



PRINCE WILLIAM COUNTY

Route 29 Small Area Plan



Draft Date: September 9, 2019
Draft Revision Date: February 5, 2021

Introduction and Background 1

Purpose and Use of the Small Area Plan.....3

Organization of the Small Area Plan5

Existing Conditions and Data Analysis.....6

 Historic Context 6

 Precontact Period.....6

 Colony to Nation 1750 - 1789; Early National Period 1790 - 1830; Ante Bellum 1830 - 1860.....6

 Civil War 1861 - 1865.....7

 Reconstruction and Growth 1865 - 1917; World War I and II 1917 - 1945; New Dominion 1945 - Present.....9

 Overview of the Study Area 17

 Existing Land Use 19

 Existing Zoning..... 21

 Existing Mobility..... 23

 Road and Highway Network 23

 Transit and Commuter Parking Network 26

 Bicycle and Pedestrian Network..... 26

 Existing Environmental Conditions 28

 Existing Green Infrastrucure..... 32

 Existing Cultural Resources..... 36

 Existing Schools 38

 Commercial Community Indicators 39

 Residential Community Indicators 41

Comprehensive Plan and Previous Planning Efforts43

 Public Participation Process..... 43

Vision and Thematic Principles..... 45

 Vision statement..... 45

 Thematic Principles 45

Placetypes 47

 Areas of Transformational Change..... 47

 Future Land Use 47

 Transect and Activity Density Framework..... 52

 Multimodal Planning..... 56

Design Elements 57

 Concept Plans 57

Mobility	60
Road and Highway Network	60
Street Sections	63
Transit Network	68
Proposed Bicycle and Pedestrian Network.....	69
Example Bicycle & Pedestrian Facility Images.....	70
Green Infrastructure	73
Cultural Resources	75
Introduction and Background	75
Policies and Action Strategies.....	80
Economic Development.....	83
Economic Development as a Guiding Principle.....	84
Economic Development Tools & Incentives.....	85
Level of Service Plan	87
Safe and Secure Community	87
Fire and Rescue.....	87
Police	87
Criminal Justice	88
Education.....	88
Schools.....	88
Libraries	89
Parks, Recreation and Tourism	89
Linear/Greenway Parks	90
Neighborhood Parks.....	90
Community Parks	90
Park Quality.....	90
Broadband Needs and Wireless Communications Gaps.....	91
Mobility	91
Implementation Plan	92
Infrastructure and Facilities	97

List of Figures

Figure 1: Route 29 Small Area Plan in the Region	2
Figure 2: Route 29 Small Area Plan Boundary	4
Figure 3: A portion of the Buckland Mills Battlefield (Study Area) and Core Area.....	8
Figure 4: The Settlement Historic District.....	10
Figure 5: A portion of the 1901 Brown map, not to scale	11
Figure 6: A portion of the 1904 Burr map, not to scale	12
Figure 7: A portion of the 1923 Post Office Map, not to scale.....	13
Figure 8: 1937 Aerial Photograph, Soil Conservation Service, not to scale	14
Figure 9: Study Area Today.....	18
Figure 10: Existing Land Use	20
Figure 11: Existing Zoning.....	22
Figure 12: Existing Functional Road Classification	25
Figure 13: Existing Mobility Plan.....	27
Figure 14: Existing Environmental Constraints.....	29
Figure 15: Watershed Boundaries.....	30
Figure 16: Existing Utility Infrastructure	31
Figure 17: Park Planning District 3	33
Figure 18: Park Planning District 3 Report Card	34
Figure 19: Existing Green Infrastructure	35
Figure 20: Existing Cultural Resources.....	37
Figure 21: Employees per Square Mile	40
Figure 22: Population per Square Mile	42
Figure 24: Vision and Thematic Principles.....	46
Figure 25: Future Land Use Plan.....	48
Figure 26: Land Use Descriptions.....	49
Figure 27: Land Use Form, Character, and Uses	51
Figure 28: Transect Zones	52
Figure 29: Transect Zone Intensity Measures.....	52
Figure 30: Transect Diagram	53
Figure 31: Transect Plan	55
Figure 32: Neighborhood Concept.....	58
Figure 33: Office Concept	59
Figure 34: Functional Road Classifications.....	62
Figure 35: Principal Arterial Street Section.....	64
Figure 36: Minor Arterial Street Section	65
Figure 37: Major Collector Street Section.....	66
Figure 38: Local Street Section.....	67
Figure 39: Examples of shared use paths	70
Figure 40: Paved Walkways and Trails.....	71
Figure 41: Proposed Mobility Plan	72
Figure 42: Green Infrastructure Plan	74
Figure 43: Map Showing Proposed CHRS structures and Historic Sensitivity Area.....	79
Figure 44: Cultural Resources - Proposed.....	82

INTRODUCTION AND BACKGROUND

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

The Plan has been prepared to be supportive of existing residential and commercial uses, while creating coordinated areas of nonresidential development and setting expectations for residential density and form in a manner sensitive to adjacent uses and historic resources. The Plan protects and celebrates the cultural and environmental assets of the area.

The study area has the potential for appropriate infill development due to the area being largely undeveloped and consisting of larger parcel sizes with nearby access to Route 29, Route 15 and Interstate 66.

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 865.5-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 utility 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.

The Purpose and Use of the Small Area Plan section highlights additional existing elements that make the Route 29 Area a uniquely situated opportunity for development in the County.

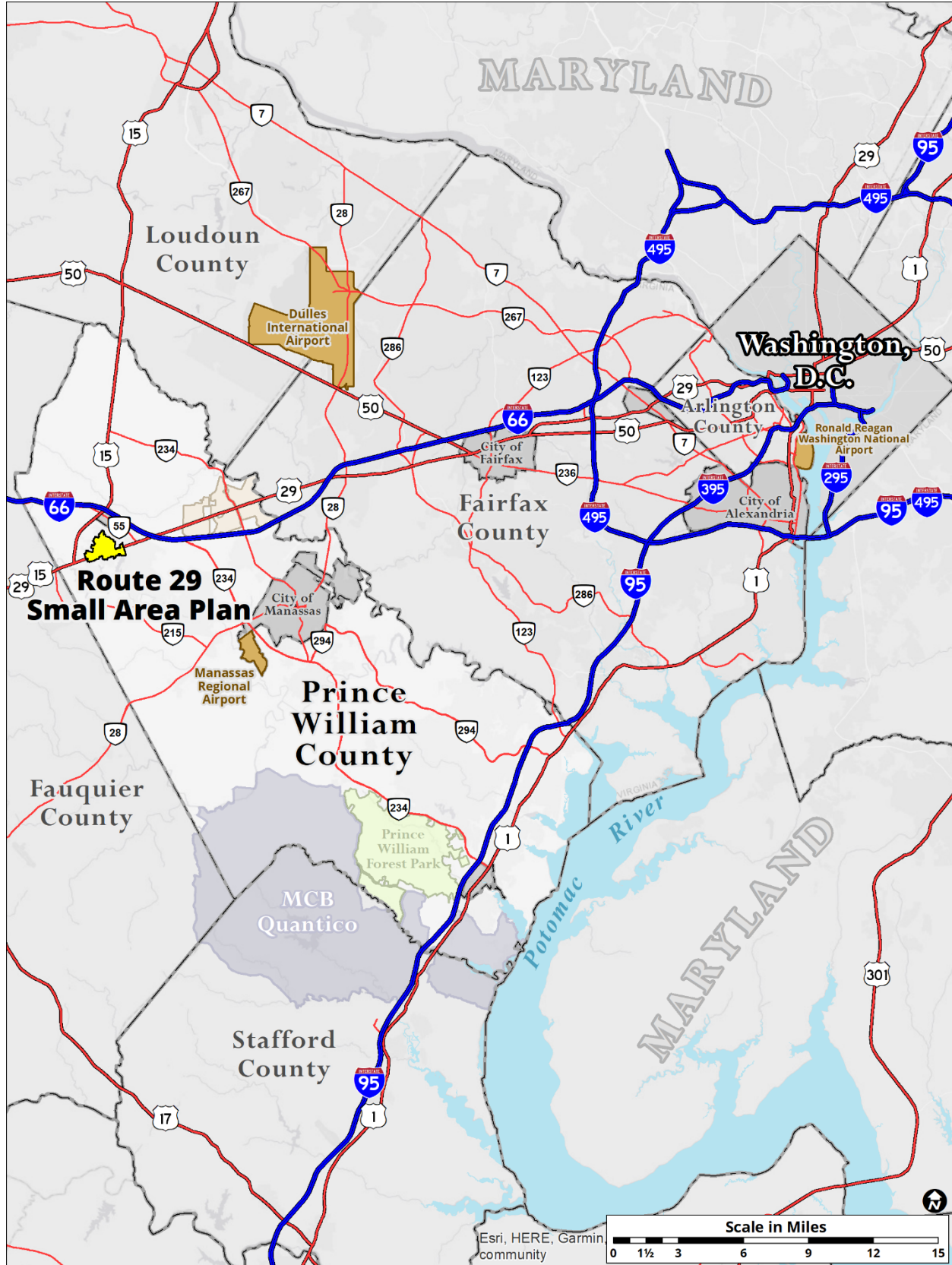


Figure 1: Route 29 Small Area Plan in the Region

PURPOSE AND USE OF THE SMALL AREA PLAN

The Route 29 Small Area Plan was initiated to address the future growth and character of the area. It provides recommendations and strategies to guide future development and includes elements related to long-range land use, mobility, cultural resources, and environmental resources.

On March 21, 2017, the Board of County Supervisors initiated an expanded Study area for the Zetlin property CPA to develop a Small Area Plan for the Route 29 corridor, 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 a 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 the implementation section of this plan.

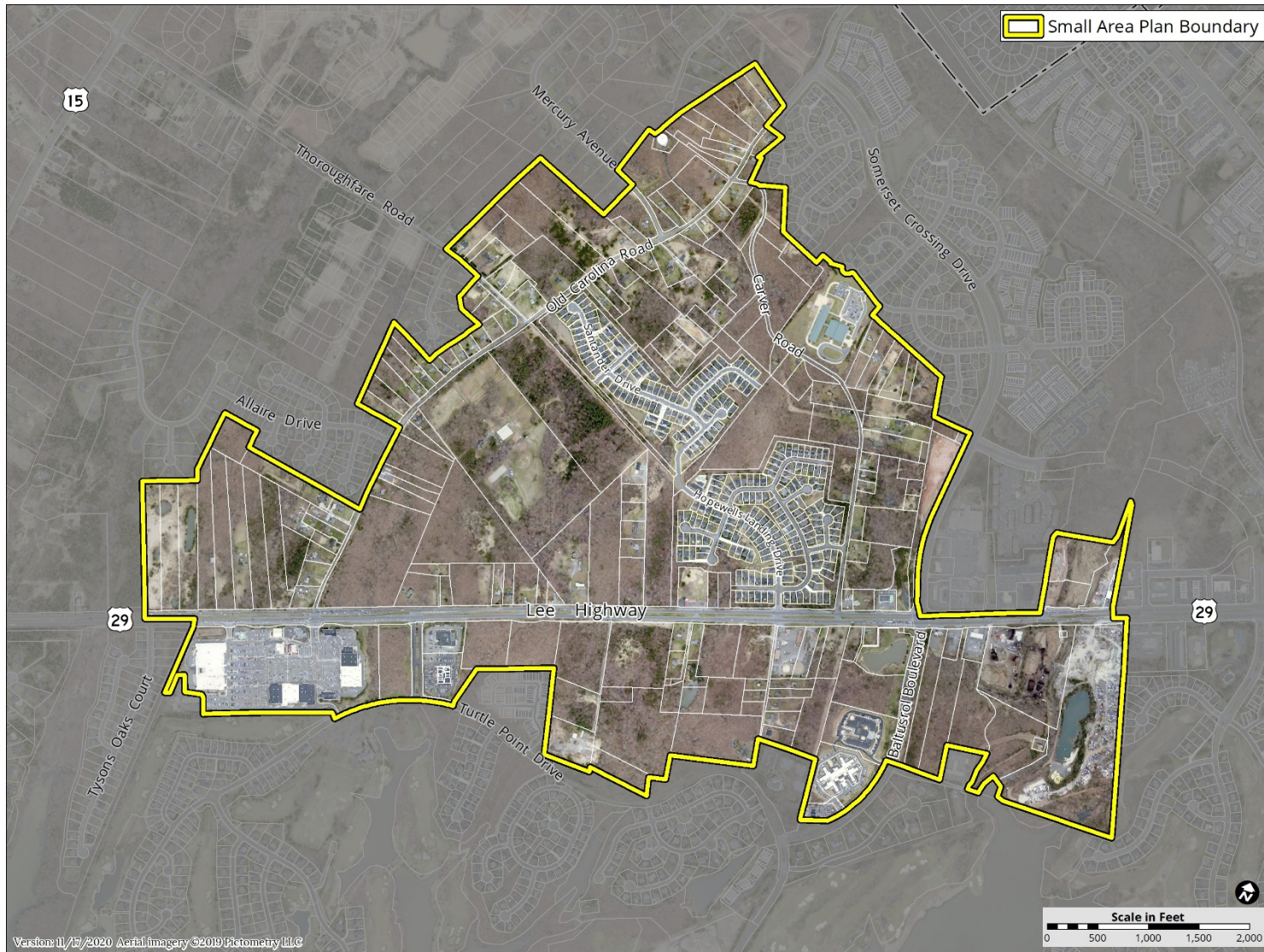
Focus of the Small Area Plan

The Route 29 Small Area Plan is an update for a portion 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. The Route 29 Small Area Plan is an opportunity to not only improve the 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 County's Targeted Industry Study, provided in November 2018, and expanded upon in the economic development section of this plan, the five types of targeted industries that could find opportunity within and around the study area are advanced manufacturing, healthcare, information communications 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 multimodal 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 865.5 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. **Placetypes** – Consists of a land use plan with development standards including density, form, and layout. The transect identifies the relationship between density and mobility.
3. **Design Elements** - Illustrates design concepts and exhibits to ensure high-quality design to help visualize and achieve the intended vision of the Small Area Plan.
4. **Mobility Plan** - Mobility has a close relationship with land use; this Plan calls for multimodal mobility by providing a connected pedestrian and bike-friendly area.
5. **Green Infrastructure Plan** – Ensures that open space, active recreation, and passive recreation are 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.
6. **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.
7. **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.
8. **Level of Service Plan** – As the Route 29 area changes and grows over the next 20 years, it is necessary to ensure that infrastructure improvements that provide the County's levels of service are programmed in the plan.

The action strategies and infrastructure projects recommended by the Plan are summarized in the **Implementation Plan**. This plan is a matrix that identifies the action strategies and establishes how and when they will be implemented in the short, mid, long term, and ongoing time frames to ensure the plan is actualized by 2040. Additionally, a summary of the proposed infrastructure and facilities are outlined at the end.

EXISTING CONDITIONS AND DATA ANALYSIS

Historic Context

Precontact Period

The Route 29 plan area has a long history of land use. Some evidence of pre-contact (Native American) occupation has been found. One site dates to the Middle Archaic Period (6500-3001 BC), but this site produced very little information. The remainder of the sites are un-dateable and represent instances of stone tool re-sharpening or maintenance and stone tool manufacture.

Colony to Nation 1750 - 1789; Early National Period 1790 - 1830; Ante Bellum 1830 - 1860

Throughout the historical period, the Route 29 Warrenton Turnpike greatly influenced land use and land ownership in the plan area. Originally named "The Fauquier and Alexandria Turnpike Company [i.e., Warrenton Turnpike/Route 29] [it] 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 one of a handful of all-weather roads in the region, transforming the turnpike into a major thoroughfare for transport of both goods and people to wider developing markets. It connected the towns of Warrenton and Buckland to towns and communities to the east, especially the emerging regional market and transportation center of Alexandria, Virginia. 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 configuration.¹

John Webb Tyler owned approximately 2,881 acres in Haymarket area. This assemblage was divided into several tracts of land including Woodlawn or Wood Lawn, Green Hill, Brundig, Meadow Farm and Mount Pleasant. After his death in 1862, these were divided among his heirs. Charles Edwin Tyler and Grayson Tyler were given the Mount Pleasant Tract consisting of approximately 656 acres. The Mount Pleasant tract appears to comprise most of the plan area.²

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 Moss, Adriana. 2020. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA. Page 5

Civil War 1861 - 1865

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.^{3, 4}

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".^{3, 4}

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 rout.^{3, 4}

Route 29 (the Warrenton Turnpike) was a key avenue of approach and retreat from the beginning until the end of the battle. During the battle, woods east of Old Carolina Road, along Route 29, concealed the Union's 6th Army Corps who helped stop the advance of Fitzhugh Lee's cavalry on Gainesville and the retreating 1st Vermont Cavalry. The map below shows the extent of the battle overlaid on the Route 29 Small Area Plan.

³ 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.

⁴ 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.

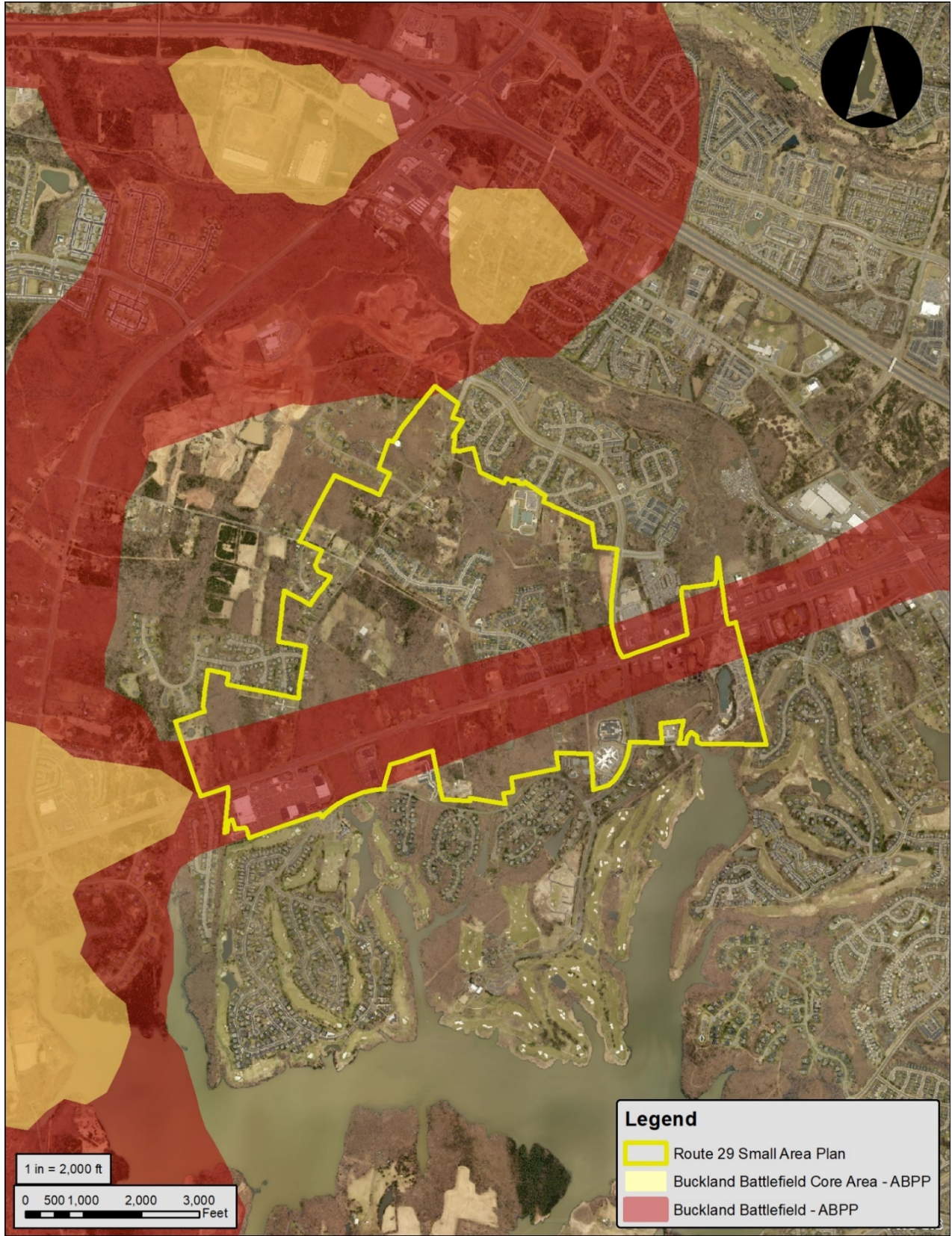


Figure 3: A portion of the Buckland Mills Battlefield (Study Area) and Core Area

Reconstruction and Growth 1865 - 1917; World War I and II 1917 - 1945; New Dominion 1945 - Present

After the Civil War, freed slaves moved off plantations, bought land and created a community eventually called The Settlement. A 2018 oral history project confirmed the core of this area was roughly bounded by Old Carolina Road, Route 29 and Carver Road.⁵ Subsequent recordation studies recorded The Settlement Historic District (076-6010) with the Virginia Department of Historic Resources. The district is comprised of homes, one to two stories in height, the Mount Pleasant Baptist Church, several businesses, and several family cemeteries. Houses are usually set along a main road (e.g., Old Carolina Road, Carver Road, Route 29) or at the end of a long lane. "It is not uncommon for multiple dwellings to line a long driveway creating a "family compound."⁶ Examples of family compounds were observed on Carver Road, Old Carolina Road and Route 29. The first known African-American landowner was Sally Grayson (also seen as Sallie), who bought seven acres and 34 poles from Grayson Tyler in 1872.⁷

The 1901 Brown map and the 1904 Burr map depict a number of families in The Settlement area that are also referenced in the oral history transcripts, such as Watson, Grayson, Tyler, Berry Britt, Strother, Berryman, Blackburn, Randall, Perry, Churchill, Johnson, Gaskins, Tibbs, and McPherson.^{5, 8, 9} These same maps show a network of corn and wheat fields, and pastures interspersed with wood lots. Aerial photos from 1937 and 1954 show orchards, likely apple orchards, interspersed throughout the area. This is supported by the oral histories which told of subsistence farming, in addition to their regular work, with most families having large gardens coupled with raising chickens, pigs and hogs. If extra livestock or goods were made, they were generally sold, bartered or given away to community members.

Aerial photography from 1937 through the mid-1990s shows the rural nature of The Settlement continued into the late twentieth century¹⁰. However, the rapid progression of residential subdivisions and retail into and adjacent the area started shortly thereafter with golf course and residential development on the south side of Route 29, followed by large residential projects built on the north side of Route 29.

⁵ Patton, Amanda: 2018 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.

⁶ Moss, Adriana. 2020. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA. Page 3

⁷ Prince William County Deed Book 28:562; as cited in Moss, Adriana. 2020. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA. Page 6

⁸ Brown, WM.H. 1901. Map of Prince William County. Compiled from U.S. Geological Survey and other data: and corrected with the assistance of reliable residents of the County, by WM.H. Brown, Gainesville, Va.

⁹ Burr, Major Edward. 1904. Maneuver Grounds, Prince William and Fairfax Counties, Va. Digital image on file in the Geography and Map Division of the Library of Congress.

¹⁰ Prince William County Mapper: last accessed October 18, 2020

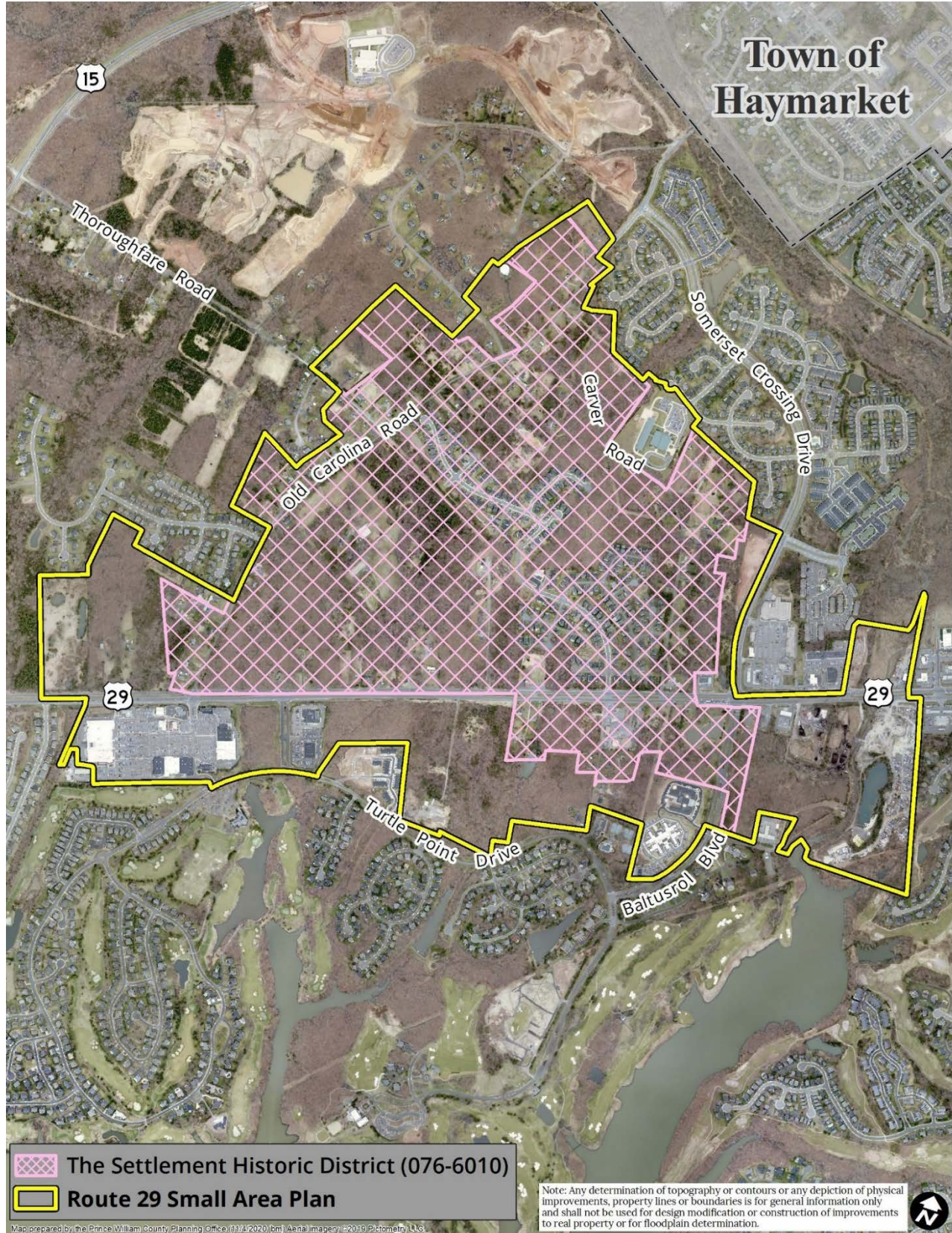


Figure 4: The Settlement Historic District

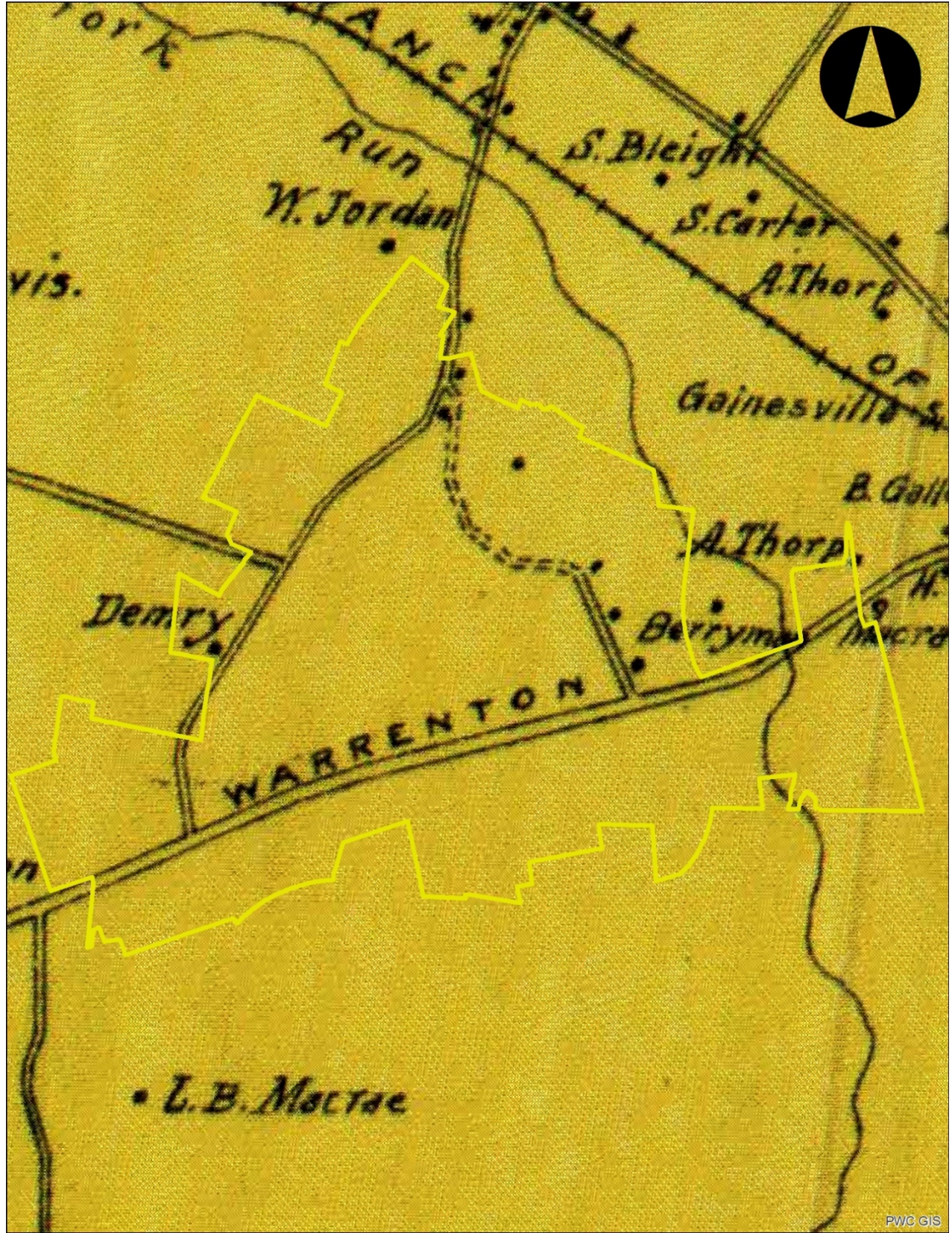


Figure 5: A portion of the 1901 Brown map, not to scale.

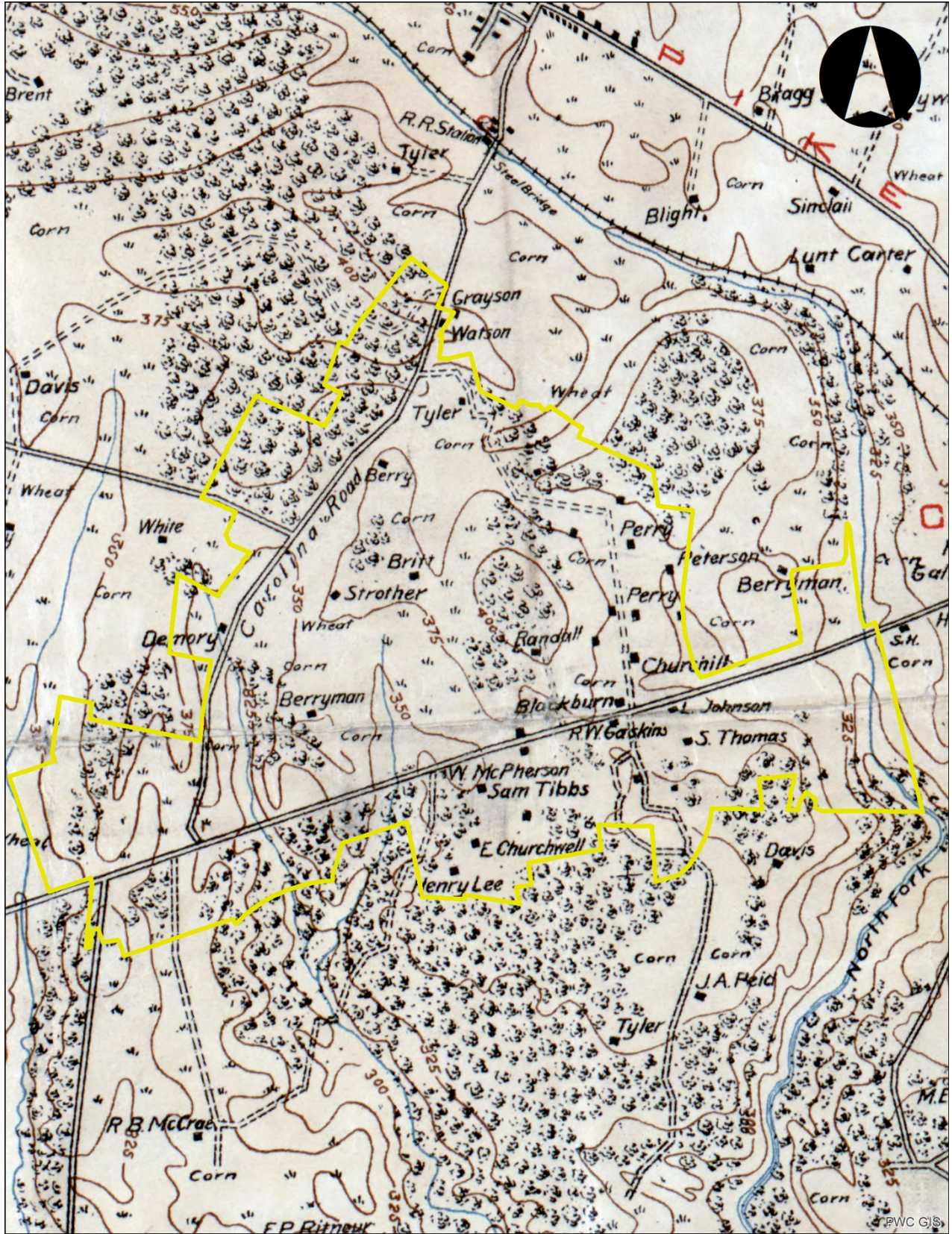


Figure 6: A portion of the 1904 Burr map, not to scale



Figure 7: A portion of the 1923 Post Office Map, not to scale

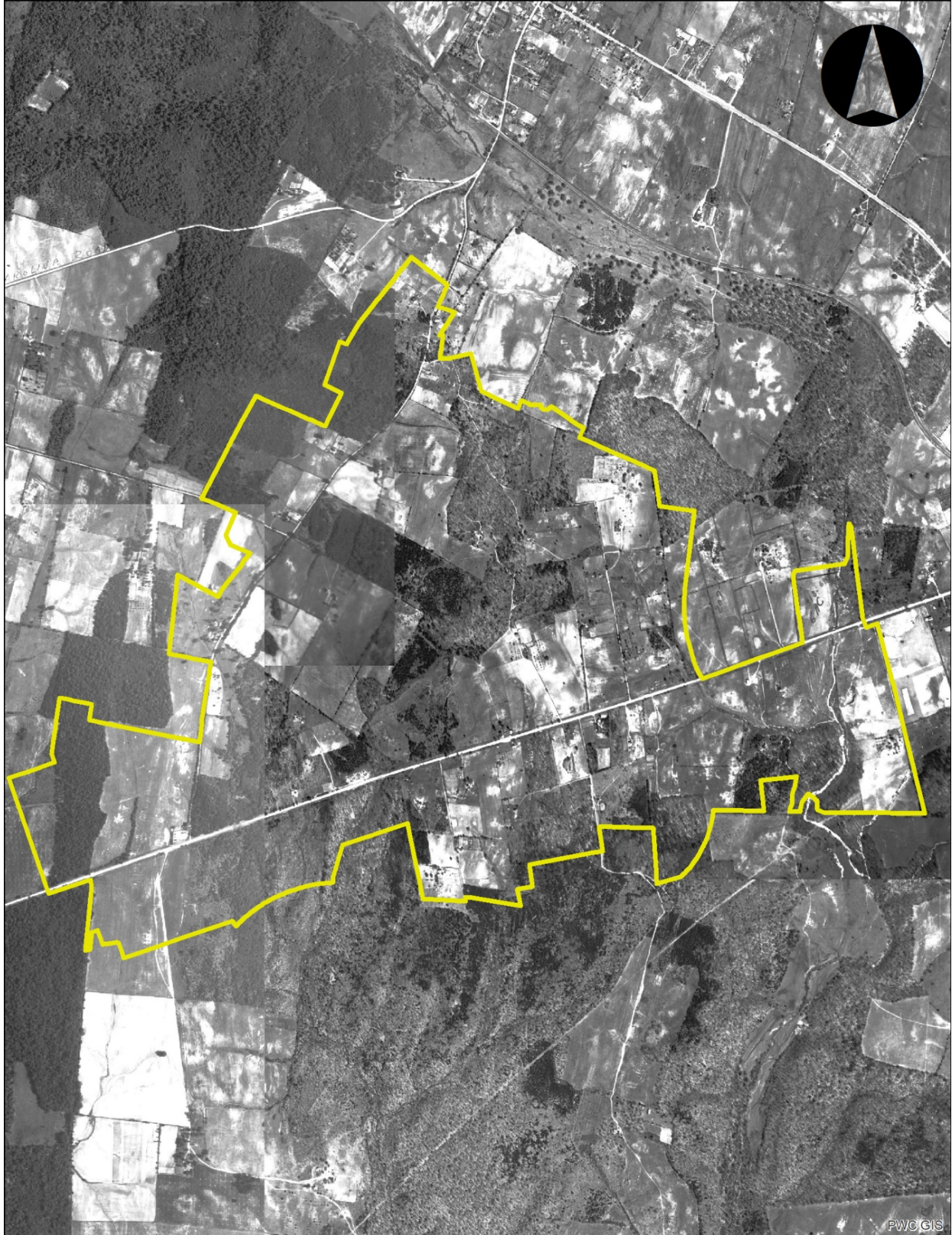


Figure 8: 1937 Aerial Photograph, Soil Conservation Service, not to scale

Source: United States Soil Conservation Service (USSCS), 1937 Aerial Photography

Work for the members of The Settlement continued the agricultural foundation from which they originally came. The 1870 census lists most residents working as farm laborers.^{11, 12} Census results through the 1800s showed a slow increase in diversification of work. Farm labor remained the primary source of income, but some skilled labor positions were noted.^{13, 14} The oral histories recorded that mothers of many interviewees worked as domestics or had siblings that worked as domestics. However, the interviewees started to break the cycle of farm laborer and found government and private sector work outside of the area.

From the second quarter of the twentieth century there started to appear African American owned establishments in The Settlement. The most talked about among the oral history interviewees was the Shady Inn Dance Hall (076-6008). Oral histories of Settlement-area residents indicate that the building at 15036 Lee Highway was originally the Shady Inn Dance Hall, operating from the 1940s into the 1960s.¹⁵ It was thought to have been built circa 1939. Unfortunately, there is no public document, official business license or court document, confirming this date.¹⁶ “A mix of jazz and swing was played by live musicians. Long-time Settlement resident, Wiletta Grayson Wilson competed regularly in jitterbug contests at Shady Inn, winning prizes between \$10–\$15 on Friday and Saturday nights. Wilson also recalled a regular band led by “the Smith boys” playing on Saturdays.”¹⁷ Nimrod Dade was too young to dance, but he remembers his mother Lillie Mary Dade serving food from the dance hall’s kitchen while he sat under the counter.¹⁸ The dance hall closed sometime before 1965 when it was subdivided from the larger parcel and sold to Dennis and Artiller Carter. Artiller was a pastor and it is believed this was when the dance hall converted to a place of worship. It was first named the Way of the Cross Church. Later its name was changed to the God & Prophecy and changed again to the Golden Church of God & Prophecy.¹⁹

In 1958, Sherman Settles, Sr. purchased a business license for the Pleasant Pines Service Station and Restaurant.²⁰ This was located at 14751 Lee Highway (now Ron’s Tire Shop). The restaurant was downstairs and the Settles’ lived upstairs. Many interviewees recalled eating at the restaurant. Another enterprise started by residents of The Settlement was Fields Bus Rentals. This was run by Willie Fields. At one time he had a fleet of seven buses. During the week two buses ran to the Pentagon and Fort

¹¹ 1870 Ninth Census of the United States, 1870. Washington, D.C. National Archives and Records Administration. Electronic document, www.ancestry.com, accessed January 2020.

¹² Moss, Adriana. 2020. Page 5. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹³ 1870 Ninth Census of the United States, 1870. Washington, D.C. National Archives and Records Administration. Electronic document, www.ancestry.com, accessed January 2020. Moss, Adriana. 2020. Page 6. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁴ Moss, Adriana. 2020. Page 6. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁵ Patton, Amanda. 2018. The Settlement Oral History Project. Page 158. 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.

¹⁶ Peckler, Danae. 2020. Page 2. Virginia Department of Historic Resources Preliminary Information Form. The Shady Inn Dance Hall. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁷ Patton, Amanda. 2018. Page 113. 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.

¹⁸ Butler, Melissa. 2020. Page 21. The Settlement Oral History Project, Prince William County, Virginia. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

¹⁹ Butler, Melissa. 2020. Page 54. The Settlement Oral History Project, Prince William County, Virginia. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

²⁰ Turner, Ron. 2020. Prince William County Business Licenses 1900 – 1970. Last accessed October 29, 2020: <http://www.pwcvirginia.com/pwcbooks/publishedworks.htm>.

Meade, Maryland. On the weekends, he operated charter trips.²¹ “The bus service also took people from Mount Pleasant Baptist Church on trips to Atlantic City and the York Fair in Pennsylvania. Willie stated that he was the first black person to run a bus service in Prince William County.”²²

Since its founding in 1877, the Mount Pleasant Baptist Church and Cemetery (076-6009) has been the center of community life and values in The Settlement, meeting spiritual and social needs of its members and locals alike. This church was founded by a group of trustees from the Churchville and Brook families. The first church meeting was in the home of Ms. Sally Grayson, which was attended by Mr. & Mrs. John, Henrietta Perry, a Ms. Coats, and Mr. Isaac Jackson. The original church building was a log structure built on Sally Grayson’s land. “...in 1882, the trustees ... purchased a 1-acre lot on the Warrenton and Alexandria Turnpike (current Lee Highway) for \$10....”²³. The current church structure was built in 1929. Baptisms were held in the warm months in the creek. The original name of the church was Beulah Baptist Church but was renamed to Mt. Pleasant Baptist Church when the church was moved to Lee Highway (Route 29).²⁴ The Church’s cemetery is located immediately north or behind the church and contains many of The Settlement’s past members.

²¹ Patton, Amanda. 2018. Page 232. 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.

²² Patton, Amanda. 2018. Page 211. 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.

²³ Moss, Adriana. 2020. Page 13. Virginia Department of Historic Resources Preliminary Information Form. The Settlement Historic District. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

²⁴ Patton, Amanda. 2018. Page 2. 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.

Overview of the Study Area

The I-66/Route 29 study is located between U.S. Route 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 865.5 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.



Figure 9: Study Area Today

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 are 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.

The northern portion of the study area includes approximately 356 single family detached homes and the neighborhood's only school. Buckland Mills Elementary School is located within a residential neighborhood between Carver Road and Somerset Crossing Drive.

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.

Current Land Use	Land Area (± Acres)	Share of Use (± %)
Commercial	52.75	6%
Industrial	60.12	7%
Institutional	17.37	2%
Undeveloped Land	309.50	36%
Residential	337.73	39%
Public Land, including schools	19.57	2%
School – Private	1.31	0%
Utility	2.15	0%
Public Right-of Way/Commuter Parking Lots	65.95	8%
Total	866.45	100%

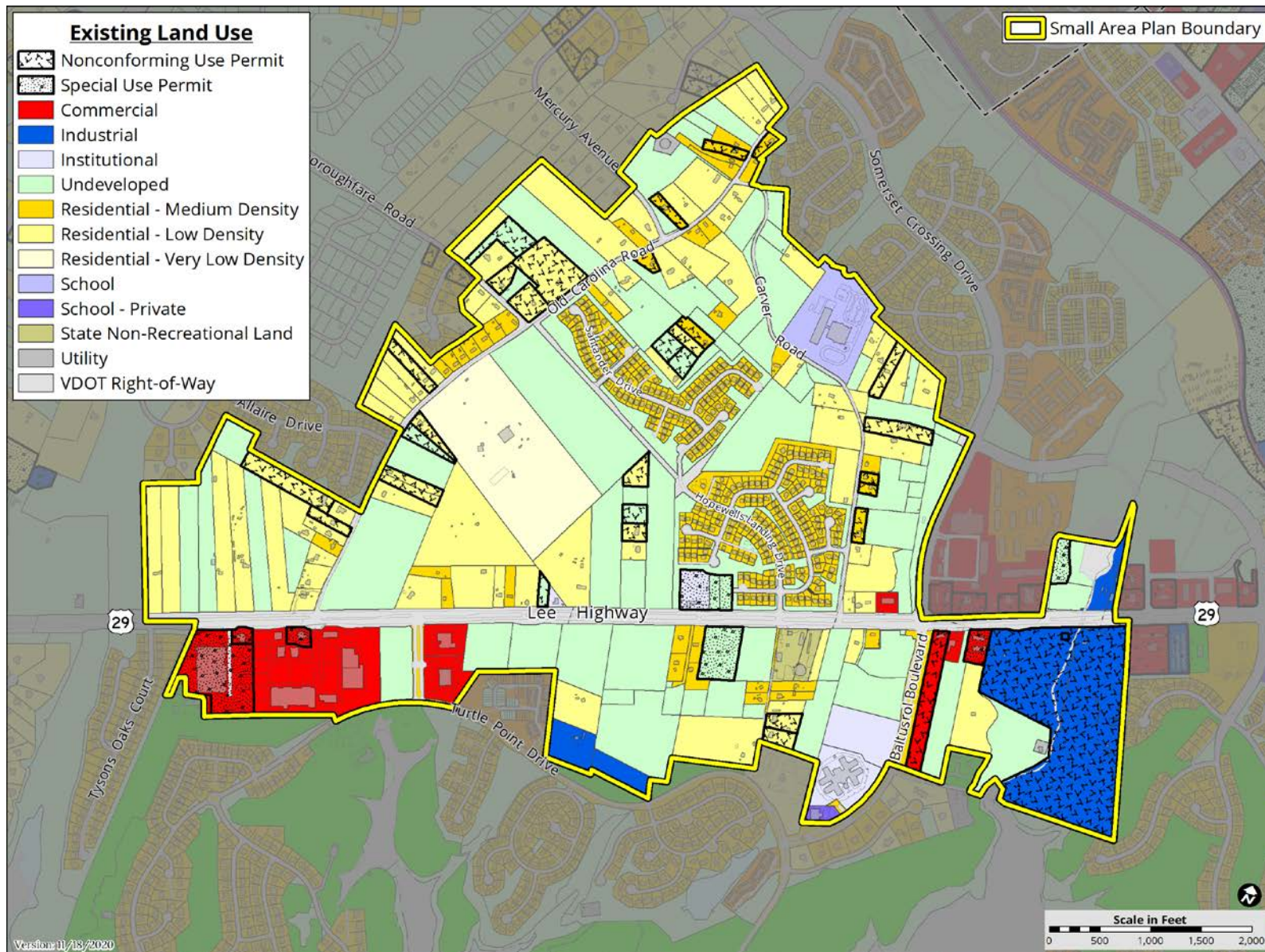


Figure 10: Existing Land Use

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 371 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 approximately 656,691 square feet of non-residential development.

Case Name	Case Number	District	Acreage	GFA	Employees
LAKE VIEW PROFESSIONAL CENTER	PLN2010-00193	O(M)	10.0	129,500	287
DON BEYER AUTOMOTIVE (SUP)	PLN2001-00278	B-1	4.4	22,400	89
MECKLER	REZ1969-0022	B-1	4.2	27,443	109
ECO-NIZE COMMERCIAL	REZ2020-00003	B-1	1.0	10,442	41
THE SHOPPES AT LAKE MANASSAS*	PLN2008-00324	RPC (O)	6.2	57,513	127
KIM AND PAK	PLN2005-00216	O(M)	1.0	247,298	549
SOMERWOOD	PLN2002-00026	O(L)	3.4	50,922	113
ROBERT TRENT JONES (Remaining Land)	REZ1996-0004	RPC (GC)	5.3	34,630	98
Total			35.5	580,148	1,413

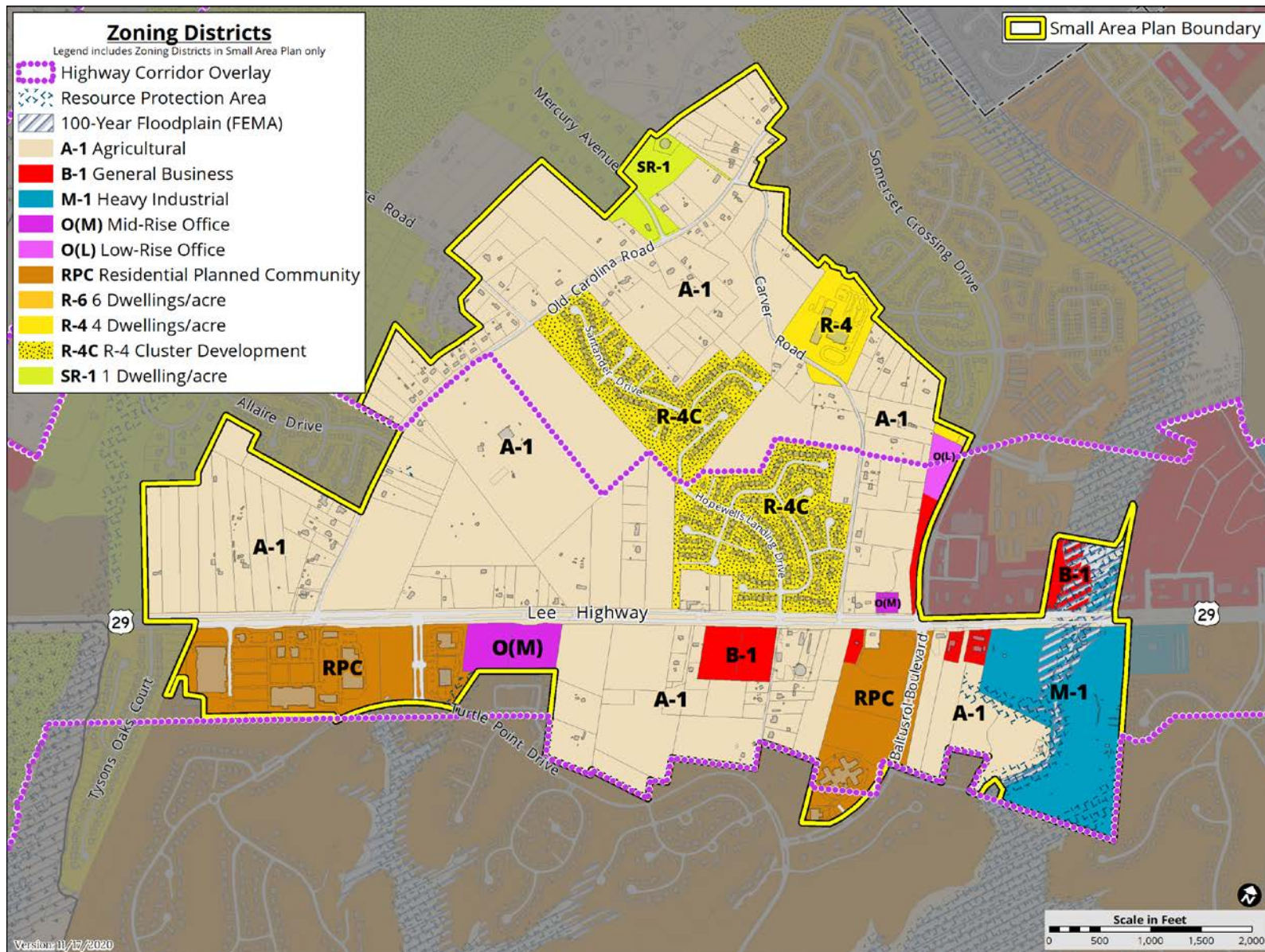


Figure 11: Existing Zoning

Existing Mobility

Road and Highway Network

Route 29 (Lee Highway) 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). 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. With exception of Somerset Crossing Drive, these roads are all two-lane roads that provide access to and from residential areas to Lee Highway.

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 toward the port of Alexandria. To this day, Route 29 provides important transportation connectivity within the County and between counties.

Route/Road	Classification	Traffic Counts (2019 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) 	Principal Arterial	54,000 49,000	6 lanes
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 lanes
John Marshall Highway (Rt. 55) <ul style="list-style-type: none"> Haymarket to Catharpin Road 	Minor Arterial	14,000	4 lanes
Somerset Crossing Drive <ul style="list-style-type: none"> Lee Highway (Rt. 29) to Old Carolina Rd. 	Minor Arterial	6,100	4 lanes
Carver Road <ul style="list-style-type: none"> Old Carolina Rd. to Lee Highway (Rt. 29) 	Major Collector	610	4 lanes
Old Carolina Road <ul style="list-style-type: none"> Lee Highway (Rt. 29) to Thoroughfare Rd. Thoroughfare Rd. to Carver Rd. Carver Rd. to Haymarket Dr. 	Major Collector	3,000 2,900 3,400	4 lanes

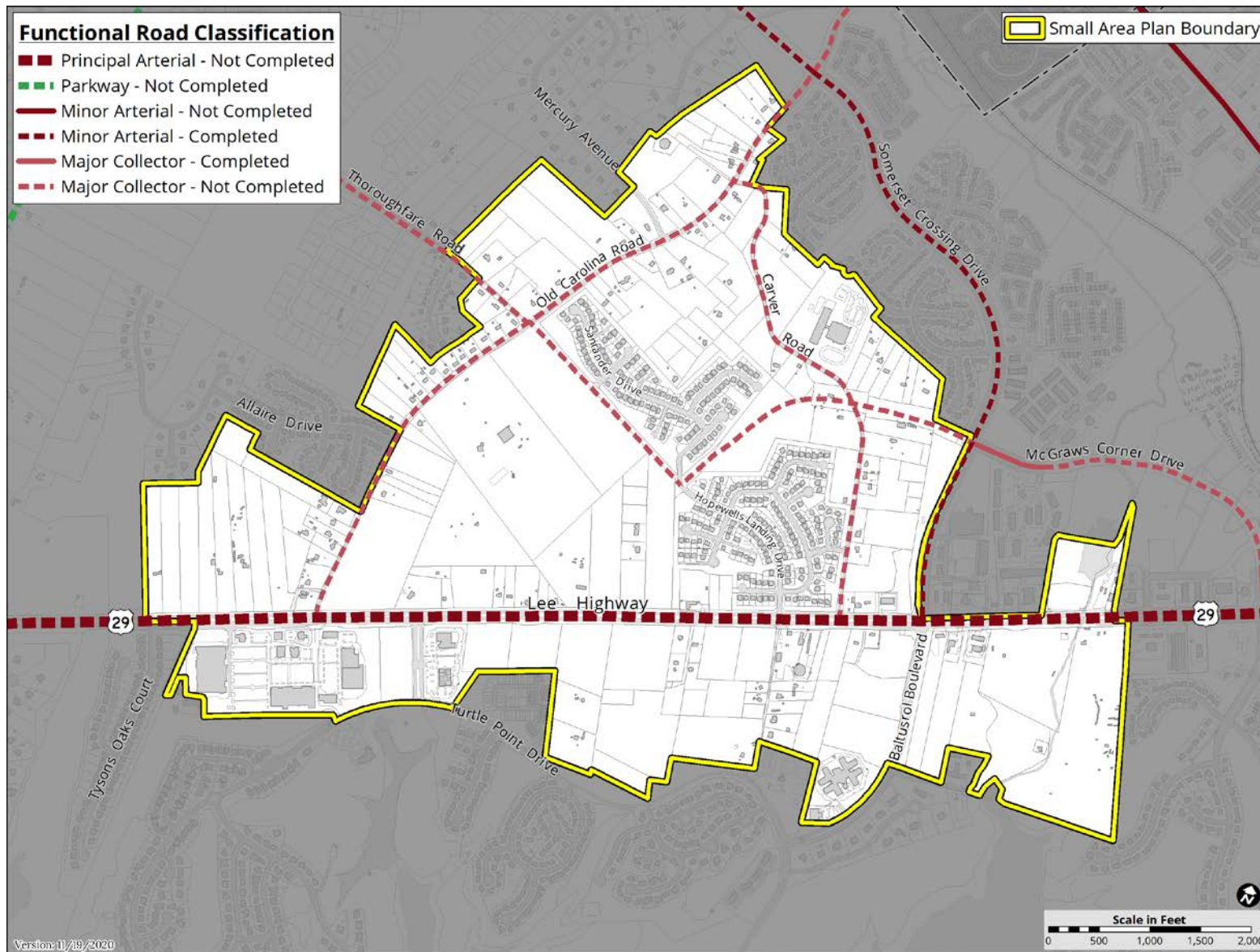


Figure 12: Existing Functional Road Classification

Transit and Commuter Parking Network

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. The study area is not directly served by local bus service, commuter parking facilities, rail or commuter rail (Virginia Rail Express VRE). However, transit and commuter parking are located nearby.

Commuter Lot	Parking Spaces (Total)	Accessible Spaces	% Accessible spaces	Transit Service	Bicycle Accommodations
Haymarket – Heathcote Commuter Lot	230	9	3.9	Yes	Bike Racks
University Boulevard Commuter Lot*	1,000	31	3.1	Yes	Bike Racks
Cushing Road Commuter Lot	433	13	3.0	Yes	Bike Racks
Limestone Road	135	5	0	Yes	Bike Racks

*The University Boulevard Commuter Lot is currently under construction with 1,000 spaces in operation. The lot is projected to be completed in 2022 with a total of 2,050 spaces with 35 accessible spaces.

Bicycle and Pedestrian Network

The County's Gap Analysis map reflects the need for shared use and bicycle infrastructure along all roads that are classified as major collectors and above. Shared use paths are 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, making it difficult to tie together future neighborhood development on the north and south sides of the road. Short segments of shared use paths 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 redevelops.

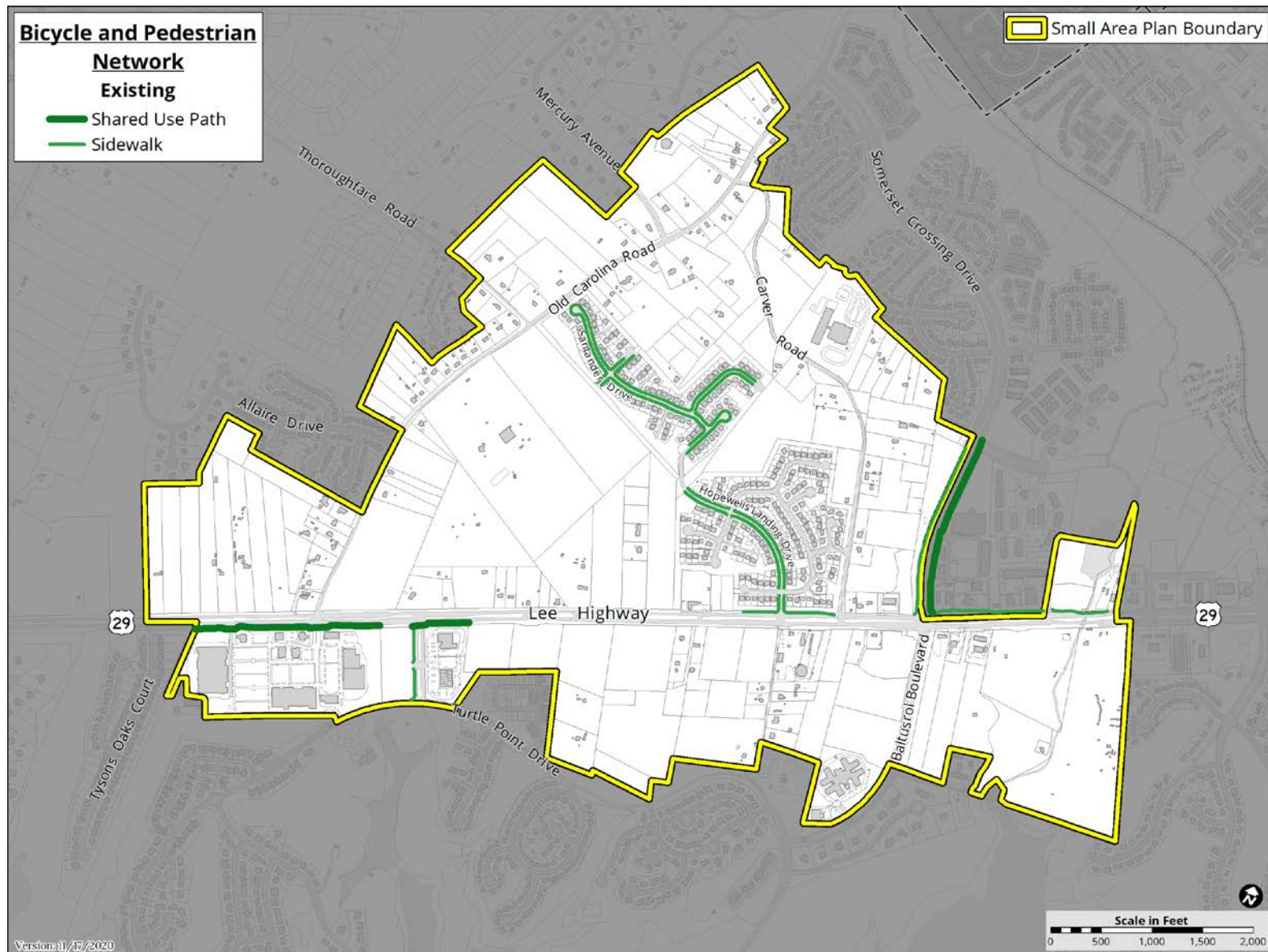


Figure 13: Existing Mobility Plan

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.

Environmental Area	Acres
Forested (tree canopy)	486
Non-Forest	252
Impervious Area	133

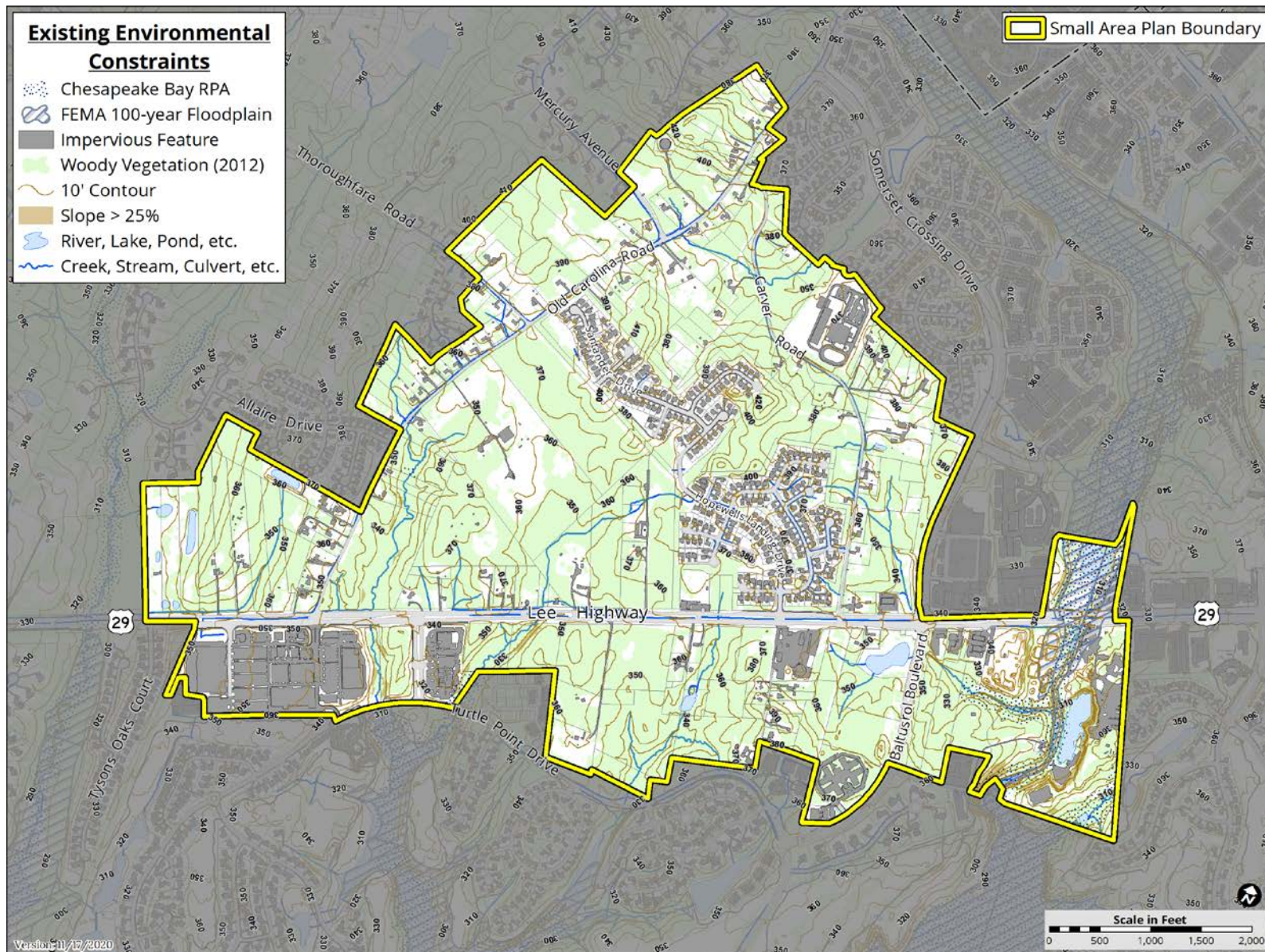


Figure 14: Existing Environmental Constraints

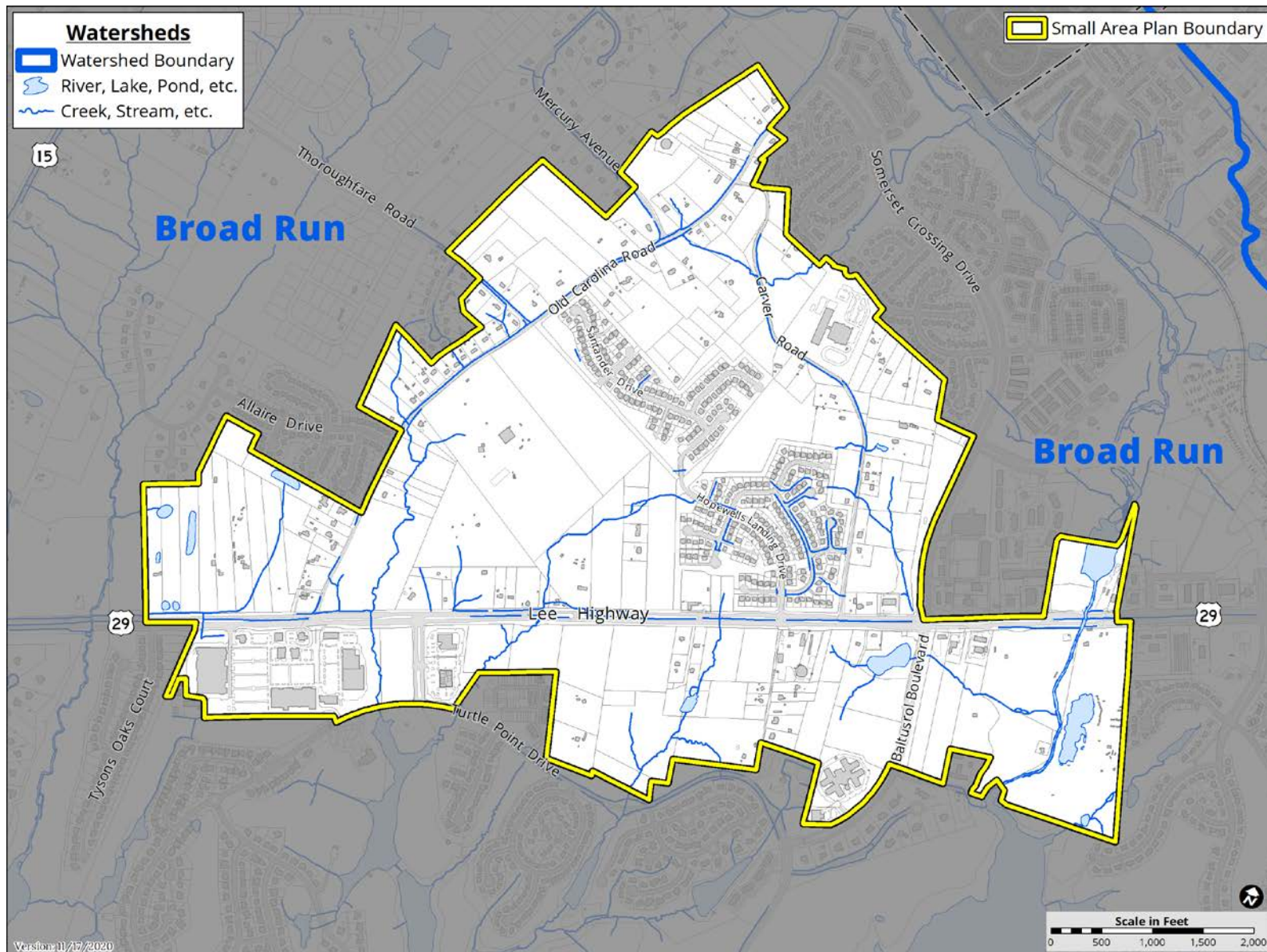


Figure 15: Watershed Boundaries

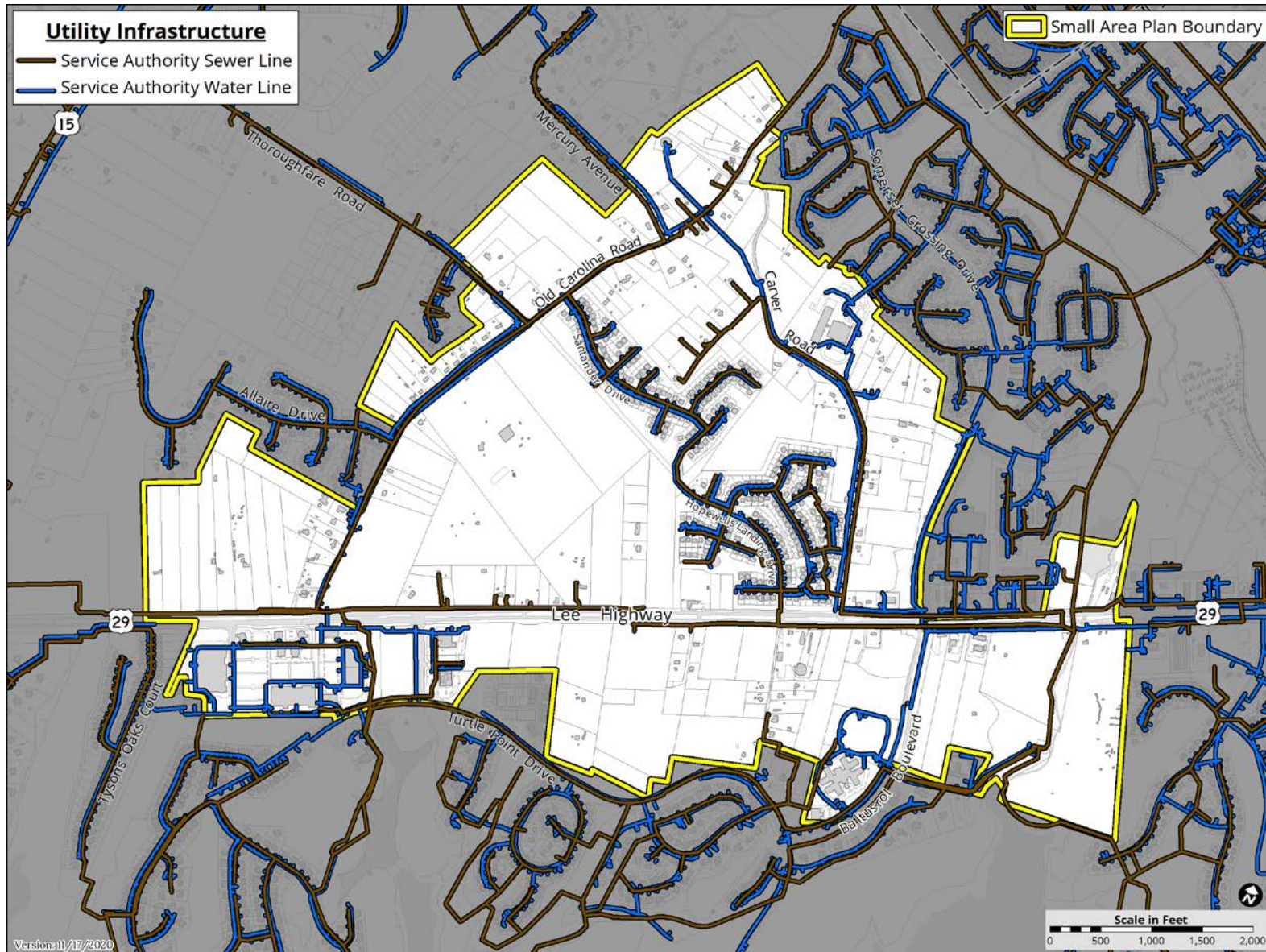


Figure 16: Existing Utility Infrastructure

Existing Green Infrastructure

The Route 29 Small Area Plan current green infrastructure consist primarily of protected open space associated with residential development and Buckland Mills school park land. While the small area plan does not contain any public park land within the plan boundary it is located in Park Planning District 3 (PPD 3) which contains 415.6 acres of managed park land (see PPD3 map and associated report card below). This park planning district is served by the Braemar neighborhood park, the Rollins Ford community park, the Prince William Golf Course regional park, as well as the Broad Run Linear Park (partial) and Bridlewood-Rocky Branch park. Accessibility, especially from the study area to these amenities, is limited to primarily automobiles. An opportunity exists for expansion of the green infrastructure network to include neighborhood or community scale parks with multimodal access to better serve the study area.

PRINCE WILLIAM

—Parks, Recreation & Tourism

Park Planning District 3

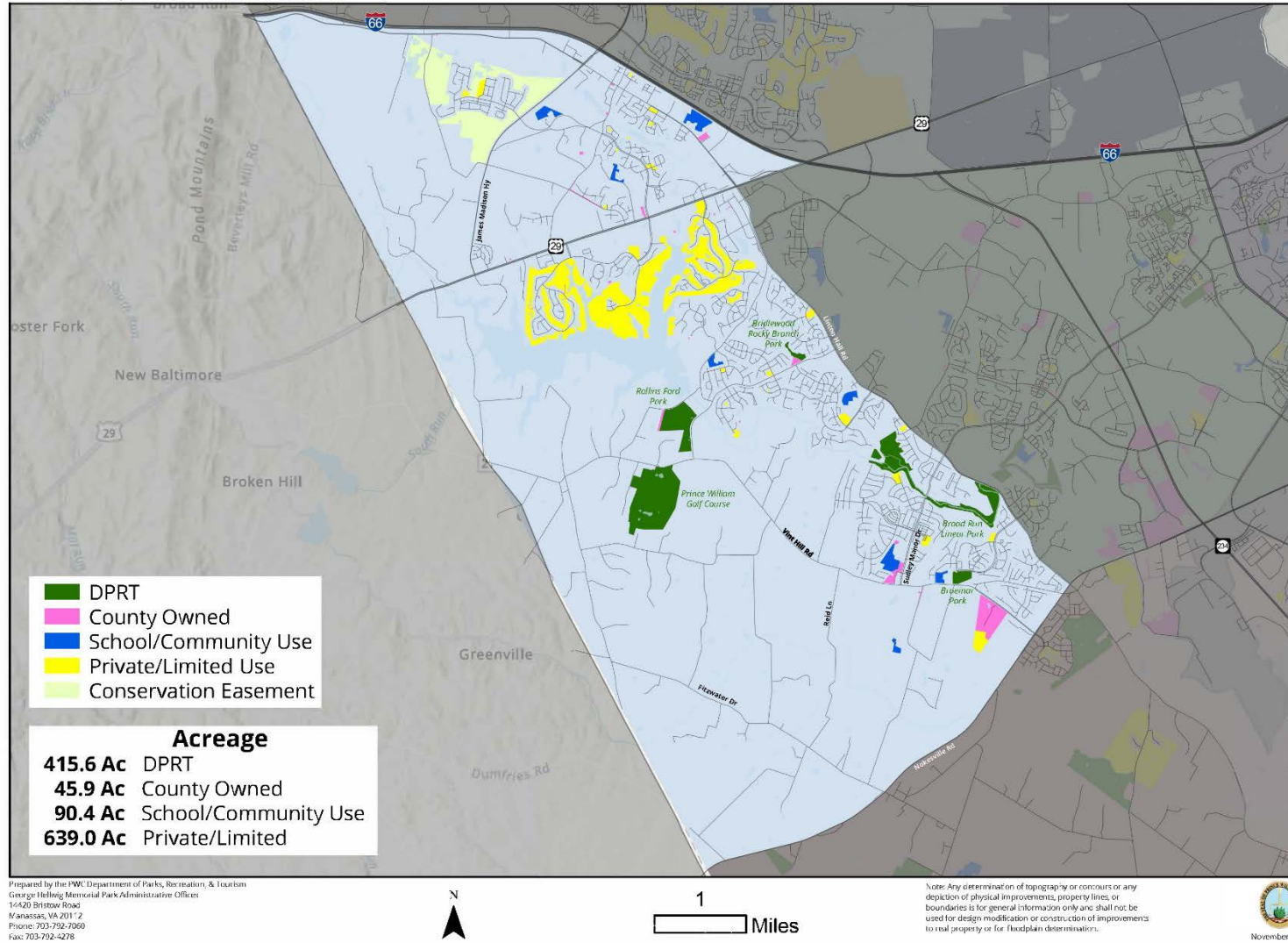


Figure 17: Park Planning District 3

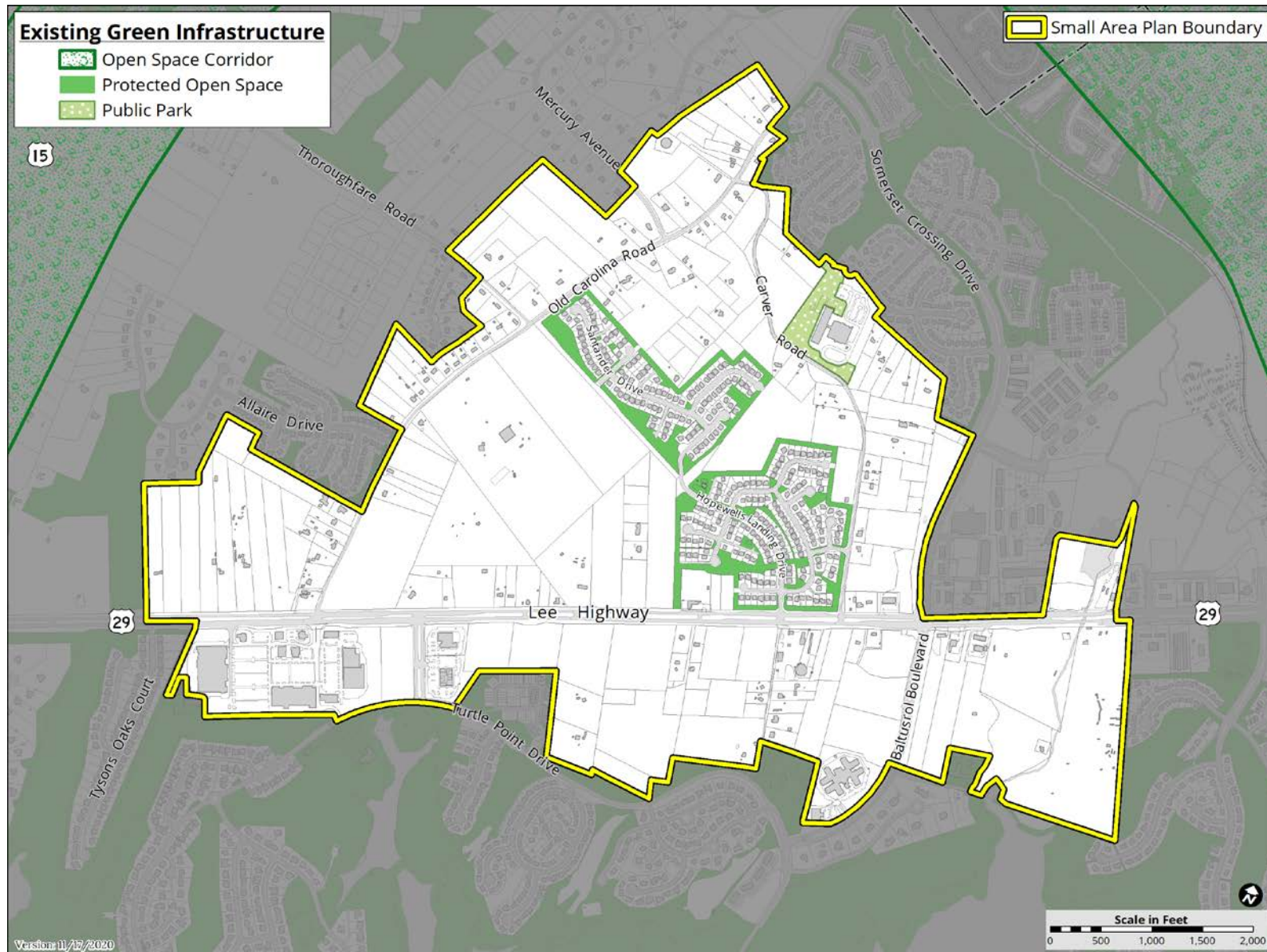


Figure 19: Existing Green Infrastructure

Existing 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 19 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).

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 in 2018 and 2020 confirmed this area was and remains The Settlement. In June 2020, the Mount Pleasant Baptist Church (076-6009) was recorded with the VDHR recommended eligible for listing on the National Register of Historic Places and a nomination form was submitted. Additionally, the Settlement Historic District (076-6010) was recorded with VDHR, as well as the Shady Inn Dance Hall (076-6008). As development proposals are received, surveys are conducted to assist in the identification of additional resources.

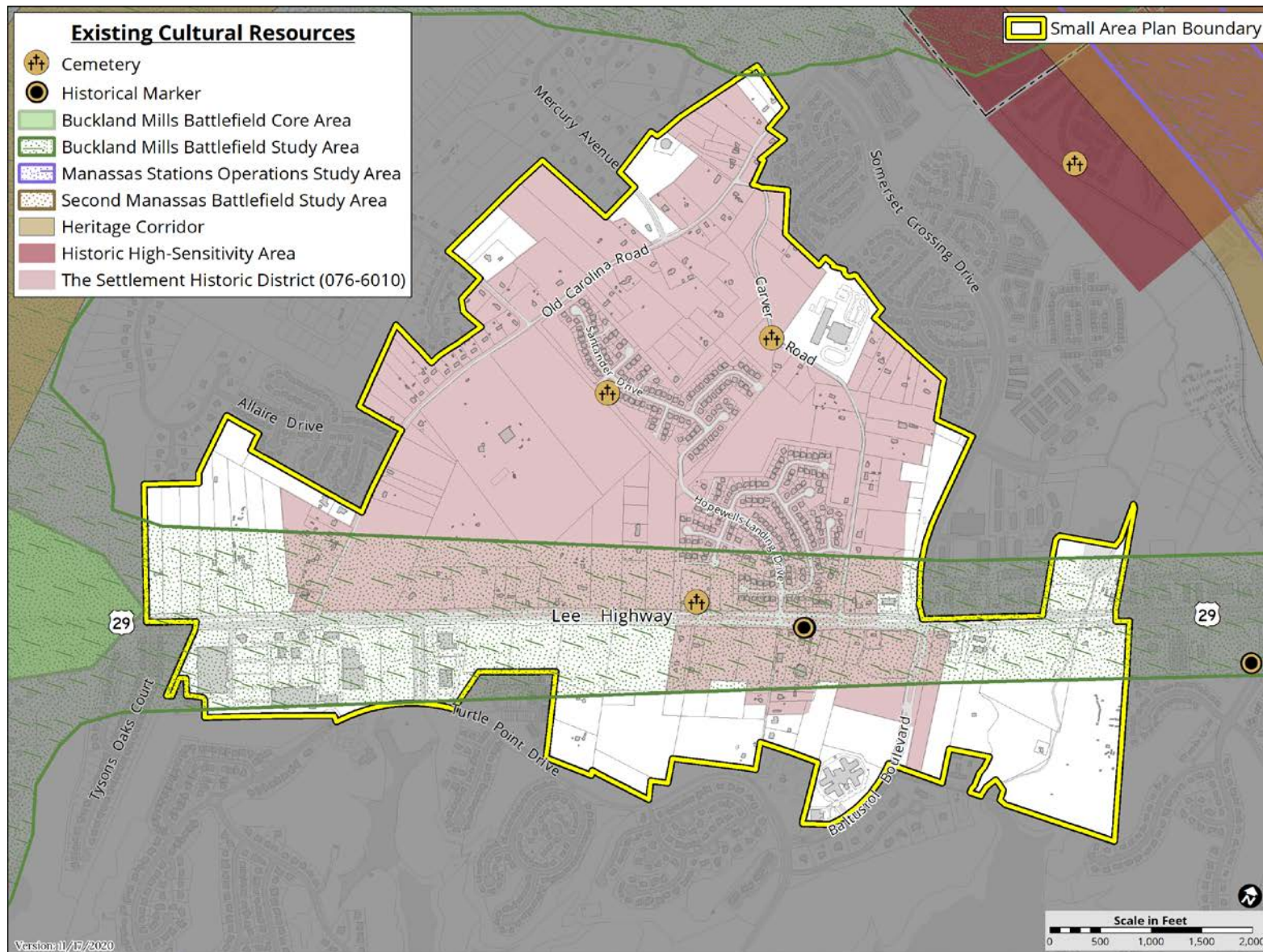


Figure 20: Existing Cultural Resources

Existing Schools

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 Battlefield and Patriot High School boundaries.

Existing School Inventory				
Based on Student Enrollment – September 30, 2020				
Elementary Schools				
School Name	Student Capacity	Portable Classrooms	Students	% Utilized
Buckland Mills ES	919	0	705	76.7 %
Haymarket ES	944	2	814	86.2 %
Piney Branch ES	931	0	724	77.8 %
Middle Schools				
School Name	Student Capacity	Portable Classrooms	Students	% Utilized
Reagan MS	1,233	5	1,382	112.1 %
Gainesville MS	1,233	7	1,397	113.3 %
High Schools				
School Name	Student Capacity	Portable Classrooms	Students	% Utilized
Battlefield HS	2,053	21	2,908	141.7 %
Patriot HS	2,053	20	2,817	137.2 %

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 US Census block groups 901508.1, 901508.2, and 901411.2.

As of 2017, the study area had an estimated population of 1,232 residents and a median age of 34.4. The racial and ethnic composition of the study area includes: 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%), and the national average (87.3%). Strong graduation rates can relate to a robust workforce. Also, more than two thirds (73.5%) of the local working age population is employed.

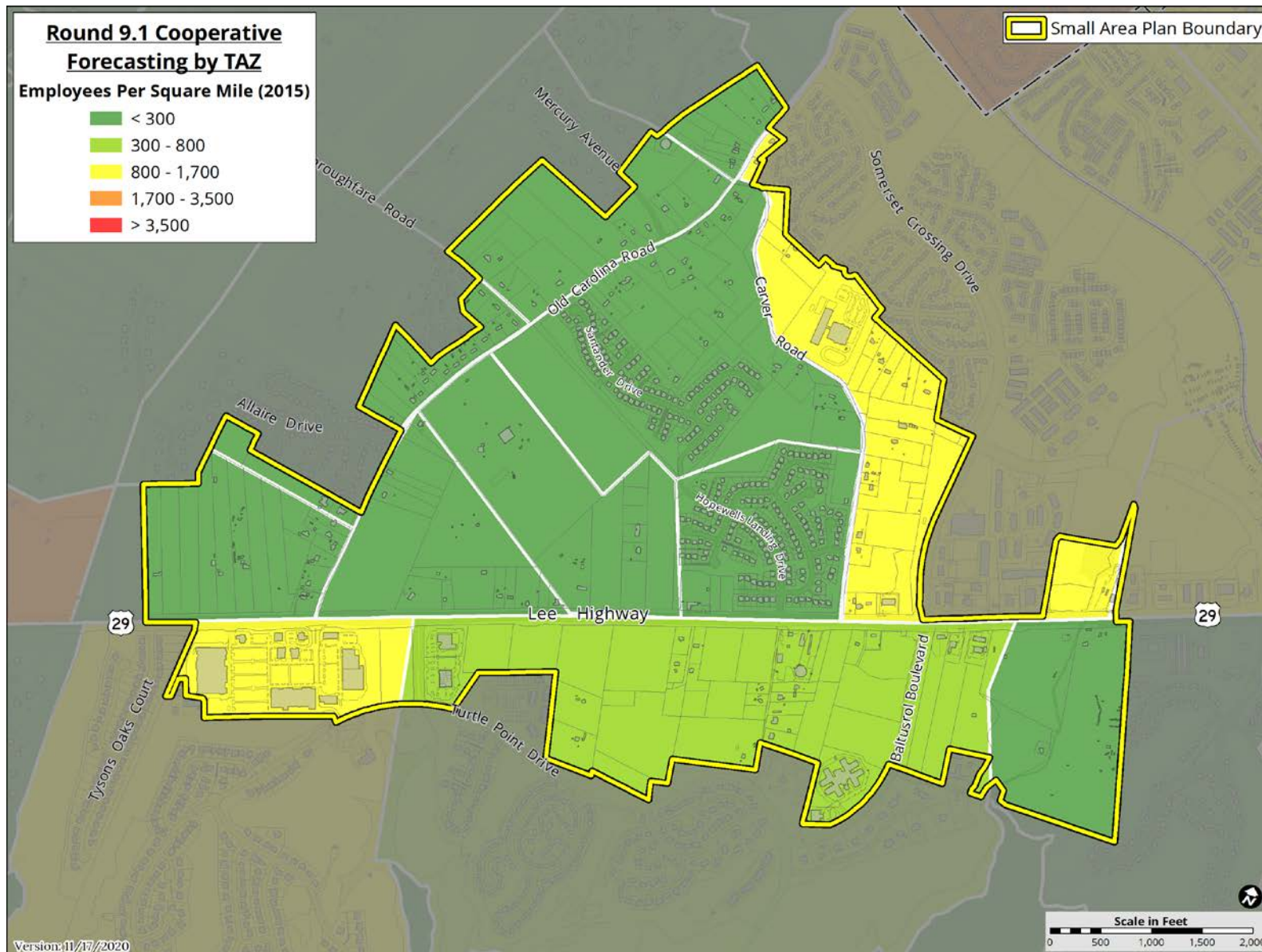


Figure 21: Employees per Square Mile

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 likely 100%, which is higher than the national average of 63.6. The only existing housing type within the study area is single family detached dwelling units.

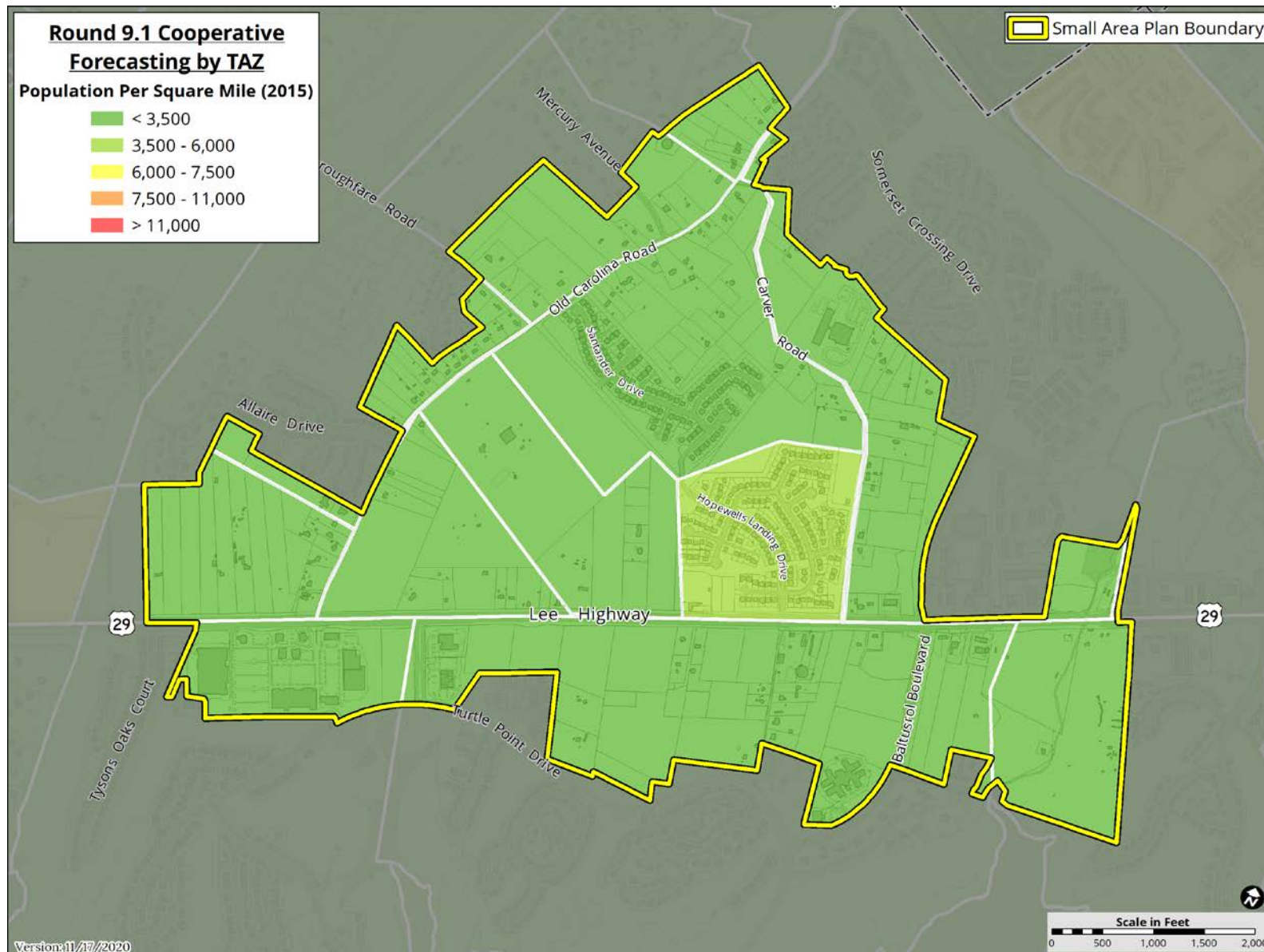


Figure 22: Population per Square Mile

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, the 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 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 information and input from 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.



Figure 23: Charrette Activity 1.13.2018

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 statement

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, all while protecting and celebrating the cultural and environmental assets of the area.

Thematic Principles

The Vision and Thematic Principles graphic identifies the goals for each functional area of the Small Area Plan, providing thematic principles for achieving the Small Area Plan vision and guiding the Small Area Plan recommendations.

Within the following pages, these Goals are further elaborated upon and supported by specific Action Strategies. The Action Strategies are summarized in matrix form in the Implementation chapter of the Small Area Plan.



Figure 24: Vision and Thematic Principles

PLACETYPES

Goal: Create a community that capitalizes on the existing retail, residential, and cultural amenities while building a vibrant pedestrian friendly neighborhood that fosters a sense of place for both residents and visitors to live, work and play.

Areas of Transformational Change

The plan provides a mechanism to help realize the development potential of the area. The area of transformational change within the Route 29 Small Area Plan is focused on building upon existing retail and residential development, to help establish a vibrant, walkable, mixed-use district in the study area. The area is planned to consist of residential over office and/or retail uses, or nonresidential uses only. The proposed land use designations proposed align with the designated transects and provide a concept for future development in the study area. The PL, Public Land, and RPC, Residential Planned Community, designations are existing land use designations within the Comprehensive Plan that are reaffirmed within this Small Area Plan.

Future Land Use

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 Future Land Use Plan shows the 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 (ND) and to capitalize on the extensive environmental resources. The two new ND 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. Residential densities within the Small Area Plan shall be assessed with the reduction of the acreage designated as ER, Environmental Resource.

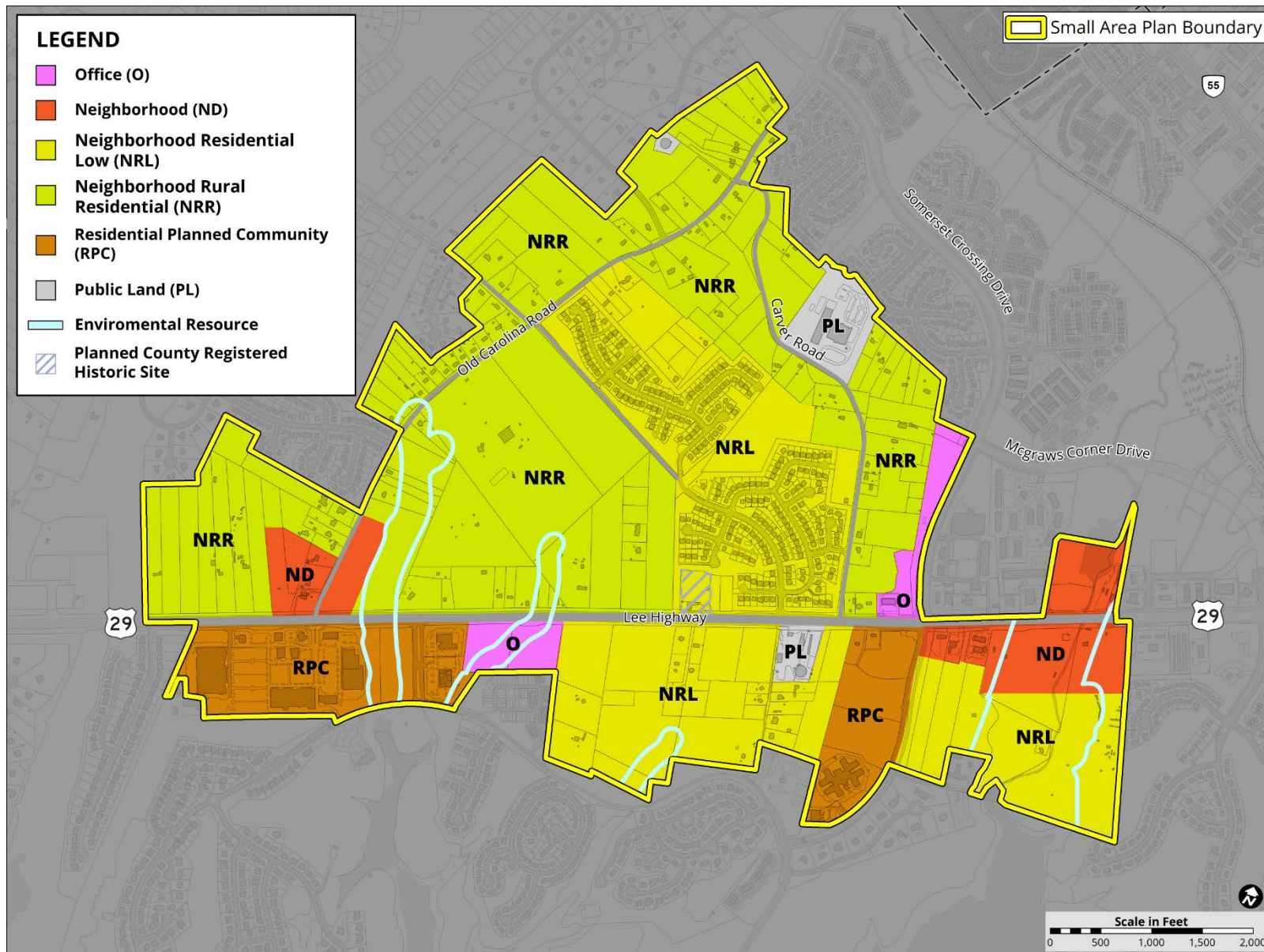


Figure 25: Future Land Use Plan


Neighborhood	Office	Neighborhood Residential Low	Neighborhood Rural Residential
			
			
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">DESCRIPTION</p> <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 Rural Residential 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 26: Land Use Descriptions

		Neighborhood	Office	Neighborhood Residential Low	Neighborhood Rural Residential
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	T-3: 4-12 du/acre T-2: 0.5-4 du/acre	N/A	T-2: 0.25-1 du/acre	T-2: 0.5-1 du/acre
	Target Non-Residential FAR	T-3: Up to 0.57 FAR	T-3: Up to 0.57 FAR	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	T-3: Up to 4 stories for mixed use buildings only T-2 : 1-3 stories	T-3: Up to 5 stories	T-2 : 1-3 stories	T-2 : 1-3 stories
	Minimum Open Space	20% of site	20% of site	10% of site	30% of site

		Neighborhood	Office	Neighborhood Residential Low	Neighborhood Rural Residential
FORM & CHARACTER	Use Pattern	PMD PMR B-2	O(L)	R-2 R-4	SR-1 SR-3
	General Block Dimensions	Flexible dimensions based on circulation patterns and access to buildings and parking areas	Flexible dimensions based on circulation patterns and access to buildings and parking areas	N/A	N/A
	General Building Placement	The main entrances of buildings should be located along primary streets or facing key intersections. As these uses are primarily located in suburban areas, appropriate green buffers are recommended along roadways.	The main entrances of buildings should be located along primary streets or facing key intersections. As these uses are primarily located in suburban areas, appropriate green buffers are recommended along roadways.	Appropriate green buffers where required along roadways. Buildings behind the sidewalk ROW and standard residential setback requirements appropriate for the zoning district.	Appropriate green buffers where required along roadways. Buildings behind the sidewalk ROW and standard residential setback requirements appropriate for the zoning district.
	Street Type	Urban/Local Street sections	Local Street sections	Standard residential street sections	Standard residential street sections
	Pedestrian and Bicycle Circulation	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas
	Parking	Landscape screening required for off-street parking areas that have frontage on primary or secondary roads.	Landscape screening required for off-street parking areas that have frontage on primary or secondary roads.	Off-street parking permitted on driveway	Off-street parking permitted on driveway
	Parking Access	Limited vehicular access from primary streets. Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.	Parking and service access from secondary streets is preferred; access from primary streets should be limited.	Vehicular access from residential street section	Vehicular access from residential street section

Figure 27: Land Use Form, Character, and Uses

Transect and Activity Density Framework

The framework of this plan uses the core concept of Transect Areas (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 as illustrated below. 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. The Transect Zone Intensity Measures table 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.

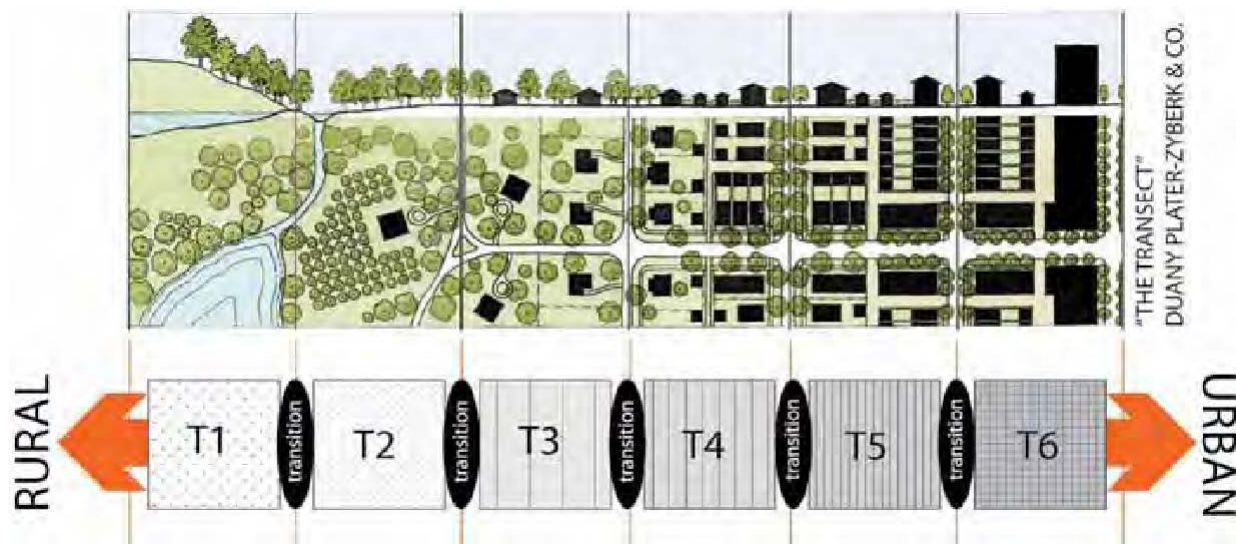


Figure 28: Transect Zones

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 29: Transect Zone Intensity Measures

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

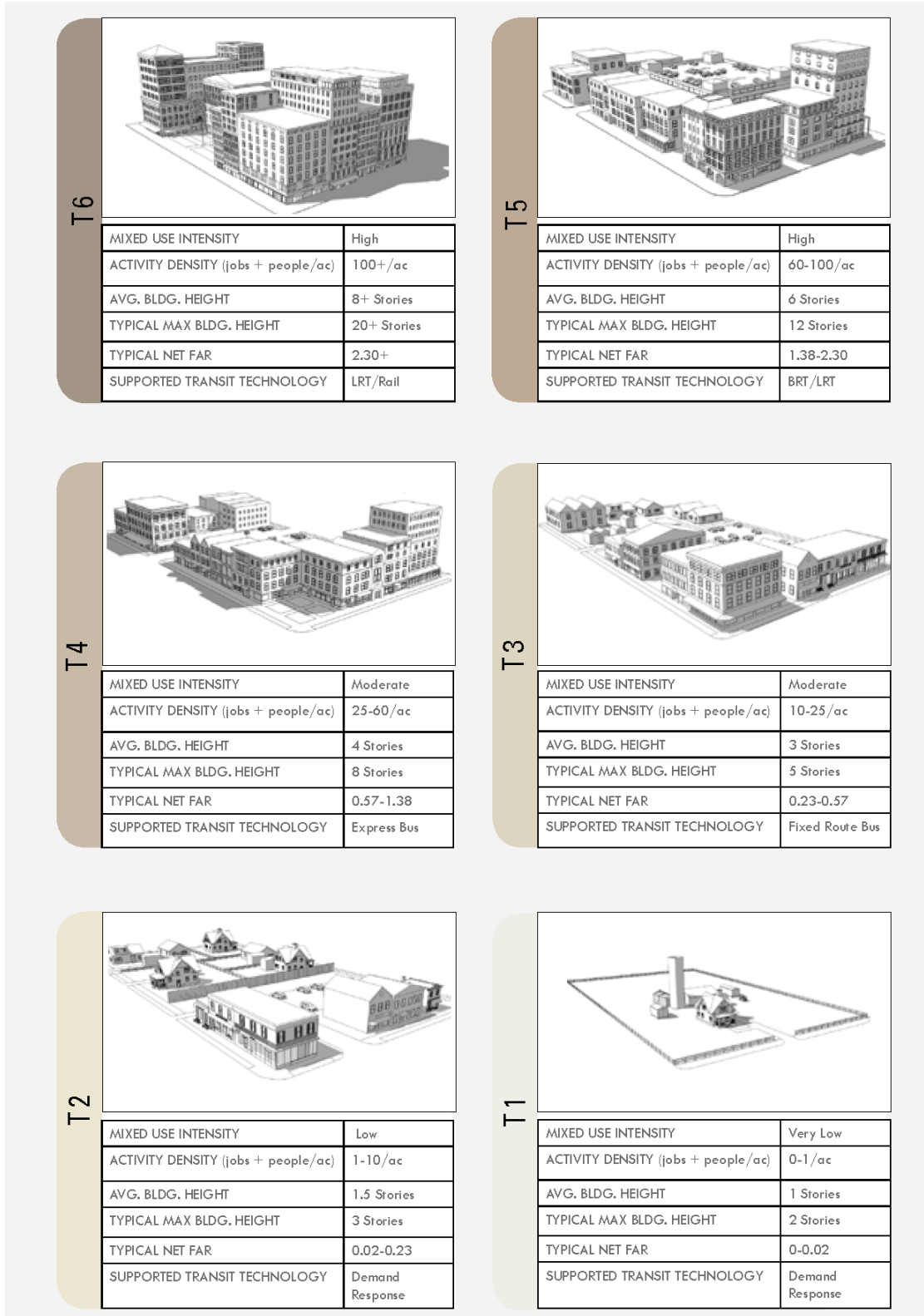


Figure 30: Transect Diagram

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

The T-3 Transect Zone corresponds with the highest density use in the study area, which are the areas designated as Office or Neighborhood land use designations. These zones represent areas that are pedestrian-friendly and have a mixture of uses – focused on residential. The office uses generally intersect with commercial centers in the plan, allowing for increased employment to increase the activity density.

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 multimodal access.

The Transect Plan identifies the T-Zone densities in the Route 29 Small Area Plan. 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 and activity density.

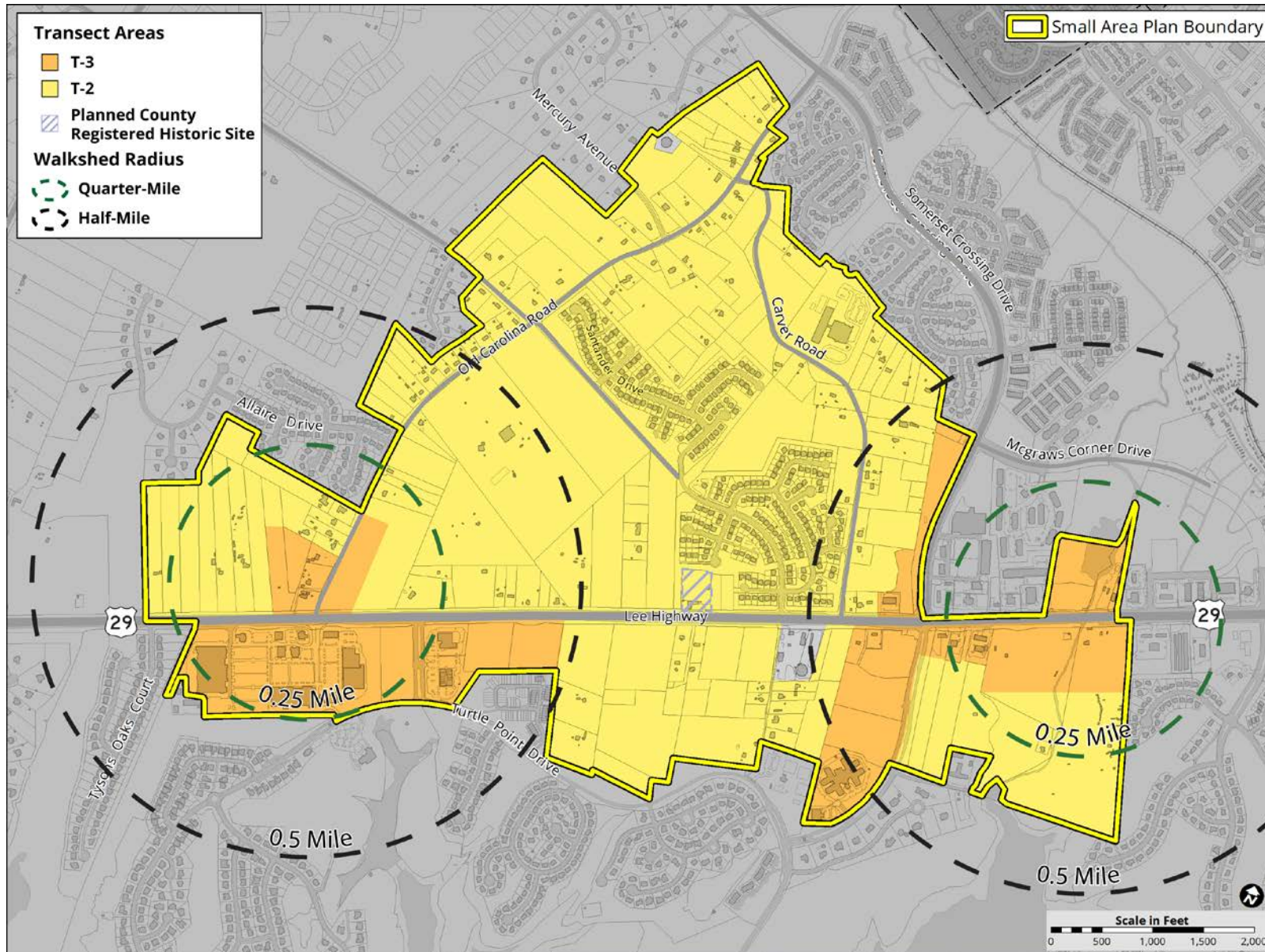


Figure 31: Transect Plan

Multimodal Planning

Prince William County is implementing multimodal planning using the methodology developed by the Virginia 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 methodology, 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 Small Area Plan is between 6.7 and 12.4 activity units per acre, which corresponds on the P3 Medium 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)	1,380,638	1,799,551	2,218,466
Total Jobs	3,322	4,541	5,761
Dwelling Units	816	1,238	1,660
People	2,479	3,754	5,031
Total People + Jobs	5,801	8,295	10,792
Total Land Area	865.5 acres		
Activity Density	6.7	9.6	12.4
Density Classification	P-3	P-3	3

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

DESIGN ELEMENTS

Goal: 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.

Concept Plans

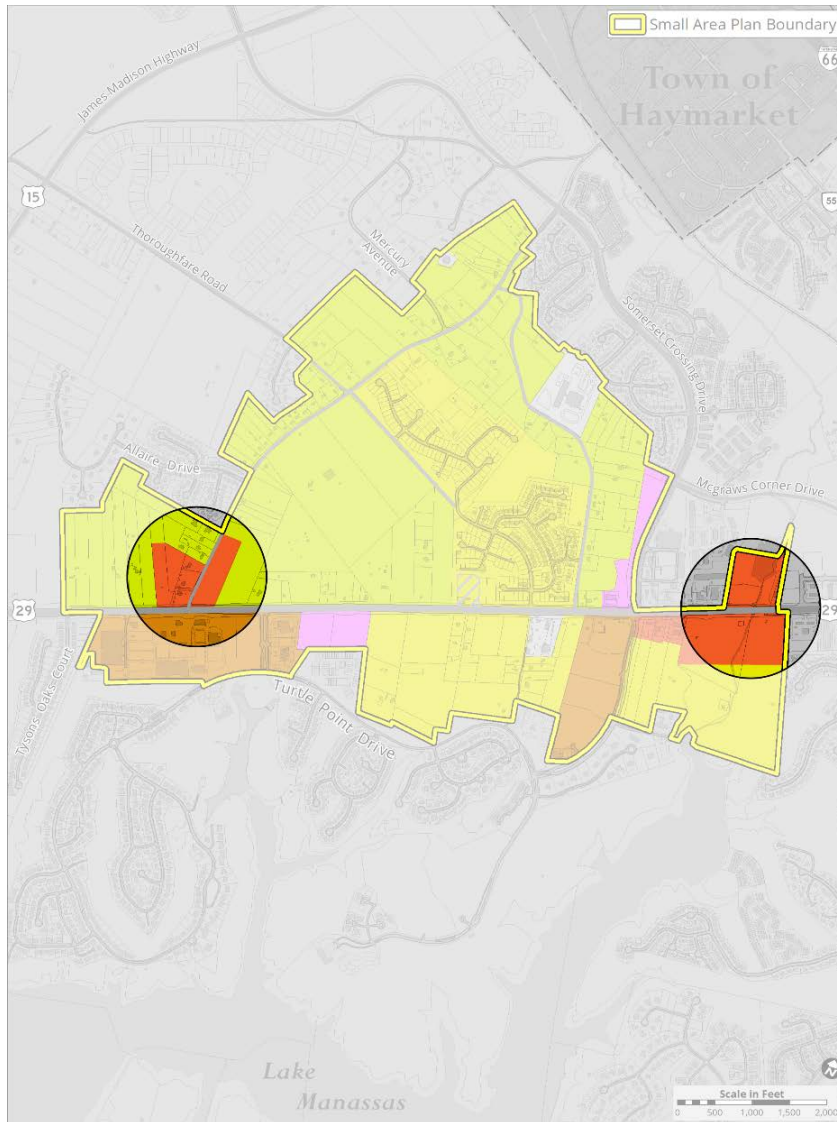
Concepts plans have been created to demonstrate visual preference and design concepts to realize the development potential of key nodes within the Route 29 Small Area Plan. The two concept plans presented focus on the areas within the small area plan that represent the greatest potential activity density. The introduction of pedestrian and bicycle connectivity throughout the plan area will be key to connect the residential, employment and commercial activity proposed in the plan.

Neighborhood Concept

The Neighborhood Nodes are generally located along on the eastern and western entrance to the small area plan. Building upon existing adjacent development, the Plan aims to establish a vibrant, walkable, mixed-use neighborhood. New development should be aimed to create a sense of place foster the attraction for retail, restaurants, entertainment and services that are needed in the area. The Village Center will support and be supported by the residential and employment opportunities in the area.

Office Concept

The office nodes are located near the new proposed Neighborhood nodes to support the commercial activity proposed in the plan and to allow opportunities for new residential development to work within the small area plan. The [Guidelines for Office Development](#) located within the Community design chapter of the Comprehensive Plan offer additional concepts to realize high-quality office development.



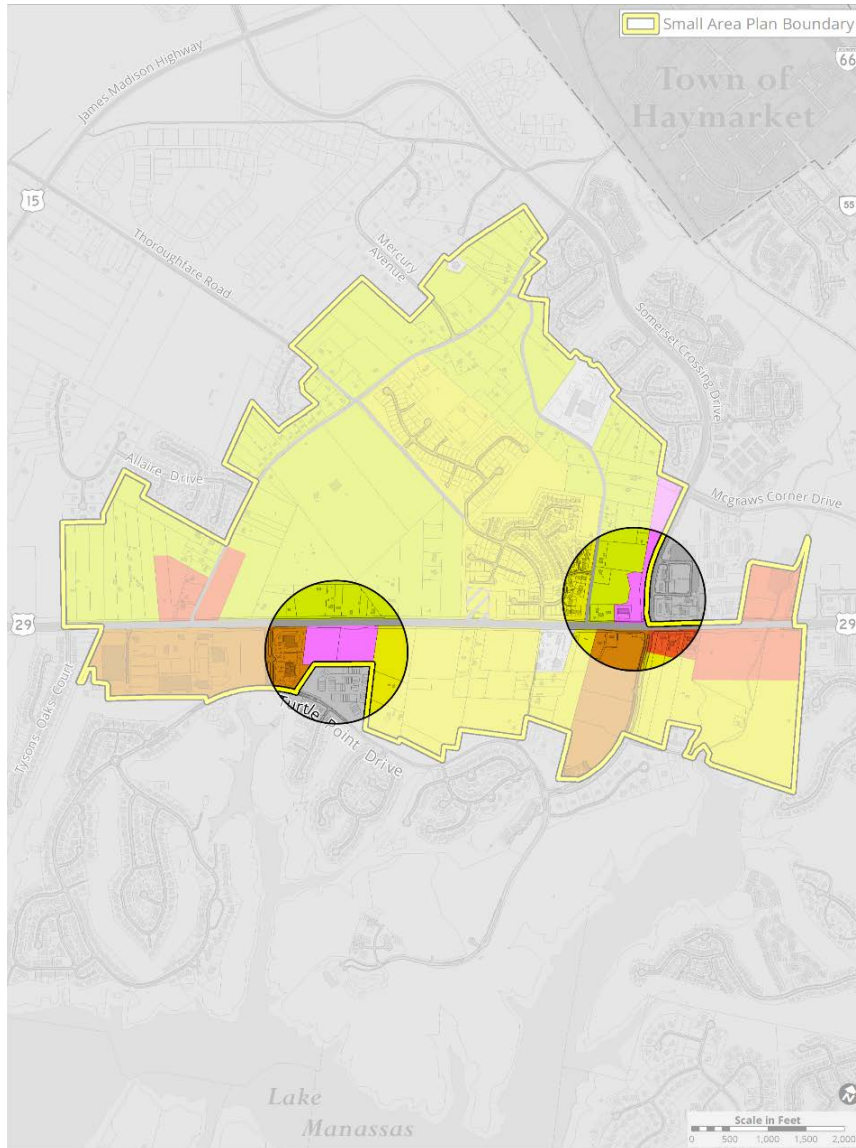
Neighborhood Nodes

The Neighborhood designated areas of the plan are envisioned to create vibrant, diverse places to accommodate a variety of business and housing development needs in a walkable vertical mixed-use environment. This includes active ground floor uses and a mix of residential and commercial uses on the upper floors of the building which may be up to 4 stories.

Buildings should have short to medium setbacks and varying block sizes with parking is predominately street or surface parking located to the interior. Ample sidewalk space for café seating and pedestrian connections to the adjacent neighborhood developments support an increased focus on improving walkability.



Figure 32: Neighborhood Concept



Office Nodes

The Office designated areas of the plan provide for low-to mid-rise, offices or research and development activities. High-quality architectural and urban designed pedestrian scale buildings will help create a strong sense of place for the Route 29 community and establish the area as a destination.

Buildings are preferred to be 3-5 stories, and oriented to the street with parking located to the interior. Additionally, quality public space should be provided in the form of streetscape enhancements such as furniture, landscaping and lighting, as well as public green space. A focus on providing strong connectivity to the surrounding residential and commercial areas will ensure a strong support for the surrounding areas.



Figure 33: Office Concept

MOBILITY

Goal: Create a multimodal network that leverages and builds upon existing pedestrian, bicycle and trail infrastructure to develop a complete mobility network connecting to the area's commercial, recreational, and community amenities.

This document provides information on the key transportation elements of the Route 29 Small Area Plan, including the creation of a safe and robust pedestrian and bicycle network to allow connectivity to the amenities in the study area, and the development of two multimodal Neighborhood centers that support and are connected to the remainder of the study area. The Plan also focuses on meeting the mobility needs of the area while preserving cultural resources identified in the plan.

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. They are typically low speed roads with low traffic volume that support safe travel for pedestrians and bicyclists.

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 and McGraws Corner Drive extended 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 Plan 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.

The Small Area Plan will remove McGraws Corner Drive as a planned major collector road on the west side of Somerset Crossing, removing the planned connection of McGraws Corner Drive to Carver Road, and to points further west.

Thoroughfare Road will 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 and Carver Road will be neighborhood-serving roads that maintain the existing character of the area. Thoroughfare Road will be planned as a 2-lane local street and will include pedestrian and shared use facilities as depicted in the Local Street Section. Carver Road will be planned as a 2-lane local street and maintain its existing extent.

Old Carolina Road is designated as a 4-lane major collector in the current Comprehensive Plan. In order to provide a through connection between Haymarket and Route 29, to collect traffic from the rest of the Small Area Plan and to maintain acceptable levels of service, it is recommended that Old Carolina Road remain planned as a 4-lane roadway. In order to provide the pedestrian/bicycle facilities that are desired in the area, 104 feet of right-of-way is required. If it is determined that a shared use path on one side of the road is sufficient and the pavement widths can be narrowed, the right-of-way requirements could be reduced. Somerset Crossing Drive is classified as a minor arterial. This road is on the periphery of the study area and is a 4-lane divided roadway.

Route 29 is a principal arterial traversing the area with limited access points and median breaks, carrying high vehicular volumes at high 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. Route 29 acts a significant barrier between the north/south side of the plan. 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 sections have been created for use in this small area plan.

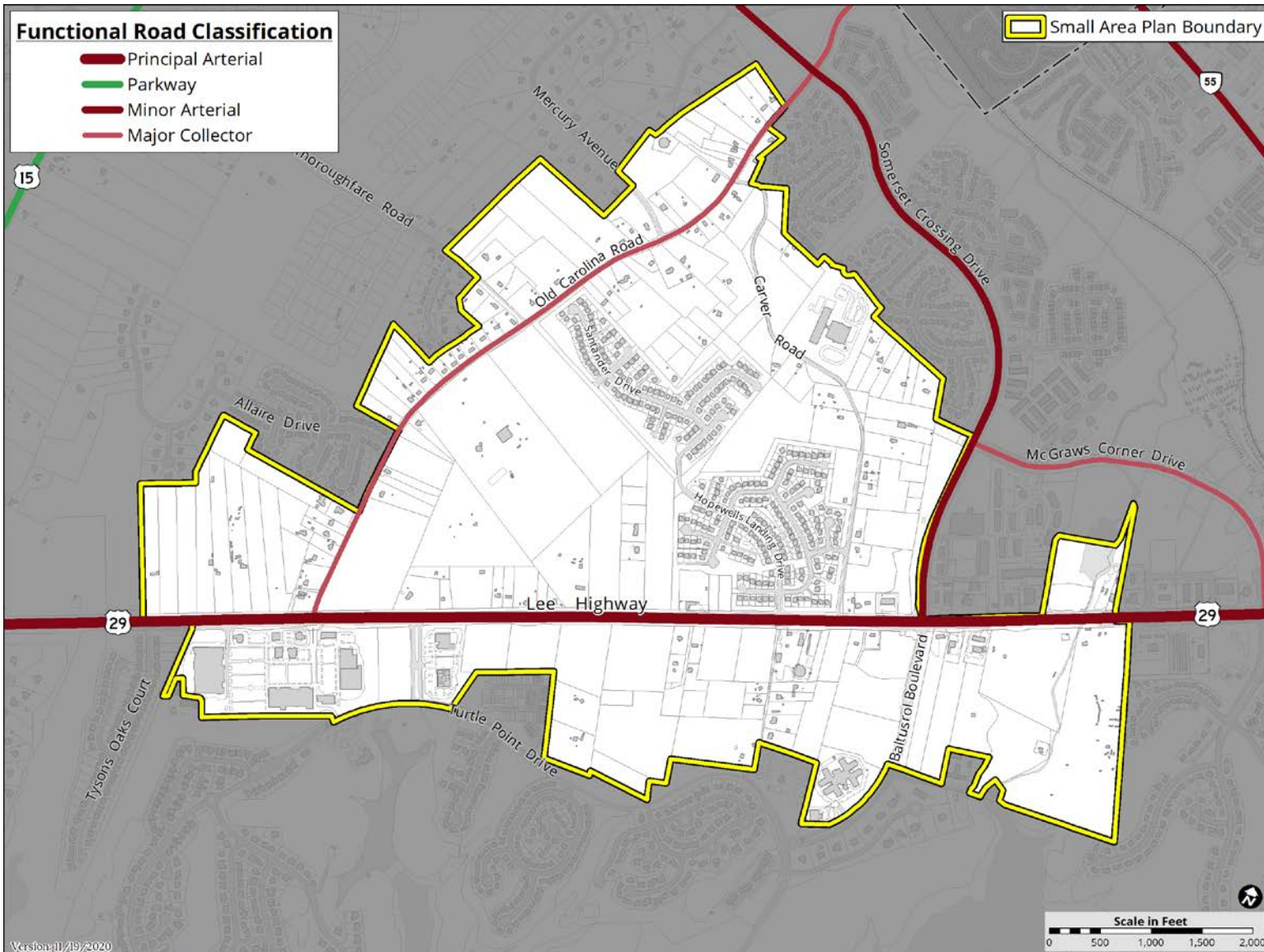


Figure 34: Functional Road Classifications

Street Sections

Functional classification is the process by which streets and highways are grouped 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)

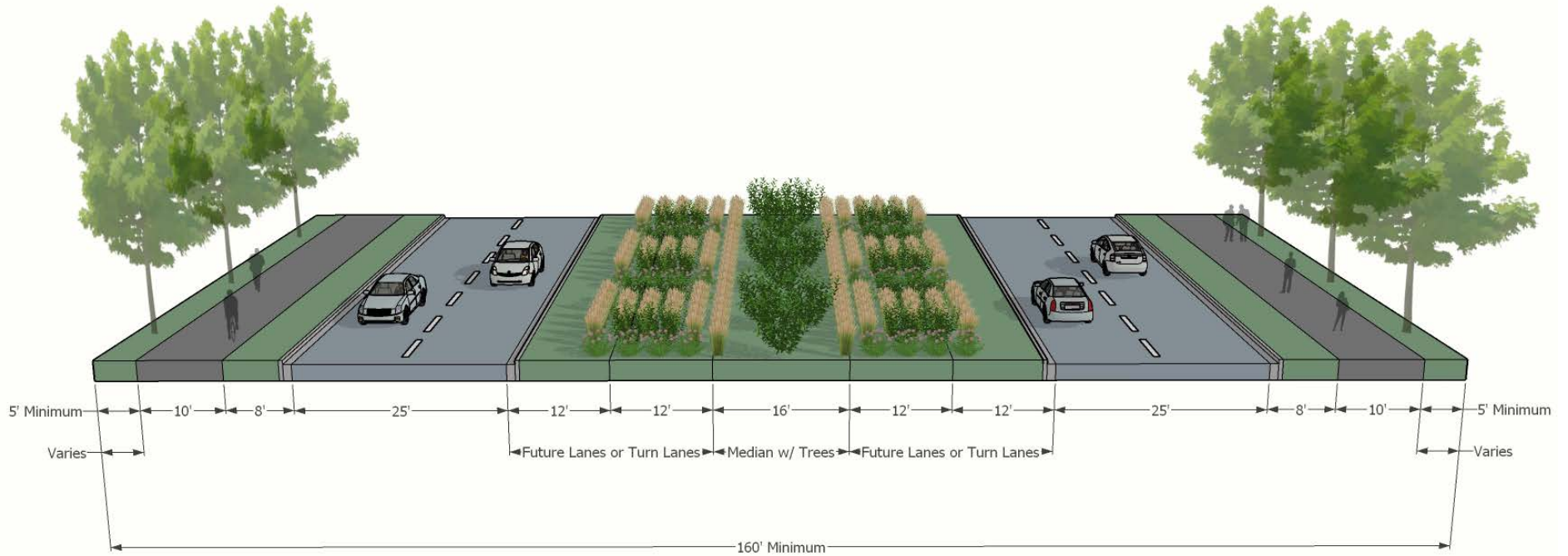


Figure 35: Principal Arterial Street Section

Minor Arterial (Somerset Crossing Drive)

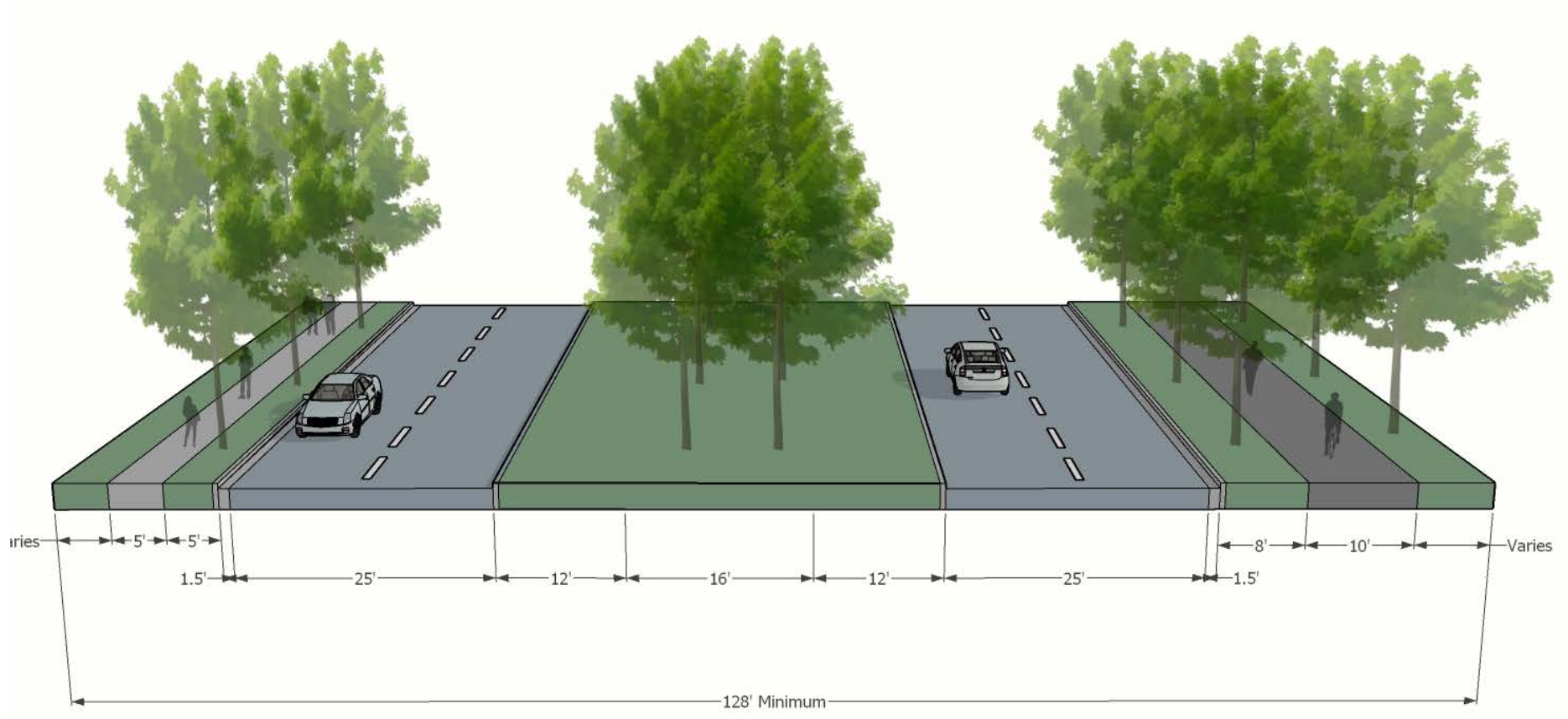


Figure 36: Minor Arterial Street Section

Major Collector (Old Carolina Road)

*A modified right-of-way may be considered if it is determined that a shared use path on one side of the road is sufficient and the pavement widths can be narrowed, the right-of-way requirements could be reduced.

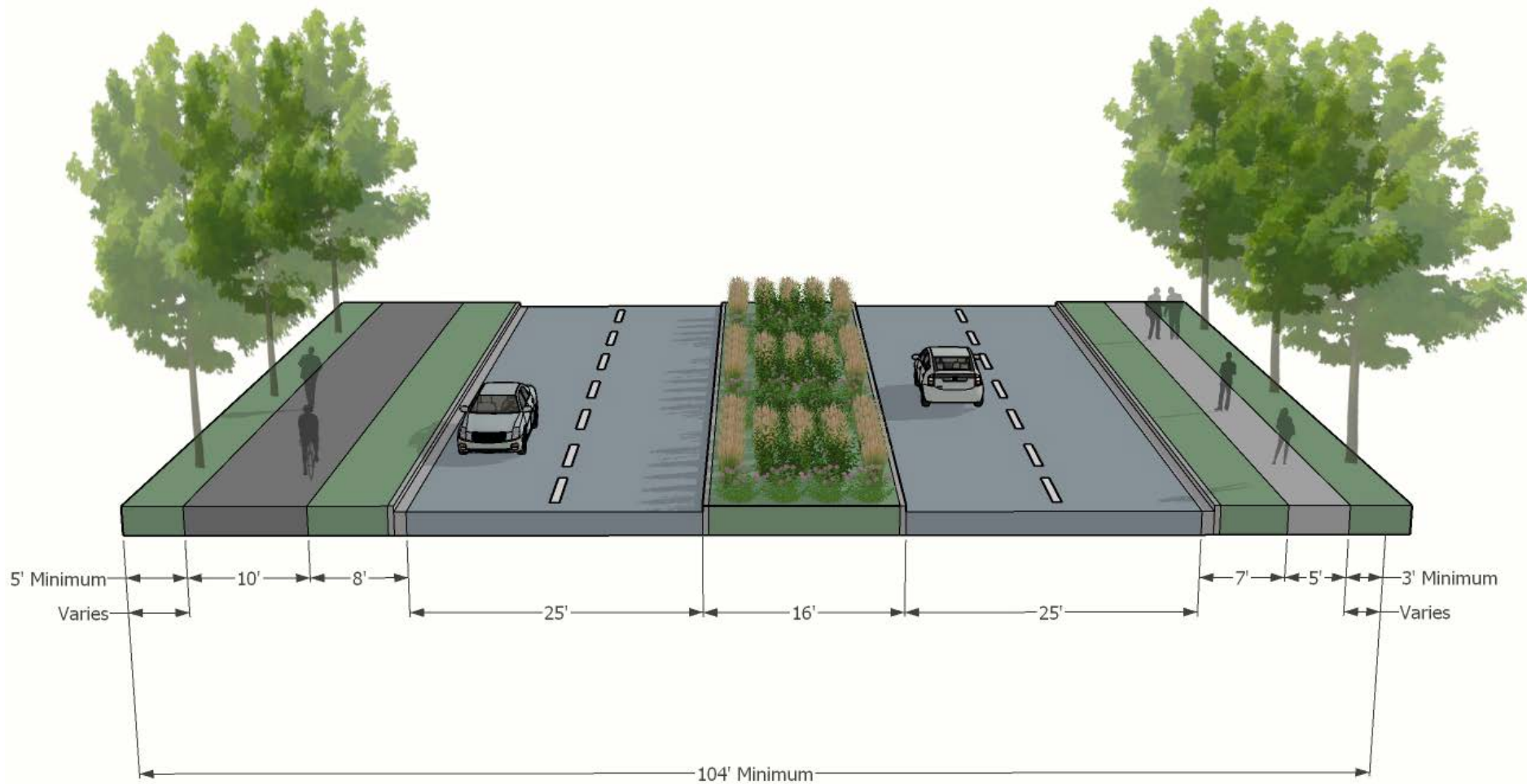


Figure 37: Major Collector Street Section

Local Street

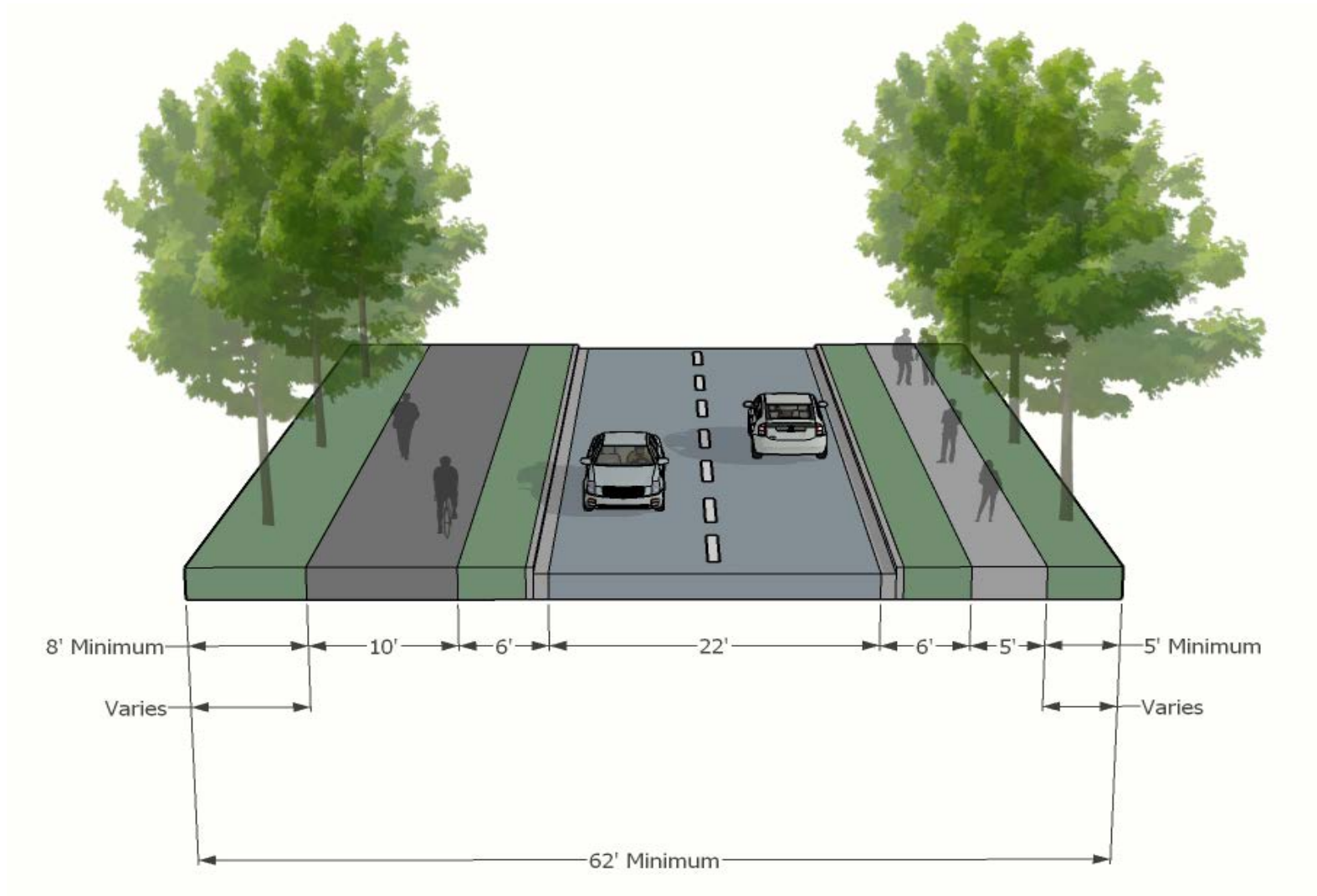


Figure 38: Local Street Section

Transit Network

The study area is not directly served by 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 PRTC provides through its OmniRide Express morning eastbound bus service from commuter lots at Haymarket Heathcote, Gainesville Limestone, University and Rt 29 and at Cushing Road. Future commuter lots include a facility near the intersection of 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 service in Prince William County and the cities of Manassas and Manassas Park through its OmniRide service. There is no OmniRide 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 major 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. Route 29 acts as a significant pedestrian barrier between the north/south side of the plan. A pedestrian crossing of Route 29 would further increase connectivity in the Plan.

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, Thoroughfare Road, 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.

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 39: Examples of shared use paths

Sidewalks/Trails - These are paved walkways and trails exclusively for pedestrians adjacent to a street. Sidewalks are required to be a minimum of 5 feet in width though 6'-8' is preferred. Paved trails are 10 feet wide and can accommodate bicyclists as well.



Figure 40: Paved Walkways and Trails

Source: <http://www.pedbikeimages.org/> Dan Burden

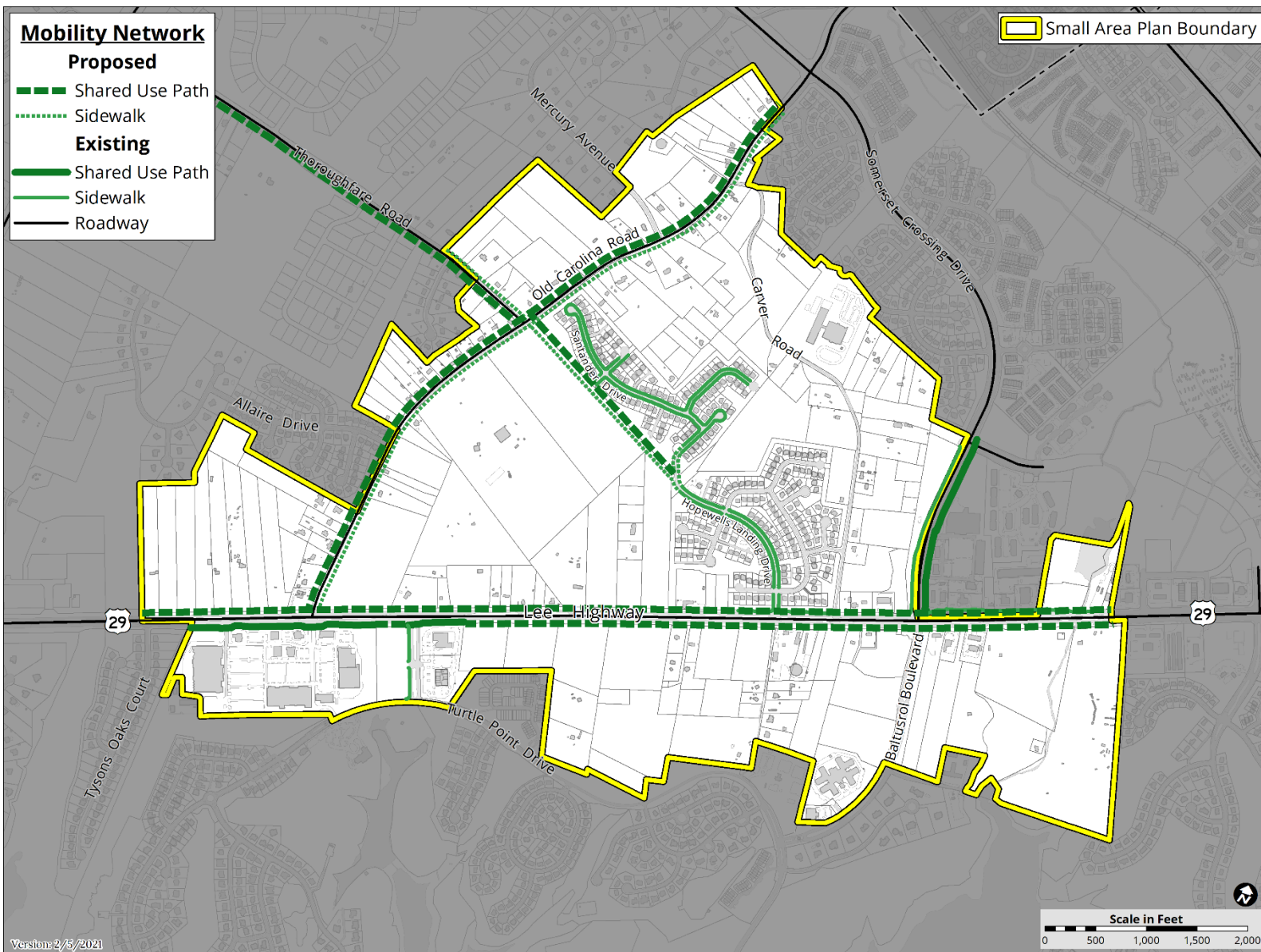


Figure 41: Proposed Mobility Plan

GREEN INFRASTRUCTURE

Goal: Create a robust and connected system of greenways, trails, open space and corridors that provide a benefit to the environment, community and local wildlife.

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.

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.

- Where appropriate, and when consistent with applicable law, encourage the dedication of land to create parks that are accessible to the public and create trail connections between communities and to establish linkages between parks and open space areas through the rezoning or special use permit process.
- Establish a new park is located near or adjacent to Buckland Mills Elementary School. The community park will allow for the potential to supplement outdoor play areas and ball fields serving the school, as well as the surrounding community.
- Where appropriate, and when consistent with applicable law, encourage the dedication of a trail loop around the Neighborhood designated area at the intersection of Old Carolina and Route 29 through the rezoning or special use permit process.
- Establish a series of open spaces 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.
- Establish an open space/park 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.
- Ensure new development is adequately screened from Route 29 by providing a minimum 30' landscape buffer for commercial and a minimum 50' landscape buffer for residential development along Route 29.

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.

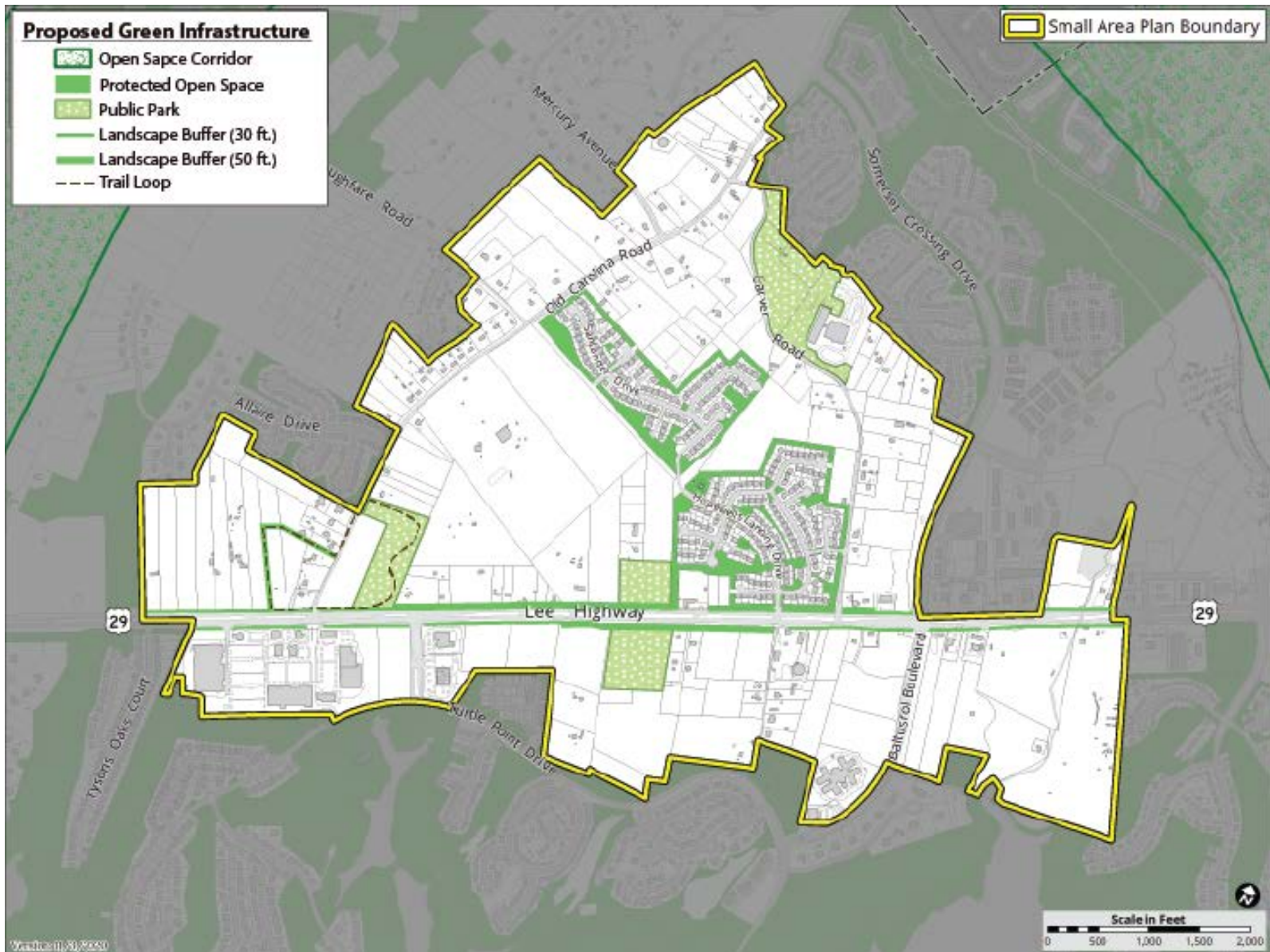


Figure 42: Green Infrastructure Plan

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.

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.²⁵

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.²⁵

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.^{26, 27, 28} 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 and The Settlement Recordation Project. Additional archival, archaeological and

²⁵ <https://www.dhr.virginia.gov/v-cris/>

²⁶ Brown, William H.: 1901 Map of Prince William County, Virginia. On file at RELIC in the Bull Run Regional Library.

²⁷ 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/>.

²⁸ Scheel, Eugene:

1992 Prince William County

2000 African American Heritage Map

architectural research and public interpretation of the history or histories from the plan area is warranted.

Proposed Additions to the list of County Registered Historic Sites

Mount Pleasant Baptist Church and Cemetery (076-6009)

Location: 15008 Lee Highway, Gainesville

Ownership: Private

Acres: 2.59

The Mount Pleasant Baptist Church and Cemetery (076-6009) has been the center of community life and values in The Settlement, meeting spiritual and social needs of its members and locals alike for over a century. The congregation was started in 1877 by a group of local African American persons and families including the Churchville and Brook families, Isaac Jackson, John and Henrietta Perry, "Mrs. Coats," and Sally Grayson), all of whom resided in or around The Settlement community²⁹. The original name of the church was Beulah Baptist Church but was renamed to Mount Pleasant Baptist Church when the church was moved to Lee Highway. The first church building was constructed of log on Old Carolina Road. In 1882, the trustees moved the log church to the lot on Route 29 that they purchased for \$10.

There have been several iterations of the church due to fires, but its current iteration was constructed around 1928 and its main block (the chapel) is predominantly unaltered. "The building appears to have at least seven construction periods, the first of which dates to circa 1928 and resulted in a one-story, one-bay, rectangular, frame, vernacular church measuring about 43 feet in length and 33 feet in width. The second construction period added a rear frame, lean-to addition to the church as well as the vestibule and steeple tower at the primary (south) elevation of the building, likely sometime between 1940 and 1950. During this period some renovations to the core of the building occurred, including altering exterior material and fenestration. The next frame addition extended the rear once again sometime during the mid-twentieth century. The fourth phase in the early 1970s included the demolition of the previous rear additions and the construction of a one-story, concrete-block extension in its place. In 1979, a fifth construction period resulted in the addition of a one-story fellowship hall extending from the northeast corner of the circa-1970s rear addition. The combination of the additions extends approximately 70 feet eastward and about 28 feet northward from the northeast corner of the core. During this construction phase, a pale-yellow-brick veneer was added to the entire church, visually uniting all phases of its evolution. In 1987, a one-story, gabled porch was added to the primary entrance of the church building. The final construction period is associated with renovations due to the fire that occurred in 2012 and is currently ongoing. It includes renovations and the addition of a second story to the circa-1970 rear addition and 1979 fellowship hall and eventual restoration to the core of the building (Moss 2020:5). These renovations reflect the growth and progress of The Settlement community from the period of first generation African American landowners to established citizens of Prince William County despite continued racial segregation and discrimination.

The cemetery behind the Church is filled with a variety of headstone types and materials and includes the graves of veterans who served in every major conflict from the World Wars to the Vietnam War, reflecting African American traditions as well as the evolution of The Settlement community. In 1925, Carolina Randall, a widow, granted approximately 1 acre of land on the north

²⁹ Mount Pleasant Baptist Church website: <http://www.mpbcc-gainesville.org/history>, last accessed October 30, 2020

side of the church lot to be utilized as a graveyard or a burial ground³⁰. There are several internments dating prior to 1925, suggesting that the Randall family already allowed the congregation to use the land as a cemetery. The cemetery is now a resting place for some of The Settlement's "first families: Berry, Berryman, Churchill, Gaskins, Johnson, McPherson, Perry, Thomas, Tibbs, Tyler, Peterson, Randall, Strother," and Grayson.³¹ It is likely that Juanita Johnson, conveyed a small portion to the cemetery that contained her parents' graves.

Primary Uses: Religious Institution/Historical/Cultural

Land Use Classification: NRL

Surrounding Land Use Classification: NR

Comment: The church was burned by arson on August 10, 2012 and is raising restoration funds while holding services at Northern Virginia Baptist Center in Gainesville, VA.

Shady Inn Dance Hall (076-6008)

Location: 15036 Lee Highway, Gainesville

Ownership: Private

Acres: 0.48

Oral histories of Settlement-area residents indicate that the building at 15036 Lee Highway was originally the Shady Inn Dance Hall (076-6008), operating from the 1940s into the 1960s (Patton 2018:158). The 0.48-acre lot on which the building rests belonged to Flora Dean from 1936 until 1952 on what was then a 5.37-acre parcel.^{32, 33} The 5.37-acre property was subdivided in 1965 and the 0.478 acre lot around the dance hall was sold to Dennis Carter and his wife, Artiller Carter.^{34, 35} This began the structures transformation into a church, as Artiller Carter was a pastor. In 1979, the Carters sold the dance hall lot to the trustees of the Golden Church of God & Prophecy.

"The circa-1939, one-story, eight-bay, structure is currently vacant ... The building's plan consists of a large rectangular massing roughly 65-feet long and a little over 30-feet wide. A small side-gabled wing extends roughly 20 feet from the southwest corner of the building and is visible in a 1952 aerial image of the property.³⁶ The dance hall's foundation is composed of continuous concrete block and poured concrete around the perimeter with a mix of wood posts and poured-concrete piers adding intermittent support bellow the floor joists."³⁴

Oral histories indicate the Shady Inn Dance Hall played a mix of jazz and swing, with patrons recalling the songs of "Buster Smith" and tunes like "Flying Home".³⁷ Long-time Settlement resident, Willetta Grayson Wilson competed regularly in jitterbug contests at Shady Inn, winning prizes

³⁰ Moss, Adriana. 2020. Page 13. Mount Pleasant Baptist Church (076-6009) National Register of Historic Places Registration Form. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA.

³¹ Scheel, Eugene M. 1996. Page 86. Crossroads and Corners: A Tour of the Villages, Towns, and Post Offices of Prince William County, Virginia, Past & Present. Historic Prince William Inc., Prince William, Virginia.

³² Peckler, Danae. 2020. Page 2. Virginia Department of Historic Resources Preliminary Information Form. The Shady Inn Dance Hall. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

³³ Prince William County Deed Book [PWDCDB] 97. Page 136

³⁴ Moss, Adriana. 2020. Page 13. Mount Pleasant Baptist Church (076-6009) National Register of Historic Places Registration Form. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA.

³⁵ PWDCDB 410. Page 537

³⁶ (United States Department of Agriculture [USDA] 1952)

³⁷ Patton, Amanda: 2018. Page 240. 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.

between \$10–\$15 on Friday and Saturday nights. Wilson also recalled a regular band led by “the Smith boys” playing on Saturdays.³⁸ Nimrod Dade was too young to dance but he remembers his mother Lillie Mary Dade serving food from dance hall’s kitchen while he was under the counter.³⁹

Primary Uses: Religious Institution/Historical/Cultural

Land Use Classification: NRL

Surrounding Land Use Classification: NR

Proposed Addition to the Historic Sensitivity Map

Staff recommends the area documented as The Settlement Historic District (076-6010) become a Historic Sensitivity Area (see map below).

³⁸ Patton, Amanda: 2018. Page 113. 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.

³⁹ Butler, Melissa, 2020. Page 21. The Settlement Oral History Project, Prince William County, Virginia. Prepared for Prince William County. Prepared by Adriana Moss, Dovetail Cultural Resources Group, Fredericksburg, VA

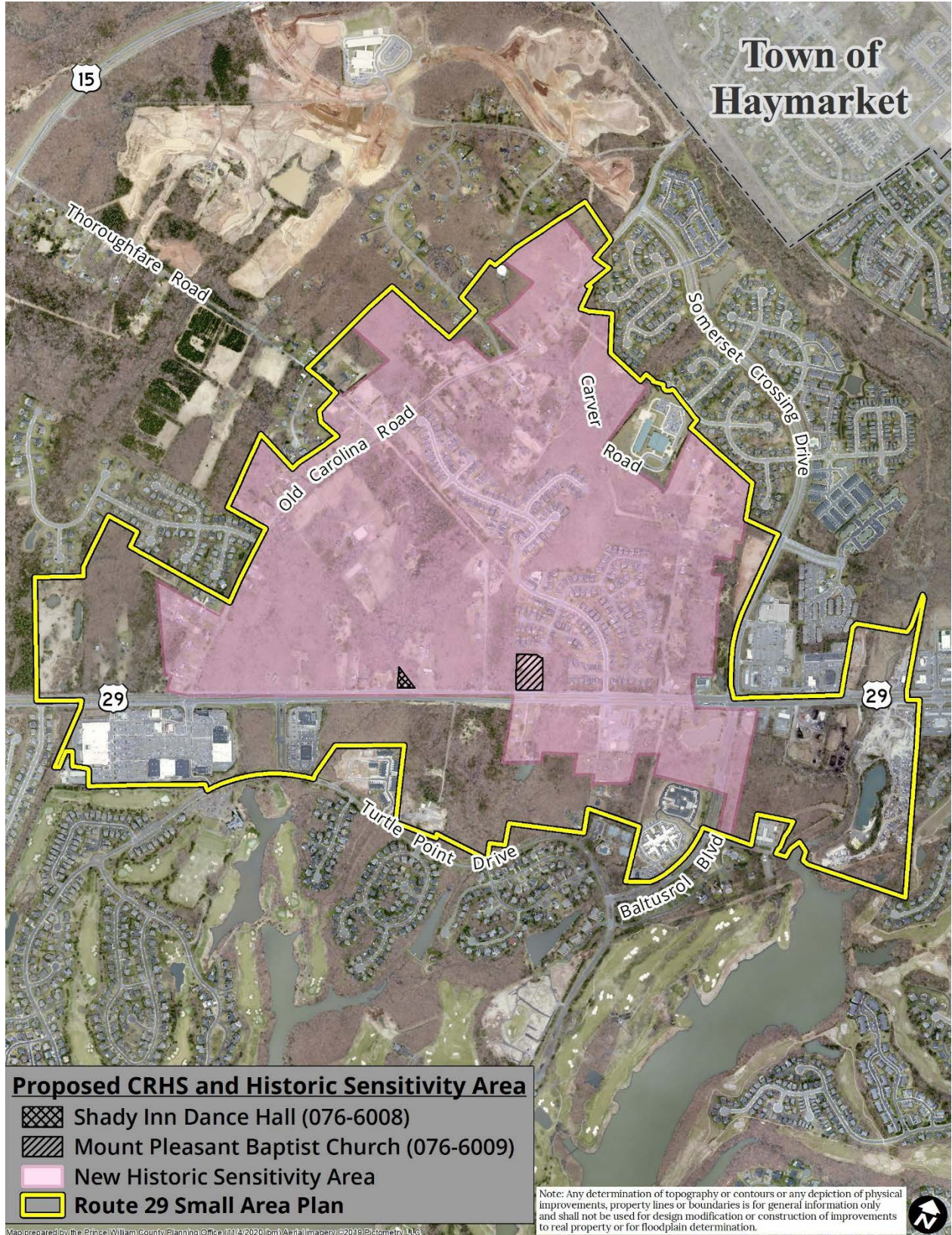


Figure 43: Map Showing Proposed CHRS structures and Historic Sensitivity Area

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 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 and the Shady Inn Dance Hall and if warranted prepare documentation for listing on the National Register of Historic Places.
- Consider graduate internships to complete cultural resource action 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.
- Encourage development density at the low end or commitment to wide buffers or planned open space, surrounding the Mount Pleasant Baptist Church and Shady Inn Dance Hall, to preserve the settings of these resources.

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.
- Study and research the Pre-Civil War history in the plan area and prepare a history.
- Continue to record historic buildings and structures with the Virginia Department of Historic Resources.
- Create a multi-use open space, open to the public, adjacent to the Mount Pleasant Baptist Church. Uses could include open space park, outdoor community event space, a display area to showcase the rich culture and history of the local community, 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. Work with the local community to identify space.

- Where appropriate, developers should install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division. Work with the local community to identify space.
- Include interpretation of the small area plan's history in planned open spaces. Work with the local community to identify space.
- 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.

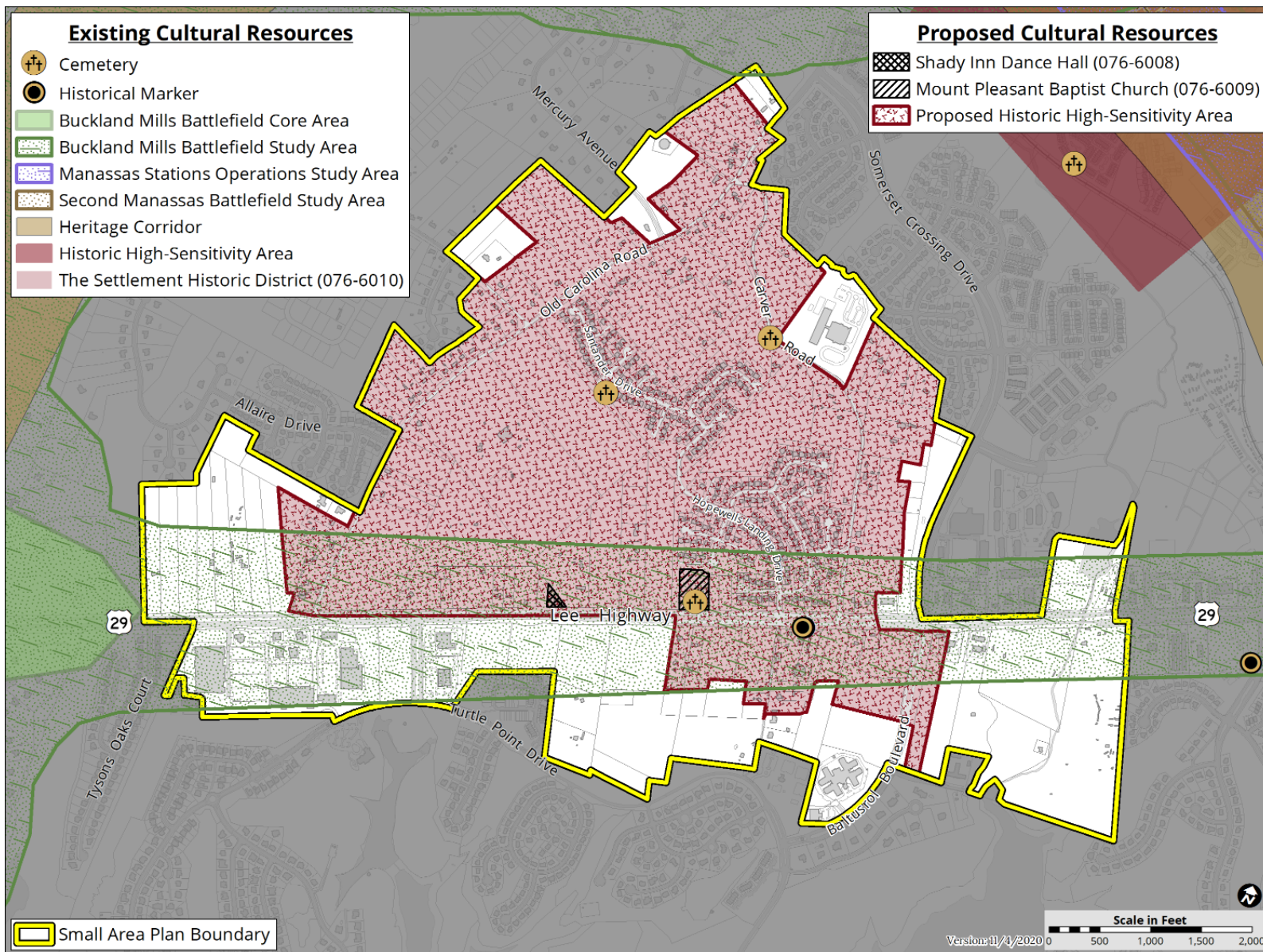


Figure 44: Cultural Resources - Proposed

ECONOMIC DEVELOPMENT

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

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.

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 & Challenges for targeted industries within the study area:

- **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. Increasing the amount of commercial zoning and establishing connections with major educational institutions or entrepreneurship assets may make the Route 29 area more attractive than other areas for Information Communications Technology companies.
- **Life Sciences:** For the Route 29 area to become a more suitable location for Life Sciences, increasing commercial zoning and attracting research institutions to locate in or nearby

should be considered.

- 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 communications 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 Department of Economic Development 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 2,000 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 collocated 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		
	Existing (2019)	Additional Need by 2040
Fire and Rescue Station	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 five new police officers and is currently served by the Western District Police Station, which has adequate capacity for the projected growth. In the long-term the Small Area Plan falls within the proposed boundary of the 4th District Police Station which is planned to serve the northwestern portion of Prince William County. Additionally, current policy encourages public safety satellite field offices in Commercial/Mixed-Use areas, as a ground floor use in a vertically mixed-use building, to increase

public safety and sheriff visibility. It is recommended that a public safety satellite field office (for Police and/or Sheriff) be located on the western end of the small area plan or potentially collocated with the proposed Fire and Rescue Station. 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	2%
Satellite Field Offices	0	1
Administrative Support Facilities	0	658 sq. ft.
Animal Control	0	161 sq. ft.
Public Safety Training Center	0	778 sq. ft.

Criminal Justice

The level of service standards for criminal justice primarily address the need for adequate space for the PWC Sheriff’s Office. The proposed population growth would translate to a need for less than 1 new sheriff deputy. The facility demand generated by the proposed plan should be incorporated into future expansion of Sheriff’s Office facilities. Additionally, current policy encourages public safety satellite field offices in Commercial/Mixed-Use areas, as a ground floor use in a vertically mixed-use building, to increase public safety and sheriff visibility. It is recommended that a public safety satellite field office (for Police and/or Sheriff) be located on the western end of the small area plan or potentially collocated with the proposed Fire and Rescue Station.

Projected Criminal Justice Facility Needs by Existing and Projected Population		
Facility Type	Existing (2019)	Additional Need by 2040
Sheriff’s Office	0	103 sq. ft.
Satellite Field Offices	0	1
Administrative Support Facilities	0	24 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 schools (Buckland Mills, Haymarket, and Piney Branch), two middle schools (Reagan and Gainesville), and two high schools (Battlefield and Patriot). Based on current

school design standards the growth in residential population through 2040 indicates an increase in student generation that would equate to about two-fifths of an elementary school, one-tenth of a new middle school, and slightly less than one-tenth of a new high school. Current planned capacity for elementary and middle schools in the area will be able to incorporate the projected capacity proposed in the plan. Additionally, the 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	22%
Middle	1	7%
High	2	6%

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	1,441 sq. ft.
Books per Capita	0	6,003
Estimated Cost		180,000

Parks, Recreation and Tourism

Level of service for parks in Prince William County is assessed through park acreage as a percent of county land area, park quality, accessibility, level of development, and equitable distribution of park resources. To that end, the Comprehensive Plan has established park planning districts to analyze the park system at a sub-magisterial district level, and Route 29 is within Park Planning District 3. Full explanation of the Level of Service methodology for Parks can be found beginning in Appendix A of the Parks, Recreation and Tourism Chapter of the Comprehensive Plan.

The Route 29 Small Area Plan proposes an increase in residential density that together with the increased employees will generate the need for parks and recreation facilities. The environmental resource areas within the plan offer the opportunity to preserve natural resources and provide a robust trail system connecting to the surrounding area. The highest proposed activity centers such as the Neighborhood and Office nodes should be designed to include green infrastructure such as pocket parks and linear promenades. These amenities be incorporated into and refined through rezoning and site plan applications.

Linear/Greenway Parks

The Route 29 Small Area Plan is not within the service area of any existing Linear/Greenway Parks. However, the Bridlewood-Rocky Branch park and Broad Run Linear Park are within driving distance.

Neighborhood Parks

The Route 29 Small Area Plan is not within the service area of any existing neighborhood parks. Additional neighborhood parks are a need identified as a high community priority in the 2018 *Community Needs Assessment* and highlighted by the park service area analysis in Appendix A of the Parks, Recreation and Tourism Chapter of the Comprehensive Plan. Therefore, development of high-quality neighborhood parks and public spaces is critical to adequately addressing level of service for parks within the study area. The Comprehensive Plan recommends a development standard for Neighborhood Parks of 75% active space and 25% passive (see page A-7 of the Parks, Recreation and Tourism chapter for details) to facilitate the development of context-specific, flexible neighborhood parks, plazas and public spaces within walkable and bikeable distances of residences and workplaces. Contributions of proffer funds towards turnkey development of new neighborhood parks, land dedication to facilitate future park development, and other enhancements to public spaces and interstitial connectors, like public walkways to facilitate connectivity to neighborhood park sites from other nodes of activity within the study area, will be considered enhancements to the level of service provided by the neighborhood park system, provided they meet community design standards and support the goals for the park system expressed in the Comprehensive Plan and Parks and Open Space Master Plan.

Community Parks

The Route 29 Small Area Plan is not currently served by any community Parks. The Comprehensive Plan recommends a development standard for Community Parks of 50% active space and 50% passive (see page A-7 of the Parks, Recreation and Tourism chapter for details) to facilitate the development of context-specific, flexible parks.

Contributions of proffer funds towards turnkey development of new community parks, land dedication to facilitate future park development, and other enhancements to public spaces and interstitial connectors like public walkways to facilitate connectivity to community park sites from other nodes of activity within the study area will be considered enhancements to community park level of service, provided they meet community design standards and support the goals for the park system expressed in the Comprehensive Plan and Parks and Open Space Master Plan .

Park Quality

Lastly all new park elements must be able to meet a quality level of service A, as defined in the Park and Facility Quality section of the Parks, Recreation and Tourism chapter.

Projected Park Facilities		
Type	Name	Description
Neighborhood	Pocket parks located around the Neighborhood Nodes	Passive Recreation facilities needed within the Neighborhood or Office nodes
Linear/Trail	Neighborhood Node Loop	A recreational loop surrounding the Neighborhood node providing recreation opportunities and buffering between the lower residential density outside of the Neighborhood node.

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.

Mobility

Implementation of the transportation recommendations in the small area plan 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 will 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 PLAN

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. Economic Development
2. Green Infrastructure
3. Land Use
4. Level of Service
5. Mobility
6. Supporting Infrastructure

Finally, the Infrastructure and Facilities recommendations outlined in the plan are summarized in the Infrastructure and Facilities Plan.

Implementation Matrix				
Goals	Timeframe	Action Item	Coordinating Agencies	Implementation Strategies
Economic Development	Ongoing	Encourage local-serving retail businesses, entertainment, high end restaurants, and social centers to create a center of activity.	PWC, Private sector	Work with Economic Development – placemaking, branding, and marketing efforts.
Economic Development	Ongoing	Create developments and redevelopments that incorporate living and working mixed-uses with recreational and socializing areas.	PWC, Private sector	Work with Economic Development – placemaking, branding and marketing efforts.
Green Infrastructure	Ongoing	Utilize parks to educate and inform the study area’s history.	PWC, Private sector	Coordinate with County Archaeologist, Historical Commission and citizen.
Green Infrastructure	Short Term	Identify areas within the study area that can be designated as passive recreation open space areas.	PWC, Private sector	At the time of rezoning and special use permit review, work with property owners to establish parks and open spaces.
Green Infrastructure	Medium Term	Establish public parks and connect them with new trails.	PWC, Private sector	At the time of rezoning and special use permit review, work with property owners to establish parks and trails.
Land Use	Ongoing	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	

Implementation Matrix				
Goals	Timeframe	Action Item	Coordinating Agencies	Implementation Strategies
Land Use	Short Term	Develop and Implement zoning tools to provide flexibility for development and encourage investment.	PWC	
Land Use	Short Term	Rezone land uses to promote greater economic diversity and resiliency. Combine small lots to prepare coordinated development projects	PWC, Private Sector	
Land Use	Short Term	Create a diversity in land use to promote a mixture of housing and commercial.	PWC	
Level of Service	On going	Protect historic districts and cultural resources in the immediate and expanded study area.	PWC, Private sector	
Level of Service	Short Term	Construct a pedestrian crossing along Route 29.	PWC, VDOT	
Mobility	Ongoing	Maintain Carver Road and Thoroughfare Road as two-lane roads to preserve sense of community within the study area.	PWC, VDOT	
Mobility	Ongoing	Weave a shared use trail corridor through the area to connect various land uses in order to provide recreational opportunities.	PWC, private sector	At the time of rezoning and special use permit review, work with property owners to establish optimal trail connections.

Implementation Matrix				
Goals	Timeframe	Action Item	Coordinating Agencies	Implementation Strategies
Mobility	Short Term	Develop design guidelines for roadway sections for inclusion in the Design and Construction Standards Manual that promote mixed-use, pedestrian friendly development for the Neighborhood land use districts.	PWC	
Mobility	Short Term	Maintain Old Carolina Road as it is currently planned in the Comprehensive Plan - as a 4-lane road. However, construction of the road should conform to the major collector street section provided in the plan created specifically to balance the character and mobility needs of the area. The street section includes a narrower ROW width than is typical for that classification of road, while providing pedestrian and bicycle facilities.	PWC, VDOT	Where appropriate, and when consistent with applicable law, work with property owners to dedicate / reserve necessary right-of-way.
Mobility	Medium Term	Construct pedestrian and bike infrastructure along Route 29 to ensure safety and encourage multimodal transportation.	PWC, VDOT	Capital Improvement Project and/or entitlement process.

Implementation Matrix				
Goals	Timeframe	Action Item	Coordinating Agencies	Implementation Strategies
Supporting Infrastructure	Medium Term	Add police substation to discourage excessive speeds within the study area.	PWC	
Supporting Infrastructure	Short Term	Expand existing regional stormwater system.	PWC	

Infrastructure and Facilities

Infrastructure and Facilities			
Facility	Description	Agency	Timeframe
Middle School	The study area should include a property that can accommodate a middle school to serve the area.	PWC & School Board	Short Term
Trail Loop	Construct a trail surrounding the Neighborhood node at the intersection of Old Carolina and Route 29.	PWC and Private Sector	Short Term
Shared Use Pedestrian and Bike Trails	Construct pedestrian and bike infrastructure along Route 29, Throughfare Road, and Old Carolina Road to ensure safety and encourage multimodal transportation.	PWC, VDOT and Private Sector	Medium Term
Route 29 Pedestrian Crossing	Create a pedestrian crossing along Route 29.	PWC, VDOT	Medium Term
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	Medium Term
Public Safety Satellite Field Office	Public safety satellite field office, as a ground floor use in a vertically mixed-use building.	PWC	Medium Term
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	Medium Term
Parks & Open Space	Parks and open spaces in several locations including 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 Road.	PWC, Private Sector	Medium Term