



# PRINCE WILLIAM COUNTY

# Independent Hill Small Area Plan



Adopted March 16, 2021



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## **INTRODUCTION AND BACKGROUND**

The Independent Hill Small Area Plan addresses elements related to historical and existing conditions of the built and natural environment in the area while providing a framework and guidance for future development in Independent Hill.

A goal of the Independent Hill Small Area Plan, a ±544-acre study area, is to create a community that capitalizes on the abundance of open space, recreation and education assets while building a vibrant pedestrian-friendly village and employment center, attracting desirable uses including neighborhood commercial, office, particularly for Prince William County agencies, along with light industrial and technology/flex development to provide an economic base that is compatible and supportive of a quality residential environment. The Plan area contains and is surrounded by existing and planned economic hubs including the Kelly Leadership Center, the Hellwig Park Complex, the PWC Landfill complex, Prince William Forest Park, a national park, and by the Marine Corps Base Quantico which serve as springboards for future development.

Recommendations and implementation strategies in the Plan are based on feedback provided by community stakeholders during the public outreach process. Guidance will help further the transformation of Independent Hill into two distinct areas. The area north of Route 234 (Dumfries Road) and adjacent to the County landfill provides an opportunity for industrial and technology/flex development, while the area south of Dumfries Road builds upon existing County assets and residential development for the creation of a mixed-use village center for Independent Hill. The Plan also protects and celebrates the environmental assets of the area by providing connections to existing outdoor recreational areas and trails.

Several opportunities exist to strengthen the study area as an important transportation corridor located between the City of Manassas and Town of Dumfries and adjacent. While Route 234 (Dumfries Road) bisects the Small Area Plan, it also provides an important connection for nearby residents to the I-95 corridor, with access to Washington, DC to the north and Richmond to the south and ties into I-66 for east/west connections both within the County and the region. The Plan recognizes the importance of maintaining the functionality of this principal arterial while also capitalizing on it as an asset for the development of the Independent Hill area.

The Purpose and Use of the Small Area Plan section highlights the existing elements that make the Independent Hill Area a uniquely situated opportunity for development in the County, based largely on the educational opportunities, proximity to County facilities, and natural resources in and around Independent Hill.

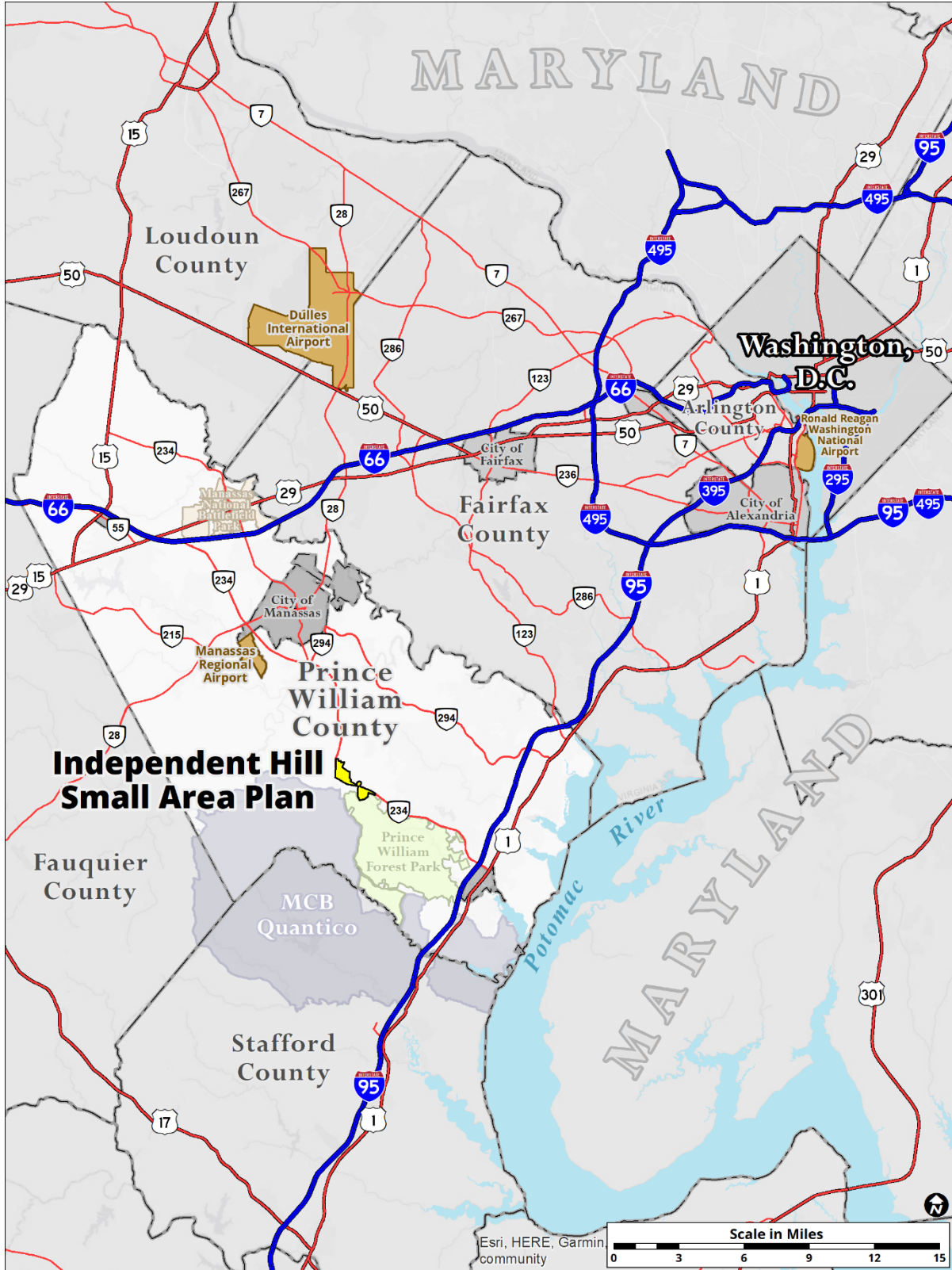


Figure 1: The Independent Hill Small Area Plan in the Region

## **PURPOSE AND USE OF THE SMALL AREA PLAN**

The Independent Hill 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 August 3, 2016, the Board of County Supervisors initiated the process for a Small Area Plan for Independent Hill, approximately 7 miles west of I-95. 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. The Small Area Plan process includes research, stakeholder and public engagement, visioning and a final plan. The vision and goals of the 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 Independent Hill Small Area Plan focuses on two areas, one on the north side of Route 234 and one on the south side of Route 234. The focus of the north side is to attract additional industrial, technology/flex, and office development supported by a mix of retail and service uses. The focus of the south side is to create a distinct village center by providing mix of uses and a variety of housing types, with public facility/office uses adjacent the Kelly Leadership Center. The Plan is an opportunity to not only create a sense of place, but to improve the transportation network, propose recommendations to incentivize development, improve surrounding infrastructure, and increase private investment.

A primary focus of the Plan is to continue to support the existing assets in the area while identifying parcels with future development potential. As identified in the Targeted Industry Analysis and expanded upon in the economic development section of this Plan, targeted industries that could find opportunity within and around the study area are advanced manufacturing, information communications technology (ICT), and logistics. Additionally, the Outdoor Recreation Industry, as described in the economic development section of this Plan provides viable industry options for this area.





Figure 2: Independent Hill Small Area Plan Boundary  
The planning area is comprised of approximately 544 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 each functional area of the Small area plan to outline the thematic principles that will create and guide of the development of the Independent Hill 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 Independent Hill Small Area Plan.
4. **Mobility Plan** – Mobility has a close relationship with land use, this Plan calls for multi-modal mobility with compact, mixed-use development.
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 Independent Hill area changes and grows over the next 20 years, it is necessary to ensure that levels of service infrastructure improvements 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 outlines at the end.



# Independent Hill Small Area Plan

**1**

**VISION:** Independent Hill is a distinct, pedestrian-friendly village with environmental, educational, recreational, and employment opportunities with places to shop, dine, and recreate within walking distance of workplaces.

**PLACETYPES:** Create a community that capitalizes on its natural and recreational assets in Independent Hill while building a vibrant employment center.

**DESIGN ELEMENTS:** Create and implement high-quality pedestrian and bicycle infrastructure and public safety programs to enhance safety and security.

**MOBILITY:** Create a multimodal network that includes existing pedestrian and bicycle infrastructure and a network connecting to the area's commercial, educational, and recreational amenities.

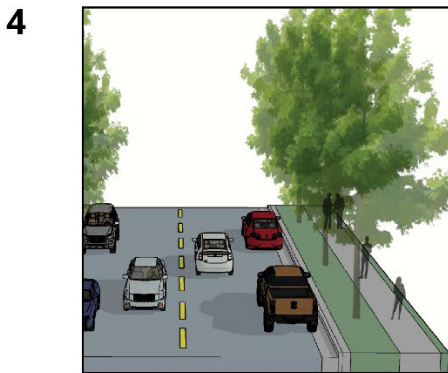
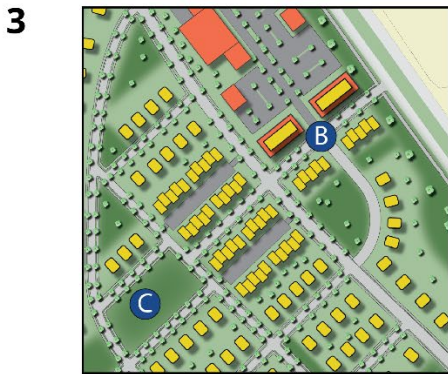
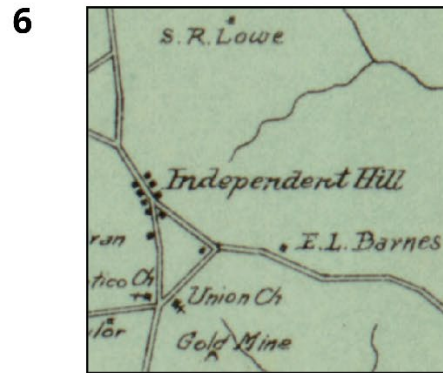
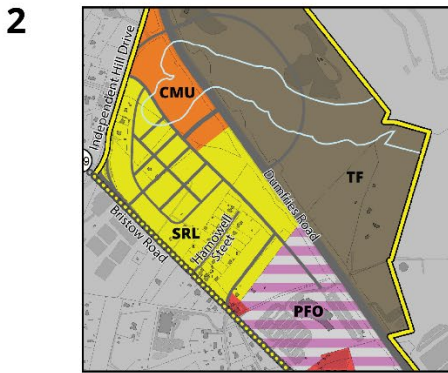


Figure 3: Organization of the Plan



## **EXISTING CONDITIONS AND DATA ANALYSIS**

### **Historical Context**

#### **Early National Period 1790 - 1830; Ante Bellum 1830 - 1860**

Independent Hill is shown on various Civil War era maps. For example, the McDowell and Schedler 1862 map shows a network of roads, Coles Store, Union Church and other buildings in an area labeled Independent Hill. However, other records suggest earlier settlement in the plan area well before the Civil War. A post office opened as early as 1841 at Independent Hill.<sup>1</sup>

In 1843 James B. Cole first established a store in this location, one of many businesses operated by the Cole family. The store became a popular meeting spot in the area, and when the General Assembly established eight election districts in the county in 1850-51 one of them was named Coles. Cole passed away in 1857, however his store continued operation and continued to be noted on maps.<sup>2</sup>

#### **Civil War 1861 - 1865**

"During the Civil War Cole's Store became a convenient place for Confederate cavalry to rendezvous while operating in Federal occupied territory, particularly during J.E.B. Stuart's 1862 'Christmas Raid.' Sent to raid the Town of Occoquan as the rest of Stuart's cavalry attacked Dumfries on December 27th, 1862, Wade Hampton's cavalry brigade captured a Federal picket post at Cole's Store. That night Stuart's entire command, including Hampton's, Fitzhugh Lee's, and Rooney Lee's brigades, bivouacked near the store. The next morning Fitzhugh Lee's brigade encountered Federal cavalry near Greenwood Church and pursued them to Selectman's Ford on the Occoquan River. In a separate action on March 4th, 1863, guerrillas killed 2, wounded 1, and captured 15 men of Company K, 8th New York Cavalry at Independent Hill."<sup>3</sup>

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

After the Civil War it appears that farming continued throughout the area. During the Great Depression, the Chopawamsic Recreational Demonstration Area was created as part of the Recreation Demonstration Area (RDA) program of the New Deal. The RDA program was intended to provide conservation areas relatively close to population centers, particularly for low-income groups, for camping, hiking, swimming, and picnicking. After World War II, the RDA became Prince William Forest Park, administered by the National Park Service.

Farming and land development in Northern Virginia destroyed much of the Piedmont forest, the park is now a rare example of this type of forest. The park is the only component of the National

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<sup>1</sup> Ritter, William C. (Compiler) 1992. "Post Offices and Post Masters of Prince William County, Virginia: 1776-1971. Compiled from Records Group 28.3.2 National Archives and Records Administration, Dale City, Virginia. Indexed by Margaret Binning, Ruth E. Lloyd Information Center, Prince William Public Library System, Manassas, Virginia.

<sup>2</sup> Wilson, Donald. 1997. Letter to Jane Beyer, Board Aide to the Coles District. Letter on file at the Ruth E. Lloyd Information Center, Prince William County Library System.

<sup>3</sup> Prince William County Historical Commission. 2019. Historical Marker "Cavalry Action at Cole's Store."

Park System dedicated to preserving a representative example of the Piedmont/Triassic physiographic province and the unique deciduous forest type that it supports. The park contains five cabin camps, originally constructed by the Civilian Conservation Corps, and the site of the Cabin Branch Pyrite Mine which employed the residents of the area.<sup>4</sup>

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<sup>4</sup> Prince William County. 2008. "Prince William Forest Park County Registered Historic Site," in the Cultural Resources Section of the Prince William County Comprehensive Plan.

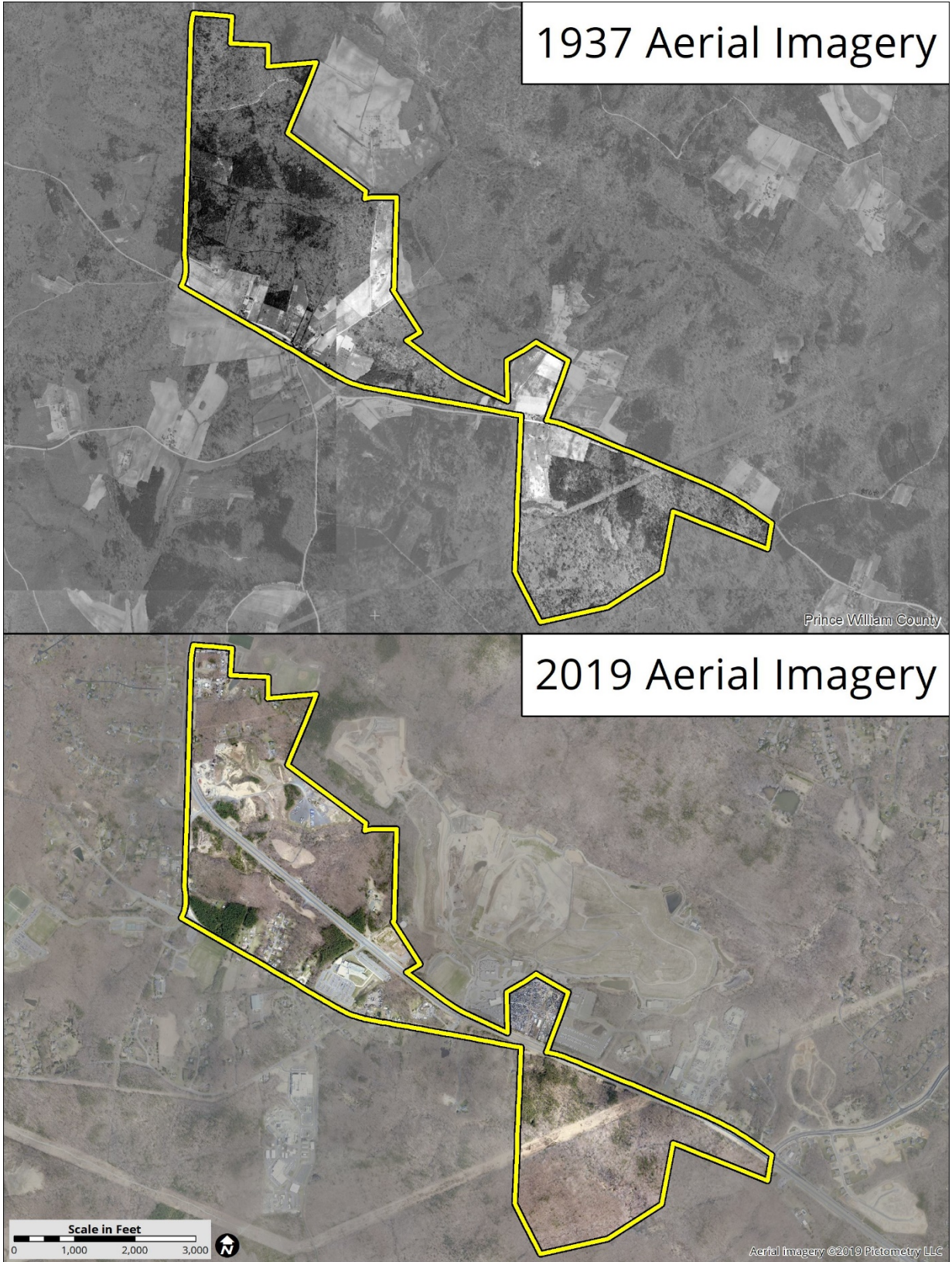


Figure 4: Independent Hill, 1937 - 2019

## Overview of the Study Area

“Perhaps you have driven Dumfries Road between Dumfries and Manassas and noted a hamlet called Independent Hill along the route. This place name, although seeming to defy reason, has a very logical origin. Before the Civil War, a man named Hill owned a small grocery store there. He was not ambitious, going fishing whenever it pleased him and serving customers if he chose. People began to call him ‘Independent Hill’ and it became common to say, “Let’s go down to Independent Hill’s” Thus, in time, his name became that of the location, and it is still in use today”<sup>5</sup>

The Independent Hill study area spans the north and south sides of Route 234 approximately 10 miles south of the City of Manassas and 7 miles west of the Town of Dumfries and Interstate-95. The Interstate is the major north/south connection through the County and provides the primary means for accessing Washington, DC approximately 25 miles northeast of the study area. The study area covers approximately 544 acres and consists of existing single-family housing, a few retail establishments, several tracts of undeveloped land, County facilities, and environmental resources.

The Edward L. Kelly Leadership Center (KLC), the administrative headquarters for Prince William County Public Schools (PWCS), is located south of Dumfries Road near the center of the study area. As a primary employer in the study area, the KLC contributes to the vehicular and foot traffic in and around Independent Hill.

The Department of Public Works operates the County’s approximately 1000-acre landfill adjacent to the study area north of Dumfries road. The County has plans to convert a portion of the landfill into an Eco-Park. The Eco-Park includes plans for an interpretive science-technology-engineering-math (STEM) Education Center that will empower students to solve today’s environmental challenges through hands-on activities and onsite investigations. A portion of the landfill is being transformed into a community resource, the Eco-Park, which will produce green energy, recover valuable materials, and provide a unique education opportunity for community members. The Eco-Park will include a 383-acre forested buffer containing old growth trees and multiple streams. Trails within the buffer offer opportunities for environmental education.

Located immediately west of the study area, the George Hellwig Memorial Park provides a family-friendly environment for visitors of all ages and recreational interests. The park is home to fields suitable for baseball, soccer, lacrosse and football, along with basketball and tennis courts. Picnic pavilions, trails, a universal access playground, restrooms, a mini-library, and the Parks, Recreation and Tourism office can all be found at the park, as well. The George Hellwig Memorial Park is utilized by the Northern Virginia soccer Club, their registration for FY19 included 503 teams and 5,390 participants.

Prince William Forest Park is a 14,600-acre national park located directly south and east of the study area. The park provides a major outdoor recreational asset for community members and the entire region. Recommendations in the plan provide guidance and strategies to connect the assets of the park to future development in the study area.

The proposed expansion to the existing Animal Shelter, scheduled for completion in 2021, will include a welcome area, a dedicated space for families to interact with the animals they are

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<sup>5</sup> George Brown’s A History of Prince William County 2006

considering adopting, space for a veterinarian's office, dedicated space for animal isolation, quarantine and recovery, as well as feed and equipment storage areas, exam and grooming areas, and office space. The design will be in full compliance with Association of Shelter Veterinarians facility standards. The current shelter, built in 1975 and expanded in 1990, receives 85,000 visitors and 4,100 animals per year and as such serves as an activity node for the area.

Colgan High School, Benton Middle School and Coles Elementary School lie directly north of the Small Area Plan and create an activity node for the area. This education campus of students, teachers and parents not only provides educational services to the area but also drives the need for services to the area. Colgan High School is the home of a theatre program and an aquatic center.

The Small Area Plan includes several local businesses that have served the area for a long time and serve as landmarks for the community (i.e., Samsky's and Crosby's Crab House). These iconic local restaurants contribute to the character of the community.



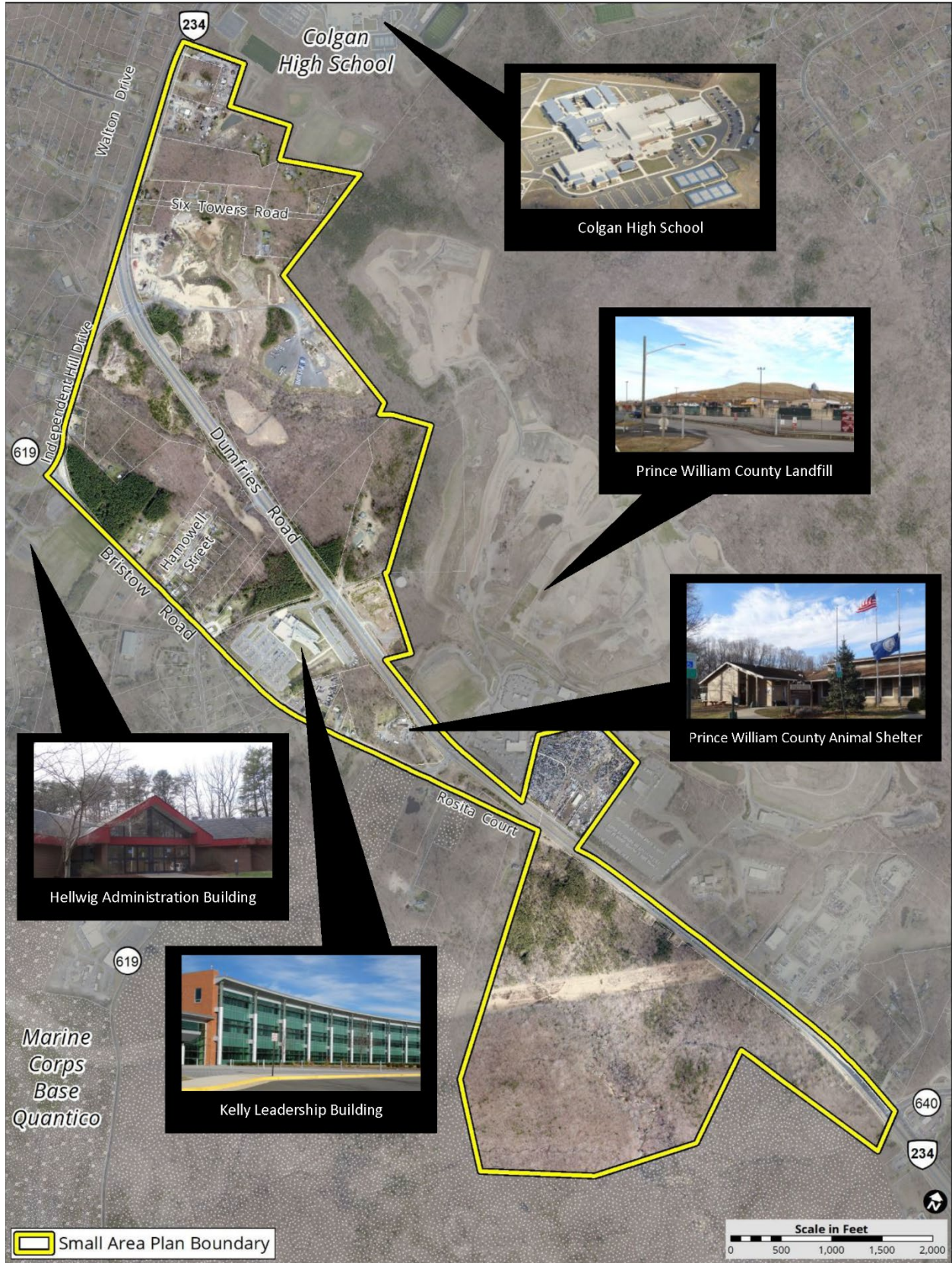


Figure 5: The Study Area Today

Marine Corps Base Quantico lies south of the Independent Hill Small Area Plan. The Marine Corps Base provides an economic stimulus in the form of good paying jobs, local housing, retail demand, local expenditures for supplies and support services, including related economic activity that ripples through a wide range of economic sectors. The Independent Hill Small Area Plan lies within the MCB Quantico Special Planning Area.

The purpose of the special planning area is to recognize MCB Quantico as a valuable asset deserving protection to ensure that future land use/development adjacent to or near MCB Quantico does not negatively affect the mission of the military base, as a training/education and live-fire base. The purpose is to balance the County's economic development and growth objectives with military operation needs. MCB Quantico is nearly 93 square miles with 40% of MCB Quantico's landholdings in Prince William County. The total economic impact (FY17) reported for Prince William County is \$2.16 Billion.

In 2019, the County adopted an amendment to the Comprehensive Plan to establish the Marine Corps Base Quantico Special Planning Area to address:

- Traffic congestion on regional and local roads
- Growth and land use/development on and off base
- Air and range operations affecting local citizens
- Shared municipal and infrastructure services
- Protection of environmental resources
- Coordination regarding contracting opportunities, community services and other military-community relations

Consideration of these factors should be acknowledged as plans for developing the Independent Hill area are reviewed. A portion of the mapped, Military Influence Area, lies on the southern end of the Plan as reflected in the MCQB Special Planning Area.



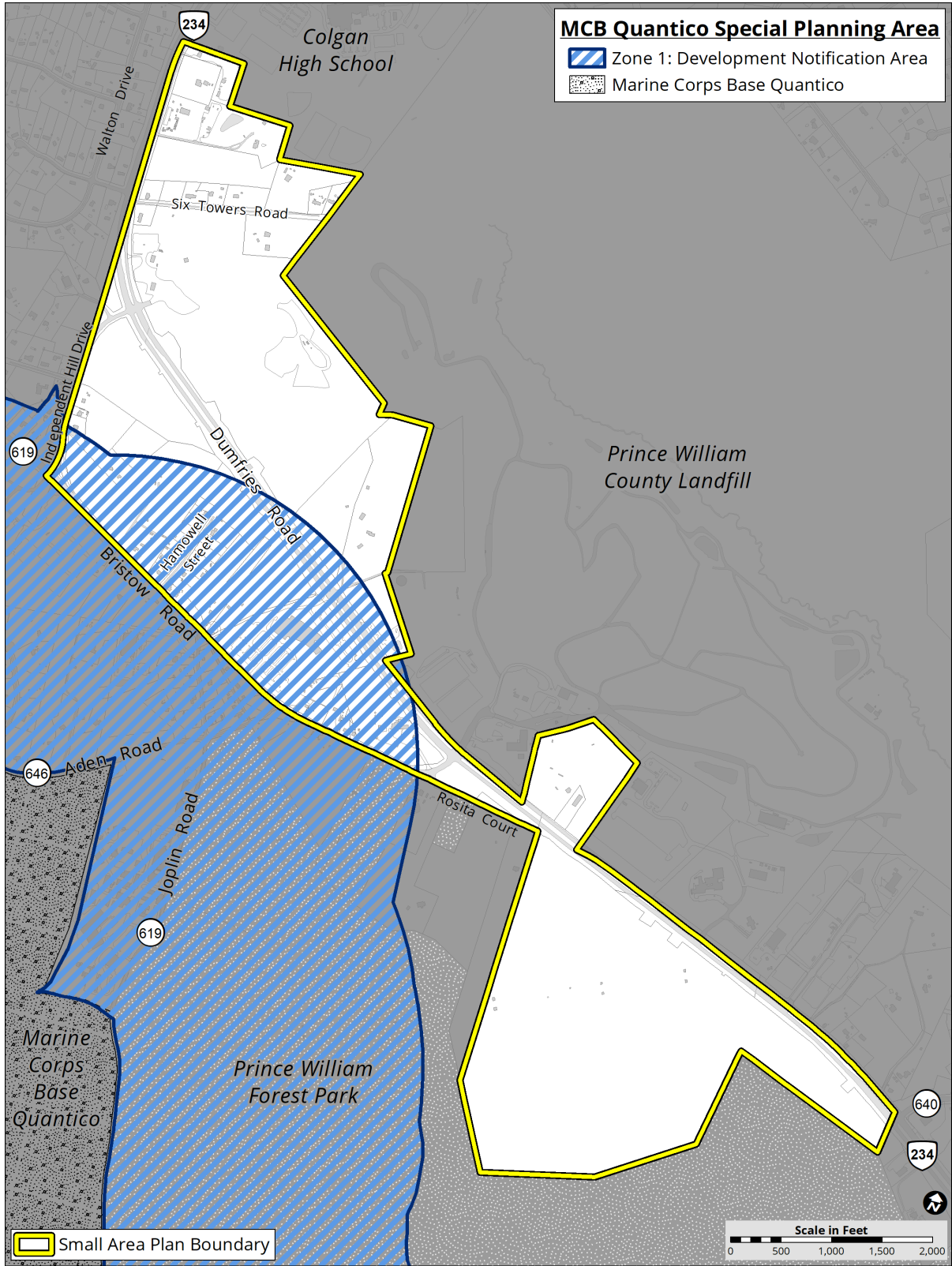


Figure 6: MCBQ Special Planning Area



## **Independent Hill Current Opportunities and Assets**

Independent Hill benefits from a wide range of community assets:

### Open Space/Recreational Assets

1. George Hellwig Park
  - a. Regional athletic complex supporting youth sports and tournaments
  - b. Provides a local open space resource for residents
  - c. Brings visitors to Independent Hill
2. Prince William Forest Park
  - a. National, regional, and local open space
  - b. Brings visitors to Independent Hill
  - c. Recreational opportunities for multi-use trail system – biking, hiking, equestrian
  - d. Education opportunities associated with natural, cultural, and ecological resources
3. Independent Hill Park
  - a. Provides a local open space resource for residents
  - b. Brings visitors to Independent Hill
4. Prince William County Landfill
  - a. Future potential for recreational activities such as mountain biking and hiking
  - b. Brings visitors to Independent Hill

### Educational Assets

5. Independence Nontraditional School
  - a. Potential educational collaboration opportunities
6. Prince William County Eco-park
  - a. Education collaboration opportunities with local schools
  - b. Draw for visitors
7. Colgan High School
  - a. Houses an indoor swimming pool available to both the school system and the general public

### Institutional Assets

8. Coles Fire & Rescue Station
9. Police Association Hall
10. Virginia State Police Office
11. Independent Hill Neighborhood Library and Prince William County Parks, Recreation and Tourism Office
12. Edward L. Kelly Leadership Center
13. PWC Animal Shelter
14. PWC Recycling Center



Figure 7: Independent Hill Assets and Opportunities

**Existing Land Use**

The Plan area consists primarily of undeveloped land and open space, low- and medium-density residential development, and agricultural uses. There are also smaller pockets of commercial, institutional, and industrial uses spread throughout the remainder of the study area. The Prince William County Schools administration building, and the County Animal Shelter are located near the center of the study area adjacent to Dumfries Road. The undeveloped and open space parcels are located primarily at the eastern and northwestern portions of the Independent Hill study area.

The southern portion of the study area includes several existing single-family homes and commercial businesses. 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, created through stakeholder and community engagement. This vision proposes to build upon existing residential and commercial development.

<b>Current Land Use</b>	<b>Land Area (± Acres)</b>	<b>Share of Use (± %)</b>
Agricultural Lands	18.0	3.3%
Commercial	1.8	0.3%
Industrial	84.1	15.4%
Institutional	31.5	5.8%
Undeveloped Land / Open Space	248.7	45.7%
Residential – Low Density	79.5	14.6%
Residential – Medium Density	13.2	2.4%
Utility (Cell Tower)	3.6	0.7%
VDOT Right-of-Way	63.6	11.7%
<b>Total</b>	<b>±544.1</b>	<b>100%</b>

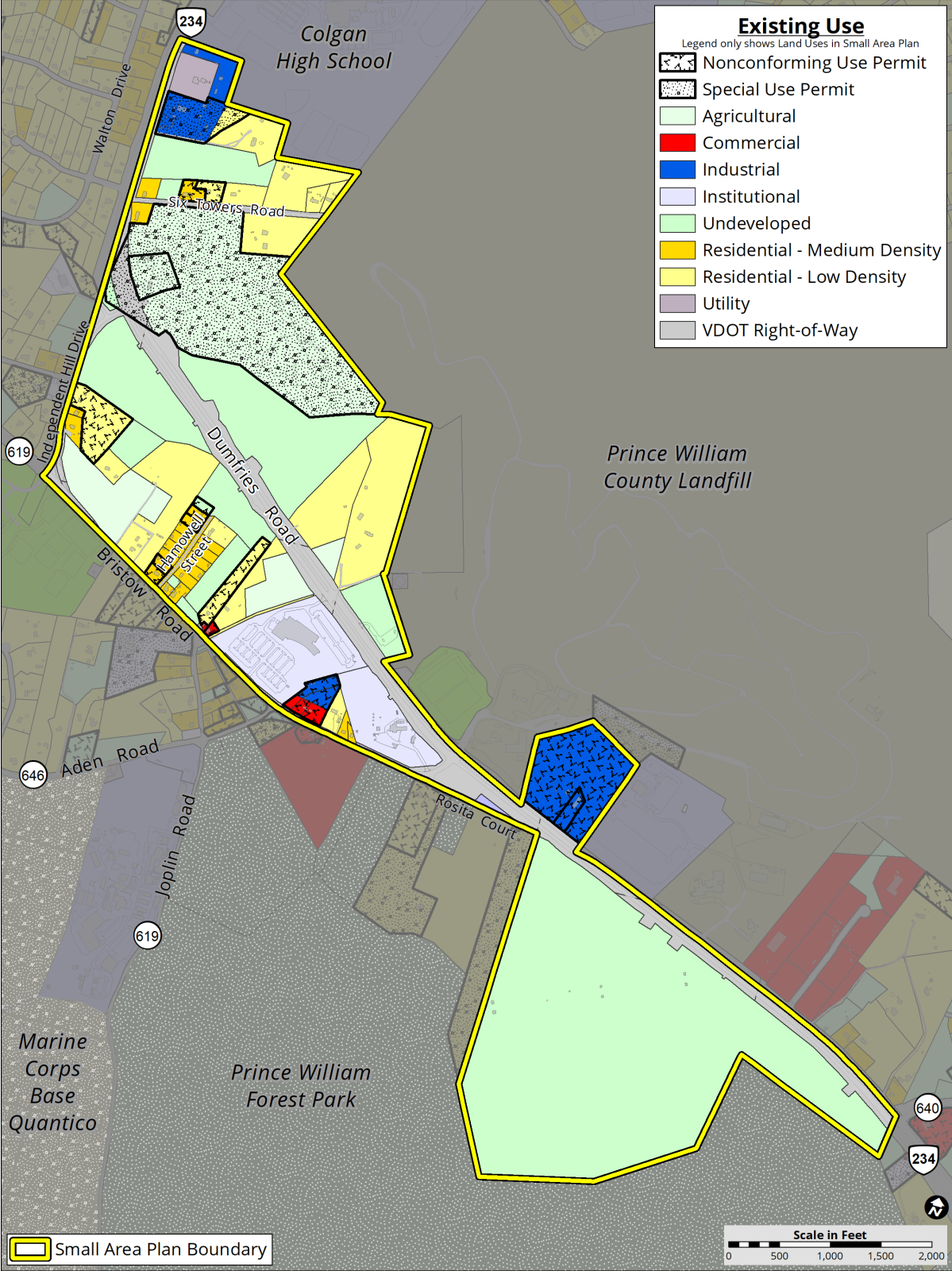


Figure 8: Existing Use



**Existing Zoning**

The study area is currently comprised of eight different zoning designations ranging from agricultural to industrial. There are also three existing zoning overlay districts that impact the development of this study area, including the Highway Corridor, Domestic Fowl, and Data Center Opportunity Zone Overlay Districts, as well as the Chesapeake Bay Resource Protection Area. The Highway Corridor Overlay District located along Route 234/Dumfries Road, limits some uses, reduces the size and height of signage, requires landscape buffers and screening along the street, and limits direct access. The purpose of the Domestic Fowl Overlay District is to permit the keeping of domestic fowl on lots with a rural and semi-rural character that also contain a dwelling unit as a principal residence. The Data Center Opportunity Zone Overlay District addresses the infrastructure necessary to support such uses and the potential impacts to other properties.

Existing zoning in these areas includes the following districts: A-1, Agricultural; B-1, General Business; M/T, Industrial/Transportation; M-1, Heavy Industrial; O(F), Office/Flex; O(M), Mid-rise Office; R-4, Suburban Residential 4 dwellings per acre; and SR-1, Semi-Rural Residential one dwelling unit per acre and PBD, Planned Business District.

Existing agricultural zoning within the Plan boundaries covers a large portion of the study area. It is anticipated that these will be rezoned in the future to a district that executes the recommendations of the Plan. Subsequent zoning regulations will need to address the unique character of the village center development, as well as the industrial areas north of Dumfries Road, to implement the pedestrian-friendly, neighborhood character that the Plan proposes.

<b>Major Zoning Case/Project Name</b>	<b>Existing Units or Building Area</b>	<b>Remaining to be Built</b>
Wolf Run Residential	0 Units	11 Units
English Gardens – O (F) area	0 Sq. Ft. GFA	37,500 Sq. Ft. GFA
English Gardens – M/T area	0 Sq. Ft. GFA	25,000 Ft. GFA
Wolf Run Industrial	0 Sq. Ft. GFA	14,000 Sq. Ft. GFA
Woodbridge Seventh Day Adventist	0 Sq. Ft. GFA	60,000 Sq. Ft. GFA
Parson Business Park – Fuel Station (SUP)	0 Sq. Ft. GFA	6,077 Sq. Ft. GFA
Parson Business Park – M-1 LB1	0 Sq. Ft. GFA	166,486 Sq. Ft. GFA
Parson Business Park – M/T LB4	0 Sq. Ft. GFA	583,737 Sq. Ft. GFA
Parson Business Park – M-1 LB3	0 Sq. Ft. GFA	192,518 Sq. Ft. GFA

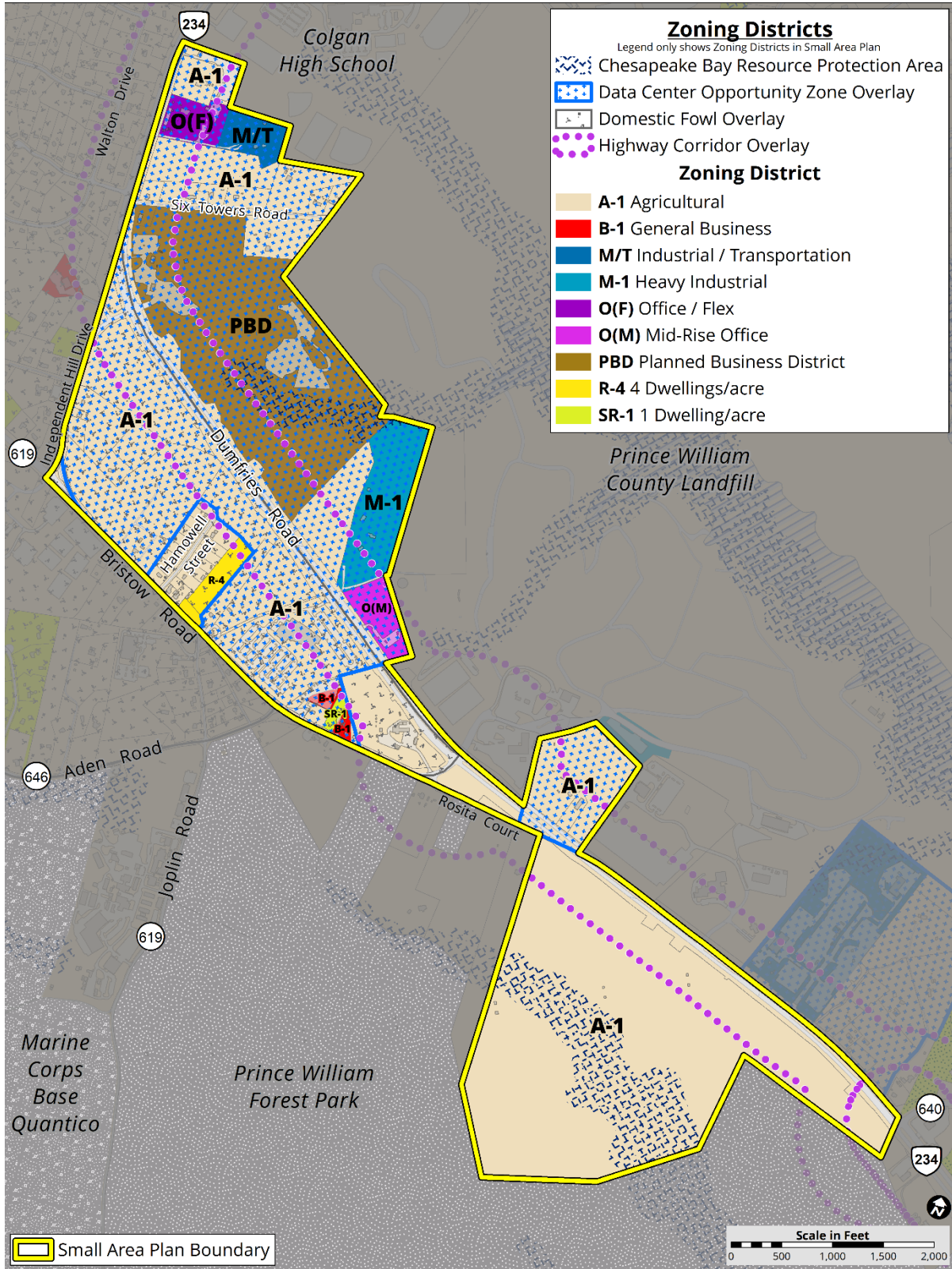


Figure 9: Existing Zoning

## Existing Mobility

### Road and Highway Network

Dumfries Road (Route 234) is the central spine of the motorized transportation network for the Independent Hill Small Area Plan study area. Route 234 is also one of the County's key north/south corridors providing a valuable connection from I-95 to I-66. Route 234 is a portion of the North-South Corridor of Statewide Significance (Corridor G) which connects I-95 to Dulles International Airport and is generally defined by Route 234 between I-66 and U.S. 1. The North-South Corridor serves as a connector between activity centers in and around Woodbridge, Manassas, Gainesville, and areas surrounding Dulles International Airport. Route 234 connects to I-66 and I-95 which provide routes to connect to Reagan National Airport. Both airports are approximately 27 -35 miles away. The Manassas Regional Airport, the largest regional airport in Virginia, is located about 8 miles north of the small area plan.

Route 234 is a dividing barrier for the Independent Hill Small Area Plan study area since its speed, truck traffic, width and scarcity of pedestrian crossovers (only two exist; one crossing Route 234 and the other crossing Independent Hill Drive) hinder pedestrian and bicycle crossings. Lack of sidewalks within the study area and lack of connecting bikeways to the Route 234 shared use path, a component of U.S. Bicycle Route 1, contribute to both a lack of connectivity within the neighborhood and unsafe conditions for pedestrians and cyclists.

Bristow Road and Independent Hill Drive are two lane roads with relatively low traffic volumes and moderate speed limits. Only three intersections are signalized on Rt.234: Independent Hill Drive, Bristow Road and at the Prince William County Facilities complex. A signal at the George Hellwig Park entrance at Independent Hill Drive and Bristow Road was recently installed. There is a portable weigh station spur at the intersection of Independent Hill Drive and Bristow Road.

<b>ROAD</b>	<b>Dumfries Road (Route 234) Minnieville to Independent Hill</b>	<b>Dumfries Road (Route 234) Independent Hill to Canova</b>	<b>Bristow Road (Route 619)</b>	<b>Independent Hill Drive</b>
<b>PWC Functional Classification</b>	Principal Arterial	Principal Arterial	Minor Arterial	Local
<b>2019 VDOT AADT</b>	26,000	33,000	6,200	5,800
<b>Existing</b>	4-lane	4-lane	2-lane	2-lane
<b>Planned</b>	6-lane	6-lane	2-lane	2-lane
<b>2015 LOS</b>	C	C	C	D
<b>Truck %</b>	8	8	NA	NA
<b>Posted Speed Limit</b>	55	55	45	40
<b>Shared Use Path</b>	Yes (west side)	Yes (west side)	No	No
<b>OmniRide Bus</b>	No	No	No	No

The Existing Functional Road Classification map shows the existing function classification of the road network in Independent Hill. Route 234 is a Principal Arterial; Bristow Road is a 2-lane Minor Arterial and all the other roads in the Small Area Plan are Local Roads.



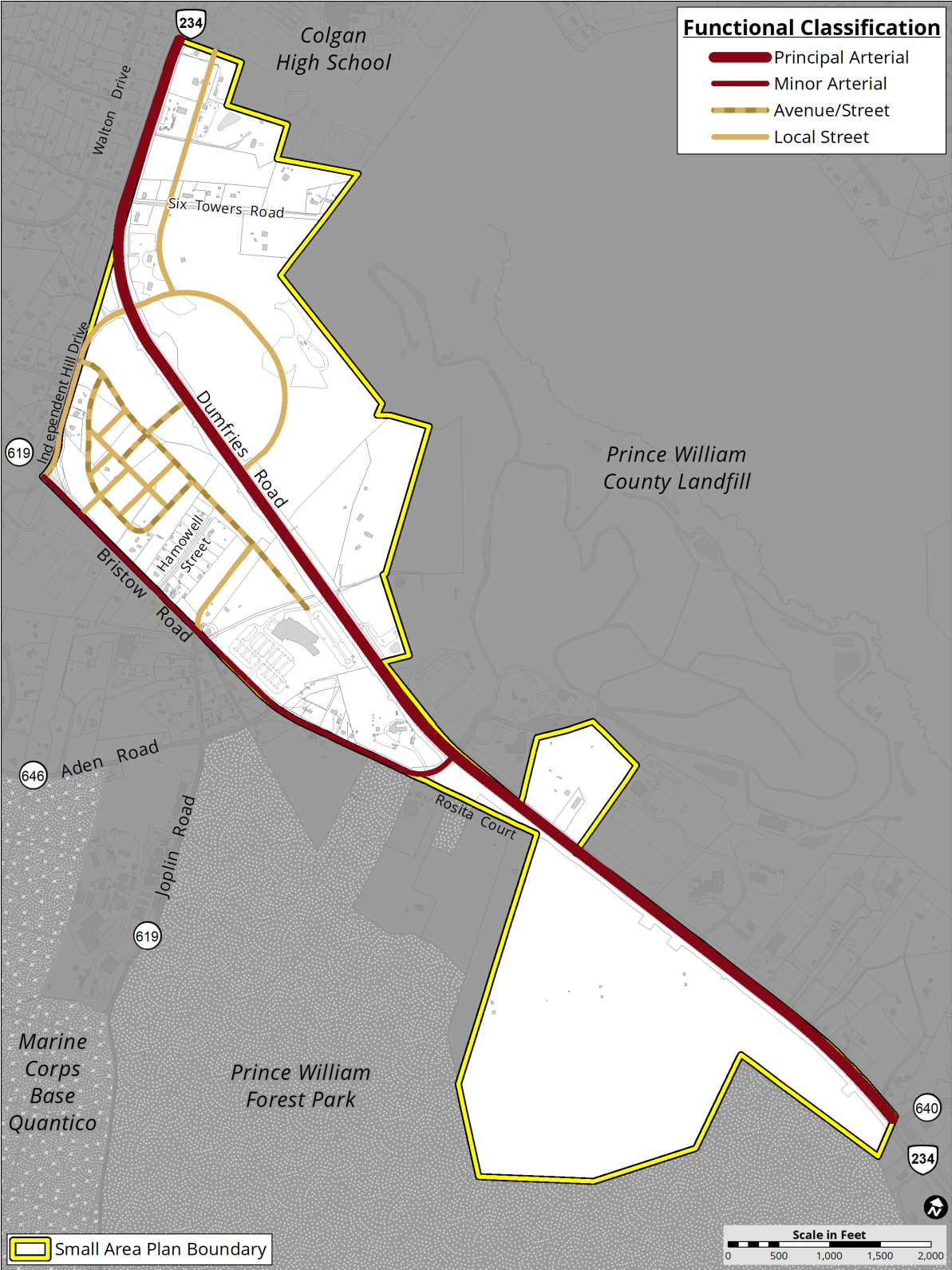


Figure 10: Existing Functional Road Classification

## **Transit**

The study area is not directly served by rail or commuter rail (Virginia Rail Express-VRE) or bus. However, two VRE lines are located roughly equidistant from Independent Hill. The Broad Run/Manassas Airport VRE station is located approximately 9 miles northwest near Manassas. The Woodbridge Station is approximately 13 miles south east. The morning service runs eastbound (Manassas Line) and northbound (Fredericksburg Line). During the morning commute, the VRE provides service to employment areas in eastern Fairfax County, the City of Alexandria, Crystal City and Washington, D.C. Returning westbound service ends at the Broad Run/Manassas Airport and southbound runs to Woodbridge and Quantico. The Woodbridge Station arrives at Alexandria/ DC stations 20 minutes sooner than the Broad Run train. In addition, another VRE Station will soon be located approximately 11 miles east in Potomac Shores.

The Potomac and Rappahannock Transportation Commission (PRTC) is a multi-jurisdictional agency representing and operating bus service. PRTC's OmniRide Local offers local bus service in Prince William County, but not within the study area.

The nearest commuter lots are located 5-6 miles from the center of the study area: one at Route 234 at Stockbridge Drive and another at Exeter Drive with 53 and 86 parking spaces each. The closest large commuter lot is on U.S. 1 at Route 234 approximately nine miles from the study area and includes 875 parking spaces.

### **Existing Bicycle & Pedestrian Network**

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

Existing bicycle and pedestrian facilities are limited in the study area. There is an existing shared use path along the south side of Route 234. No other separated facilities exist in the Independent Hill Small Area Plan.

The study area is also traversed by U.S. Bicycle Route 1, often called U.S. Bike Route 1 (USBR 1). This is not a separate, parallel bicycle facility. It is a north-south route that runs the length of the eastern seaboard between Florida and Maine including Virginia. In Prince William County, USBR 1 begins at the Town of Occoquan at the Fairfax County line and traverses Tanyard Hill Road, Old Bridge Road, Minnieville Road, Prince William Parkway and Hoadly Road to Route 234. It enters the Independent Hill Small Area Plan on Route 234 going east, turns south onto Independent Hill Drive and onto Bristow Road heading east. It exits the study area heading south onto Joplin Road, continues west on Aden Road and south on Fleetwood Drive to the Fauquier County line.

Additionally, marked pedestrian crossings of Dumfries Road are unsafe for pedestrians, making it difficult to tie together future community development on the north and south sides of the road.

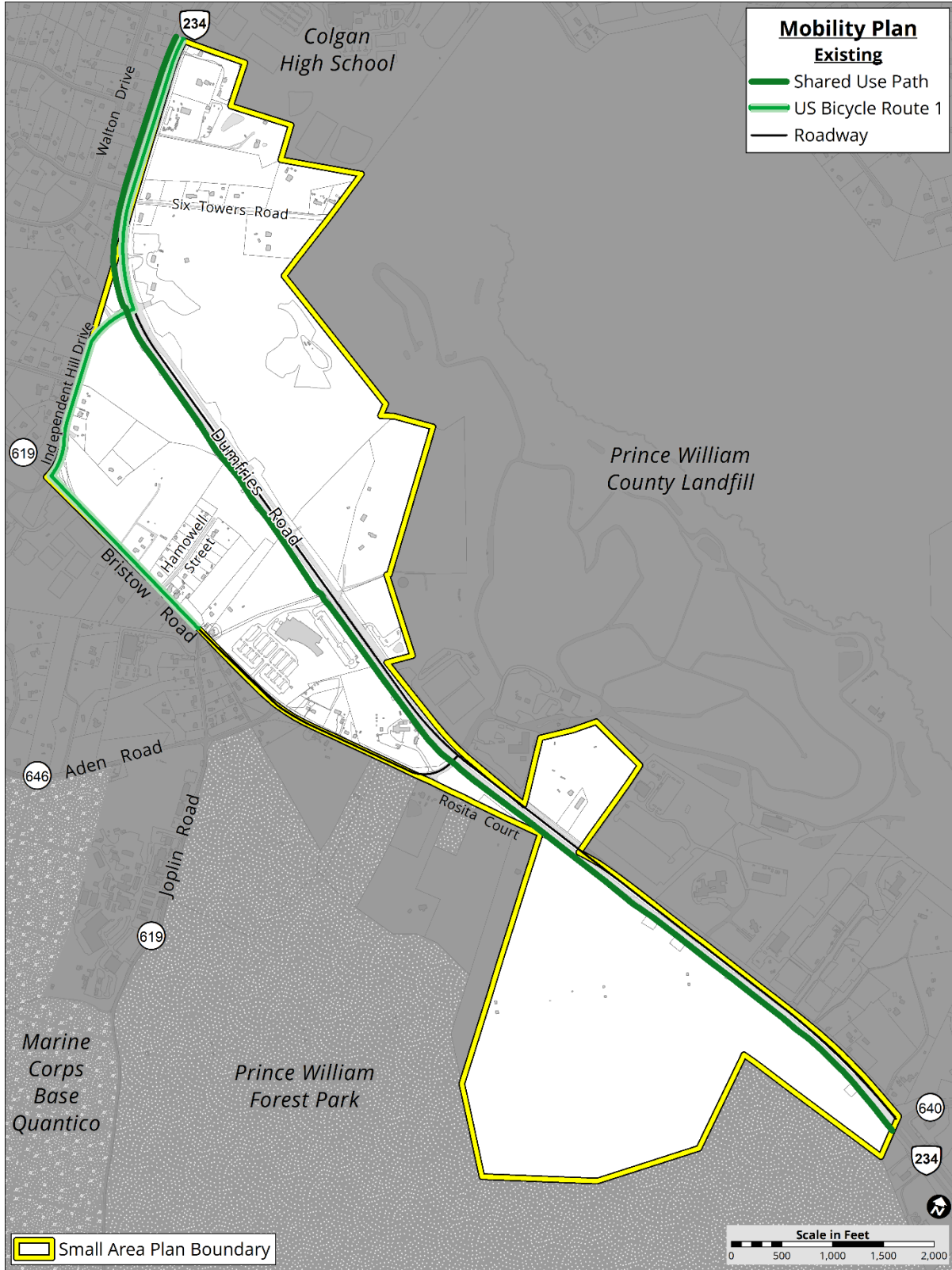


Figure 11: Existing Mobility Plan

**Environmental Existing Conditions**

The study area encompasses approximately 544 acres of land and includes forested areas, ponds, streams, and minimal impervious surfaces within its boundary. Prominent environmental features in the surrounding areas to the geographic south include George Hellwig Memorial Park, the PWC Landfill, and Prince William Forest Park. These features not only add to the overall visual aesthetics of the Independent Hill Small Area Plan, but also highlight valuable environmental components when considering future development. Any new development within or around the study area should be designed to protect these sensitive natural resources, to capitalize on these features as an asset for the recreational enjoyment of the community.

The watershed map for this Small Area Plan delineates the three watersheds that impact this area. They include Powells Creek (705), Quantico Creek (610), and Quantico Creek (605).

There are no recorded FEMA 100-year floodplain areas but there are approximately 50 acres of Chesapeake Bay Resource Protection Area (RPA).

The small area plan is largely unstudied with regard to a variety of environmental conditions and potential development constraints. Natural resources such as wetlands; unstudied perennial streams; rare, threatened and endangered species and habitats, high quality forests, and the like. Therefore, analysis of such features will need to occur when rezoning and/or SUP cases are proposed.

There are stands of forest in the undeveloped portions of the area, as well as non-forest cover (shrubs, grassy and bare areas) and impervious surfaces. The table below gives the acreage for each element listed.

<b>Environmental Area</b>	<b>Acres</b>
Forested (tree canopy)	332
Non-Forest	130
Impervious Area	82



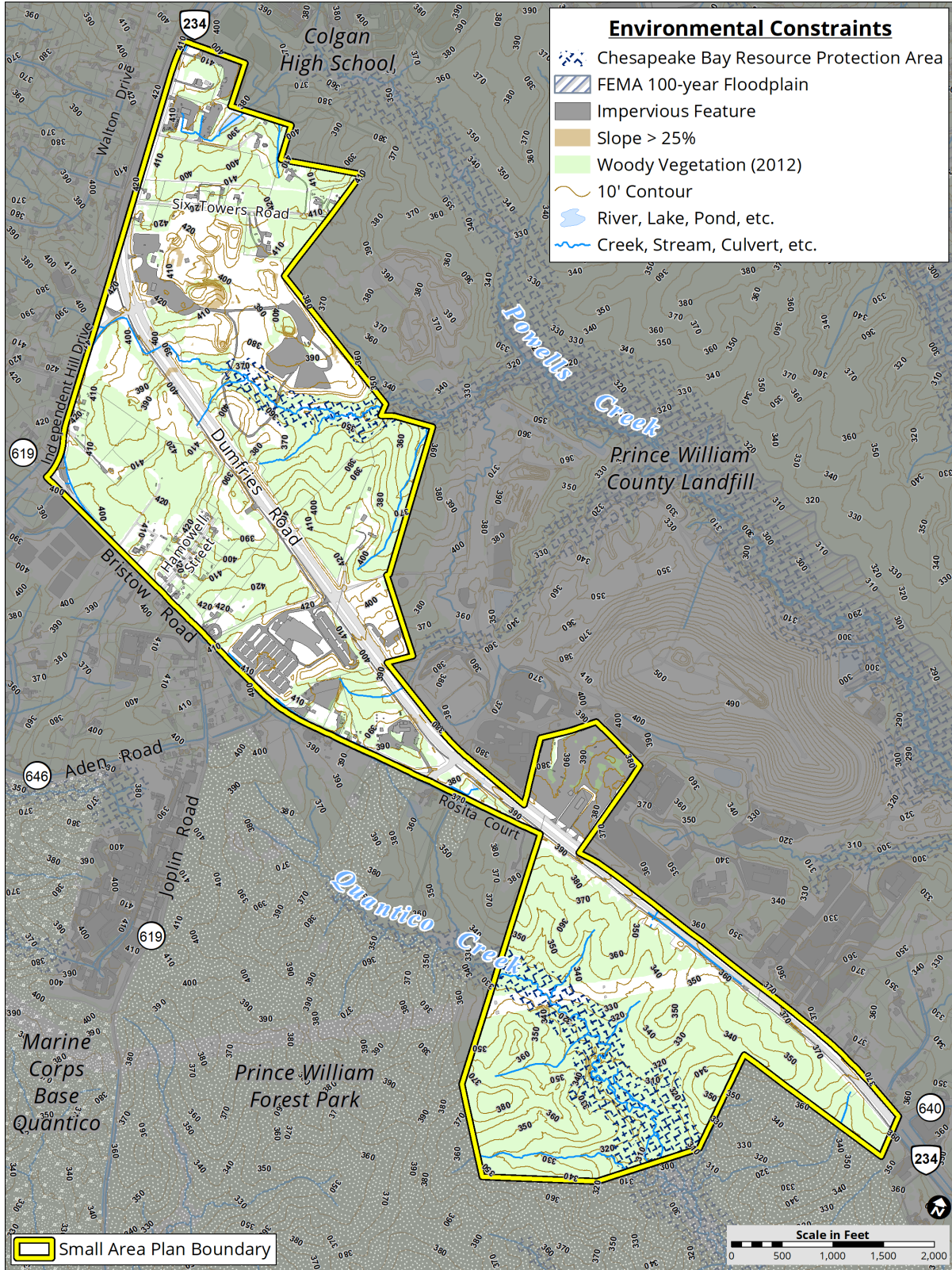


Figure 12: Existing Environmental Conditions

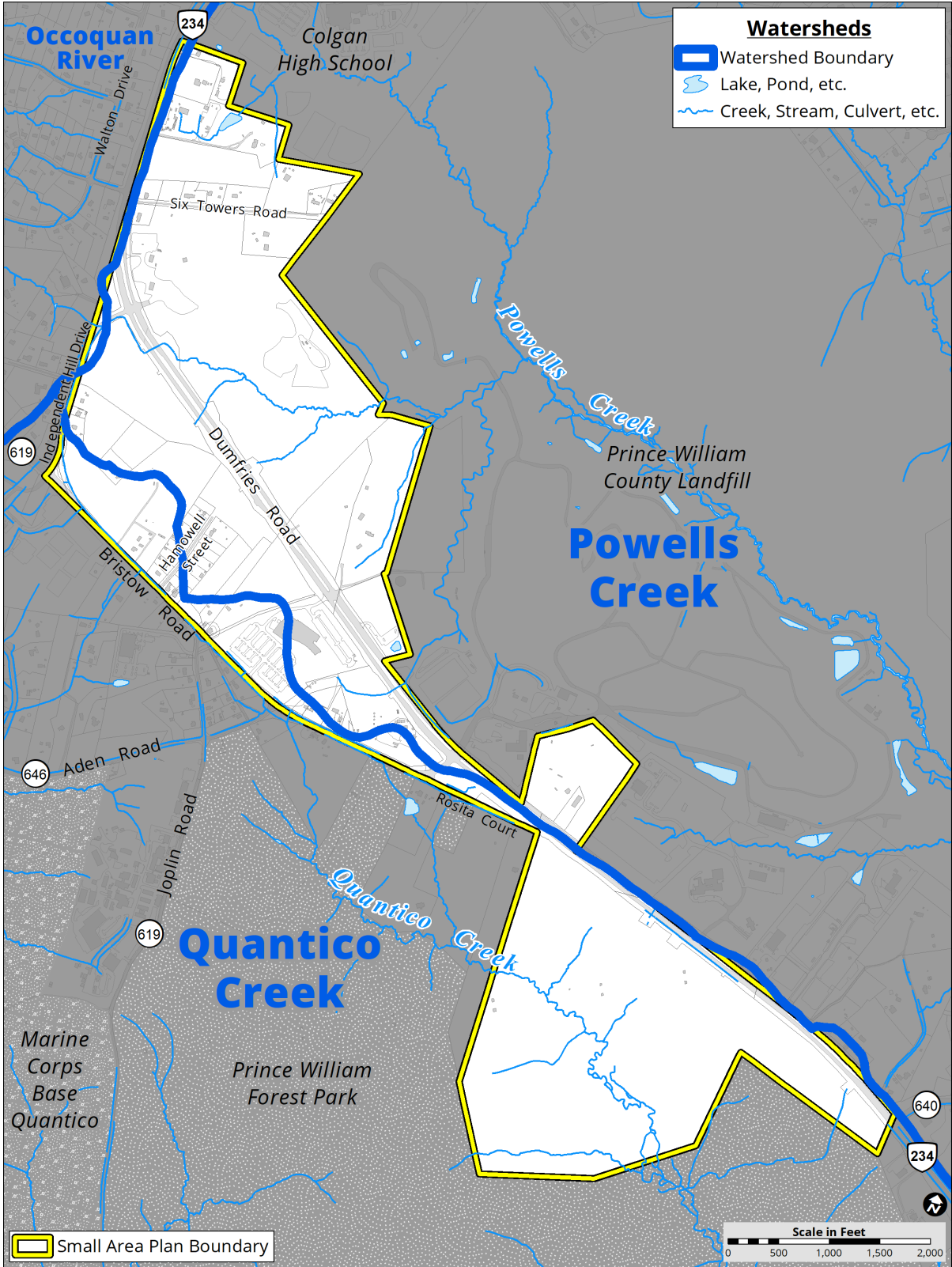


Figure 13: Watershed Boundaries

**Existing Green Infrastrucure**

The Independent Hill Small Area Plan does not specifically contain any current green infrastructure facilities. However, the Independent Hill Small Area Plan is located within the boundaries of the Park Planning District #8 (PPD 8). As reflected on the Park Planning District Map 8 and on the associated report card below, this small area plan is surrounded by a host of valuable green infrastructure facilities from a Federal level, a County level and a private level. As reflect on PPD8 map this district contains the following:

319.1 ac	DPRT
1,354.8 ac	County Owned
42.2 ac	Schools/Community Use
16.1 ac	Private/Limited
10,876.6 ac	Federal Public Land

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 parks, pocket pockets, and green open spaces within new developments. These green infrastructure facilities should be woven together with a robust trail and pedestrian network to enhance the study area and provide connectivity to the larger community.



**Park Planning District 8**

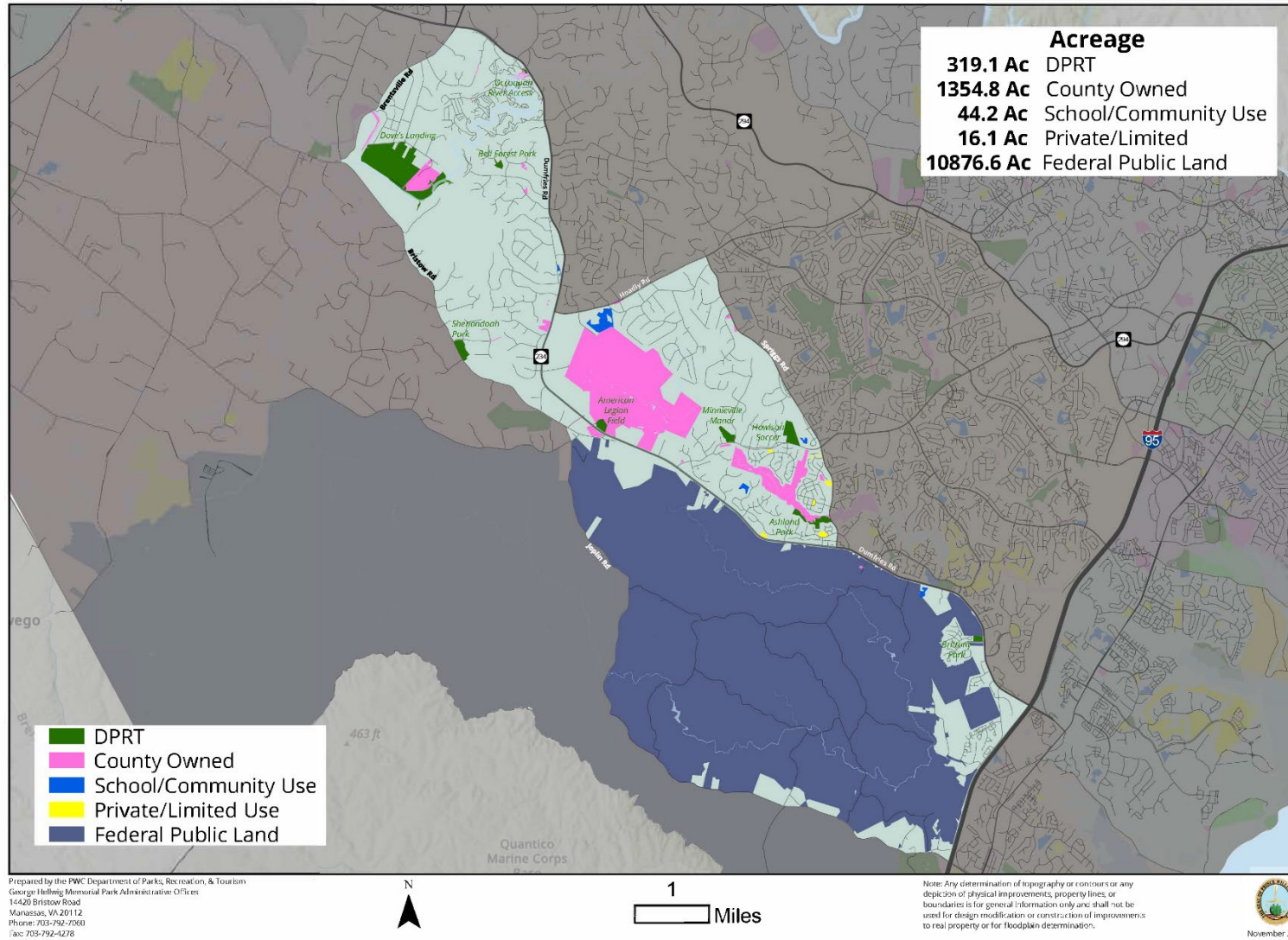


Figure 14: Park Planning District 8



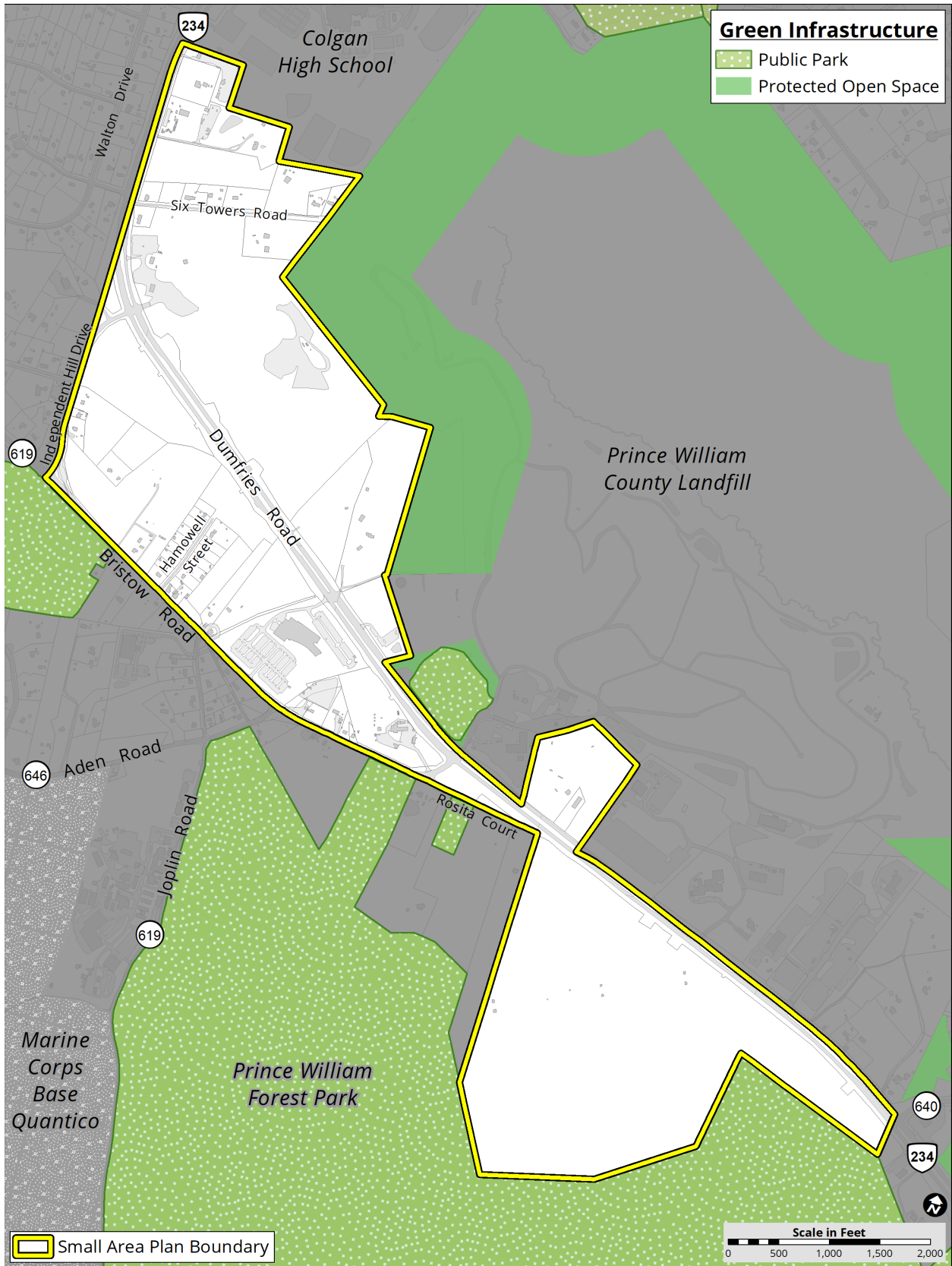


Figure 16: Existing Green Infrastructure

**Existing Schools**

There are three school boundaries serving the study area including one elementary school, one middle school, and one high school. The Independent Hill study area is currently served by Coles Elementary School, Benton Middle School and Colgan High School.

<b>Existing School Inventory</b>				
<b>Student Enrollment - September 30, 2020</b>				
<b>Elementary School</b>				
<b>School Name</b>	<b>Student Capacity</b>	<b>Portable Classrooms</b>	<b>Students</b>	<b>% Utilized</b>
Coles ES	368	3	408	110.9%
<b>Middle School</b>				
<b>School Name</b>	<b>Student Capacity</b>	<b>Portable Classrooms</b>	<b>Students</b>	<b>% Utilized</b>
Benton MS	1,464	0	1,344	91.8 %
<b>High School</b>				
<b>School Name</b>	<b>Student Capacity</b>	<b>Portable Classrooms</b>	<b>Students</b>	<b>% Utilized</b>
Colgan HS	2,053	7	2,909	141.7%

## Utility Infrastructure Existing Conditions

Public utility infrastructure provides electricity, drinking water and sewer services for residential and commercial uses, and communications networks. Within the study area, water distribution is provided through Prince William County Service Authority. Countywide, there are 22 water towers and 15 water booster stations. There are no water towers or water booster stations in the study area but the landfill tank off Dumfries Road is just outside the study area. The majority of the water and sewer infrastructure is concentrated in the southern half of the study area.

There is one high voltage electrical transmission line corridor of 150kV or more. There are electrical distribution lines through the study area providing service to residential and commercial customers. Northern Virginia Electric Cooperative is the provider of electrical service for the study area.

Stormwater runoff control and compliance with Chesapeake Bay regulations is accomplished through a system of collection, conveyance, and temporary impoundment pond infrastructure. Chesapeake Bay stormwater regulations are focused on reducing siltation and meeting Total Maximum Daily Load (TMDL) for the tributaries of the Occoquan and Potomac Rivers, as these rivers ultimately feed into the Chesapeake Bay. Stormwater impacts tributaries to the rivers, the rivers and the Bay's water quality. The majority of this study area is undeveloped and new construction will be required to meet TMDL requirements.

A Total Maximum Daily Load (TMDL) is a "pollution diet" that identifies the maximum amount of a pollutant a waterway can receive and still meet applicable water quality standards. A TMDL is the sum of wasteload allocations for point sources, load allocations for nonpoint sources, and a margin of safety to account for uncertainty. Point sources include sewage treatment plants, stormwater discharges, industrial discharges, etc. Nonpoint sources include pollutants carried by rainfall runoff from forests, agricultural lands, atmospheric deposition, abandoned land mines, etc. (Source EPA.gov).

There is one telecommunication facility in the study area, and there are six that are within the vicinity of the study area's boundary. The existing infrastructure and utility systems accommodate the current demands within the study area. Additional infrastructure may be required as new developments are constructed.

There is no natural gas service in the plan area.



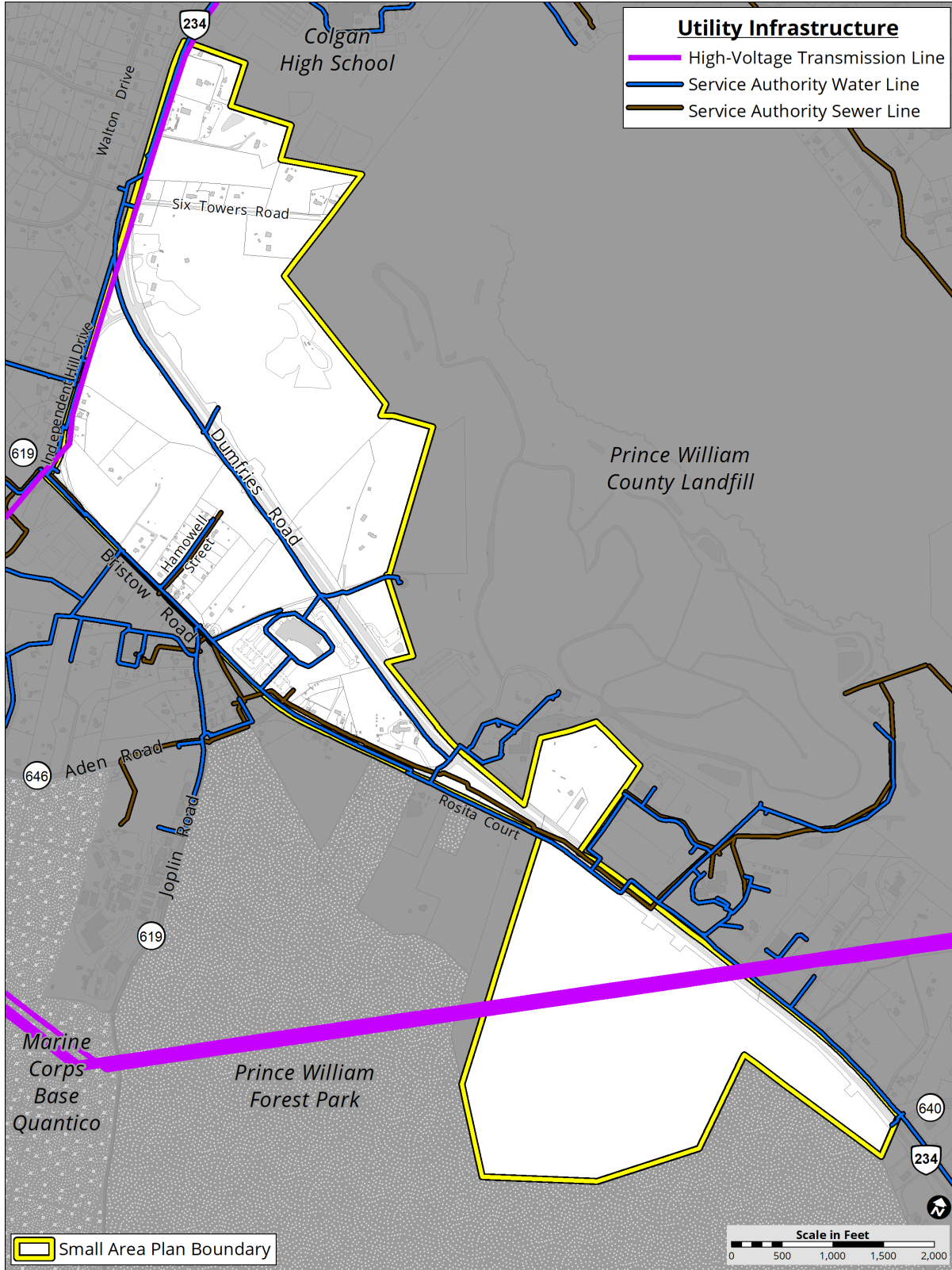


Figure 17: Utility Infrastructure

## 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 plan area, a large section is classified as Historic High Sensitivity in the Comprehensive Plan. This area stretches from the intersection of Aden Road and Bristow Road west and northwest across Route 234 almost to Six Towers Road. This classification is based on archival documentation of Civil War cavalry encampments in this area. No land in the plan area is classified as Prehistoric High Sensitivity. The plan area is adjacent to the Board of County Supervisors' classified County Registered Historic Site, Prince William Forest Park. Prince William Forest Park is administered by the National Park Service. It was originally known as the Chopawamsic Recreation Development Area at its inception in 1934 and was part of the Recreational Demonstration Area (RDA) program of the New Deal. There are no comprehensive plan heritage corridors in the plan area though it is immediately adjacent to the PHNST, Potomac Heritage National Scenic Trail.

Seven Phase I cultural resource surveys were completed in the plan area as a result of prior development activity. During these surveys, five archaeology sites were recorded in the plan area. One was classified as a prehistoric temporary camp, likely an episode of stone tool sharpening. However, a specific date range could not be assigned due to a lack of diagnostic artifacts. The remaining four archaeology sites were historic sites. Of those four, one was associated with an early 20th Century farmstead and another was associated with a late 1800s farmstead. The third site was too disturbed to gather diagnostic material and the fourth was a trash midden from the 1930s.

Seven architectural sites were recorded in the plan area. These represent domestic residences or farmsteads and a church built during the early twentieth century that was in service through the middle of the twentieth century. All of these resources were modified over the years which may have damaged their integrity. Further research on their owners is warranted. One architectural site, the Barnes House, was in the plan area but was moved during construction of the current Route 234. It was recently installed and restored at the Montclair Library site. Also, Prince William Forest Park is adjacent to the plan area and listed on the National Register of Historic Places.

The County's survey of cemeteries registered two cemeteries in the plan area, the Davis/Copen Cemetery, and the Cole Cemetery. Additionally, there are four cemeteries in proximity to the south or southwest border of the plan area: Quantico Baptist Church Cemetery, Union Baptist Church Cemetery, Cole/Ashby Family Cemetery, Cole/Tansill Cemetery.

Historic map research and aerial photography research show residential buildings and outbuildings (barns, dairies, spring houses, ices houses and so on) occurring in the mid-1800s and continuing through to the late 20th Century. Residences and farmsteads come and go and, at times, multiple agricultural fields within the plan area existed. Coles Store shows on mid-1800s maps and continues into the 20th century.

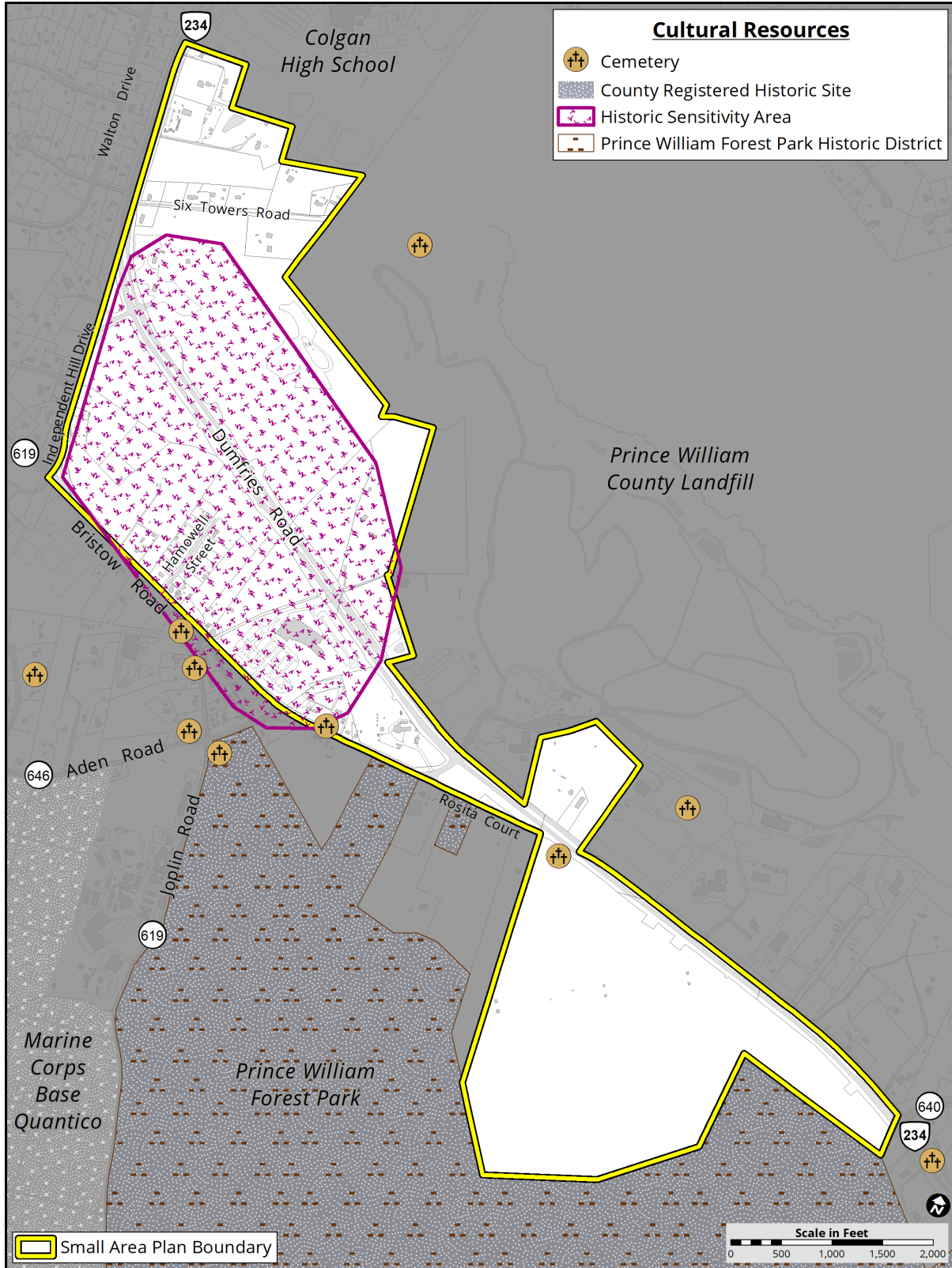


Figure 18: Cultural Resources

## Commercial Community Indicators

Community indicators are numeric tools that help governments, citizens or businesses understand the health and vitality of their communities, alert them to problems and help them recognize what to do to fix those problems. This section reflects major economic indicators related to current employment in the Independent Hill study area. These data were calculated from Census block groups 9012.34 and 9013.06.

As of 2017, the study area had an estimated population of 128 residents and a median age of 43.0. The percent of ethnicities within the study area include White residents (78.1%), Hispanic residents of any race (7.6%), Black residents (10.7%), Asian and Pacific Islander residents (1.4%), and 2.1% of residents identified as “two or more”.

Education and training play a large role in producing the local labor force. According to Census estimates, 94.7% 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 half (63.9%) the local working age population is employed.

Data was interpolated from Census American Community Survey 2013-2017, 5-Year Estimates for the block groups. Total population utilized PWC premise address layer, occupancy rates, and average household sizes.

The employment figures based on 2015 data indicated 1,822 employees in the Independent Hill Small Area Plan. An additional 220 employees were added to TAZ 2704A in 2040 to account for Colgan High School. For the extended area around the Small Area Plan, the 2015 employment figure is 3,300 employees.

The most common employment sectors for those who live in the study area and the surrounding area are education, professional services, government, and retail.

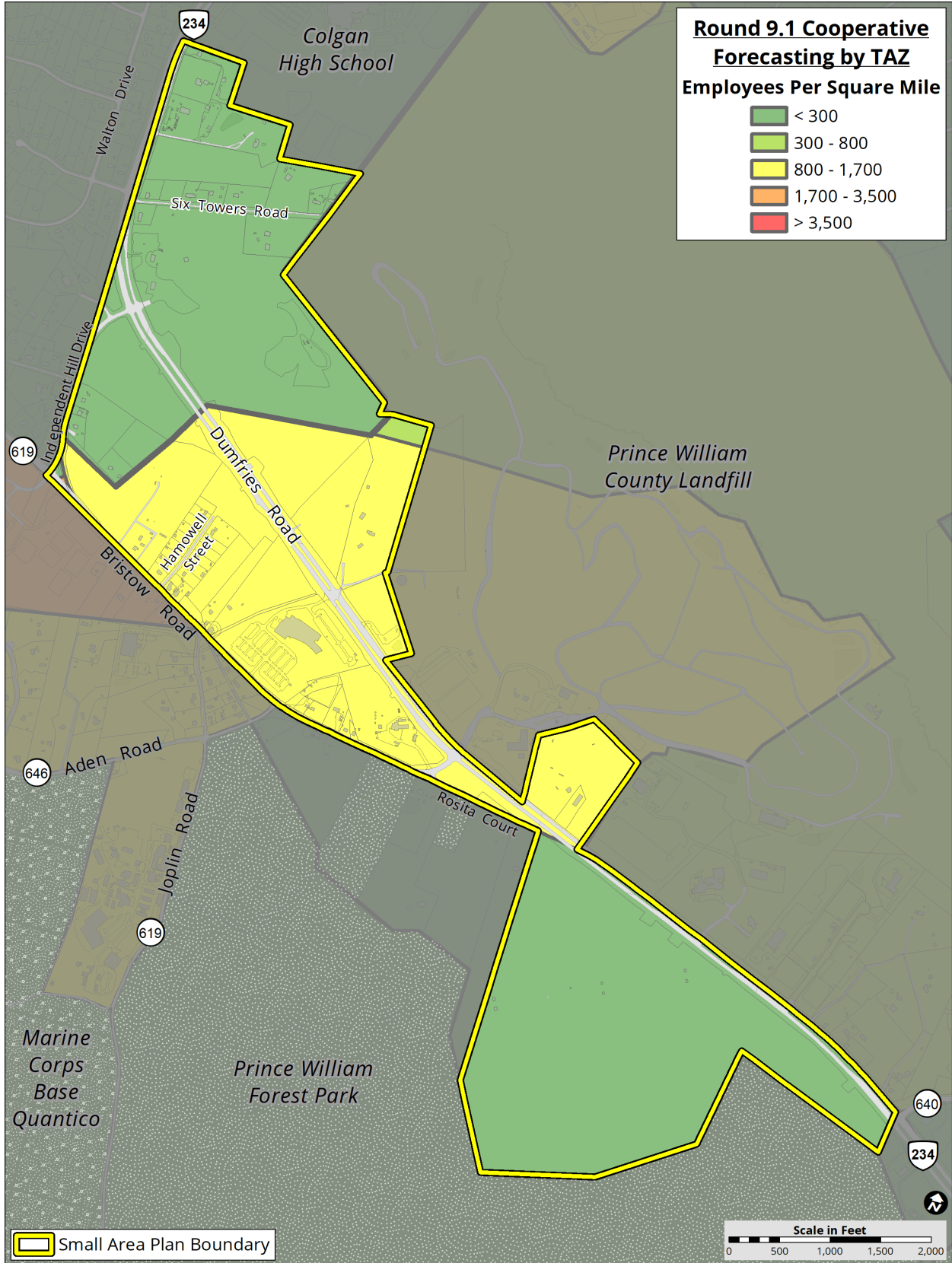


Figure 19: Employees per Square Mile



### **Residential Community Indicators**

As of 2017, the median home value for the study area was \$427,600, which is higher than the national average of \$205,000. The homeownership rate is 100.0%, which is higher than the national average of 63.8%. The owner-occupied housing rate in the Small Area Plan is very high. The only existing housing type within the study area is single family detached dwelling units. These data were calculated from Census groups 9012.34 and 9013.06.

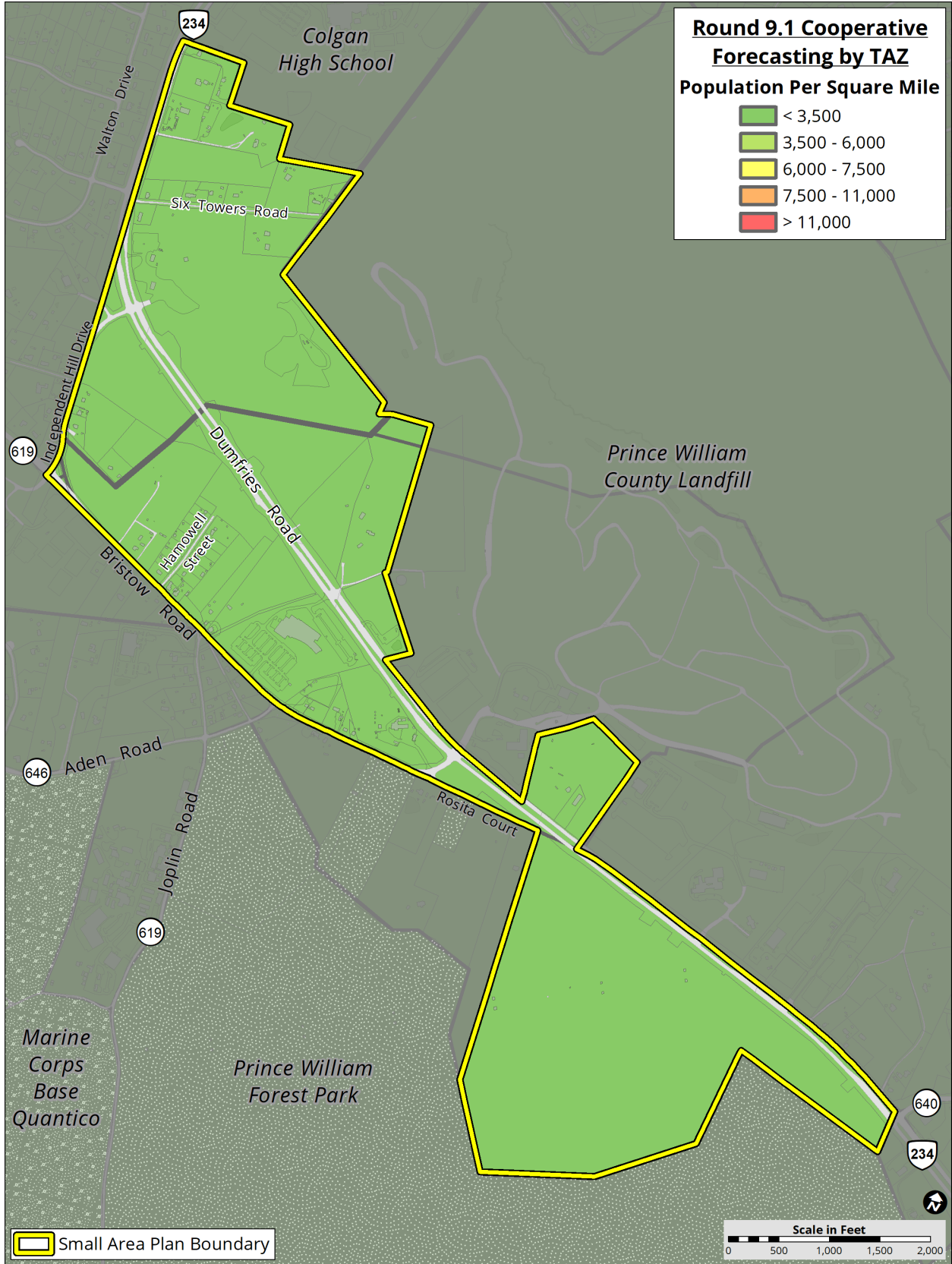


Figure 20: Population per Square Mile

## **PRIOR PLANNING EFFORTS**

Although a Sector Plan had been proposed for this area in the 1991, 1998 and 2003 Comprehensive Plans there have been no previous planning efforts for the Independent Hill Small Area Plan study area.

### **Public Participation in the Small Area Plan Process**

The County facilitated an extensive public participation process as a part of the development of this Small Area Plan.

Three Community Conversations Meetings were held as a kick-off to the Comprehensive Plan update process on October 30, 2018, November 13, 2018, and November 14, 2018 providing the community an opportunity to meet with County staff to express their visions and desires for the County.

The County held an informal stakeholder meeting on May 9, 2019 to collect relevant information and input from stakeholder groups including major property owners, county agencies and other external agencies. Topics of discussion included economic development, land use, green infrastructure and transportation. The outcome of the exercise included a series of opportunities and constraints associated with each of the discussion topics which was summarized in a SWOT (strengths, weaknesses, opportunities, and threats) analysis. The SWOT analysis was then used at the basis of discussion for all future exercises associated with developing the visions, goals and objectives of the Plan.

On the evenings of May 28 and 29th, 2019 a Visioning and Design Charrette was held to introduce and gather public input for the Independent Hill Small Area Plan project. During the first evening the attendees were able to review a series of existing documents including planning and development documents, county economic assessment reports and historical context information. The attendees then completed a site analysis exercise examining the existing assets and liabilities within the area and executed a SWOT and TOWS (a strategic planning tool, a variant of SWOT) exercise in order to prepare goals and action strategies for the Small Area Plan. The goals and action strategies were organized into the following six categories: land use, mobility/circulation, parks/open space, green infrastructure, infrastructure/facilities, economic development, and design elements. The goals and action strategies served as the basis for the second evening in which the attendees worked together to prepare draft plan alternatives for the Independent Hill Small Area Plan. Participants in each of the six groups considered strategies that would leverage the area's strengths and address weaknesses.

The draft plan alternatives were presented by the attendees, common themes were identified and summarized and have been used at the basis for the preparation of the Independent Hill Small Area Plan. The focus was on recreational and tourist attractions, desired neighborhood services, economic development opportunities, employment opportunities, and multimodal network options.



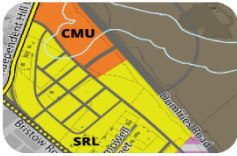
Figure 21: Independent Hill Charrette Activity, May 28 & 29, 2019



## VISION AND THEMATIC PRINCIPLES

The vision for the Independent Hill 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 Plan’s recommendations.

**VISION:** Independent Hill is a distinct, pedestrian-friendly village that builds on the abundance of environmental, education, recreational, and employment opportunities while providing the community with places to shop, dine, and recreate within walking distance of their homes and workplaces.



**PLACETYPES:** Create a community that capitalizes on the abundance of open space and recreational assets in Independent Hill to create a destination for recreational activities while building a vibrant pedestrian-friendly village and employment center.



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



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



**GREEN INFRASTRUCTURE:** Ensure a robust ecosystem with a connected system of greenways, trails, and open spaces that respect the area’s environmental assets, including Prince William Forest Park and George Hellwig Memorial Park.



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



**ECONOMIC DEVELOPMENT:** Create a community that capitalizes on the abundance of open space, recreation and education assets, while building a vibrant pedestrian-friendly village and employment center, attracting desirable uses including neighborhood commercial, office, particularly for Prince William County agencies, and light industrial tech/flex development that is compatible and supportive of a quality residential environment.



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

Figure 22: Vision and Thematic Principles



## Placetypes

**Goal:** Create a community that capitalizes on the abundance of open space and recreational assets in Independent Hill to create a destination for recreational activities while building a vibrant pedestrian-friendly village and employment center.

### Areas of Transformational Change

The Plan provides a mechanism to help realize the development potential of the area. The primary transformational change within the Plan is focused on the site designated as Village Center. Building upon existing County facilities and adjacent development, the Plan aims to establish a vibrant, walkable, mixed-use village as the heart of the study area. The Village Center, as the focus for the highest densities coupled with a walkable pedestrian focused street grid, provides an opportunity to create a sense of place and attraction for retail, restaurants, entertainment, and services that are needed in the area. The Village Center will support and be supported by the large number of workers in the area. The remainder of the Small Area Plan consists primarily of industrial and tech/flex uses to the north with lower density residential and public facility and office uses to the east. All future development is tied to the existing environment and open space assets surrounding the study area. With the introduction of pedestrian and bicycle connectivity throughout the plan area the Village Center can also provide services for visitors to the expansive passive and active recreational areas found surrounding the Village Center.

### Future Land Use Plan

A goal of the Plan's future land use recommendations is to maintain a focus on the area's residential, industrial, commercial, public facilities and environmental assets, while building upon and connecting each element to create an inclusive and pedestrian-friendly village center. At the center of the Plan, the new village center will provide for the development of a mix of residential and retail uses to serve the surrounding area, including connections to County facilities.

The Kelly Leadership Center, KLC, combined with recreational activities associated with George Hellwig Memorial Park and Prince William Forest Park provide an anchor to the south of Dumfries Road for expanded neighborhood retail and commercial activities, including local restaurant food operations and distribution focused on farm-to-table and locally produced agricultural products. The National Park Service's planned expansion of hiking and equestrian trails in Prince William Forest Park near the study area may provide tourism opportunities for Independent Hill.

The Future Land Use Plan map illustrates the proposed long-range land use classifications for the Independent Hill 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 and to capitalize on the extensive environmental resources. The proposed land use designations align with the designated transects and provide a concept for future development in the study area. Recommendations in the Plan connect the series of surrounding parks and open spaces with the remainder of the neighborhood to enhance connectivity to the area's environmental assets and provide a place to play and relax for residents, visitors and employees in the area.

The land use description, form, and character of each of the proposed long-range land use classifications developed for this Plan can be found in the Land Use Form, Character and Use matrix. The Zoning Ordinance will require review, and likely an update, to ensure that these proposed land uses can be realized. The Data Center Opportunity Overlay District covers an extensive portion of the small area plan. Consideration should be given to reviewing the boundary after adoption of the plan.

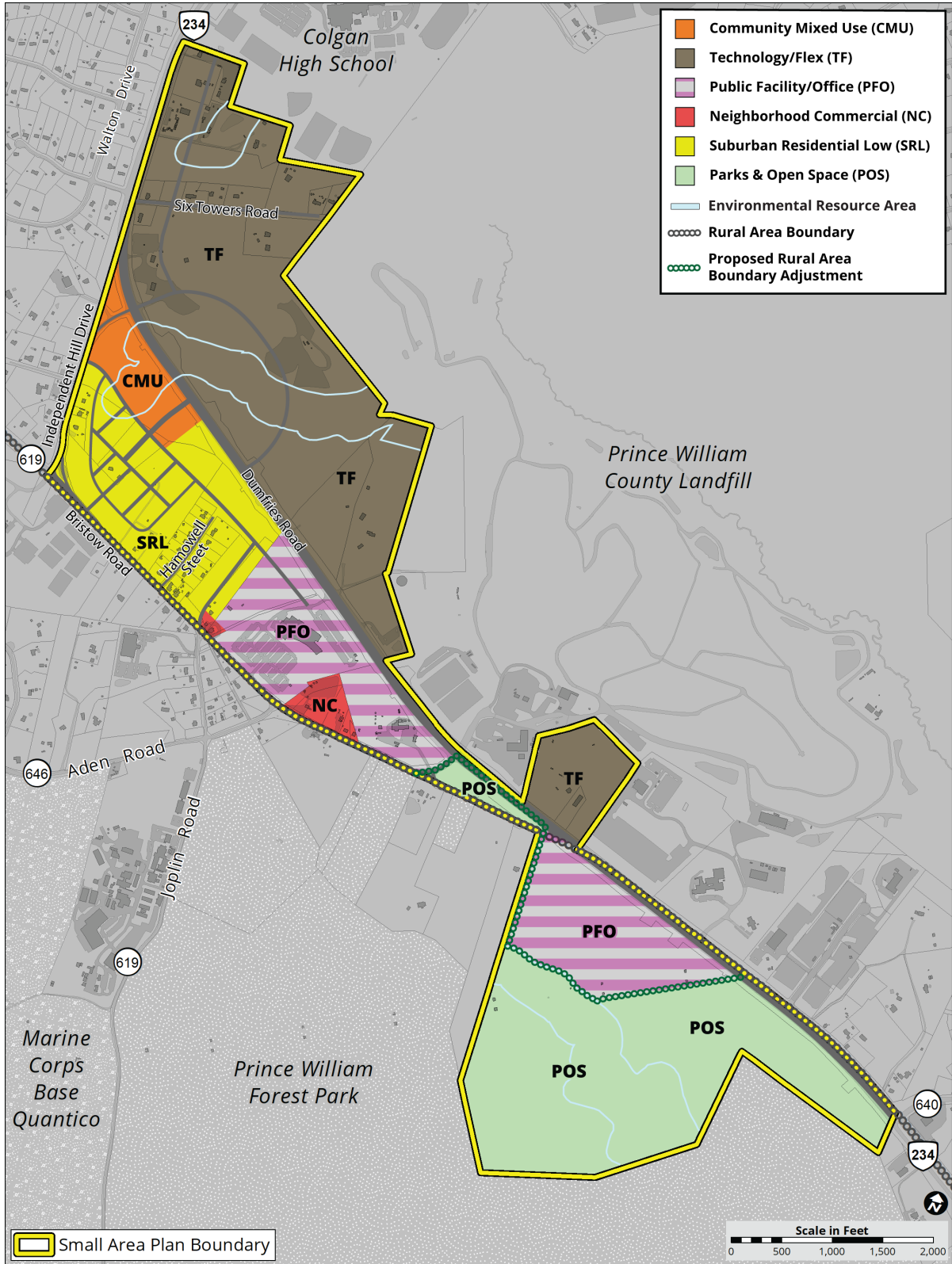


Figure 23: Future Land Use Plan

		Community Mixed Use	Public Facility/Office	Technology/Flex
DESCRIPTION				
				
		<p>Mixed-Use live work centers include both residential and commercial uses arranged in a pedestrian-friendly form. These centers are locations for community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods. Streets are interconnected and serve cars, cyclists, and pedestrians. Mixed-Use Centers should be connected by bus transit to nearby destinations and to nearest rail transit.</p> <p>Development is arranged in short blocks with shallow setbacks and both on-street parking or parking lots are appropriate.</p>	<p>The purpose of this classification is to provide for areas of both government facilities (e.g., schools, libraries, offices, public safety stations, military bases, museums, post office) and private sector general office uses (e.g., office, flex/office, and data centers) that provide services to the general public and function as focal points in our communities.</p>	<p>Technology/Flex Industrial areas provide opportunities for production, flex office/warehouse space, and warehousing uses that do not require large outdoor storage or produce nuisances such as noise, dust, or vibration. They are less hazardous and limited impacts on surrounding areas compared to heavy manufacturing. Buildings in this area have medium to deep setbacks and larger block sizes. Surface parking is acceptable.</p>

		Community Mixed Use	Public Facility/Office	Technology/Flex
USES	Primary Uses	<ul style="list-style-type: none"> <li>• Single-Family Attached</li> <li>• Multi-Family Residential</li> <li>• Retail &amp; Service Commercial</li> <li>• Government Contracting</li> </ul>	<ul style="list-style-type: none"> <li>• Offices</li> <li>• Business Schools, Colleges</li> <li>• Computer and Network Services</li> <li>• Hotel</li> <li>• Medical or Dental Office</li> <li>• Package or Courier Services</li> <li>• Research &amp; Development</li> <li>• Government Contracting</li> <li>• Flex Office</li> <li>• Data Center</li> </ul>	<ul style="list-style-type: none"> <li>• Data Centers</li> <li>• Healthcare</li> <li>• Life Sciences</li> <li>• Federal Government Contracting</li> <li>• Research &amp; Development</li> <li>• Flex Space</li> <li>• Light Industrial</li> <li>• Warehousing &amp; Logistics</li> <li>• Advanced Manufacturing</li> </ul>
	Secondary Uses	<ul style="list-style-type: none"> <li>• Active Adult Retirement Communities</li> <li>• Civic , culutral , community Office</li> <li>• Hotel</li> <li>• Institutional</li> <li>• Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Adult Daycare</li> <li>• Recreational Facility</li> <li>• Restaurant</li> <li>• Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Retail &amp; Service Commercial</li> <li>• Office</li> <li>• Institutional</li> <li>• Indoor recreation</li> <li>• Public Facilities/Utilities</li> </ul>
Use Pattern	Based on Street Typology	Based on Street Typology	Based on Street Typology	
Target Residential Density	T-2: 0.5-4 du/acre	n/a	n/a	
Target Non-Residential FAR	T-2: 0.02-0.23 FAR	T-2: 0.02-0.23 FAR T-3: 0.23-0.57 FAR	T-2: 0.02-0.23 FAR T-3: 0.23-0.57 FAR	



		Community Mixed Use	Public Facility/Office	Technology/Flex
<b>Target Land Use Mix</b>		Residential: 30-60% Non-Residential: 30-60% Civic: 10%+	Non-Residential: 100% Civic: 100%	Residential: 0% Non-Residential 100% Civic: 0%+
<b>Target Building Height</b>		T-2: Avg. 1.5 stories, Max. 3 stories	T-2: Avg. 1.5 stories, Max. 3 stories	T-2: Avg. 1.5 stories, Max. 3 stories T-3: Avg. 3 stories, Max. 5 stories
<b>Minimum Open Space</b>		20% of site	20% of site	20% of site
<b>Implementing Zoning District</b>		PMD PMR PBD R-6 B-2 O(L)	O(M) O(L) O(F)	PBD O(F) M-2
<b>General Block Dimensions</b>		200' – 660 in length	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.

		Community Mixed Use	Public Facility/Office	Technology/Flex
<b>General Building Placement</b>		A build-to line should be established from the edge of the curb or right-of-way. Three distinct zones should be developed along the streetscape areas – Landscape Planting Area/Amenity Zone (minimum 8’), Sidewalk Through Zone (6’-8’) and the Building Zone (ranges from zero to 6’, depending on activity spaces along the street). Building placement guidelines should be based on overall Transect)	At major street intersections and in areas with higher levels of activity, it is recommended that at least 50% of each building’s frontage should occupy the street frontage along designated build-to lines.  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.	At major street intersections and in areas with higher levels of activity, it is recommended that at least 50% of each building’s frontage should occupy the street frontage along designated build-to lines.  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.
<b>Street Type</b>		Urban/Local Street sections	Urban/Local Street sections	Urban/Local Street sections
<b>Pedestrian and Bicycle Circulation</b>		8’ minimum sidewalk width on all non-local street types 5’ minimum sidewalk width on local streets  protected bike lane  10’ shared use paths/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

		Community Mixed Use	Public Facility/Office	Technology/Flex
	<b>Parking</b>	<p>Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards.</p> <p>Require appropriate screening for off-street parking areas fronting primary streets.</p> <p>Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages.</p>	<p>Landscapes screening required for off-street parking areas that has frontage on primary or secondary roads.</p> <p>Refer to “General Building Placement” above for “teaser parking” placement.</p>	<p>Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards.</p> <p>Require appropriate screening for off-street parking areas fronting primary streets.</p> <p>Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages.</p>
	<b>Access to Parking</b>	<p>Limited vehicular access from primary streets.</p> <p>Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.</p>	<p>Parking and service access from secondary streets is preferred; access from primary streets should be limited.</p> <p>Pedestrian connections to the sidewalk and/or trail network are recommended.</p>	<p>Parking and service access from secondary streets is preferred; access from primary streets should be limited.</p> <p>Pedestrian connections to the sidewalk and/or trail network are recommended.</p>

Figure 24: Land Use Descriptions

Suburban Residential Low	Neighborhood Commercial	Parks & Open Space
		
		
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>DESCRIPTION</b></p> <p>Suburban Residential Low classification is to provide for housing opportunities at a low suburban density. 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. Cluster housing and the use of the planned unit development concept may occur.</p>	<p>The purpose of the Neighborhood Commercial classification is to provide commercial areas to serve surrounding residential neighborhoods. NC designated areas shall be planned and developed in a comprehensive, coordinated manner.</p>	<p>The purpose of this classification is to designate existing and projected parks and recreational areas of the County. Passive uses generally require or result in little or no alteration of the landscape and produce little or no light, noise, or visual intrusion on their surroundings. Active use involves playing fields and activities that result in more disturbance to the land.</p>

	<b>Suburban Residential Low</b>	<b>Neighborhood Commercial</b>	<b>Parks &amp; Open Space</b>
<b>Primary Uses</b>	<ul style="list-style-type: none"> <li>• Single Family detached</li> <li>• Cluster housing</li> </ul>	<ul style="list-style-type: none"> <li>• Retail</li> <li>• Restaurant</li> <li>• Barber shop</li> <li>• Child-care facility</li> <li>• Financial Institution</li> <li>• Travel agency</li> </ul>	<ul style="list-style-type: none"> <li>• Passive recreation</li> <li>• Trails, hiking, bicycles</li> <li>• Fishing</li> <li>• Canoeing, kayaking</li> </ul>
<b>Secondary Uses</b>	<ul style="list-style-type: none"> <li>• Recreational</li> <li>• Civic</li> <li>• Single Family Attached</li> </ul>	<ul style="list-style-type: none"> <li>• Medical or dental office</li> <li>• Medical or dental laboratory</li> <li>• Residential mixed use only on second floor and above</li> </ul>	N/A
<b>Use Pattern</b>	Based on Street Typology	Based on Street Typology	Based on Street Typology
<b>Target Residential Density</b>	1-4 du/acre	N/A	N/A
<b>Target Land Use Mix</b>	Residential: 90-100% Civic: 0-10%	Non-Residential 75-100% Residential: 0-25%	Civic: 100%
<b>Target Building Height</b>	T-2: Avg. 1.5 stories, Max. 3 stories	T-2: Avg. 1.5 stories, Max. 3 stories	T-1: Avg. 1 stories, Max. 2 stories



	<b>Suburban Residential Low</b>	<b>Neighborhood Commercial</b>	<b>Parks &amp; Open Space</b>
<b>Minimum Open Space</b>	30% of site	20% of site	Up to 100%
<b>Implementing Zoning District</b>	SR-1, R-2, R-4, R-6, RMH, PMR	B-2	N/A
<b>General Block Dimensions</b>	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.	Flexible dimensions based on circulation patterns and access to buildings and parking areas.
<b>General Building Placement</b>	Appropriate green buffers are recommended along roadways. Buildings should be placed behind the landscaped buffer areas. Main entrances of buildings should be located along primary streets or facing key intersections	Appropriate green buffers are recommended along roadways. Buildings should be placed behind the landscaped buffer areas. Main entrances of buildings should be located along primary streets or facing key intersections	Appropriate green buffers are recommended along roadways. Buildings should be placed behind the landscaped buffer areas. Additional setbacks are recommended for recreation uses located adjacent to existing and new residential communities.
<b>Street Type</b>	Standard street sections	Standard street sections	Standard street sections
<b>Pedestrian and Bicycle Circulation</b>	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.

	Suburban Residential Low	Neighborhood Commercial	Parks & Open Space
Parking	N/A	Off-street parking is allowed in front, side and rear yards on all street types. Landscaped buffers are recommended for front yard parking along primary streets. Drop-off zones are permitted at the rear, side or front of buildings	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards.
Access to Parking	Normal residential parking. Pedestrian connections to the sidewalk and/or trail network is recommended.	Consolidated vehicular access along primary streets. Pedestrian connections to the sidewalk and/or trail network is recommended.	Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.

Figure 25: Land Use Form, Character, and Use

### 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 Independent Hill area and has been used to define building densities and disposition.

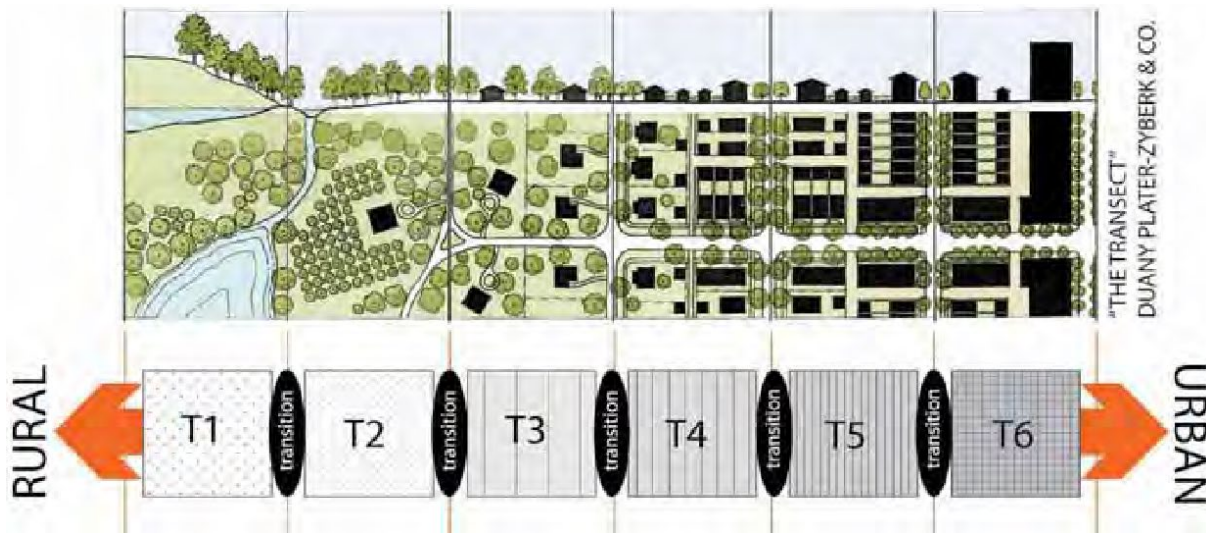


Figure 26: Transect Zones

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 27: Transect Zone Intensity Measures

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

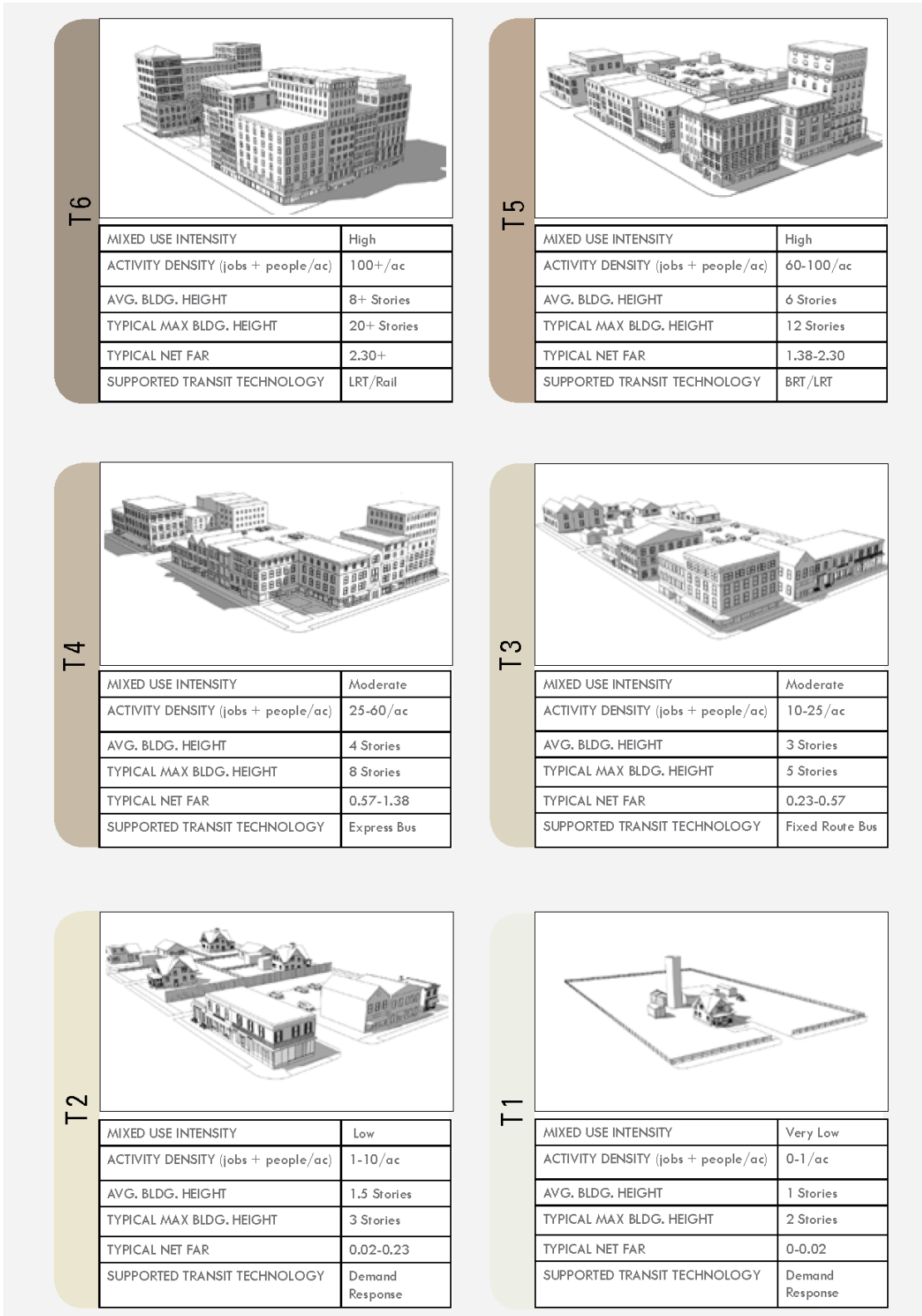


Figure 28: Transects Diagram

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

The Independent Hill Small Area Plan utilizes only three of the six transects. T-1, T-2, and T-3 which are proposed to be implemented with this Plan, described as follows:

- The T-3 Transect Zone includes the area of the Kelly Leadership Building, and a portion of the Technology/Flex on the north side of Dumfries Road. This zone represents areas that will have the highest density of jobs and people and would support fixed-route bus transit. This transect is generally designated in the core of the Small Area Plan.
- The T-2 Transect Zone includes portions of the Technology/Flex and Public Facility/office designations in the land use plan as you get further away from the T-3 designated areas. These zones should be connected to the other zones to create a walkable neighborhood with multi-modal access.
- The T-1 Transect Zone corresponds with the lowest density use in the study area, which are the parcels designated as Parks and Open Space. Connectivity should be maintained to these parcels.

The Transect Plan below, identifies the transect districts and uses for the areas in the Independent Hill Plan. A walkshed walking radius, which surrounds the densest portion of the village center in the Plan, is used in the development of the transect to ensure that the relationship between land use, density, and access to transit is considered.



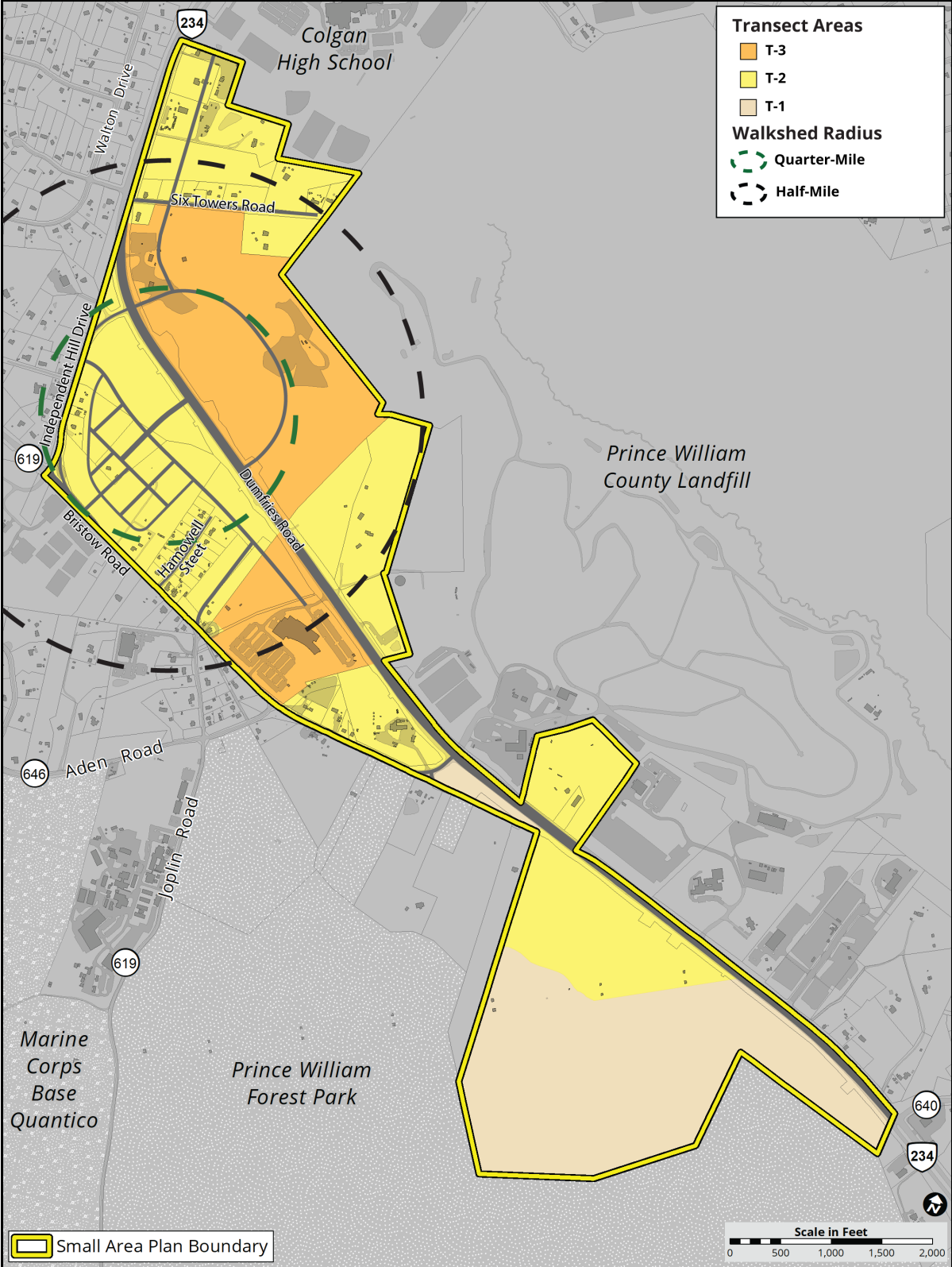


Figure 29: Transect Plan

### Multimodal Planning

Prince William County is implementing multimodal planning using the methodology developed by the Department of Rail and Public Transportation (DRPT). The *Multimodal System Design Guidelines (2013)* established a process to facilitate the coordination of integrated multimodal transportation systems throughout Virginia. This process includes analysis of existing and future population and employment density, designation of multimodal districts and corridors, determination of modal emphasis, and ultimately, the planning for specific street cross sections within activity centers. Although this Plan is not intended to be reviewed under the DRPT system, by using the guidelines future incorporation of the Plan into a Multimodal System should be seamless. The DRPT Multimodal Design Guidelines define **Activity Density** as (population + jobs)/acre. Prince William County will determine the activity density for each small area plan district by calculating the potential number of jobs and population expected with planned residential and non-residential development of the planning area. The table below provides detail on the activity density for the Independent Hill Small Area Plan (a multimodal district) consistent with the Transect Zones, Future Land Use map, and the Form and Character guidelines. The planned activity density for Independent Hill is between 4 and 10 activity units per acre, which corresponds most closely with a P-3 Medium Town or Suburban Center type according to the DRPT Multimodal System Design Guidelines.

District (Small Area Plan)	Independent Hill Estimates		
	Low	Medium	High
<b>Non-residential (Potential GFA)</b>	1,217,127	1,730,481	2,243,835
<b>Total Jobs</b>	1,941	3,348	4,757
<b>Dwelling Units</b>	44	122	200
<b>People</b>	140	304	632
<b>Total People + Jobs</b>	2,081	3,652	5,389
<b>Total Land Area</b>	544 acres		
<b>Activity Density</b>	3.83	6.71	9.91
<b>Density Classification</b>	P-2	P-3	P-3

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

### Illustrative Plan

An illustrative drawing was created to demonstrate, in detail, the development potential of the Independent Hill Small Area Plan. The Illustrative incorporates the major themes of place, mobility and interconnected civic and green spaces.

The primary focus is on the site designated as Village Center. Building upon existing County facilities and adjacent development, the Plan aims to establish a vibrant, walkable, mixed-use village as the heart of the study area. The Village Center, as the focus for the highest densities coupled with a walkable pedestrian focused street grid, provides an opportunity to create a sense of place and attraction for retail, restaurants, entertainment and services that are needed in the area. The Village Center will support and be supported by the large number of workers in the area. The remainder of the Small Area Plan consists primarily of industrial and tech/flex uses to the north with lower density residential and public facility and office uses to the east. All future development is tied to the existing environment and open space assets surrounding the study area. With the introduction of pedestrian and bicycle connectivity throughout the plan area the Village Center can also provide services for visitors to the expansive passive and active recreational areas found surrounding the Village Center.

The Independent Hill Illustrative demonstrates the following development and redevelopment opportunities:

- An attractive Village Center which offers retail, restaurants, entertainment, and services.
- A Central Green feature providing civic and green space to all residents.
- Buffering of residential development along Dumfries Road.
- Preservation of the existing Hammowell Community and Samsky's Market.
- Gateway feature at the intersection of Independent Hill Drive and Dumfries Road



Figure 30: Illustrative Plan





**Village Center**

The Village Center area of the plan is envisioned as a walkable village with active ground floor uses and a mix of residential and commercial uses on the upper floors of buildings that may be up to three stories. The Village Center is anchored by a Village Green open space which will accommodate community events such as farmers markets, and Friday night movies as well as function as a community open space with shaded seating areas, and a fountain play area.

On-street parking, ample sidewalk space for cafe seating, bicycle paths/lanes and pedestrian connections to the adjacent neighborhood developments support the village center as a walkable active environment.



*Landsdowne Town Center, Loudoun County, VA*



*Indicative Village Main Street*



*Indicative Village Center Plan*

*Figure 31: Village Center Concept*





**Single Family Attached**

The proposed single family attached development provides a transition from the neighborhood center development to the adjacent single family detached neighborhoods. The single family attached housing can take many forms such as town homes, duplexes, triplexes and quadplexes.

Single family attached housing typologies will be 2-3 stories and include street facing front porches and on-site open space amenities.



Stapleton, CO



Indicative Street with Single Family Attached Housing



Indicative Single Family Attached Housing

Figure 32: Single Family Attached Concept





**Single Family Residential Detached Housing**

The single family residential detached housing neighborhood is envisioned as a walkable neighborhood with ample open space and housing choices. Housing options included courtyard housing with shared front lawns, alley loaded and traditional front loaded housing typologies.

An open space network or "green ribbon", of trails, pocket parks, tot lots and public garden areas encourages a active health lifestyles for residents and visitors of Independent Hill and the adjacent communities.



*Glenriding Heights, Edmonton, Alberta, Canada*



*Indicative Single Family Residential Neighborhood*



*Indicative Single Family Residential Streetscape*

*Figure 33: Single Family Detached Concept*

## MOBILITY

**Goal:** The goal of the plan is to 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 Plan, including the creation of a safe and inviting network of pedestrian and bicycle connections to allow connectivity to the amenities in the study area. The Plan calls for linking the north and south sides of the Small Area Plan and provides for a parallel road system along Route 234, through the area planned for a technology/flex development, to limit access points onto Route 234 and to provide for an internal circulation pattern in this area. The Plan focuses on the provision of a street network that supports the businesses and industries of the area and provides for the safe and efficient movement of residents and visitors through the Independent Hill area along the Route 234 corridor by any mode, motorized and non-motorized, that they choose.

Pedestrian and cycling linkages are identified around the study area. The Village Center is surrounded by a bicycle and pedestrian loop that runs along Dumfries Road, Bristow Road, and Independent Hill Drive creating a recreational loop. Additional connections tie into the school campus area, the path located on the PWC landfill property, and the proposed Prince William Forest Park trailhead. These linkages are the highest priority of the mobility elements in the plan and will facilitate safe, inviting, and sustainable car-free access to the existing and emerging amenities and economic opportunities in the area. These linkages form the backbone of a system that will be further refined, improved, and added to with community input as Independent Hill develops.

### Road and Highway Network

The Small Area Plan provides an opportunity to transform Independent Hill from a place that motorists speed through on their way to other locations into a multi-modal destination that will provide workers and visitors with alternate modes to get around without having to get in their car. By providing a grid of streets with short blocks that facilitate pedestrian activity and new streets providing parallel routes to Route 234, moving people in and around the study area can be accomplished without using Route 234.

Route 234, Dumfries Road, provides primary access for automobiles traversing the study area and is designated as a Principal Arterial in the Thoroughfare Plan. Dumfries Road is planned to be a 6-lane divided roadway that will carry high vehicular volumes at high speeds with limited access points and median breaks. Access to the Village Center is provided from a right-in/right-access from Route 234. This street is considered to be the Main Street where the greatest density is proposed and connects to the primary east-west spine road. Additional roads in the village center area are planned as either urban avenues or streets designed to be laid out in a traditional grid pattern with private or public streets and alleys. This network is intended to support the desire for a pedestrian friendly community. Efforts to establish this section of Rte. 234 as unique is critical to creating a sense of community for Independent Hill. Design elements that serve to identify and unify the Independent Hill community are essential in creating a sense of place. Landscaping, building materials, signage, lighting and public art all aid in identifying that you are in Independent Hill, an inviting community to gather and stay awhile. These measures also aid in creating a more appealing and pedestrian friendly environment.

Bristow Road is designated as a Minor Arterial and is a 2-lane road planned to serve county and recreational assets on the southern edge of the study area. Streets north of Dumfries Road in the future industrial area are also specified as local roads to serve the employment base and provide alternative north/south connections through that area of Independent Hill. All streets include a range of pedestrian and shared use facilities.

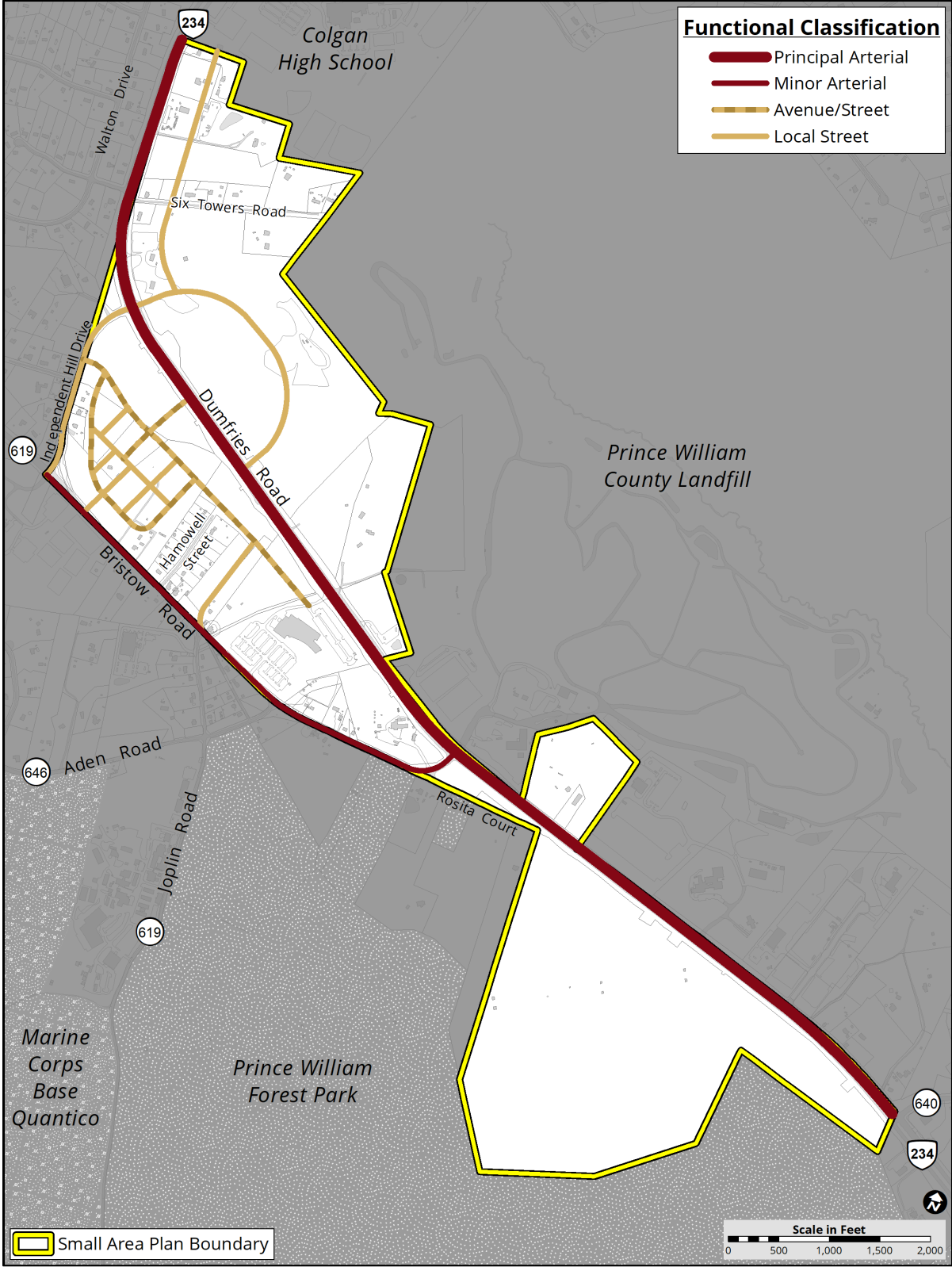


Figure 34: Functional Road Classification



## 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 anticipated site 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 intra-county, intercounty, or regional. Generally, traffic volume should not exceed one thousand (1,000) 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 two (2) types of arterial classifications:
  - **Minor Arterial:** A street designed for intra-county 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.
  - **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.
- **Urban Streets:** Streets that are designed to create safe movement for all users including transit, motor vehicles, bicycles, and pedestrians within urban centers of the County. All urban streets in urban centers shall be designed to accommodate the needs of users who want to access or pass through the community, neighborhood, or surrounding areas planned as urban centers (Town Centers or Villages).
  - **Avenue:** An Avenue serves to connect Boulevards and Streets to Through Boulevards. It provides access to businesses and residential areas as a primary function.
  - **Street:** A Street connects to Avenues, Boulevards, or Through Boulevards and is intended for more residential urban areas with lower traffic volumes than the Avenue.
  - **Private Side Street:** A Private Side Street is intended for urban residential areas with on street parking and choker islands for landscaping. These streets will not be maintained by VDOT.
  - **Alleyway:** a privately maintained travelway primarily designed to provide a secondary access to the side or rear of properties whose primary frontage is on

another street. Alleys may be allowed on single family residential, multi family, townhouse/single family attached, and commercial uses of village center developments.

Principal Arterial (Route 234 / Dumfries Road)

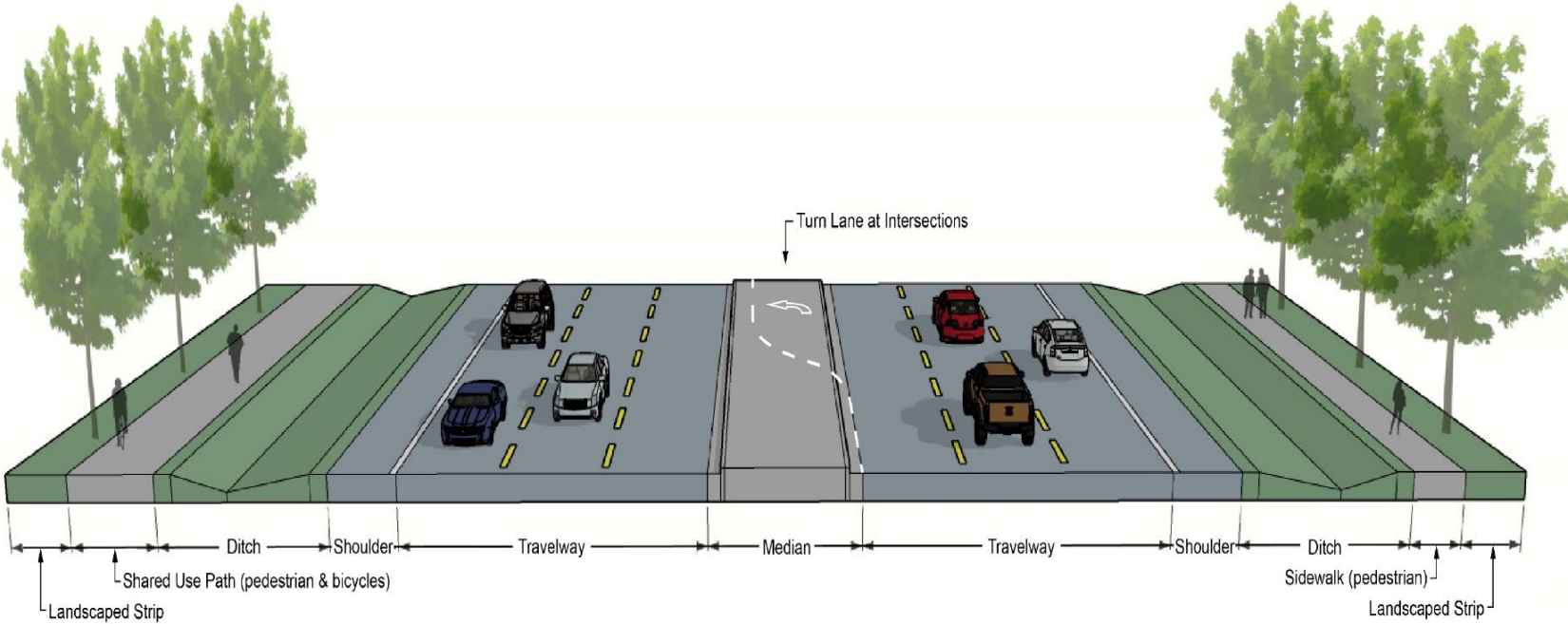


Figure 35: Principal Arterial Street Section

2-Lane Minor Arterial

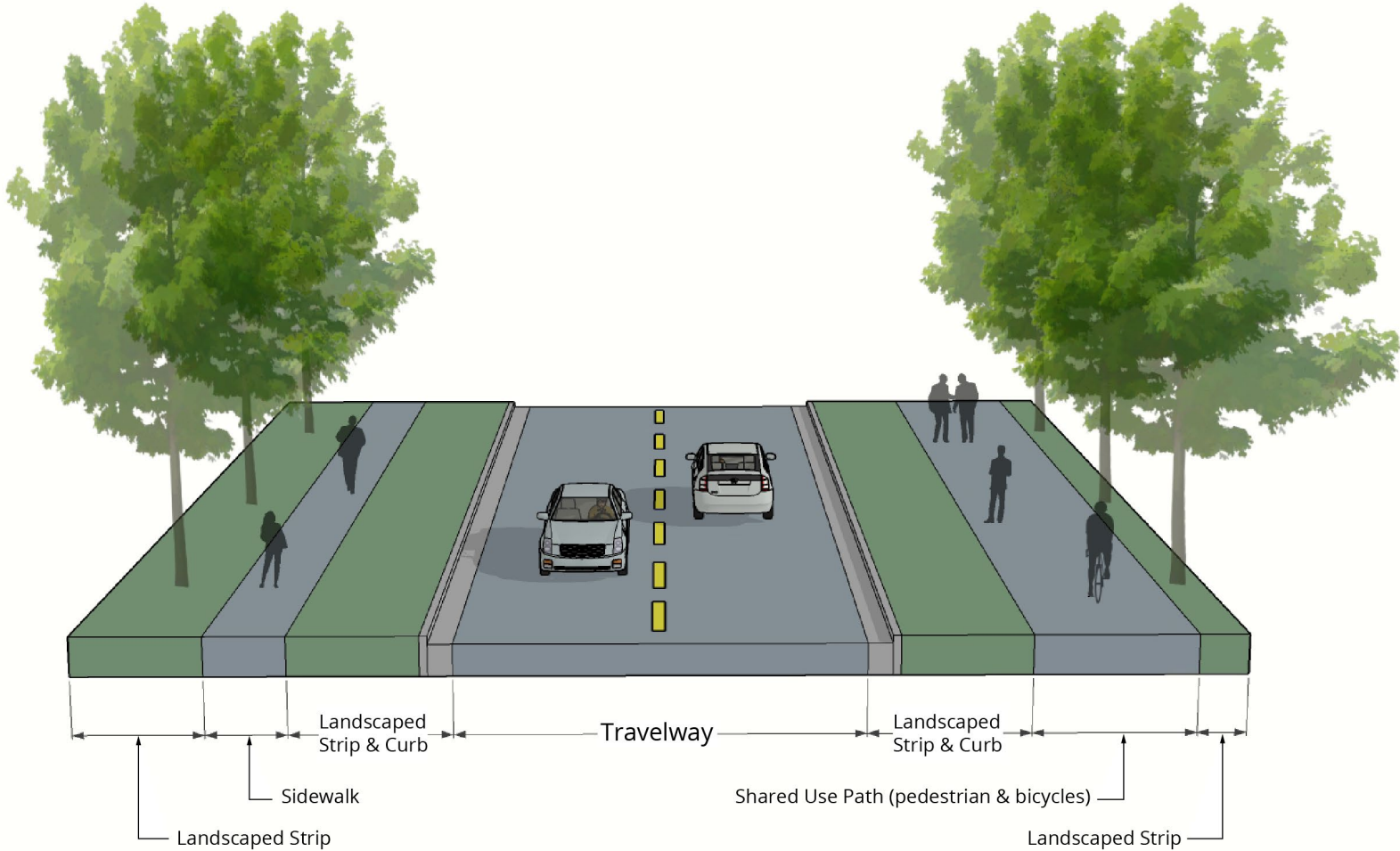
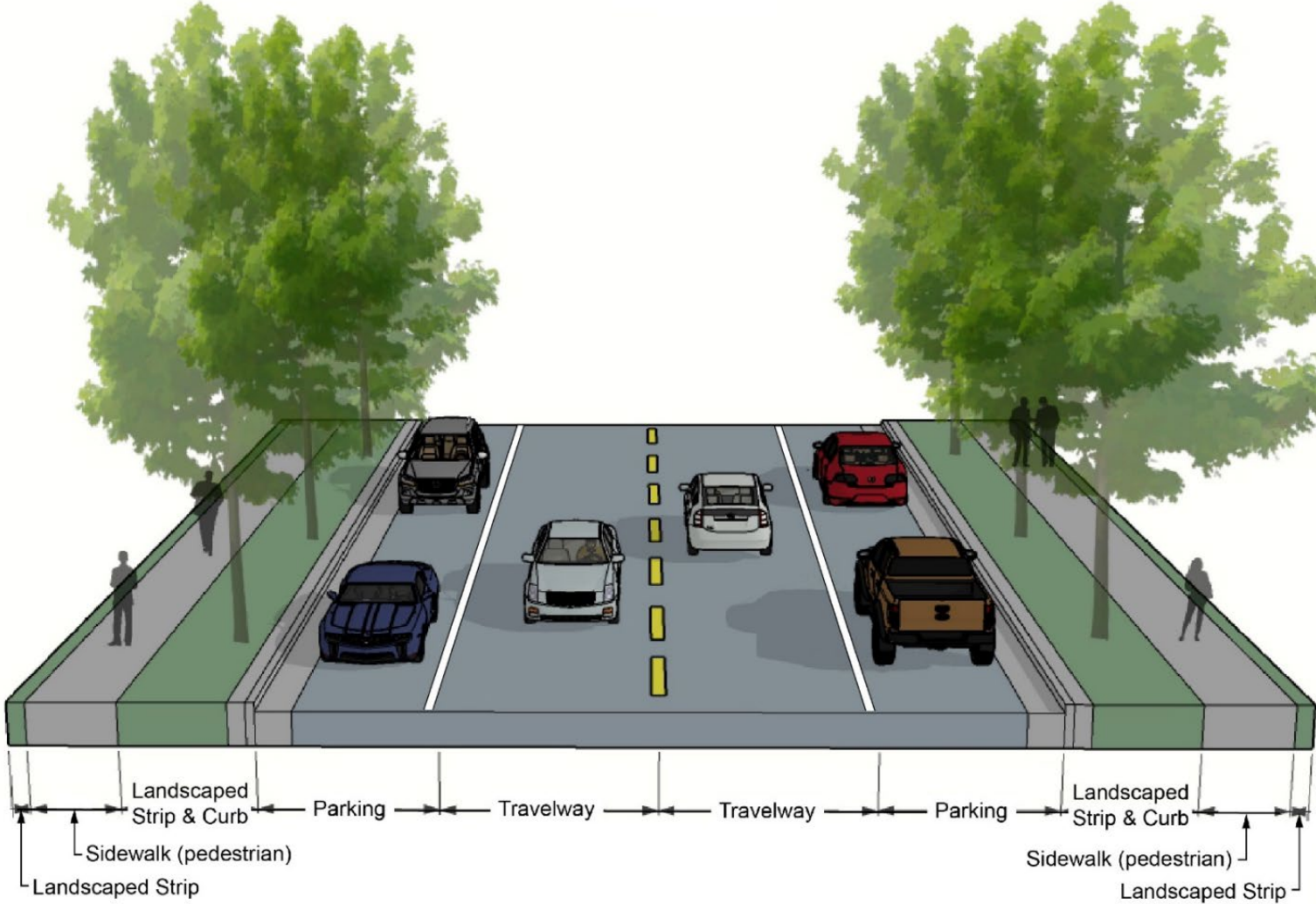


Figure 36: 2-Lane Minor Arterial Street Section

Urban Avenue/Street\*



\*Street classification based on traffic volumes.

Figure 37: Urban Avenue/Street Section



Independent Hill Drive

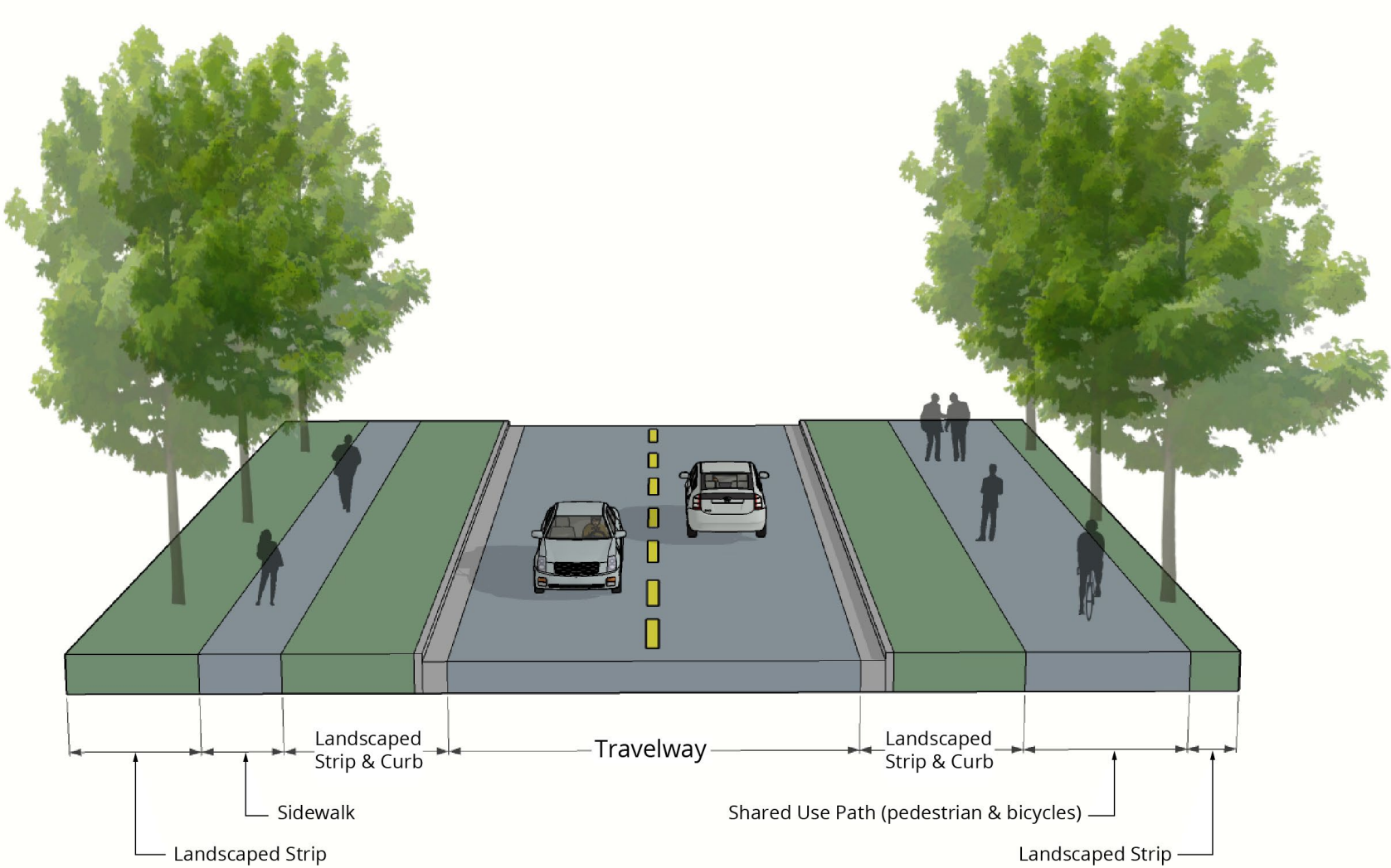


Figure 38: Independent Hill Drive Street Section

Local Street

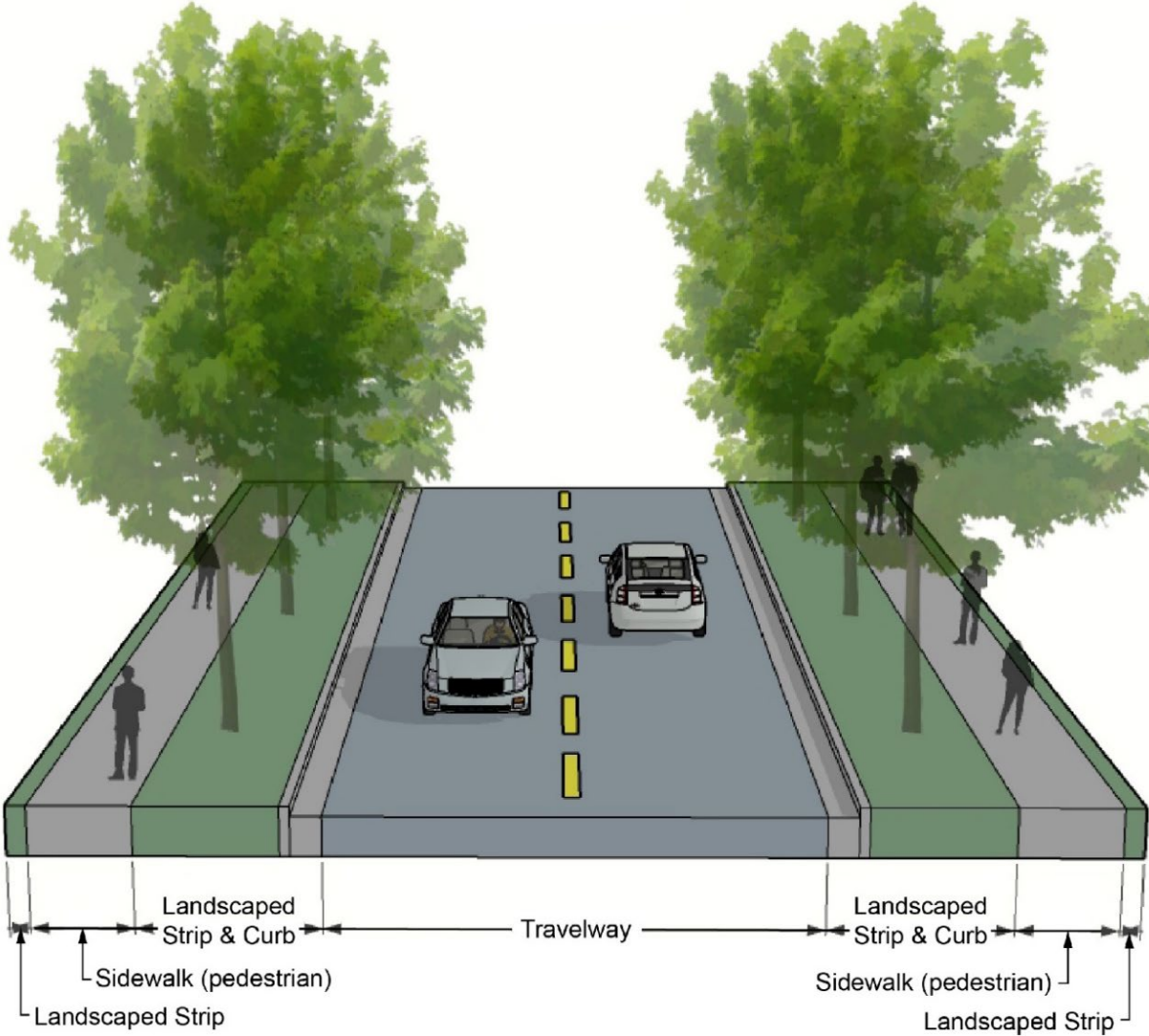


Figure 39: Local Street Section

Private Side Street

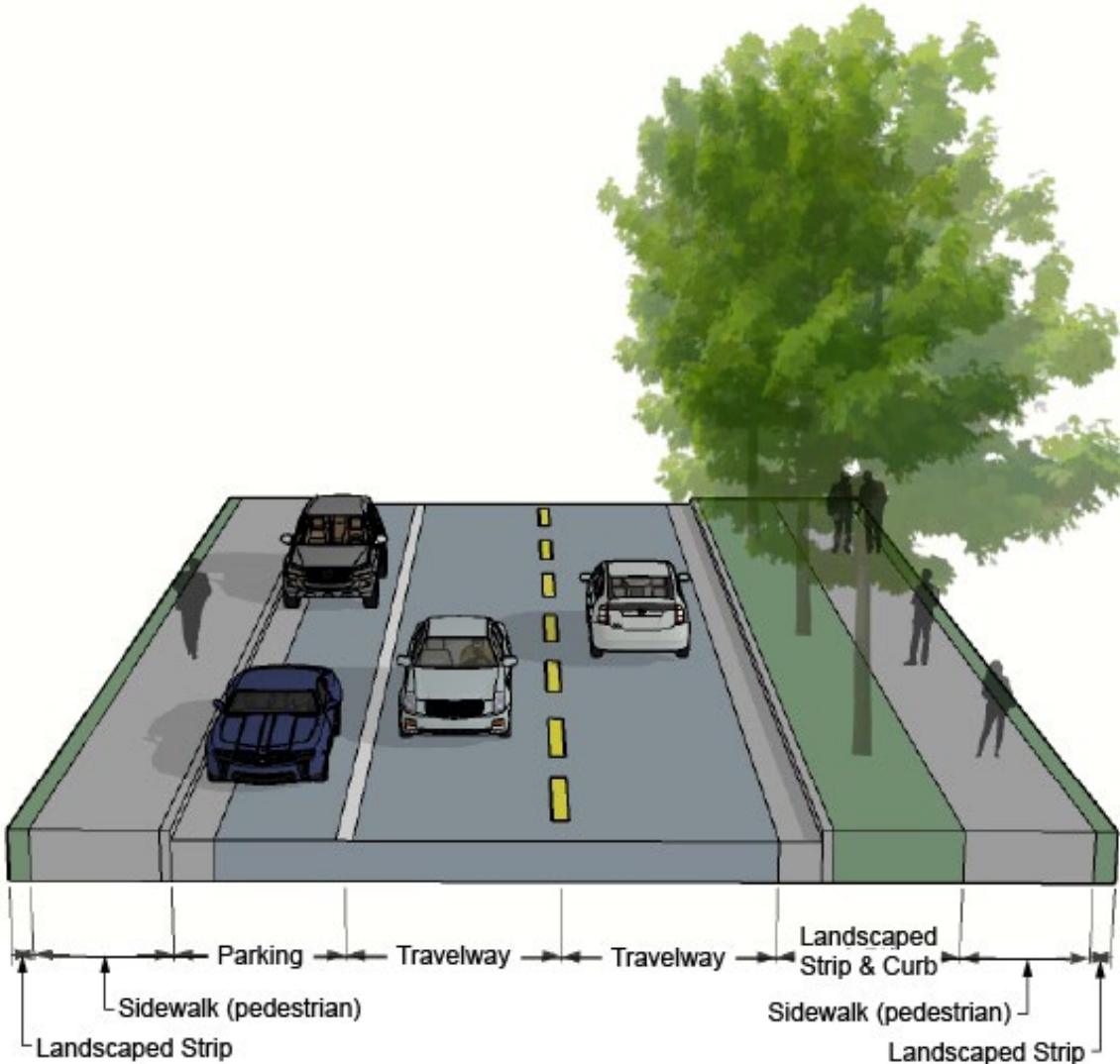


Figure 40: Private Side Street Section

Private Alley

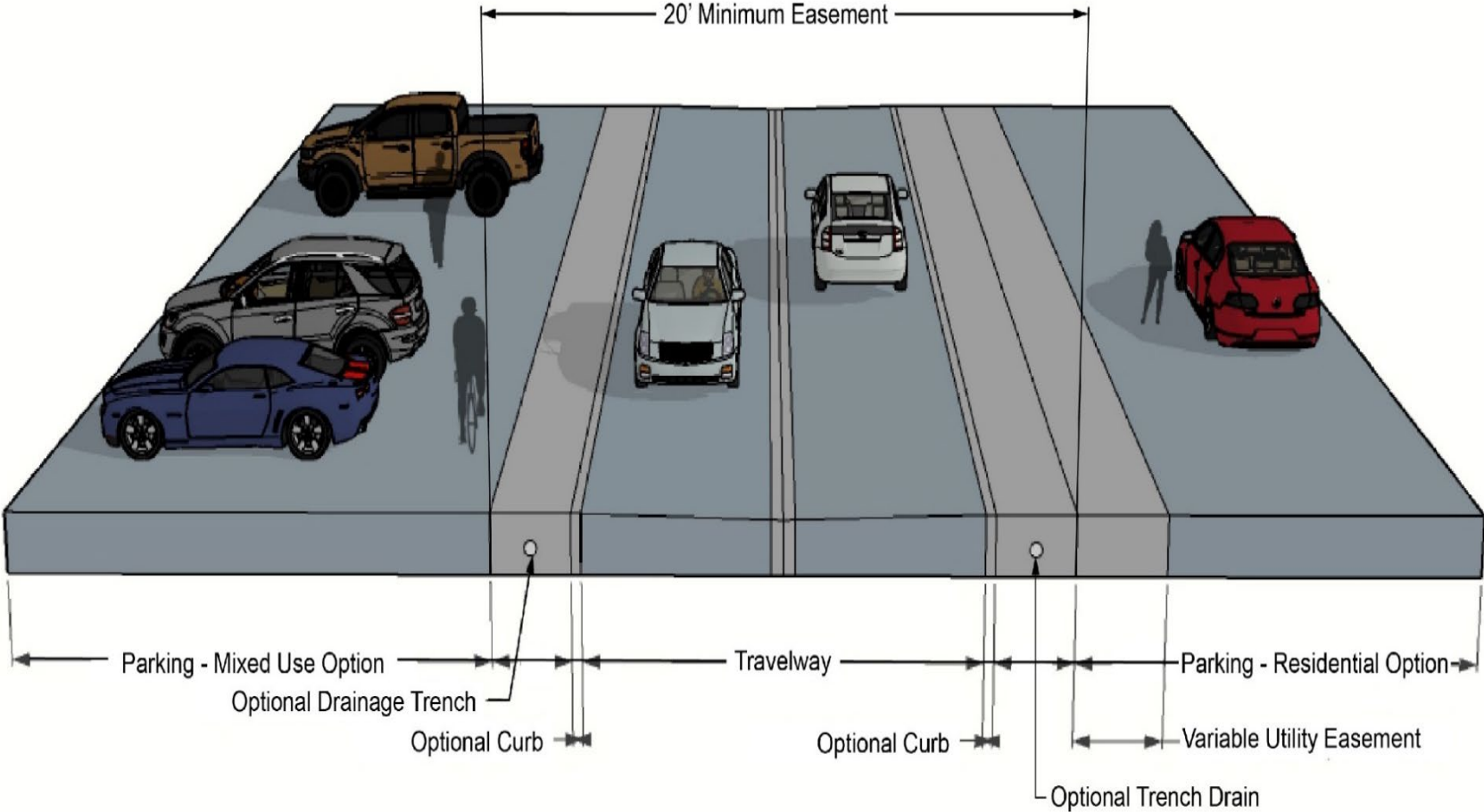


Figure 41: Private Alley Street Section

### **Transit Network**

The proposed transit network for this small area plan emphasizes the continuation and further enhancement of the transit network systems described under existing conditions. The three transects utilized in the Independent Hill Small Area Plan include T-3, T-2, and T-1. The T-3 zone represents areas that will have the highest density of jobs and people and would support fixed-route bus transit. This transect is generally designated in the core of the Small Area Plan. The T-2 Transect Zone includes portions of the Technology/Flex and Public Facility/office designations in the land use plan and should be connected to the other zones to create a walkable neighborhood with multi-modal access. The T-2 transect would support on demand transit services and the incorporation of micro-transit opportunities. The T-1 Transect Zone corresponds with the lowest density use in the study area, which are the parcels designated as Parks and Open Space. A focus on existing shared use paths and proposed trails to provide a robust connectivity is the focus on these parcels for both pedestrians and bicyclist.



### **Proposed Bicycle and Pedestrian Network**

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

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.

Bicycle infrastructure is essential for supporting safe and convenient bicycle use. It includes:

- A direct and interconnected network with well-designed intersections and points of access where bicyclists and motor vehicles meet.
- Access to transit, bike-share programs and workplace showers.
- Related infrastructure including secure bike parking, bike racks and bike repair stations.
- Educational initiatives which target bicyclists and motorists for safety, and which encourage biking for improved health, improved air quality and reduced road congestion.

The 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 bicycle and pedestrian network in the study area with existing sidewalks sporadic and generally narrow (approximately 4 feet in width). Crossings of Route 234 are challenging for pedestrians and cyclist alike.

A six-foot wide sidewalk is proposed along the northeastern side of Route 234 to provide for connectivity from the school campus activity node to Independent Hill to connect with the Village Center.

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 the southwest side of Dumfries Road, connecting several of the area's assets. This path is heavily used by the community and by County residents outside of the area as it is one of the few protected bicycle facilities in PWC. Additional shared use paths are proposed along Independent Hill Drive and Bristow Road to form a circular recreation corridor. This circular recreational feature is roughly 2.3 miles and would serve as recreational amenity for those that live and work in Independent Hill. Shared use paths and sidewalks are proposed throughout the remainder of Independent Hill area to connect to the various uses, as well as to the series of environmental resources and parks in and around the study area, including the proposed Prince William Forest Park trailhead, George Hellwig Memorial Park, and Independent Hill Park.

**Example Bicycle and 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 42: 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 bicyclist as well.



*Figure 43: Paved Walkways and Trails*  
Source: <http://www.pedbikeimages.org/> Dan Burden



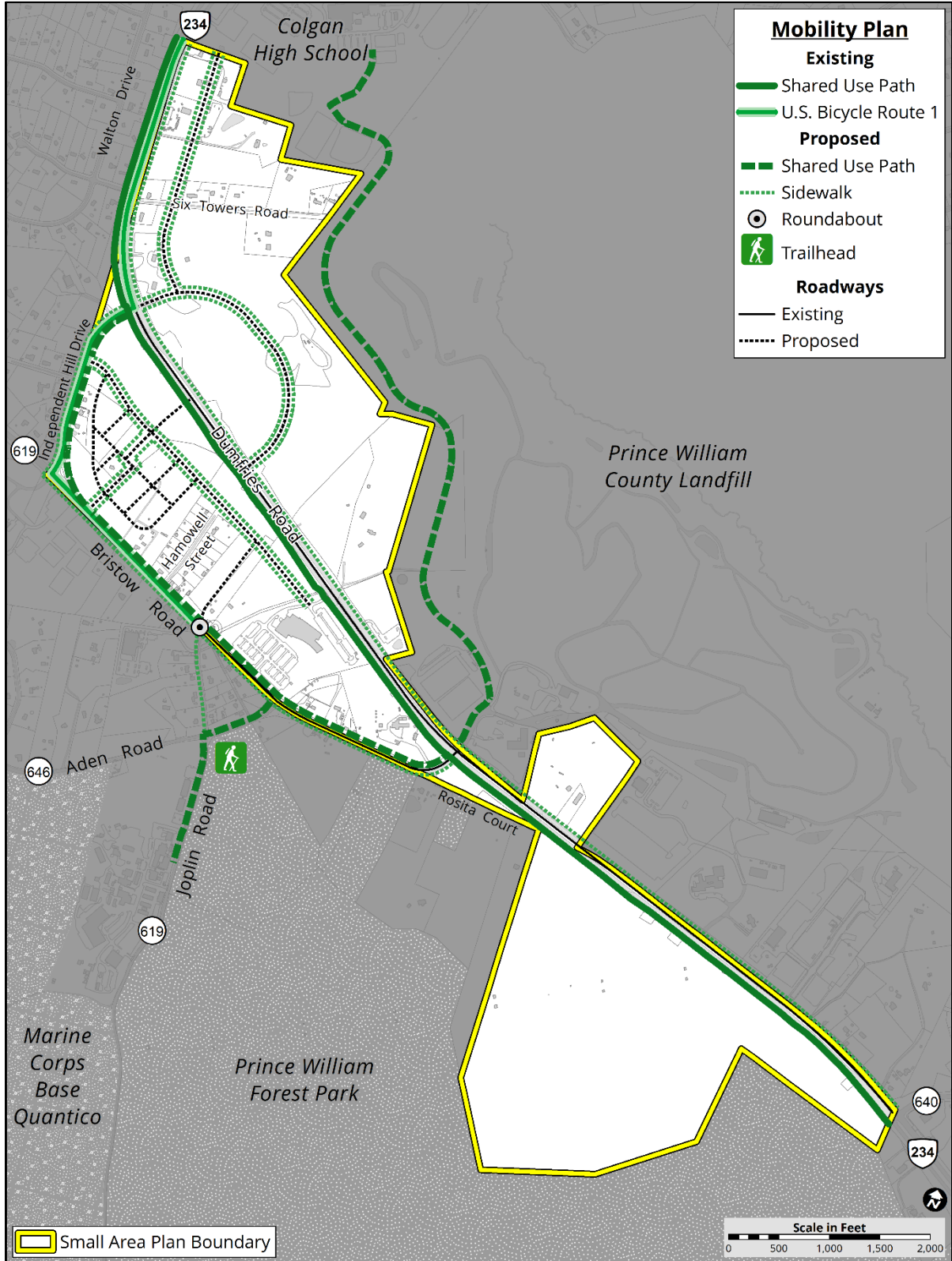


Figure 44: Proposed Mobility Plan

## GREEN INFRASTRUCTURE

**Goal:** Ensure a robust ecosystem with a connected system of greenways, trails, and open spaces that respect the area's environmental assets.

The main objective is to protect the robust ecosystem of the Independent Hill area by developing a connected system of greenways, trails, and open space that protect, complement, and enhance the area's environmental assets; including the headwaters and watersheds of Powells Creek and Quantico Creek, large areas of wooded vegetation, Chesapeake Bay RPA, Prince William Forest Park, George Hellwig Memorial Park, and Independent Hill Park Landfill Eco-Park. The Plan's green infrastructure is made up of the area's public and private parks and open spaces, trails, and stream corridors. 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.

The provision of peripheral buffer areas around the small area plan will be critical in supporting the creation of a sense of place, providing appropriate transitions between existing and proposed land uses and serving to enhance the frontages of Route 234, Independent Hill Road and Bristow Road.

With future commercial and residential development, there will be additional people living, working, and playing in the area, increasing the demand for outdoor spaces and the necessity for increased environmental protection and robust mitigation measures. To accommodate future demand, the Plan proposes to connect to existing parks and open space in and around the area by creating trails, green corridors, pocket parks, public plazas, and small open space units that target priority conservation and resource protection areas as well as recreation opportunities. Additionally, long-range plans call for the further development of the Landfill Eco-Park into a larger, regionally unique recreational and educational asset as the landfill's operation winds down. A new park unit of such scale will transform the area's green infrastructure and spectrum of recreation opportunities offered in Independent Hill. This additional infrastructure will disperse use pressure to mitigate additional impacts the environment and further develop Independent Hill's sense of place by deepening its identity as a semi-rural village and gateway to Prince William County's outdoors.

While the area will be home to future development, the protection of the County's environment and the provision of ecosystem services and outdoor recreation opportunities for residents are the top strategic goals for the community. As such, the existing system of public lands and open space will not be counted toward open space or green infrastructure requirements for future development, nor will they be considered when assessing storm water mitigation from said development. All new development should proceed in cooperation with these goals and incorporate significant mitigation and green infrastructure measures.

The Green Infrastructure element provides strategies that place protection of the natural environment and cultural assets of Independent Hill at the center of its future. It is critical that in seeking to harness the economic power of the area's public lands, utmost care is taken to preserve and enhance the fragile resources that define Independent Hill.

Numerous tools exist to enhance the sensitivity to development with respect to green infrastructure development for example the utilization of green roofs, porous pavement, bioretention facilities, vegetated swales, and naturalized infiltration basins.



The green infrastructure plan focuses on three main areas, preservation and protection of natural resource areas, incorporating plazas/open spaces, and well-designed streetscape areas into all new developments in the Small Area Plan.

### **Natural Resource Areas**

The preservation and protection of natural resource areas which includes the stream corridors, riparian buffer areas (RPAs), Chesapeake Bay RPA, headwaters area of Quantico Creek, floodplains, wooded/forested areas, and areas with steep slopes. includes:

- Maintain appropriate riparian buffers/easements along stream corridors, as per County standards.
- Green space should be incorporated wherever practical, and disturbance of existing natural features, such as mature trees, should be minimized.
- No development should be allowed in the natural resource areas. If possible, work with property owners to purchase or transfer development rights for the rural portions of the small area plan.
- Promote alternative connections to natural areas via trails and multi-use paths for access to outdoor recreation opportunities.
- Outdoor recreation opportunities should be carefully explored and should not result in disturbance of natural conditions. Examples of outdoor recreation might include bird watching, nature trails, potential boardwalks in low-lying and wetland areas, etc.
- Pedestrian bridges at strategic locations are recommended to enable safe crossings of existing stream corridors and to provide continuous connections between residential neighborhoods and destinations through the natural resource areas.
- Protected Natural Open Space areas should be identified and mapped to tract the area that is to be left in a natural forested/wetland condition.

### **Plazas/Open Spaces**

These spaces are primarily envisioned in the Village area and the Tech/Flex area. They may be privately or publicly owned; however, it is important to provide multimodal access from surrounding areas and to ensure that these areas remain open to general public. Plazas, parks, and related open spaces should be designed to provide buffers from automobile travel lanes for safety. Parking lanes, landscape panels with trees, shrubs, public art, etc. are examples of elements to visually and physically buffer pedestrians.

- Variety and flexibility of amenities and programming should be accommodated to provide a range of experiences to the users of these public spaces. These may include passive amenities, such as open lawns, and high-activity amenities, such as outdoor performance stages.
- Provide appropriate levels of seating, lighting, shade, etc. to make the spaces desirable and extend the amount of time spent in these spaces.
- Design of these spaces should be context-compatible with adjoining uses with considerations such as provision of outdoor dining along restaurants and coffee shops.
- Plazas and open spaces should be accessible to users of all ages and abilities. As such, they should be highly visible and should incorporate clear wayfinding signage as well as interpretive elements for educational purposes.
- Incorporation of public art is encouraged. Such public art should reflect the context of the area, including historical and cultural references.

- Focal point spaces, such as the park features along “Main Street,” are recommended to incorporate water features, play areas, and related family-oriented activities.
- Adequate parking and appropriate access to open spaces and plaza areas should be provided. The parking areas should be located behind buildings along primary streets.

### **Streetscape**

A robust streetscape and public realm have been envisioned that provide connections to, and integration with, existing connections to existing residential communities, commercial spaces, industrial lands, and natural resource areas. The Village Center area will incorporate urban features while the rest of the study area streetscape is recommended to provide comfortable streetscape features.

Urban streetscapes will include the following:

- Landscape panel and amenity zone: Located along the edge of the curb, these areas should be a minimum of 8’ wide and should include trees, understory planting with flowering plants, pedestrian amenities such as benches, trash cans, bike racks, kiosks, lighting (both higher street lights to illuminate roads and lower pedestrian-scale lighting). Low impact development and stormwater features such as raingardens should be incorporated along this zone. Durable and low-maintenance materials are recommended. It is recommended that trees are located at 30’ on-center. Appropriate lighting should be placed centrally between each tree spacing.
- Sidewalk zone: This sidewalk through-zone should provide uninterrupted connectivity along all development blocks and is recommended to have a minimum width of 5’. Non-slip materials should be utilized.
- Additionally, building zones (the area between the edge of the sidewalk and build-to lines) should be utilized for outdoor dining, sandwich boards, planters, public art, etc. to create a functional and vibrant pedestrian environment.

Suburban streetscapes will include the following:

- Landscape panel and amenity zone: Located along the edge of the curb, these areas should be a minimum of 10’ wide and should include trees and understory landscaping to create a parkway feel. Incorporation of stormwater management features such as bio-swales is recommended.
- Sidewalk zone: This sidewalk through-zone should have a minimum width of 6’ and should connect residential communities with destinations.

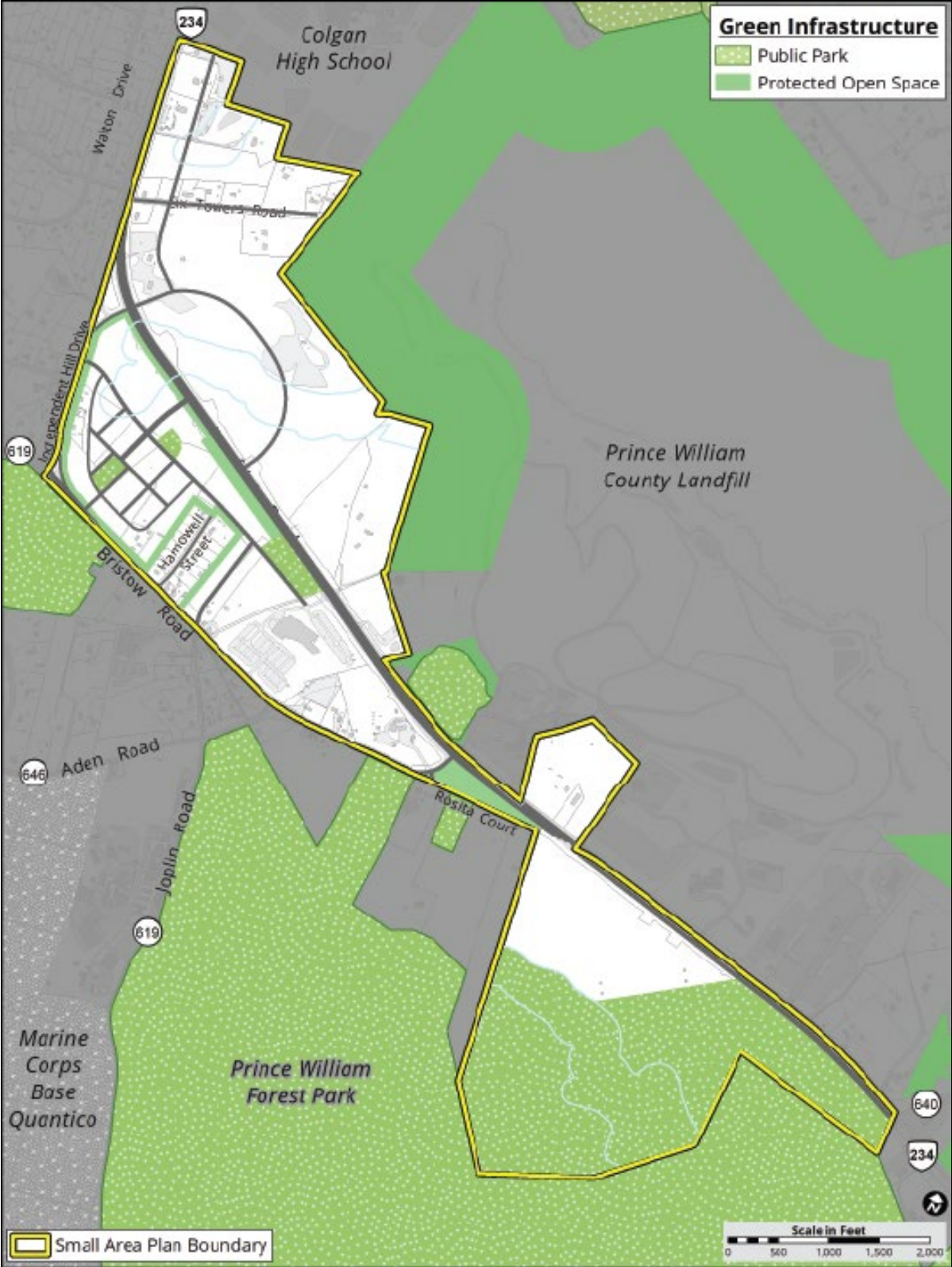


Figure 45: Green Infrastructure Plan

## CULTURAL RESOURCES

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

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.

Phase I cultural resource surveys in the project area identified five previously unrecorded archaeology sites. One was a pre-contact site and appears to have been a tool maintenance or manufacture site. Of the remaining four historic sites, three were dwellings (one of unknown time period, one dating from the last quarter of the nineteenth century through the twentieth century and one from the twentieth century). The fourth site was an early-to-mid twentieth century trash midden<sup>6, 7, 8</sup>.

Cultural resource surveys also recorded seven architectural sites in the plan area and one abutting. The Barnes House (1850) was moved to the Montclair Library due to widening of Route 234 and restored by Prince William County. The Mustoe House was built circa 1900 and was located just west of Samsky's store. It was demolished between 2011 and 2013. Four are houses and are still standing with construction dates between 1904 and 1955. These resources represent rural architecture from their individual construction time periods, but all of the resources were modified through time. These modifications are indicators of their continued use and adaptation through time. One church dating to approximately 1940 was located in the eastern corner of the small area plan. It was speculated this church originally was a barracks for Quantico Marine Corps Base. It was demolished just after 2002. Adjacent the plan area on the east and south is Prince William Forest Park, part of the National Park System. It is listed on the National Register of Historic Places and on the Virginia Landmarks Registry. It is also classified as a County Registered Historic Site.

Two cemeteries are located in the small area plan: the Cole cemetery is reported to be located behind 14624 Dumfries Road, but the stones were removed, and the Davis-Copin cemetery is located at the terminus of Rosita Court. There are four cemeteries in proximity to the south or southwest border of the plan area: Quantico Baptist Church Cemetery, Union Baptist Church Cemetery, Cole-Ashby Family Cemetery, Cole-Tansill Cemetery.

Cultural resource surveys and 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<sup>9, 10, 11</sup>. Efforts to link and interpret cultural resources within the small

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<sup>6</sup> Dutton and Smith 2018

<sup>7</sup> Jirikowic et al 2004

<sup>8</sup> VCRIS 2019

<sup>9</sup> 1864 Gilmore

<sup>10</sup> Brown 1901

<sup>11</sup> USACE 1925M and Scheel 1992



area plan have started with installation of the Cavalry Action at Cole's Store historical marker. Additional archival, archaeological and architectural research and public interpretation of the history or histories from the plan area is warranted.

### **Policies and Action Strategies**

Policy - Identify, document, or preserve, and interpret pre-contact Native American archaeology sites, historic archaeology sites, and minority 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 minority 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 sources, such as grants (matching or fully funded), to finance archaeological surveys. Cultivate private and public partnerships to conduct archaeological research where appropriate and consistent with applicable Virginia law.
- Conduct research and if warranted prepare documentation on displacement of citizens into the Independent Hill area off land that became Prince William Forest Park.
- 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.
- Consider archaeological research on what was architectural site 076-0471.
- Cultivate a partnership to construct a trail connecting the Kelly Leadership Building with the Prince William County School complex on Joplin Road and to a planned trail head on Joplin Road for the Prince William Forest Park.

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

- Conduct research and prepare a history of Independent Hill. Study and include connections to nearby communities if warranted.
- Continue to conduct research and install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division. Where possible, collocate interpretive elements with planned open spaces and parks or on private land with willing landowners.

- Where appropriate, developers should install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division.
- Include interpretation of the small area plan's history in planned open spaces.
- Prepare and distribute, through various interpretive media, the small area plan's history.
- Where technology reduces cost and increases efficiency, employ technology to bring historical interpretation to the public.
- Require developers to use the plan area's history in placemaking.
- Where appropriate, plan and install interpretive trails in the plan area and connect trails to residential trails and areas outside the plan area.
- Cultivate partnerships for trail easements and connections across private land.

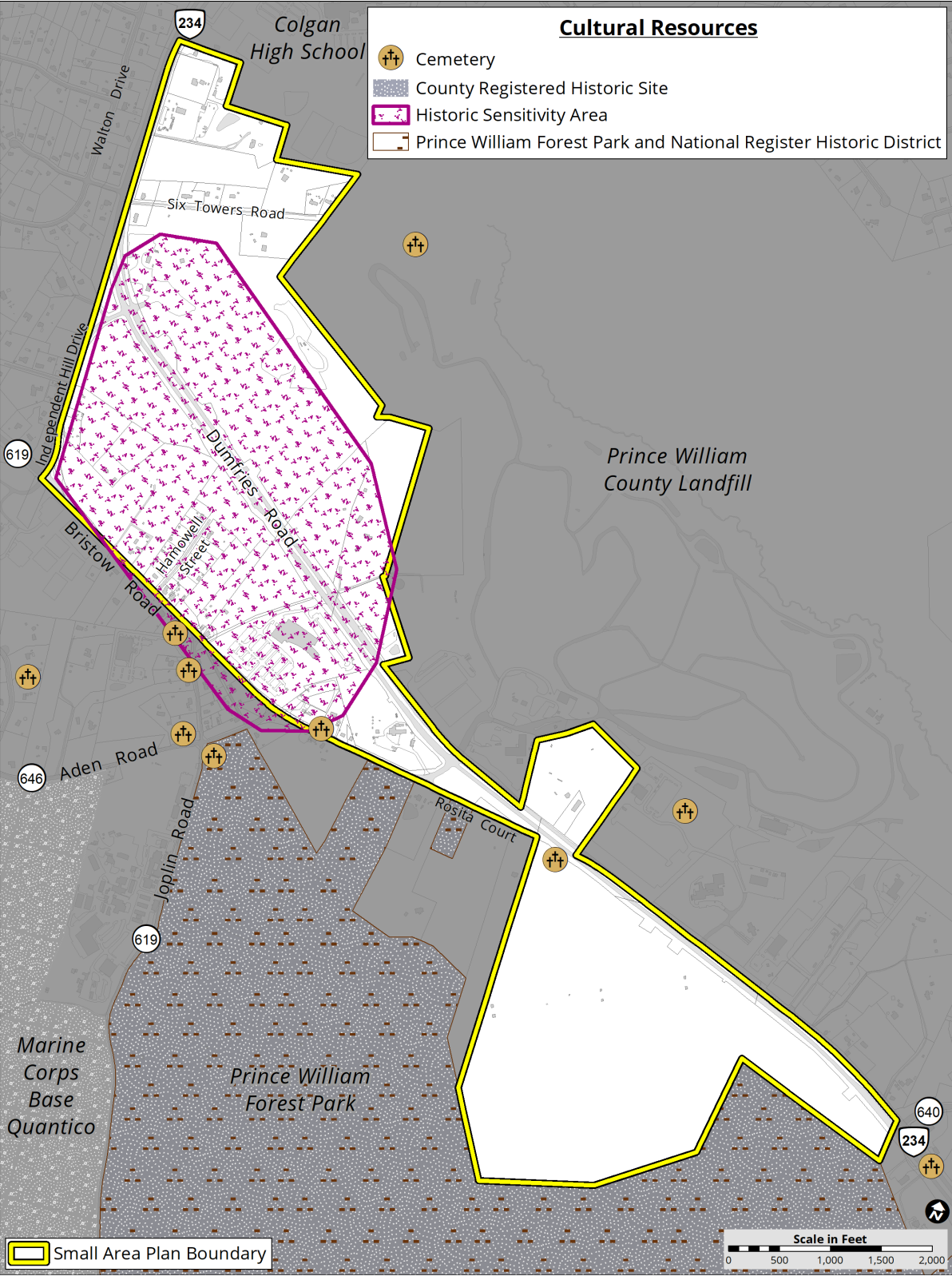


Figure 46: Cultural Resources

## ECONOMIC DEVELOPMENT

**Goal:** The goal of the Independent Hill Small Area Plan is to create a community that capitalizes on the abundance of open space, recreation and education assets while building a vibrant pedestrian-friendly village and employment center, attracting desirable uses including neighborhood commercial, office, particularly for Prince William County agencies, and light industrial development that is compatible and supportive of a quality residential environment.

As a result of research, stakeholder and public engagement, and visioning, the Independent Hill Small Area Plan incorporates a community vision for economic development, specific detailed planning and design to represent the character of the area, and an implementation strategy.

To promote further growth throughout the county, 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 Study findings include identification of five clusters to consider throughout the county, including the Independent Hill study area. These five clusters include Advanced Manufacturing, Federal Government Contracting, Healthcare, Information Communications Technology (ICT), Life Sciences and Logistics. Additionally, opportunities for Outdoor Recreation Industries and Tourism exist in the Independent Hill Small Area Plan.

The Independent Hill 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 include those unique to the area, such as zoning, transportation, infrastructure, and proximity to assets, and not necessarily assets/constraints that are equal throughout the county such as workforce, access to capital, and available economic development incentives. The Independent Hill Small Area Plan responds to several regional, countywide, and local economic development considerations that include the following.

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

Existing economic development assets include:

- Significant recreational facilities and activities at Prince William Forest Park and George Hellwig District Park.
- In 2018, 314,000 park visitors spent an estimated \$17.9 million in local gateway regions while visiting Prince William Forest Park. These expenditures supported a total of 219 jobs, \$9.2 million in labor income, \$15.3 million in value added, and \$23.8 million in economic output in local gateway economies surrounding Prince William Forest Park [Source: <https://www.nps.gov/subjects/socialscience/vse.htm>]
- Major county employment center – Prince William County Public Schools/ Edward L. Kelly Leadership Center.

- Proximity to Prince William County Public Schools - Coles Elementary School, Benton Middle School, and Colgan High School, including their Center for the Fine and Performing Arts and the PWCS Aquatics Center.
- Proximity to the Prince William County Landfill complex and the Animal Shelter.
- Proximity to Marine Corps Base Quantico.
- Existing businesses, businesses who are candidates for expansion; businesses who could relocate in the study area, including Prince William County agencies.
- Inventory of retail/commercial/office/industrial spaces.
- Vacant parcels with commercial, office and light industrial development potential.
- Rich environmental and recreational resources and cultural history.
- Access to a major transportation corridor.

### **Opportunities and limitations for targeted industries within the study area**

- **Outdoor Recreation:** Contributing over \$22 billion dollars and 197,000 jobs annual to the state's economy, the outdoor recreation industry is growing rapidly and helping communities develop a sense of place and quality of life as well as an economic engine. Outdoor companies seek to locate manufacturing, design, and distribution services in areas that provide not only readily developable sites with highway and utility access like the planned technology/flex development, but more critically, access to public lands, recreation infrastructure such as parks, trails, and rural roads, and communities with established populations of outdoor recreationalists to build a customer and tester base. Opportunities for public-facing commercial operations that would require warehouse space, such as climbing gyms, spinning studios, or indoor bike and skate parks, also exist in the land uses proposed in the Plan. Independent Hill sits at the intersection of these factors and offers an ideal location to begin development of Prince William County's Outdoor Recreation economy.
- **Tourism:** Prince William County's tourism industry is thriving and ranks ninth in overall visitor spending in the Commonwealth with a unique mix of history, heritage, culture, parks, trails, retail, entertainment/nightlife and open space in the Metropolitan D.C. area. With its robust mix of active and passive recreation opportunities and central, easily accessible location, Independent Hill is well positioned for increased sports tourism and agri-tourism priorities.
- **Advanced Manufacturing:** With the water and sewer capacity in Independent Hill and access to a regional transportation network, Independent Hill may be a location of Advanced Manufacturing. The Plan provides for an area of technology/flex development on the northeast portion of the plan area. Route 234, a Virginia Corridor of Statewide Significance, provides a linkage between I-95 and I-66.
- **Federal Government Contracting:** Proximity to the MCB Quantico may provide incentive to develop office space with IT infrastructure for companies engaging in Federal Government Contracting work.



- Healthcare: Without a clear connection to major institutions, Independent Hill may not be a prime location for those in the healthcare industry, but future population growth in the area could create demand for local serving medical services.
- Information Communications Technology: Independent Hill area does have infrastructure and available parcels that would be attractive to Information Communications Technology cluster companies. A change in zoning regulations could make this area much more attractive to ICT companies.
- Life Sciences: Efforts by the PWC Landfill, located immediately to the north of the small area plan, to attract universities to join in establishing an environmental education program provides potential opportunities for Life Sciences related companies to partner with of this effort. The surrounding natural environmental parks and open space areas provide a potential lab environment for life science related programs and research.
- Logistics: The arterial roads have been upgraded for trucking, there are large undeveloped parcels, and connections to highway transportation infrastructure makes Independent Hill an area to consider for Logistics companies.

A Technology/Flex Center is considered for the Independent Hill study area along the north side of State Road 234 to incentivize further economic growth, foster a more diverse local economy, create a culture of innovation and high-quality jobs, in industries that complement the character of the area, and expand the commercial tax base. This area, with appropriate zoning and infrastructure, can accommodate some targeted industries, such as Outdoor Recreation, Tourism, Advanced Manufacturing, Information Communications Technology, and possibly Logistics. Much of the Independent Hill study area falls within a proposed Data Center Opportunity Zone Overlay District, which includes lands in proximity to high voltage transmission lines of 115kv or more and planned or zoned for office or industrial uses. However, siting of the data centers should take into consideration potential vibration impacts from military training activities at Marine Corps Base Quantico.

The Edward L. Kelly Leadership Center, a major employment activity within the study area, could provide support for expanded neighborhood retail and collateral employment uses associated with the Prince William County Schools system. The Leadership Center combined with recreational activities associated with George Hellwig Memorial Park and Prince William Forest Park provide an anchor to the south of State Road 234. The National Park Service's planned expansion of hiking and equestrian trails in Prince William Forest Park near the study area will also provide tourism opportunities for Independent Hill. Support exists, in terms of the number of employees and visitors generated by these uses, for expanded neighborhood retail and commercial activities, including local restaurant food operations and distribution focused on farm-to-table and locally produced agriculture products.

## **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 Independent Hill Small Area Plan.
2. Focus on the importance of supporting existing businesses and develop a robust Business Retention & Expansion (BR&E) program.
3. Consider Flexible Use Employment Center rezoning to increase the amount of zoned property to be more attractive to Outdoor Recreation, Tourism, Advanced Manufacturing, Information Communications Technology, and Logistics companies.
4. Support needs for Outdoor Recreation, Tourism, Advanced Manufacturing, Information Communications Technology, and Logistics cluster companies – increase light industrial and office space within the plan area, including consideration of a skills training center, in partnership with Prince William County Schools.
5. Continue to build on and expand the existing Prince William County Public Schools/ Edward L. Kelly Leadership Center as a major employment activity to anchor nonresidential development in the study area and attract ancillary neighborhood retail and office activities.
6. Continue to build upon Prince William Forest Park and George Hellwig District Park, leveraging the recreational facilities and activities to promote outdoor recreation industry development, complimentary services such as retail, breweries, and restaurants and tourism.
7. Highlight the proximity of the three PWC schools that serve this area and provide a school campus activity node. Recognize Colgan High School and leverage the Fine and Performing Arts program and the PWC Aquatics Center which aid in creating a sense of community and a destination for Independent Hill. Create within the plan area recreational and employment opportunities for the students.
8. 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.

### **Virginia Office of Outdoor Recreation**

As stated above, the outdoor recreation economy contributes nearly \$22 billion annually to the Virginia economy and employs more than 197,000 people statewide. To develop this economic force further, Governor Northam established the Virginia Office of Outdoor Recreation in August of 2019. It is tasked with growing the outdoor recreation economy in Virginia through industry promotion, coordination and recruitment focusing on manufacturers of outdoor products and gear to create jobs, drive private investment, and create outdoor tourism partnerships and opportunities. As a new office, the incentive program is not formalized, but Independent Hill is uniquely positioned to partner with the new office and leverage its pad-ready construction sites, access to a major highway, and proximity to public lands and a robust community of cyclists, runners, and outdoor recreationalists of all stripes to drive economic development that fits the context of the area's green infrastructure and community input received through this planning process .

### **Tourism Grants**

Virginia is a heavy supporter of tourism both in the private and public sectors. Available grants include the Marketing Leverage Grant (MLP) – a program designed to stimulate new tourism marketing programs through partnerships, and the Commonwealth of Virginia Tourism Development Financing Program – a program that provides shortfall financing for project funding.

### **Tax Increment Financing**

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

### **Business Improvement Districts**

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

### **Strategic Rezoning**

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

### **Public/Private Partnerships**

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

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

### **State-Level Grant Programs and Incentives**

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

#### **Discretionary Incentives**

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

#### **Commonwealth's Development Opportunity Fund**

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

#### **Infrastructure Assistance**

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

#### **Economic Development Access Program**

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

#### **Transportation Partnership Opportunity Fund**

The Transportation Partnership Opportunity Fund (TPOF) includes, at the discretion of the

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



**LEVEL OF SERVICE PLAN**

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

**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 the Coles Fire and Rescue Station 6 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. Fire and Rescue Station 6 was recently reconstructed at the same address with expanded office space, sleeping quarters, apparatus areas, and hazmat storage. The impact of additional incidents proposed in this plan is not expected to exceed the capacity of the new station.

<b>Projected Fire and Rescue Facility by Existing and Projected Population</b>		
	Existing (2019)	Additional Need by 2040
Fire and Rescue Stations	1	0
Incidents (per year)	63	149

**Police**

The primary need for police force expansion and the facilities to house them relates to population growth. The proposed population growth would translate to a need for about three new police officers. The facility is currently served by the Central District Police Station. The facility demand for the increase in officers can be incorporated into existing police 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 police visibility. It is recommended that a public safety satellite field office (for Police and/or Sheriff) be located in the Village Center. Animal Control and Training facilities needs projected within the Small Area Plan is incorporated into the expansion of existing countywide Animal Control facility and the planned expansion of the Public Safety Training facility.

<b>Projected Police Facility Needs by Existing and Projected Population</b>		
Facility Type	Existing (2019)	Additional Need by 2040
Police Station	1	0.01
Satellite Field Offices	0	0
Administrative Support Facilities	0	84 sq. ft.
Animal Control	1	21 sq. ft.
Public Safety Training Center	0	100 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 less than one 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 in the Village Center.

<b>Projected Criminal Justice Facility Needs by Existing and Projected Population</b>		
Facility Type	Existing (2019)	Additional Need by 2040
Sheriff's Office	0	13 sq. ft.
Satellite Field Offices	0	0
Administrative Support Facilities	0	3 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 3 school districts: the Coles Elementary School, Benton Middle School, and Colgan High School. Based on current school design standards the growth in residential population proposed in the plan indicates an increase in student generation that would equate to the need for three percent of an elementary school, and a minimal increase in the need for both middle and high schools.

The planned 14<sup>th</sup> high school will provide additional capacity to support the projected growth in high school students.

<b>Projected School Facility Needs by Existing and Projected Population</b>		
Type of School	Existing (2019)	Additional Need by 2040
Elementary	1	3%
Middle	1	1%
High	1	1%

**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 Independent Hill Small Area Plan is currently served by the Independent Hill Neighborhood Library which is in Hellwig Park west of the small area plan. The projected growth would suggest minimal need for additional Library facilities. However, additional expansion of the Independent Hill Library could address future facility needs and provide community space in the area.

<b>Projected Library Facility Needs by Existing and Projected Population</b>		
Library Needs	Existing (2019)	Additional Need by 2040
Sq. Ft. per Capita	0	369 sq. ft.
Books per Capita	0	767

## **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 Independent Hill is within Park Planning District 8. 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 Independent Hill 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 existing Hellwig Memorial Park and the Independent Hill Park offer robust active and passive recreation opportunities just outside the Plan. Additionally, a proposed western Trailhead into the Prince William Forest Park will provide direct access for residents. The environmental resource areas offer the opportunity to preserve natural resources and provide a robust trail system connecting to the surrounding area. The Village Center 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 Independent Hill Small Area Plan is not within the service area of any existing Linear/Greenway Parks. However, the planned Minnieville Manor Park is an undeveloped park which when completed will contribute 14.5 acres towards the Linear/Greenway Park system. Additionally, Quantico Creek and Powells Creek offer opportunities to provide connections to surrounding park features.

### **Neighborhood Parks**

The Independent Hill 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 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 Independent Hill Small Area Plan is currently served by the Independent Hill Park which provides active recreation opportunities. 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. Quality will be assessed by DPRT and Planning Office staff post construction of new public facilities to be dedicated, but before Applicants are off bond.

Projected Park Facilities		
Type	Name	Description
<b>Community</b>	Village Center Green	Passive Recreation facilities needed within the Village Center
<b>Linear</b>	Village Center Recreational Loop	A recreational loop surrounding the village center featuring a bike repair station at the intersection of Independent Hill Drive and Bristow Road.
<b>Trail</b>	Landfill Trail	Proposed trail connecting Colgan High School to the Independent Hill Park



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

## **IMPLEMENTATION MATRIX**

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

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

<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Short Term	Cultural Resources	Identify sources, such as grants (matching or fully funded), to finance archaeological surveys. Cultivate private and public partnerships to conduct archaeological research.	PWC, Private sector	
Short Term	Cultural Resources	Conduct research and if warranted prepare documentation on displacement of citizens into the Independent Hill area off land that became Prince William Forest Park.	PWC	
Short Term	Cultural Resources	Cultivate a partnership to construct a trail connecting the Kelly Leadership Building with the Prince William County School complex on Joplin Road and to a planned trail head on Joplin Road for the Prince William Forest Park.	PWC, Private sector, PWC Schools, PWFP-NPS	
Short Term	Cultural Resources	Conduct research and prepare a history of Independent Hill. Study and include connections to nearby communities if warranted.	PWC, Private sector	

<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Ongoing	Cultural Resources	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 minority 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 where appropriate and consistent with applicable Virginia law.	PWC	
Ongoing	Cultural Resources	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.	PWC	
Ongoing	Cultural Resources	Consider graduate internships to complete cultural resource action strategies in this plan by cultivating partnerships with graduate colleges and universities.	PWC, Colleges, Universities	

<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Ongoing	Cultural Resources	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.	PWC, ARB-HC, Colleges, Universities	
Ongoing	Cultural Resources	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.	PWC, Private sector	
Ongoing	Cultural Resources	Require developers to use the plan area's history in placemaking.	PWC, Private sector	
Ongoing	Cultural Resources	Where appropriate, plan and install interpretive trails in the plan area and connect trails to residential trails and areas outside the plan area.	PWC, Private sector	
Ongoing	Cultural Resources	Cultivate partnerships for trail easements and connections across private land.	PWC, Private sector	



<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Medium Term	Cultural Resources	Where appropriate, developers should install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division where appropriate and consistent with applicable Virginia law.	PWC, Private sector	
Medium Term	Cultural Resources	Include interpretation of the small area plan's history in planned open spaces.	PWC	
Medium Term	Cultural Resources	Prepare and distribute, through various interpretive media, the small area plan's history.	PWC	
Medium Term	Cultural Resources	Where technology reduces cost and increases efficiency, employ technology to bring historical interpretation to the public.	PWC	
Long Term	Cultural Resources	Consider archaeological research on what was architectural site 076-0471.	PWC	
Short Term	Economic Development	Encourage local-serving retail businesses, entertainment, or social centers to create a village center with diverse activities.	PWC, Private sector	
Short Term	Economic Development	Combine high-quality restaurant facilities, market absorption for higher-end tenants.	PWC, Private sector	

<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Short Term	Economic Development	Development should incorporate a mix of uses and include areas for recreation and socializing.	PWC, Private sector	
Short and Medium Term	Economic Development	Encourage the development of additional recreational destinations and facilities within Independent Hill and adjacent areas.	PWC, National Parks Service	Work with the National Parks Service to build a trailhead and facilities at Joplin and Aden road.
Medium Term	Economic Development	Encourage partnerships between private development and local institutions such as the Kelley Leadership Center, Colgan High School, Prince William County Landfill, and the Juvenile Detention Center to create greater economic opportunity and collaboration.	PWC, Local Institutions, Private sector	Work with Economic Development to help introduce potential partners and facilitate conversations.
Short Term	Green Infrastructure	Identify areas within the study area that can be designated as passive recreation open space areas.	PWC, Private Sector	
Short Term	Green Infrastructure	Encourage future development to retain and manage the existing tree canopy to the greatest extent possible.	PWC, Private Sector	Provide incentives for responsible and conservative approaches to development and the retention of the existing tree canopy.

<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Short Term	Green Infrastructure	Acquire or work with the Prince William Forest Park to acquire environmentally sensitive areas around the headwaters of the Quantico Creek.	PWC, US National Park Service	
Short Term	Green Infrastructure	Acquire land identified as environmentally sensitive north of Route 234 within the study area.	PWC	
Medium Term	Green Infrastructure	Establish public parks in new development areas and connect them with new trails to existing parks and trails.	PWC, Private Sector	
Medium Term	Green Infrastructure	Use environmentally sensitive areas as opportunities to integrate pedestrian and cycling corridors and to connect activity centers.	PWC, Private Sector	
Medium Term	Green Infrastructure	Educate and inform the community and business community about the role Independent Hills' environmentally sensitive areas play in PWC's larger ecological systems.	PWC, Private sector	
Short Term	Implementation	Develop design guidelines for roadway sections for inclusion in the Design and Constructions Standard Manual that promote mixed-use, pedestrian-friendly development for the Neighborhood land use districts.	PWC	

<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Short Term	Implementation	Develop regulatory tools that implement the recommendations of the Plan to encourage development and investment in Independent Hill.	PWC	
Short Term	Implementation	Support existing historic and cultural businesses in the development of regulatory tools.	PWC, Private Sector	
Short Term	Implementation	Rezone land use to promote greater economic diversity and resiliency.	PWC, Private Sector	
Short Term	Implementation	Encourage the consolidation of parcels to enable coordinated development projects that support the recommendations of the plan.	PWC	
Short Term	Land Use	Create a diversity and mixture of land uses to promote a vibrant village center that incorporates a variety of housing, retail, and public spaces.	PWC	
Medium Term	Land Use	Discourage heavy industrial businesses that contribute to environmental or aesthetic pollution and businesses that create heavy truck traffic volume outside designated Industrial Employment areas.	PWC	

<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Medium Term	Level of Service	Protect historic and cultural resources in the immediate and expanded study area.	PWC, Private Sector	
Medium Term	Level of Service	Ensure a high level of connectivity (pedestrian, bicycle, and vehicular) to the existing community facilities	PWC, VDOT, Local Community Facilities	
Short Term	Mobility	Provide a parallel road along the north side of Rt. 234 connecting the parcels between Colgan High School and the entrance to the Prince William County Landfill.	PWC, Private Sector	Work with the property owners to coordinate an alignment that considers the current use of the land and would best serve future development.
Short Term	Mobility	Construct pedestrian crossing facilities at the intersections of Rt. 234 and Independent Hill Road and Rt. 234 and Bristow Road.	PWC, VDOT, Private Sector	
Short Term	Mobility	Construct pedestrian crossing facilities at the intersection of Independent Hill Road and Bristow Road.	PWC, VDOT, Private Sector	
Short Term	Mobility	Connect the PWC Landfill to Colgan High School with a multi-use recreation corridor.	PWC, Department of Public Works	



<b>Implementation Matrix</b>				
<b>Timeframe</b>	<b>Goal</b>	<b>Action Item</b>	<b>Coordinating Agencies</b>	<b>Implementation Strategies</b>
Short Term	Mobility	Construct pedestrian and bike infrastructure along Independent Hill Road and Bristow Road to create a recreational loop around the Village Center.	PWC, VDOT, Private Sector	
Medium Term	Mobility	Encourage the development of a pedestrian-friendly network of residential blocks and streets between Hamowell Street and Independent Hill Road.	PWC, Private Sector	Work with the land owners and potential developers to consolidate land parcels and ownership allowing for greater flexibility in planning future street networks.
Medium Term	Mobility	Encourage the development of a pedestrian-friendly network of streets between the Kelly Leadership Center and Hamowell Street.	PWC, Private Sector	Work with the land owners and potential developers to consolidate land parcels and ownership allowing for greater flexibility in planning future street networks.
Long Term	Mobility	Provide bus routes to and from the Independent Hill area and other activity centers throughout PWC and Northern Virginia.	PWC, Transit Partners	

**INFRASTRUCTURE AND FACILITIES**

<b>Infrastructure and Facilities</b>			
<b>Facility</b>	<b>Description</b>	<b>Agency</b>	<b>Timeframe</b>
Shared Use Pedestrian and Bike Trails	Construct designated pedestrian and bike infrastructure along Route 234, Independent Hill Road, Bristow Road and all future streets to ensure safety and encourage multi-modal transportation.	PWC, VDOT, Private Sector	Short Term
Bristow Road and Independent Hill Bike Repair Station	Construct a bike repair station immediately northeast of the intersection of Bristow Road and Independent Hill Road.	PWC, VDOT, Private Sector	Short Term
Route 234 Pedestrian Crossings	Construct pedestrian crossings along Route 234 at all signalized intersections.	PWC, VDOT, Private Sector	Short Term
Ecologically Sensitive Areas	Acquire ecologically sensitive areas and designate them parks and open space.	Department of Parks, Recreation and Tourism	Medium Term
Public Safety Satellite Field Office	Consider the placement of the public safety satellite field office as a ground floor use in a vertically mixed-use building.	PWC	