Acreage: +/- 1,150

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

Bordering Jurisdictions: The City of Manassas Park and Fairfax County

Interstate Connectivity: I-66 is located 2 miles west of the study area.

The entire study area lies within the Qualified Opportunity Zone.

Data Sources: Prince William County, ESRI, NearMap
Map Creation Date: October 2021
Centreville Road / Route 28

Joseph D. Reading Neighborhood Park

Eavesdrop Brewery

Resource Protection Areas

Residential - Orchard Bridge Apartments

Maplewood Center Shopping Plaza
**Major Roadways:** Centreville Road / Route 28, Old Centreville Road, and Yorkshire Lane

**Resource Protection Areas (RPAs):** The majority of the RPAs bound the study area

**Open Space:** Large areas of open space within the study area (approx. 20% of the study area)

**Attractors in the Study Area:**
- County Parks (2): Orchard Bridge Park and Joseph D. Reading Park
- Eavesdrop Brewery
- Maplewood Center Shopping Plaza

**Attractors in the Surrounding Area:**
- Regional Parks (2): Hemlock Overlook and Bull Run
- Waterparks: Atlantis Waterpark at Bull Run and SplashDown Waterpark
- VRE Stations (2): Manassas and Manassas Park
- Public Schools (5)
  - Manassas Park Community Center
  - Central Library
  - Westfields Golf Club

[Map Diagram]

Data Sources: Prince William County, ESRI, NearMap
Map Creation Date: October 2021
CULTURAL RESOURCES

Historic Sensitivity Areas:

Historic Sites: None currently within the study area

Cemetery Preservation Areas:

• Naylor Cemetery
• Weir Cemetery
Residential Medium (RM)  
427 Acres / 37% of total study area

Open Space (OS)  
237 Acres / 20% of total study area

Residential Low (RL)  
154 Acres / 13% of total study area

Residential High (RH)  
138 Acres / 12% of total study area

Right-of-Way (ROW)  
128 Acres / 11% of total study area

Commercial (C)  
119 Acres / 10% of total study area

Recreational (REC)  
28 Acres / 2.4% of total study area

Institutional (INST)  
21 Acres / 1.8% of total study area

Industrial (IND)  
11 Acres / 0.9% of total study area

School (SCH-P)  
9 Acres / 0.7% of total study area

Utilities (UT)  
.3 Acres / 0.02% of total study area

- Multiple schools in the surrounding area, including elementary, middle, high, and private.
LAND DEVELOPMENT

- Sector / Small Area Plans: None currently within or surrounding the study area
- Comprehensive Plan Land Use Designation Amendments: None currently within or surrounding the study area
- Protected Open Space (POS): +/-130.67 acres
  - 5.54 Acres are Privately owned by HOAs
- Pending Planning Cases:
  1. DMV Auto Sales and Service: Special Use Permit to allow for motor vehicle sales, rental, or lease (limited), and service and repair/auto body repair in the B-1 Zoning District; Zoned B-1, Commercial Business; Designated GC, General Commercial.
- Conceptual Route 28 Bypass Corridor

Data Sources: Prince William County, ESRI, NearMap
Map Creation Date: October 2021
Community Employment Center (CEC): 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.

General Commercial (GC): To recognize areas of existing commercial activity along major County roadways that serve a local market rather than a regional market.

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.

Park & Open Space (P&OS): To designate existing and projected parks and recreational areas of the County. The Parks, Open Space, and Trails Plan contains a complete inventory of existing federal, state, and local parks, and of planned parks within the County.

Public Land (PL): To provide an indication of existing and planned public facilities, institutions, or other government installations such as but not limited to detention/correctional facilities, government centers, judicial centers, and related facilities.

Suburban Residential High (SRH): The preferred housing type in this classification is multifamily (apartments and condominiums). The density range in SRH projects is 10-16 dwellings per acre, less the ER designated portion of a property.

Suburban Residential Medium (SRM): The preferred housing type in this classification is single-family. The density range in SRM projects is 4-6 dwellings per gross acre, less the ER designated portion of a property.

Suburban Residential Low (SRL): The housing type in this classification is single-family detached, but up to 25 percent of the total land area may be single-family attached. The density range in SRL projects is 1-4 units per gross acre, less the ER designated portion of a property.
Transportation Analysis
END PROJECT ROUTE 28
BEGIN FAIRFAX COUNTY
WIDENING PROJECT FROM
BULL RUN TO COMPTON RD
Market Observations
Commercial corridor reflects an earlier generation of development and buildings are primarily small mom & pop operations showing signs of disinvestment.

Limited shopping opportunities in the study area (Maplewood Shopping Center Shopping Mall), but more options within a few miles south. A noticeable lack of national retailers, grocery stores and restaurant chains.

Noticeable Hispanic business presence and population within 1-mile.

Hispanic population within 1 mile has risen from 40% in 2010 to 53% since 2020.

Quite a few infill development sites along the corridor that can accommodate more retail, restaurants and multi-family residential.

Attractive location in terms of proximity to employment, shopping destinations and highways.

New Orchard Park Apartments reflect corridor’s potential to attract modern multi-family development with amenities (2 bed/2 bath = $1,650/mo.)
Study Area Observations

- Public realm and transportation improvements are needed to attract higher value development (e.g., streetscape improvements, pedestrian amenities, infill development)
- Corridor needs to attract better retail, restaurants, grocery stores, but market for such stores drops off due to much lower residential development east of the study area
- Median Household Income is $81,000 within 1 mile but increases to $136,000 between 3-5 miles from the study area
Top Redevelopment Opportunity Sites

1. Commercial Redevelopment
2. Commercial Redevelopment
3. Playfields/Park

- 1 acre
- 5.7 acres
- 7.4 acres
- 8.2 acres
Top Redevelopment Opportunity Sites

1. Commercial Redevelopment
2. Commercial
3. Mixed Use
4. Multi-family/Recreation
Other Market Observations

RESIDENTIAL
- Additional residential development opportunities exist at various locations in the northern part of the Yorkshire study area
- Residential Advantages: Good location, cheaper land, close access to employment and I-66 and I-95
- Regional retail destinations within 5 miles
- Community-serving retail is not strong enough, but it is located within 3-5 miles
- Orchard Park Apartments is evidence of higher quality apartments in the corridor

HOTEL/RESTAURANT:
- National chain restaurants are lacking in this corridor but household income levels are lower than surround areas

INDUSTRIAL/FLEX
- Not appropriate at this location

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

**Character Challenges**
- The corridor lacks a positive visual character and sense of place.
- Automobile oriented businesses
- Lack of pedestrian and bicycle infrastructure along Route 28 and between the corridor and residential neighborhoods.

**Development Challenges**
- Investment needed to attract development interest (i.e. public realm improvements, streetscape/sidewalks, pedestrian crossings, etc.).
- Potential implications of VDOT's STARS access management on potential commercial development.
- Commercial corridor reflects an earlier generation of development and buildings are primarily small mom and pop operations showing signs of disinvestment.
- Inadequate amount of community-serving retail.

**Mobility Challenges**
- Route 28 lacks connectivity to the Manassas and Manassas Park VRE stations.
- Limited sidewalks throughout the corridor with none north of Browns Lane.
- Width of Centreville Road and the number of traffic lanes inhibits pedestrian and bicycle connectivity.
- East to west linkages through the corridor are limited by the lack of controlled intersections.
- Existing bicycle facilities are non-existent, although residential communities are low-speed/low-traffic roadways.
- No transit service along the corridor.

### OVERALL OPPORTUNITIES

**Character Opportunities**
- Potential to invest in the public realm to improve the area's appearance and attract development interest.

**Development Opportunities**
- The study area's location within the County, proximity to Washington, DC, and its affordability are attractive.
- Affordable housing and mid-level/multifamily development
- Potential for approximately 83 acres to be developed/redeveloped
- Additional residential development opportunities exist at various locations in the northern portion of the study area.

**Mobility Opportunities**
- Improved pedestrian and bicycle connectivity and infrastructure throughout the study area.
- Include shared use path with Old Centreville Road expansion to connect to planned trail.
- Enhance all intersections along Centreville Road / Route 28 for pedestrian access and safety, including ADA upgrades.
- Crosswalk with pedestrian hybrid beacon along Centreville Road / Route 28 and Well Street.
ACTIVITY CENTER: YORKSHIRE

Vision

Through reinvestment and redevelopment, establish the Centreville Road / Route 28 as a mixed-use corridor and welcoming gateway into the county with a mix of commercial uses and infill housing. Balance land use changes with efforts to retain Yorkshire’s diversity and unique character while preserving the area’s affordability.

Long-Range Land Use Designations

- **Community Mixed Use (CMU)** areas along Centreville Road / Route 28 will allow for community-serving commercial uses and infill residential development.
- **Urban Neighborhood (UN)** designations reflect existing multifamily housing in the area.
- **Suburban Neighborhood (SN)** designations will support existing residential neighborhoods surrounding Centreville Road / Route 28 and allow for detached and attached single-family housing options.
- **Public Land (PL)** designations reflect existing public facilities in the area.
- **Parks & Open Space (POS)** designations reflect existing parks in the area.

Key of Land Use Designations

- Community Mixed Use (CMU)
- Urban Neighborhood (UN)
- Suburban Neighborhood (SN)
- Public Land (PL)
- Parks & Open Space (POS)
- Right-of-Way (ROW) includes roadways and interchanges
- Environmental Resource (ER)
ACTIVITY CENTER:
YORKSHIRE

Transects

- **T-4**: Accommodate the scale and intensity of existing multifamily residential in the area.
- **T-3**: Allow higher-intensity, community-serving commercial uses along Centreville Road / Route 28. Support infill residential uses integrated with commercial uses.
- **T-2**: Maintain the scale of existing single-family residential neighborhoods.

Key of Transect Categories

- Transect 4 (T-4)
- Transect 3 (T-3)
- Transect 2 (T-2)
ACTIVITY CENTER: YORKSHIRE

Key Policies

Land Use

1. Preserve existing residential neighborhoods while providing opportunities for new housing diversity.
2. Preserve the character of Yorkshire by celebrating the area's diversity and supporting existing small businesses.
3. Pursue opportunities for the redevelopment of commercial properties along Centreville Road / Route 28 with a mix of uses that includes community-serving commercial uses and infill housing.
4. Invest in public realm improvements—including additional sidewalk connections, streetscape enhancements, pedestrian safety improvements, improvements to public spaces, etc.—along the Centreville Road / Route 28 corridor to attract future development interest.
5. Establish welcoming gateways into the county from Fairfax County and the City of Manassas Park through gateway elements such as signage and wayfinding, landscaping and streetscape improvements, public art, and Yorkshire-specific branding elements.
6. Conduct surveys to locate cultural resources in the Yorkshire area, including Civil War-era encampments and other resources known to exist in the area.
7. Recognize Old Centreville Road as an historic transportation corridor through interpretive elements such as interpretive kiosks and by documenting the history of the area. Conduct archaeological surveys of undeveloped land along the corridor to identify potentially-significant cultural and historic resources.
8. Expand the supply of usable and accessible open space in the area through improvements to existing open space areas and the development of new public spaces as part of redevelopment.
9. Pursue opportunities to expand school capacity in the area by building additional new school/s in the area.
10. Encourage a joint partnership or exploration of grants to bury the powerlines along Route 28, within the activity center.
ACTIVITY CENTER: YORKSHIRE

Key Policies (continued)

Housing

11. Preserve the area’s existing residential neighborhoods.
12. Ensure the continued preservation of naturally-occurring affordable housing and encourage new opportunities and diversity of housing options.
13. Encourage context-sensitive residential infill development to expand housing options in the area. Infill residential should include higher-density multifamily and attached single-family homes along the Centreville Road / Route 28 corridor and attached single-family (e.g., townhouses and duplexes) as existing residential properties transition and redevelop.

Connections

14. Improve pedestrian and bicycle connectivity and infrastructure throughout the study area, with particular attention to pedestrian access and safety improvements along Centreville Road / Route 28, including addressing sidewalk gaps and upgrading infrastructure for compliance with the Americans with Disabilities Act.
15. Incorporate a shared use path as part of the planned Old Centreville Road expansion to connect proposed trails in the area.
16. Construct crosswalks with pedestrian hybrid beacons along Centreville Road / Route 28 and Well Street.
17. Improve connections to the Manassas and Manassas Park VRE Stations.
18. Work with OmniRide to explore the potential to bring transit services to the Yorkshire area.
19. Accommodate traffic demand on Route 28 through improved pedestrian, bicycle, and transit opportunities as well as through exploration of enhancements to existing road networks and provision of additional roadway connections.