonewall Golf Club at Lake Manassas, along the Route 29 corridor to the southwest, also provides potential for a hotel and convention facility. Opportunities exist to weave into the land use planning and design the area's rich cultural history and environmental resources to provide recreational and educational experiences and establish a cultural hub for civic and economic benefits.

The Route 29 Small Area Plan area falls within the Gainesville Regional Activity Center. Activity Centers are locations the Metropolitan Washington Council of Governments (COG) has designated, with support of local governments, to accommodate a majority of the region's growth. These Activity Centers include existing urban centers, priority growth areas, traditional towns, and transit hubs. Together, Activity Centers will play a central role in achieving regional prosperity, sustainability, accessibility, and livability goals. COG provides land use planning support to local governments by analyzing growth and informing leaders and stakeholders on placemaking and development decisions within the designated Activity Centers. The Activity Centers are aligned with the region's transit network. COG has identified the Gainesville Regional Activity Center as a Planned High Capacity Transit area.

Economic Development as a Guiding Principle

Action Strategies:

1. Each legislative application (such as a rezoning, proffer amendment or special use permit), should consider and address the extent of which the application contributes to furthering the economic development goal of the Route 29 Small Area Plan.
2. Focus on the importance of supporting existing businesses and develop a robust Business Retention & Expansion (BR&E) program.

3. Consider rezoning to increase the amount of commercially, zoned property to be more attractive to Advanced Manufacturing, Information Communications Technology, and Healthcare cluster companies.
4. Support needs for Advanced Manufacturing, Information Communications Technology, and Healthcare cluster companies – increase Class A office space within the plan area.
5. Continue to build on the existing and nearby healthcare companies within the study area. Encourage healthcare uses of varying scale and focus to attract various components of the healthcare industry.
6. Identify opportunities for public private partnerships and entertain a wide-range of proposals from the development community for public private partnership ideas.

Economic Development Tools & Incentives

Prince William County already offers competitive incentives to attract target industries and businesses to the county. They include competitive tax rates, the Prince William County Economic Development Opportunity Fund and Low Business Tangible Personal Property Tax Rates. The focus will be on public intervention and capital improvements to encourage more intensive mixed-use and walkable development, support existing uses, attract complementary uses, and strengthen accessibility. Assistance in sharing the costs of new and upgraded public infrastructure such as open space and structured parking are examples of improvements that can facilitate increment financing, business improvement districts, partnerships, and other programming. If necessary, proposals for development within the small area plan should include a plan for use of economic development tools, including, but not limited to, the tools and incentives discussed below.

Tax Increment Financing

Tax increment financing (TIF) is a way to set aside, for a limited period, all or part of the presumed increment of new taxes generated by new development, to invest in public improvements. New and improved roads, expanded sewer and water systems, undergrounding of utilities, streetscapes, as well as public parking structures and park space, are some of the potential uses of TIF revenue. Projects can be accomplished on a pay-as-you-go basis or through the issuance of general obligation bonds. Another approach is to create a 'virtual TIF' where the County would participate on a case-by-case basis through diversion or abatement of incremental taxes via a development agreement with private sector partners.

Business Improvement Districts

The County can establish by ordinance a business improvement district (BID) in a defined area within which property owners pay an additional tax on real estate in order to fund improvements or services within the district's boundaries. Taxes generated by BIDs can be used for district maintenance, security, capital improvements, marketing and promotion, facilities operation and staffing, and more. The services provided by a BID would be supplemental to those already provided by the County.

Strategic Rezoning

Zoning tools play a critical role in accommodating and encouraging development to attract the targeted industries identified for the area, and in facilitating desired land use mix and densities. Having appropriate zoning is particularly important to the success of public transit services for commuters.

Public/Private Partnerships

The Prince William County Economic Development Department already maintains a host of state and local partnerships to promote cooperative economic development in the County.

***GoVirginia* Support and Grant Programs**

Prince William County is part of the *GoVirginia* Region 7. *GoVirginia* supports programs to create more high-paying jobs through incentivized collaboration between business, education, and government to diversify and strengthen the economy in every region of the Commonwealth. The organization maintains a database of grants programs and administers grants regionally.

State-Level Grant Programs and Incentives

The Commonwealth of Virginia through the Virginia Economic Development Partnership offers a catalogue of incentives to promote economic development throughout the commonwealth. These incentives include grants for localities, direct financial assistance to businesses, tax incentives for businesses, infrastructure support and training programs. The most applicable programs are listed below.

Discretionary Incentives

The Commonwealth of Virginia offers an array of discretionary incentives for competitive projects evaluating a Virginia location, providing financial inducements that make good fiscal sense for all parties. Performance-based incentives target the needs of companies as well as the development plans of localities and the Commonwealth.

Commonwealth's Development Opportunity Fund

The Development Opportunity Fund is a discretionary financial incentive established to support projects that create new jobs and investment in accordance with certain criteria established by state legislation. Grants are made to the community and may be used for such things as site acquisition and development; transportation access; public or private utility extension or capacity development; construction or build-out of publicly or privately-owned buildings or training.

Infrastructure Assistance

The Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation offer several programs to assist localities in providing adequate infrastructure access for industrial and commercial projects. These programs are designed to assist Virginia localities in attracting companies that will create jobs and generate tax revenues within the locality.

Economic Development Access Program

The Economic Development Access Program (EDA) is a state-funded incentive to assist localities in providing adequate road access to new and expanding manufacturing and processing companies, research and development facilities, distribution centers, regional service centers, corporate headquarters, government installations, and other basic employers with at least 51% of the company's revenue generated from outside the Commonwealth. The Virginia Department of Transportation administers EDA.

Transportation Partnership Opportunity Fund

The Transportation Partnership Opportunity Fund (TPOF) includes, at the discretion of the Governor, the award of grants, revolving loans, or other financial assistance to an agency or local

government of the Commonwealth for activities associated with eligible transportation projects. The Virginia Department of Transportation (VDOT) administers TPOF. Projects developed with monies from TPOF do not become private property but become or remain public property following completion. The transportation improvements must be accomplished according to VDOT standards and specifications and the appropriate public entity must maintain the improvements pursuant to relevant agreements.

LEVEL OF SERVICE PLAN

Goal: Ensure an adequacy of public facilities including high-quality schools, fire stations, police facilities, libraries, and other government buildings.

This section of the Small Area Plan provides an assessment of public facility needs to address the anticipated buildout proposed in the Plan. Each of these level of service needs is addressed from a high-level approach, considering the changes in development anticipated through the year 2040, based on the projected densities in the Land Use Plan. The level of service standards for the County are currently undergoing review and may be updated after adoption of the Plan. The standards used to project facility needs in this section will be updated as the level of service standards are adopted.

The Route 29 Small Area Plan seeks to ensure adequate public facilities to meet the projected growth proposed in the Plan and ensure they are integrated into the needs of the surrounding area. Appropriate Public services such as schools and parks should be incorporated within the Small Area Plan to provide the greatest proximity to residential density. Incorporating public facilities into the mixed-use areas also helps create “third places” for community activities and passive congregation (i.e. not work or home but places such as churches, cafes, clubs, public libraries, or parks). The plan objective would be to integrate public facility uses into projects as redevelopment occurs.

Safe and Secure Community

Fire and Rescue

The level of service standards for fire and rescue services are measured as travel times and workload capacity. This Small Area Plan is primarily serviced by Fire Station 4 which provides substantial conformance to both the four-minute travel time for fire suppression and basic life support (BLS) and the eight-minute travel time for advanced life support (ALS) standards. Travel times may be adversely impacted when tactical units serve more than 2000 incidents per year. The County is currently proposing a potential fire station to serve the western side of the county between Route 15 and the Small Area plan boundary, a co-located station on the west side of the Route 29 Small Area plan boundary could expand fire and rescue service for this portion of the county and meet the projected capacity by 2040.

Projected Fire and Rescue Facility by Existing and Projected Population		
Fire and Rescue Stations	Existing (2019)	Additional Need by 2040
Total	1	1

Police

The primary need for police force expansion and the facilities to house them relates to population growth. The Small Area Plan population growth would translate to a need for about 16 new police officers. The facility is currently served by the Western District Police Station. The facility demand for the increase in officers can be incorporated into existing planned expansion of police facilities in the area. Additionally, a public safety satellite field office in the Commercial/Mixed-Use area, as a ground floor use in a vertically mixed-use building could increase public safety and police visibility. Animal Control and Training facilities needs projected within the Small Area Plan will be incorporated into expansion of existing countywide facilities.

Projected Police Facility Needs by Existing and Projected Population		
Facility Type	Existing (2019)	Additional Need by 2040
Police Station	1	0.07
Satellite Field Offices	0	1
Administrative Support Facilities	0	2099 sq. ft.
Animal Control	0	325 sq. ft.
Public Safety Training Center	0	2066 sq. ft.

Education

Schools

The primary need for new or improved schools relates to the number of students generated by new residential development. The number of projected students varies between different housing unit types, for example single-family houses typically generate more students than multi-family units. Each housing type has a Student Generation Factor that can be applied to predict the number of students that will be generated. This Small Area Plan primarily lies within seven current school districts: three elementary school (Buckland Mills, Haymarket, and Piney Branch Elementary), two middle school (Reagan and Gainesville Middle), and two high schools (Battlefield and Patriot High). Based on current school design standards the growth in residential population through 2040 indicates an increase in student generation that would equate to about seven-tenths of an elementary school, one-fifth of a new middle school, and slightly more than one-tenth of a new high school. Current planned capacity for elementary schools in the area will be able to incorporate the elementary school capacity proposed in the plan. A potential middle school site could be incorporated in the small area plan potentially collocated with other public facilities, such as a public safety satellite field office, senior center, etc. Additionally, the planned 13th High School will provide additional capacity to support the projected growth in high school students.

Projected School Facility Needs by Existing and Projected Population		
Type of School	Existing (2019)	Additional Need by 2040
Elementary	1	0.72
Middle	1	0.22
High	2	0.15

Libraries

The need for library space is based on several operating criteria related to material circulation, as well as a planning criterion related to facility size per capita. The area within the Route 29 Small Area Plan is currently served by the Haymarket/Gainesville Community Library which is located to the northeast of the proposed plan site. The forecast Small Area Plan growth would suggest minimal need for additional Library facilities.

Projected Library Facility Needs by Existing and Projected Population		
Library Needs	Existing (2019)	Additional Need by 2040
Sq. Ft. per Capita	0	3254 sq. ft.
Books per Capita	0	20,338

Parks and Recreation

The primary focus of the Route 29 Small Area Plan was to attract high-quality employment and commercial uses. The limited existing residential development currently within the plan boundary has contributed to a lack of existing park inventory. The Route 29 Small Area Plan proposes an increase in residential density that will generate the need for parks and recreation facilities incorporating needs for active uses, such as playing fields, and passive uses that benefit both recreation and habitat protection. The projected population suggests the need for a total of 139.7 acres of parkland. The small area plan has incorporated three future park areas that could be connected to the existing robust trail system in the area providing pedestrian access to nearby recreational amenities.

Projected Park Facility Needs by Existing and Projected Population		
Park Type	Existing (2019)	Additional Need by 2040
Neighborhood	0 acres	9.8 acres
Community	0 acres	37.3 acres
Regional	0 acres	55.9 acres
Linear/Resource	0 acres	37.3 acres
Total	0 acres	139.7 acres

Broadband Needs and Wireless Communications Gaps

Large portions of the Small Area Plan are currently undeveloped providing opportunities to incorporate improved broadband and wireless communications infrastructure as development occurs. Throughout the study area, new development provides an opportunity to ensure that wireless communication infrastructure implementation follows Section 15.2 of the Code of Virginia as amended by Chapter 835 of the 2018 Virginia Acts of Assembly.

Transportation

Implementation of the Small Area Plan transportation recommendations will require a combination of public and private sector participation. The public sector participation will occur through the County Capital Improvement Program, a variety of state funding sources, and the opportunity for federal and institutional grants. The private sector participation will occur through development approvals identifying and accommodating multimodal transportation demands of each new development. Together, the public and private sectors implement the planned transportation system incrementally and in a phased process linked to changing customer needs. The Implementation Matrix identifies the need for the most significant transportation projects associated with an assessment of near-term or longer-term needs and practical implementation schedules.

IMPLEMENTATION MATRIX

The intent of this section is to identify actions that will need to be undertaken to implement the plan. The recommendations in this section include the action, timeframe, coordinating agencies, and strategies to address the goals of the plan and are organized into the following areas:

1. Mobility
2. Implementation
3. Land Use
4. Economic Development
5. Green Infrastructure
6. Level of Service
7. Supporting Infrastructure
8. Cultural Resources

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
	Mobility	Extend McGraws Corner Drive as a 2-lane road to reduce congestion, improve the quality of traffic flow, and increase safety.	PWC, VDOT	
	Mobility	Construct alternative intersection solutions on Route 29 to alleviate congestion at intersections.	PWC, VDOT	
	Mobility	Maintain Carver Road, Thoroughfare Road, McGraws Corner Drive, and Old Carolina Road as two-lane roads to preserve sense of community within the study area.	PWC, VDOT	
	Mobility	Weave a multi-use trail corridor through area to connect different land uses in order to provide recreational opportunities.	PWC, private sector	
	Mobility	Construct pedestrian and bike infrastructure along Route 29 to ensure safety and encourage multi-modal transportation.	PWC, VDOT	
	Implementation	Develop design guidelines for roadway sections for inclusion in the Design and Construction Standard Manual that promote mixed-use, pedestrian friendly	PWC	

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
		development for the Neighborhood land use districts.		
	Land Use	Implement zoning tools to provide flexibility for development and encourage investment.	PWC	
	Land Use	Rezoning land uses to promote greater economic diversity and resiliency. Combine small lots to prepare coordinated development projects	PWC, Private Sector	
	Land Use	Discourage heavy industrial businesses that contribute to environmental or aesthetic pollution and businesses that create heavy truck traffic volume outside designated Industrial Employment areas.	PWC	
	Land Use	Create a diversity in land use to promote a mixture of housing and retail.	PWC	
	Economic Development	Encourage local-serving retail businesses, entertainment, or social centers to create a center of activity.	PWC, Private sector	

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
	Economic Development	Combine high-end restaurant facilities, market absorption for higher-end tenants.	PWC, Private sector	
	Economic Development	Create developments and redevelopments that incorporate living and working mixed-uses with recreational and socializing areas.	PWC, Private sector	
	Green Infrastructure	Establish public parks and connect them with new trails.	PWC, Private sector	
	Green Infrastructure	Utilize parks to educate and inform the study area's history.	PWC, Private sector	
	Green Infrastructure	Identify areas within the study area that can be designated as passive recreation open space areas.	PWC, Private sector	
	Level of Service	Protect historic districts and cultural resources in the immediate and expanded study area.	PWC, Private sector	
	Level of Service	Construct a pedestrian crossing along Route 29.	PWC, VDOT	
	Level of Service	Explore areas for new middle school site	PWC, School Board	

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
	Supporting Infrastructure	Add police substation to discourage excessive speeds within the study area.	PWC	
	Supporting Infrastructure	Expand existing regional stormwater system.	PWC, Service Authority	

Infrastructure and Facilities			
Facility	Description	Agency	Timeframe
Shared Use Pedestrian and Bike Trails	Build designated pedestrian and bike infrastructure along Route 29, Carver Road, and Old Carolina Road to ensure safety and encourage multi-modal transportation.	PWC and VDOT	
Route 29 Pedestrian Crossing	Create a pedestrian crossing along Route 29.	PWC, VDOT	
Middle School	The study area should include a property that can accommodate a middle school to serve the area.	PWC & School Board	
Fire Station	Fire and Rescue Station located on the west side of the small area plan to increase fire and rescue service for the area.	PWC	
Public Safety Satellite Field Office	Public safety satellite field office, as a ground floor use in a vertically mixed-use building.	PWC	
Community Park at Buckland Mills	Community park adjacent to Buckland Mills Elementary School for the addition of outdoor play areas and ball fields to serve the school, as well as the surrounding community.	PWC	

Infrastructure and Facilities			
Facility	Description	Agency	Timeframe
Parks & Open Space	A series of open spaces and parks adjacent to the historic Mount Pleasant Baptist Church on either side of Route 29 and a Park located near the northeast corner of Route 29 and Old Carolina.	PWC, City of Manassas, Private Sector	