• **Acreage:** +/- 404

• **Land Uses:** Predominantly suburban character. A combination of residential, commercial, institutional, agricultural, and open space uses. A variety of intensities of residential exists within and surrounding the study area.

• **Boundary Limits:** The City of Manassas abuts the study area to the north and west.

  • The study area is located in between I-66 and I-95.

  • I-66: 7.5 miles to the northwest

  • I-95: 11.3 miles to the southeast

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**KEY MAP**

- **Liberia Avenue**
- **Richmond Avenue**
- **Wellington Road**
- **Signal Hill Road**
- **Buckhall Road**
- **Hynson Drive**
- **Lake Jackson Drive**
- **Fairgrounds Activity Center Boundary**
- **City of Manassas**
- **Prince William County**
- **City of Manassas Park**

Data Sources: Prince William County, ESRI, NearMap

Map Creation Date: October 2021
Liberia Avenue
Residential Low along Lake Jackson Drive
Residential Medium along Lake Jackson Drive
Agricultural land - Cherokee Winds Farm
Institutional - Hixson Cemetery along Buckhall Road
The recently opened Lidl Food Market along Liberia Avenue
Major Roadways: Liberia Avenue, Prince William Parkway, Richmond Avenue, Signal Hill Road, and Buckhall Road

Open Space: Large areas of open space within the study area.

Attractors in the Study Area:
• Walmart Supercenter
• Lidl Food Market
• Sikh Center of Virginia
• Manassas Church of Christ
• Red Rose Banquet & Event Center
• Goodwill of Greater Washington

Attractors in the Surrounding Area:
• Shopping Centers (3): Davis Ford Crossing Hastings Marketplace, and The Shops at Signal Hill
• VRE Stations (2): Manassas and Manassas Park (approx. 1.25 miles)
• Regional Parks (2): Hemlock Overlook and Bull Run
• Signal Bay Waterpark (approx. 0.5 mile northeast)
• Liberia House (approx. 1.1 miles northwest)
• Old Town Manassas (approx. 2.3 miles west)
Historic Sensitivity Areas:

Historic Places: None currently within the study area.

Cemetery Preservation Areas:

- Bethel Lutheran Church Cemetery
- Hixson Cemetery
- Mayfield Cemetery (approx. 900 feet to the west)
- Tudor Hall-Lane Cemetery (approx. 1/2 mile to the west)
Agriculture (AGR)
177 Acres / 44% of total study area

Right-of-Way (ROW)
78 Acres / 19% of total study area

Commercial (C)
46 Acres / 12% of total study area

Residential Low (RL)
42 Acres / 10% of total study area

Open Space (OS)
36 Acres / 9% of total study area

Institutional (INST)
16 Acres / 4% of total study area

Residential Medium (RM)
7 Acres / 2% of total study area

School (SCH-P)
.75 Acres / .002% of total study area

- Various residential densities abut and surround the study area.
- Multiple schools in the surrounding area, including elementary and middle.
Protected Open Space (POS): +/- 63.6 acres

Highway Corridor Overlay District: Runs along the east-west direction of Prince William Parkway

Pending Planning Cases:
1. **Raising Cane's Drive-Through**: Special Use Permit to allow a drive-through restaurant.
2. **Liberia Avenue Financial Institution Drive-Through**: Special Use Permit to allow a drive-through associated with a financial institution.
3. **Liberia Avenue Retail Store Drive-Through**: Special Use Permit to allow a drive-through associated with a retail store.
4. **CVS Pharmacy Drive-Through**: Special Use Permit to allow a drive-through associated with a pharmacy/retail store.
5. **Sikh Center of Virginia Expansion**: Special Use Permit to allow for a +/-36,000 sf expansion of an existing religious institution.

Kline Property - CPA / REZ / SUP
Community Employment Center (CEC): This Long-Range Land Use classification is for sites at or near intersections of principal roads or commuter rail stations. It allows 75% employment use and 25% retail and/or residential, 6-12 dwellings per acre.

Office (O): The purpose of this classification is to provide for areas of low-to high-rise, offices or research and development activities.

Semi-Rural Residential (SRR): This Long-Range Land Use classification allows 1 dwelling per 2.5 acres.

Environmental Resource (ER): All 100-year floodplains, Resource Protection Areas, areas with 25 percent or greater slopes, areas with 15 percent or greater slopes in conjunction with soils that have severe limitations, soils with a predominance of marine clays, public water supply sources, wetlands, and critically erodible shorelines and stream banks.
Transportation Analysis
TRANSPORTATION

Proposal: Implement bike/ped trail along Euclid Ave and Manassas Dr, and construct bike infrastructure on Liberia Ave.

Proposal: Planned road expansion by two lanes on Signal Hill Rd between Liberia Ave (Manassas Tl) and Signal View Dr.

Proposal: Add more four-way pedestrian crossings along Liberia Ave.

Proposal: Add four-way bike/ped crossings at this intersection.

Proposal: Planned road expansion by two lanes on Prince Williams Pkwy between Liberia Ave (Manassas Tl) and Roadly Rd.

PWC Bus Stops

Commuter Lots

Existing Roads

Bus Routes

Street Center Lines

Existing Roads

Existing Trail

Proposed Trail

Proposed Improvements

Proposal: Add pedestrian crossings north to south from housing to bike/ped path along Prince William Pkwy.

Proposal: Implement bike/ped trail along Buckhall Rd.

Planned road expansion by two lanes on Locustville Rd between Manassas Tl and Bristow Rd.

Planned road expansion by two lanes on Dumfries Rd between Manassas Tl and Prince William Pkwy.

Planned road expansion by two lanes on Prince Williams Pkwy between Manassas Tl and Brentsville Rd.

Resource Protection Areas

Parcels

Sidewalks

Hydrological Features

Liberia Ave

Existing Roads

Street Center Lines

Existing Roads

Existing Trail

Proposed Trail

Proposed Improvements

Proposal: Add pedestrian crossings north to south from housing to bike/ped path along Prince William Pkwy.

Proposal: Implement bike/ped trail along Buckhall Rd.

Planned road expansion by two lanes on Locustville Rd between Manassas Tl and Bristow Rd.

Planned road expansion by two lanes on Dumfries Rd between Manassas Tl and Prince William Pkwy.

Planned road expansion by two lanes on Prince Williams Pkwy between Manassas Tl and Brentsville Rd.
Market Observations
Land Use Observations

- The Liberia Activity Center is primarily a commercial corridor north of Wellington Road and several contiguous undeveloped properties south of Wellington Road
- 43,000 ADT on Liberia Avenue
- Seven contemporary community shopping centers along Liberia Avenue
  - Prince William Gateway - Lidl
  - Far East Plaza – Goodwill Industries
  - Evergreen Terrace – Gold’s Gym
  - Wal-Mart Supercenter
  - Signal Hill Shopping Center – Fresh World
  - Parkhurst Plaza - ALDI
  - Davis Ford Crossing – Petco, LA Fitness, Staples
  - Hasting Market Place – Harris Teeter
- Six Grocery Stores: (1) Harris Teeter, (2) Giant, (3) Fresh World, (4) Lidl, (5) ALDI, (6) Wal-Mart Supercenter
Top Development Opportunity Sites

1. Kline Development
2. Cherokee Winds Farm
3. Future Development Site
4. Prince William Gateway
5. Future Development Site

- **Cherokee Winds Farm**: 64.7 acre Residential Mixed-use
- **Kline Development**: 12.7 acres
- **Future Development Site**: 27.7 acres
- **Prince William Gateway**: 42.3 acres
- **Future Development Site**: 95,000 SF Shopping Center Under Development
Other Market Observations

RESIDENTIAL
• Additional residential development opportunities exist south of Wellington Road and east of Liberia Avenue
  • Kline has proposed residential mixed-use development on ag land. Should include single family, townhouses, duplex and garden-style apartments
• Residential Advantages: Good location, cheaper land, close access to employment and I-66 and I-95
• Regional retail destinations within 5 miles
• Adequate community-serving retail

HOTEL/RESTAURANT:
• No opportunity at this location

INDUSTRIAL/FLEX
• Not appropriate at this location

OFFICE
• Not appropriate at this location
Issues & Opportunities
### OVERALL ISSUES

#### Character Challenges
- Large setbacks from Liberia Avenue
- Automobile oriented character
- Primarily a suburban commercial corridor

#### Development Challenges
- Lots of regional retail destinations within 5 miles.
- The corridor is largely built out.
- A history of community opposition related to the Kline development proposal.

#### Mobility Challenges
- Lots of traffic along the corridor, especially during rush hour and on the weekends.
- Walmart site is usually full, which creates additional traffic congestion.
- Width of Liberia Avenue and the number of traffic lanes inhibits pedestrian and bicycle connectivity.
- East to west linkages through the corridor are limited by large commercial parcels and limited access from eastern residential communities.
- Block lengths limit the crossing opportunities along Liberia Avenue.
- Number and size of curb cuts disrupts the pedestrian/bicycle paths.
- Existing bicycle facilities are limited and do not connect residential communities to the corridor.

### OVERALL OPPORTUNITIES

#### Development Opportunities
- Proximity to two VRE Stations
- Potential for approximately 162 acres to be developed/redeveloped
- Additional residential development opportunities exist south of Wellington Road and east of Liberia Avenue.
- Good location, cheaper land, close access to employment and I-66 and I-95.

#### Mobility Opportunities
- Add more four-way pedestrian crossings along Liberia Avenue.
- Add four-way bicycle and pedestrian crossings at the intersection of Prince William Parkway and Hastings Drive.
- Implement bike/ped trail along Buckhall Road.
- Add pedestrian crossings north to south from housing to bike/ped path along Prince William Parkway.
**Vision**
Transition the area to a more urban character that leverages the area’s proximity to VRE stations by accommodating new housing and employment options as well as neighborhood-serving commercial uses and public facilities. Provide a range of housing types and mobility options in the area, while emphasizing integrated multimodal connections that reduce the need for automobiles for local trips.

**Long-Range Land Use Designations**
- **Community Mixed Use (CMU)** designations along Liberia Avenue / Prince William Parkway will allow for a variety of uses, including commercial and residential.
- The **Suburban Neighborhood (SN)** designation will serve as a transition between commercial mixed use areas along Wellington Road / Prince William Parkway and surrounding lower-intensity uses, while offering a variety of attached and detached single-family housing options.
- The **Public Land (PL)** designation will accommodate community-serving public facilities, such as a school and/or open space.
- **Environmental Resource (ER)** overlays will allow Resource Protection Areas to remain in much of their natural state. These areas have the potential to expand the supply of accessible open space within the Liberia Avenue corridor, while providing spaces for community gatherings, passive recreation, and trails.

**Key of Land Use Designations**
- Community Mixed Use (CMU)
- Right-of-Way (ROW) includes roadways and interchanges
- Suburban Neighborhood (SN)
- Environmental Resource (ER)
- Public Land (PL)
**ACTIVITY CENTER: LIBERIA AVENUE**

**Transects**

- **T-3**: Allow for higher-intensity employment-based and community-serving commercial uses along Liberia Avenue / Prince William Parkway.

- **T-2**: Provide density and height transitions between higher-intensity uses along Liberia Avenue / Prince William Parkway and surrounding lower-intensity uses.

**Key of Transect Categories**

- Transect 3 (T-3)
- Transect 2 (T-2)
Key Policies

Land Use

1. Encourage a mix of land uses in compact, pedestrian-oriented development patterns south of Wellington Road / Prince William Parkway.

2. Promote commercial uses along Liberia Avenue frontage to maximize the high-visibility intersection with Wellington Road / Prince William Parkway.

3. Accommodate a mix of small-lot, single-family housing options within the additional land area south of Wellington Road / Prince William Parkway.

4. Reserve the southeastern portion of the area for public facilities such as a potential school or open space.

5. Create a connected network of streets in the area south of Wellington Road / Prince William Parkway by adding new street connections as development occurs, in order to provide multimodal access and alternate routes for residents.

6. Maintain the commercial character on the east side of Liberia Avenue north of Wellington Road / Prince William Parkway, while allowing for a mix of uses if commercial properties should redevelop over time. Foster a pedestrian-oriented streetscape along commercial frontage, while enhancing pedestrian and bicyclist access to commercial uses from surrounding neighborhoods.

7. Discourage automobile-oriented site design elements, such as drive-throughs and front-loaded residential garages, throughout the area.

8. Integrate new open spaces and community gathering places into the design of new development in the area.

9. Create land use and building height transitions between higher-intensity uses along Liberia Avenue and lower-intensity, lower-scale uses abutting larger-lot, single-family residential neighborhoods, particularly to the east and southeast.

10. Coordinate with the City of Manassas to ensure cohesive built form and visual character along the east and west sides of Liberia Avenue by coordinating streetscape improvements, setbacks, landscaping, and other elements.
ACTIVITY CENTER: LIBERIA AVENUE

Key Policies (continued)

Housing

11. Provide a mix of housing options south of Prince William Parkway / Wellington Road, including single-family attached, single-family detached, and duplexes.

Connections

12. Leverage the area’s proximity to VRE and increases in residential density as an opportunity to reduce the number of local automobile trips.

13. Improve connections to the City of Manassas and Manassas Park VRE Stations through pedestrian and bicycle improvements, trail connections, and potential shuttle service to VRE stations.

14. Improve pedestrian and bicycle access and safety in the area through enhanced pedestrian and bicycle facilities, including connections between residential neighborhoods and area destinations including commercial uses.

15. Improve pedestrian safety by installing additional pedestrian crossings, including north-south crossings of Prince William Parkway and additional four-way pedestrian crossings along Liberia Avenue and at the intersection of Prince William Parkway and Hastings Drive.

16. Improve and expand trail connections to connect destinations, including (a) widening and continuing the existing multi-purpose trail connecting Prince William Parkway / Wellington Road to the vicinity of Hastings Drive and (b) constructing a bicycle and pedestrian trail along Buckhall Road.

17. In the event PRTC does not establish a bus stop or shelter within proposed development south of Prince William Parkway / Wellington Road, encourage commuter transportation/ridesharing program(s) that designate locations for slugging, Uber, Lyft, or other innovations that may address future connectivity and reduce the need for travel via personal automobile.