HISTORIC HEART. MODERN BEAT.

Manassas 2045 Comprehensive Plan
Adopted October 27, 2025



Manassas
HISTORIC HEART. MODERN BEAT.

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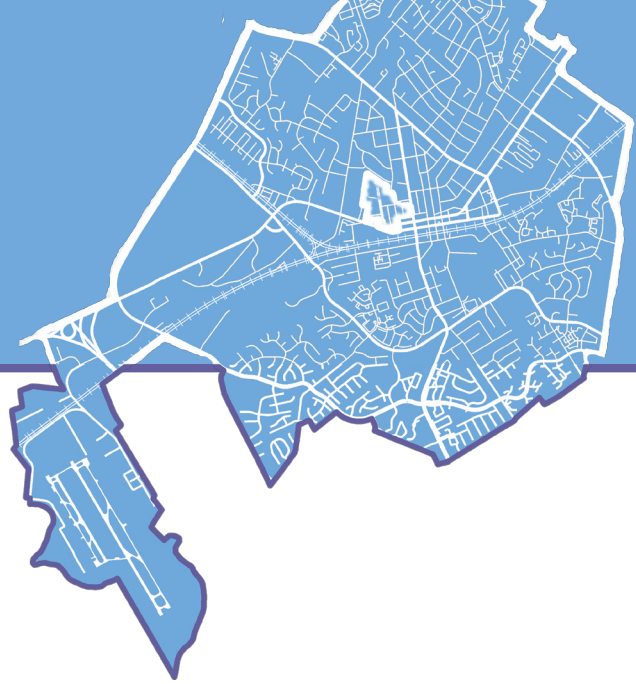
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CHAPTER 1:

Introduction



Manassas 2045 - Historic Heart. Modern Beat.

Since the adoption of the Manassas 2040 Comprehensive Plan in 2020, the City has faced unprecedented challenges stemming from the Covid-19 pandemic, including cost of living increases and the accelerated rise in housing prices. To address these issues and prepare the City for future needs, the Manassas 2045 Comprehensive Plan builds upon the shared future vision created in the Manassas 2040 Comprehensive Plan.

The updated Plan continues to guide City staff, the public, the Planning Commission and the City Council decisions related to land use, development, transportation and community facilities through the year 2045. The Plan remains both aspirational and practical toward addressing the community's goals, but with additional focus on new challenges facing the City. The Plan leaves most of the 2040 Manassas Comprehensive Plan intact, keeping in place the vision established by the City and heavily influenced by citizen input from the Manassas Community Conversations public engagement initiative from 2017 – 2020. The updates are strategic in nature, focusing on specific issues that have arisen since 2020.

The Manassas 2045 Comprehensive Plan serves to continue the community's commitment to the goals, objectives, and strategies identified herein. The Plan continues to serve as the planning policy for the future of Manassas.



Who Uses The Plan?

Numerous stakeholders use the Plan based on their specific needs and interests. Examples include:

- **Residents** can learn about what is envisioned for their neighborhood and their city.
- **Businesses** use the Plan to inform their investment decisions based on economic prospects, the business environment, and identified opportunities.
- **Real estate developers** can find out what type and scale of development is desired and expected by the community.
- **City staff** use the Plan to evaluate land use applications – rezonings, special use permits, and plan amendments – and recommend capital projects.
- **Elected and appointed government officials** use the Plan to make decisions on land use applications, capital projects, and new programs and initiatives.
- **Adjacent jurisdictions and regional stakeholders** use the Plan to coordinate planning, funding, and shared services.



Residents use the Plan to learn about what is planned and support community initiatives.



Businesses use the Plan to make location and expansion decisions, creating new jobs for the community.



Developers use the Plan to plan new homes and buildings that meet community expectations.



Government officials and staff use the Plan to implement capital projects and evaluate developer proposals.



Regional stakeholders use the Plan to coordinate plans, funding, and shared services.

How Is The Plan Organized?

The 2045 Comprehensive Plan outlines the community's shared goals and identifies the actions necessary to achieve those goals. Each subject area of the Plan includes three major elements – goals, objectives, and strategies – that define the policy guidance provided.

- **Goals** are the aspirational statements outlining what the community wants to be in 20 years. These statements set the direction in which the community wants to move.
- **Objectives** are the results the community wants to achieve. Achieving each of these results moves the community closer to its goals.
- **Strategies** are the actions the community should take to achieve the objectives that support the goals. Not all strategies will be undertaken simultaneously; some need to build upon each other.



What Is Included In The Plan?

The Plan is organized into seven subject areas:

- **Land Use** – Outlines growth, development, and preservation policies as well as opportunities for new businesses, industry, housing, and mixed use development.
- **Housing & Neighborhoods** – Identifies opportunities to meet the city's housing needs and preserve the character of residential areas.
- **Economic Development** – Outlines business growth, job creation efforts, and tourism.
- **Mobility** – Identifies multimodal transportation improvements, including road, mass transit, bicycle, and pedestrian movements.
- **Community Facilities** – Identifies facility and infrastructure improvements needed to provide public services to the community.
- **Environmental Sustainability & Health** – Addresses the community's natural resources and public health goals.
- **Parks, Culture, & Recreation** – Identifies improvements needed to parks, recreational facilities, and cultural assets.

In addition to these subject areas, the Appendices provide a suggested implementation plan **(Appendix A)** and include the data and trend analysis used to develop the Plan.



How Was The Plan Developed?

The Manassas 2045 Comprehensive Plan is a technical update to the 2040 Plan and not intended as a substantial rewrite. Working with the City's Comprehensive Plan Committee, a sub-committee of the Planning Commission, the 2045 Plan was updated to respond to present needs and future challenges the City faces. The Committee held 11 meetings in 2024 and 2025, reviewing the Plan to create new goals, refine existing goals, and to remove completed goals.

With the 2045 Plan's limited update, public outreach was implemented via an online outreach campaign, allowing for a 120-day comment period that resulted in 25 public comments. In addition, outreach for the Mobility chapter was conducted during the Mobility Master Plan public outreach campaign through online, a bicycle and pedestrian focus group meeting, stakeholders meetings and pop-up events. Public hearings were held with the Planning Commission and the City Council, giving additional opportunities for the public to comment.

What's Next?

The forthcoming Manassas 2050 Comprehensive Plan will be a significant rewrite of the 2045 Plan. Like the 2040 Plan, this update will include the Manassas Community Conversations initiative that is designed to be interactive and engaging toward the community. This outreach campaign, intended to take place over two years, will be conducted between 2027 and 2029. Adoption of the 2050 Plan is anticipated by 2030.

How Does The Plan Relate To Other Plans, Policies, and Studies?

The 2045 Comprehensive Plan defines the future of Manassas, but its implementation and ultimate success is tied to many other City documents.

Manassas has a number of existing plans and studies that guide new development and resource priorities (e.g., capital projects, budget, and staff resources).

As part of the development of the 2045 Comprehensive Plan, the following technical studies have been incorporated into the strategies for each of the Plan's subject areas:

- **Mobility Master Plan** – Assesses the Manassas transportation network and identifies multimodal recommendations to improve mobility through 2045.
- **Housing Plan** – Includes analysis, observations, and recommendations to plan for and promote quality housing and neighborhoods for Manassas residents.
- **Parks, Recreation, and Cultural Needs Assessment and Facilities Plan** – Identifies needs for parks, recreation, and cultural facilities and programs based on citizen surveys, community meetings, and benchmarking data.
- **Manassas City Public Schools Facility Plan 2020-2030** – Provides student enrollment projections through 2030 and a recommended facility plan to meet the projected need.



What Are The Statutory Requirements Of The Plan?

Comprehensive Plan

The formulation and implementation of the Comprehensive Plan is required by the Code of Virginia. Specifically, Section 15.2-2223 requires every locality to adopt a comprehensive plan for the long-range physical development of land within its jurisdiction. Within statutory limitations afforded by state code, land development is managed according to the land use policies in the Comprehensive Plan.

The Code of Virginia Section 15.2-2230 requires the locality to review the plan at least once every five years to ensure that it remains a living document reflecting the community's overall actions, shared vision, and policies centered on physical development goals.

Transportation & Housing

Among the many plan components, state code requires that the comprehensive plan include a transportation plan and a housing component.

The transportation plan must designate infrastructure needs and provide a map and cost estimates for transportation improvements. The Code of Virginia Section 15.2-2223.4 requires the inclusion of strategies to promote transit oriented development.

The housing component must designate areas and implementation measures for the construction, rehabilitation, and maintenance of affordable housing sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs. Code of Virginia Section 15.2-2223.5 requires manufactured housing be addressed in the plan.

The City's Mobility Master Plan and Housing Plan developed a series of technical recommendations, which were incorporated into this Plan to satisfy these requirements.

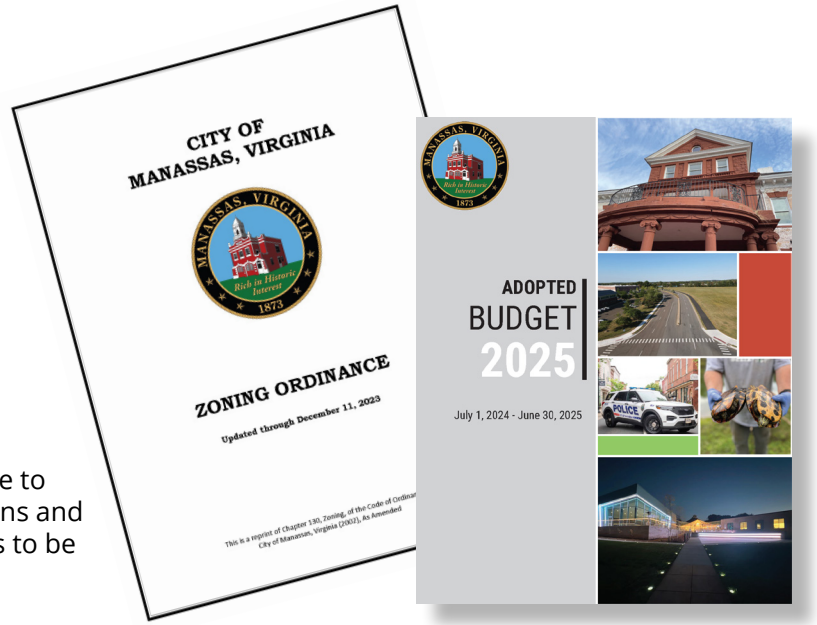
Urban Development Areas

The Code of Virginia Section 15.2-2223.1 requires that the City designate urban development areas that are appropriate for higher density development due to proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and to the extent feasible, to be used for redevelopment or infill development.

Pursuant to that section, the entire City of Manassas is designated as an urban development area.

How Is The Plan Implemented?

Manassas actively works to implement the Plan using the wide range of tools available to Virginia localities. The primary implementation tools include land use policy and actions and the City budget. A suggested implementation plan is included in **Appendix A**, which is to be updated annually to track efforts to implement the Plan.



Land Use

The Comprehensive Plan drives amendments to land use and development standards in the Zoning and Subdivision Ordinances and the Design and Construction Standards Manual. In addition, all land use actions, including special use permits, rezonings, and capital facility reviews, are measured against the Comprehensive Plan to ensure consistency. Under rare and limited circumstances, the Planning Commission and City Council may consider amending the Comprehensive Plan in conjunction with a land use action to accommodate unforeseen uses or changes in market conditions within the greater context of the City's vision and goals.

Budget

The strategies and priorities outlined in the Plan are used to make decisions regarding the annual operating budgets and capital improvement programming as well to identify new department-specific initiatives, such as studies or policies.

Annual Implementation Report

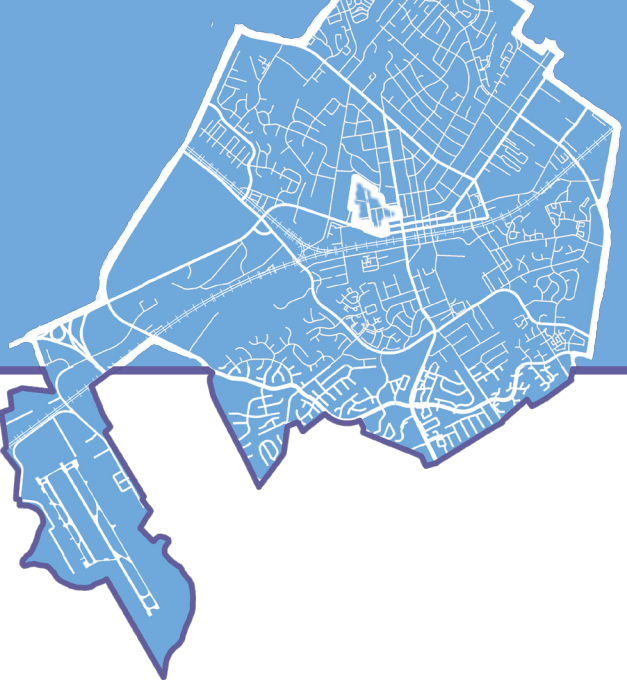
Each year, the City undertakes an evaluation of the Comprehensive Plan that includes:

- Coordination of the Plan with the development of the Capital Improvement Program to ensure that capital projects are in conformance with the Plan as required by Section 15.2-2232 of the Code of Virginia.
- An annual report from the Planning Commission to the City Council that outlines actions taken to achieve the goals and objectives and implement the strategies.

This annual review ensures the relevance of the Plan as policy and enables staff to recommended adjustments to the Plan, as necessary.

CHAPTER 2:

Community Overview



Welcome to Manassas

The City of Manassas is a vibrant community rich in history. Since incorporation in 1873, Manassas has evolved from a small rural railroad settlement to a burgeoning post-World War II bedroom community, and into the authentic, mixed-use city it is today. Although just 10 square miles in size, Manassas has emerged as a center for culture and economic prosperity that draws residents, businesses, and visitors from throughout the larger region.

Manassas' history and growth is closely tied to its proximity to Washington, D.C., and the railroad running between D.C. and southwestern Virginia. The city's charming downtown is our "historic heart" where clattering trains, time-loved buildings, and fresh-faced professionals simultaneously remind us of our storied heritage and our bright future.

Outside of the historic core, Manassas is comprised of welcoming neighborhoods that offer a wide variety of housing types and styles, appealing to those looking for good value and accessible employment. Transportation improvements, including the Virginia Railway Express, the Manassas Regional Airport, and the Prince William Parkway, link Manassas to regional opportunities and fuel economic growth.

Manassas values its history, embraces the present, and plans for the future. As our community continues to evolve, we strive to maintain our "historic heart" and strengthen our "modern beat" – balancing growth and development with our unique character and charm to create a more thriving, vibrant Manassas.



Forces and Trends Shaping Our Community





Manassas is influenced by both internal and external forces that shape our identity and our future. The effects of the Covid-19 pandemic strongly affected how the City addresses challenges with the provision of schools, infrastructure, and housing. The following overview outlines forces and trends that guide the planning actions in Manassas[1]. Additional historical and demographic data can also be found in **Appendices B1 and B2**.

Population

Like much of the region, Manassas is experiencing a change in the make-up of its population. A healthy economy and increased business growth, as well as proximity to Washington, D.C., have attracted many to move to Manassas. The City's population grew by nearly 13% from 37,821 to 42,772 between 2010 and 2020 with the Hispanic population increasing from 11,876 in 2010 to 18,345 in 2020. Following statewide trends, the City's population is also aging, with the 65+ population increasing from 6.9% to 10.5% of the total population between 2010 and 2020. These demographic trends have an impact on local transportation needs, demand for adequate housing, and utilization of community facilities and infrastructure that must be considered as we plan for the future.

Land Use

Like many mature communities, Manassas has limited land available for development. Much of the available, undeveloped land is fragmented into small, separate parcels, creating assemblage obstacles for larger, master planned development. New growth is expected to be concentrated in urban, compact infill and redevelopment along transportation corridors and within the downtown, with stable suburban neighborhoods maintained around these

1 Unless otherwise noted, 2023 data included in this section is based on: U.S. Census Bureau American Community Survey 5-Year Estimates, 2019-2023; 2020 data is based on U.S. Census Bureau 2020 Census.



growth areas. Data Centers are a rapidly growing sector that has brought new growth but increased utility demand and potential land use conflicts.

Development and redevelopment offers an opportunity to reinforce and enhance the community's character and create a more vibrant, livable city. Preserving desirable characteristics, beautifying the built environment, incorporating open space and public amenities, and providing appropriate transitions between incompatible uses are key considerations for Manassas' continued transformation.

Housing and Neighborhoods

As Manassas continues to grow and evolve, maintaining the integrity and character of neighborhoods and providing housing opportunity for residents remains a critical ingredient to the City's overall quality of life.

As of 2020, Manassas contained 14,365 housing units. A substantial portion – approximately 38% – were built prior to 1980. Homes and neighborhoods are generally in good condition, although some areas face an increasing need for renovations and maintenance. Many of the City's older neighborhoods lack organizational capacity to effect improvements, and some neighborhoods with homeowners' associations lack the resources to implement larger neighborhood-wide revitalization projects.

Manassas is also experiencing the pressures of the tightening regional housing market. The Metropolitan Washington Council of Governments recommends 320,000 homes be added to the region by 2030 to increase supply and reduce costs. While homes in Manassas are generally more affordable than the rest of the region, increased housing demand is likely to place strain on already cost-burdened households. In 2020, 26% of owners and 57% of renters spent more than 30% of their income on housing – a standard historically used to determine the point at which housing cost becomes a burden.

Economic Development

In 2018, Micron Technology, Inc. announced the largest capital investment in modern Virginia history. Already the City's largest employer, tax payer, utility customer, and the state's largest exporter, Micron proposed investing $3 billion in Manassas and adding 1,110 new high-wage jobs. In 2024 Micron announced it would invest an additional $2.14 billion and create 340 jobs. This investment is the pinnacle of unprecedented business expansion in recent years and a testament to Manassas' exceptional economic development climate and superior quality of life.

Micron is not the only company experiencing success in Manassas. The city is home to more than 1,500 businesses[2], provides nearly 21,500 jobs[3], and attracts more than 380,000 annual visitors[4].



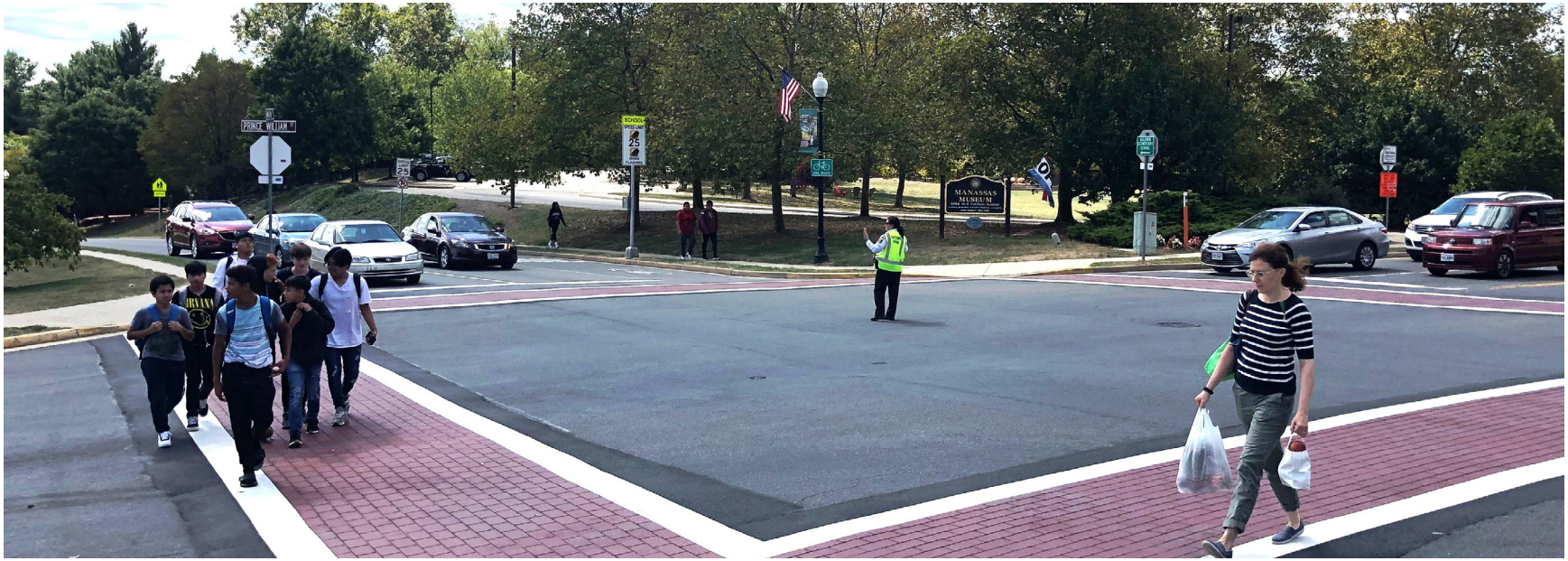
In addition to an accessible location and favorable business climate, Manassas offers an educated workforce with 33% of the population holding a bachelor's degree or higher. Median household incomes have risen to $117,919 in 2023 and are higher, on average, than incomes in many Virginia localities and the nation. Commercial space is in high demand with vacancy rates well below regional averages and competitive rents that allow Manassas business owners to keep their hard-earned revenues.

Continuing to build and expand upon this success by supporting business growth, marketing our unique assets, and growing the skills of our local workforce will help ensure that Manassas remains a sought-after business destination and employment center.

2 City of Manassas. 2024. Economic Indicators. Retrieved from: www.choosemanassas.org

3 U.S. Census Bureau. 2022. Longitudinal Employer-Household Dynamics. Retrieved from: onthemap.ces.census.gov

4 City of Manassas. 2023. Tourism in City of Manassas. Retrieved from: www.choosemanassas.org



Mobility

Manassas residents desire the ability to travel quickly and easily to regional destinations and to walk and bike safely and comfortably within their neighborhoods and to local amenities.

While transportation improvements are needed to reduce traffic congestion on city and regional roadways, options to widen or construct new roads within the City are extremely limited. After the Covid-19 pandemic, the increase in telework has reduced parking demand in the City, particularly at the Downtown VRE station. Despite this shift, walkable, transit-oriented activity centers are still necessary to decrease congestion on the regional road system.

Manassas must look to alternative modes of travel and technological innovations as part of the solution. Improvements that allow for increased use of mass transit, bicycles, and pedestrian modes of travel can pull commuters and residents off the roadways, reducing congestion for the remaining auto users. These same improvements also help create a safer, healthier city, as higher levels of bicycling and walking coincide with increased bicycle and pedestrian safety and higher levels of physical activity.

As we continue planning for these fundamental modes of transportation, Manassas must also be prepared to respond to the quickly advancing transportation landscape. New mobility solutions, such as ride hailing, bike share, and self-driving vehicles, are changing the way we travel, and Manassas must prepare for the impacts of these changes on our transportation network.

Community Facilities and Infrastructure

Sufficient infrastructure to support existing and proposed development is critical to the success of Manassas in 2045. Manassas owns, operates and maintains its own water, sewer, and electric utilities and is committed to offering reliable, cost-efficient service.

The City is currently planning water, sewer, and electrical system improvements that may be required to maintain desired level of service standards as the City grows. To address unexpected power outages, the City continues to make proactive investments in electric infrastructure. Regional wastewater treatment capacity is a particular concern considered in this plan.

At the same time, our public schools have made investments and plans to address new facility and curriculum needs. Other ongoing and anticipated capital improvements include administrative space for City services, and a new fire and rescue station that improve service levels and safety in our community. As Manassas grows, its residents should see seamless, compensating service expansions.

Environmental Sustainability and Health

Manassas' continued success, for both residents and businesses, is tied to its environmental health. The need for access to clean air and water may be self-evident, but protecting and enhancing sensitive and limited natural resources increases a community's long-term sustainability and resilience. Sound environmental practices can help minimize the interruption of critical operations in cases of environmental catastrophes, limit any impacts of climate change on the community, and also ensure that Manassas is a safe, healthy, and enjoyable place for future generations.

Other concerns include access to healthcare, healthy food choices, and a sustainable, multimodal transportation network, all of which are also critical to continued community growth. The City Healthy Eating Active Living (HEAL) initiative is a step in the right direction, promoting healthy lifestyles and opportunities for increased physical activity.







Parks, Culture, and Recreation

After nearly a decade of deferred maintenance as a result of the Great Recession, Manassas is aggressively reinvesting in its systems of parks, cultural, and recreational facilities. Improving maintenance of existing facilities, expanding partnerships for programs and services, and making key capital investments in aging facilities and new amenities will help to ensure that the City continues to provide high quality services to residents.

Manassas must also keep pace with the evolving needs of our diverse and growing population. Planning for development impacts to parks and recreation resources is critical to maintain level of service standards and foster a shared sense of community. Providing inexpensive ways to get outdoors, space for family-oriented picnics and activities, along with the recent addition of the City of Manassas Community Center and Marsteller park will support the diversity of recreation interests in the community. Broadening the City's cultural appeal with interactive and engaging exhibits and a new focus on celebrating the heritage and culture of the local community will enhance our already robust historic and cultural resources.





Themes

Through the development of the Comprehensive Plan, several overarching themes emerged as critical to the future of Manassas. These themes resonate throughout the Plan and reflect the community's vision for the Manassas of 2045. The implementation plan (**Appendix A**) categorizes each strategy within the Plan according to these four interrelated themes.

Manassas is Balanced

Balanced land use and appropriate development are needed for continued prosperity and success. This includes a mix of residential, business, and public spaces – all of which contribute to the vitality of our community. As Manassas evolves to address shifts in markets and demands, the appropriate balance of growth and preservation of community character remains critical.

We must also balance needs for different types of housing, different kinds of employment opportunities, and different modes of transportation. We must work toward a more equitable Manassas, ensuring the needs of residents of different ages, income levels, and abilities are met.

There is no set formula to achieve this balance – the Plan offers guidance that is adaptive, rather than prescriptive, to meet these needs.

Manassas is Connected

Manassas is not a city in isolation. Our economy, housing market, and infrastructure are intrinsically tied to that of the greater region. These ties are, in fact, one of our City's strengths. The Plan recognizes that maintaining regional connections is critical and requires collaboration with adjacent localities and regional stakeholders.

At a local level, the Plan addresses physical and social infrastructure to support a more connected Manassas. This includes technological infrastructure to ensure competitiveness in the new economy, physical infrastructure to create more walkable, bikeable streets that connect neighborhoods, economic opportunities, and local amenities. Recognizing that connectivity extends beyond the physical realm, the Plan strives to create new opportunities for social connection with friendly, accepting neighborhoods and plentiful parks and public spaces for people to interact.

Manassas is Vibrant

With our historic development pattern, commitment to the arts and culture, strong economy, and diverse population, Manassas is already what many communities strive to become – a vibrant, vital, and growing community.

The Historic Downtown is filled with charming buildings, small businesses, and entertainment options that center the community without stifling modern ideas and opportunities. Business incubator space shares Center Street with mom-and-pop shops and one-of-a-kind restaurants. The diverse population provides support for countless historic and community celebrations. Historic reenactments, ethnic festivals, and art walks are commonplace and draw local, regional, and national visitors. The economy is growing, and parks and recreation resources are improving.

Encouraging and expanding these vital assets is a major component of the Plan.

Manassas is Resilient

The Covid-19 pandemic significantly challenged the City's resilience. While Manassas emerged from the pandemic a stronger community, post pandemic challenges remain to prevent, withstand, and quickly recover from unforeseen disruptions.

Continuing to diversify Manassas' economy to minimize the impact of downturns like the pandemic triggered recession provides a more stable tax base and reduces reliance on residential property taxes. Ensuring redundant, adaptive infrastructure helps manage risks and limit interruption to operations. Investing in green infrastructure and protecting environmental resources, improve our ability to manage stormwater, drought, and other climate-related events and are critical to long-term community sustainability. Continuing to build a multimodal transportation network reduces reliance on fossil fuels and positively impacts public health.

Learning from the Covid-19 pandemic puts the City in a stronger position. This Plan provides the necessary guidance to grow and continue to move forward.







Our Shared Vision

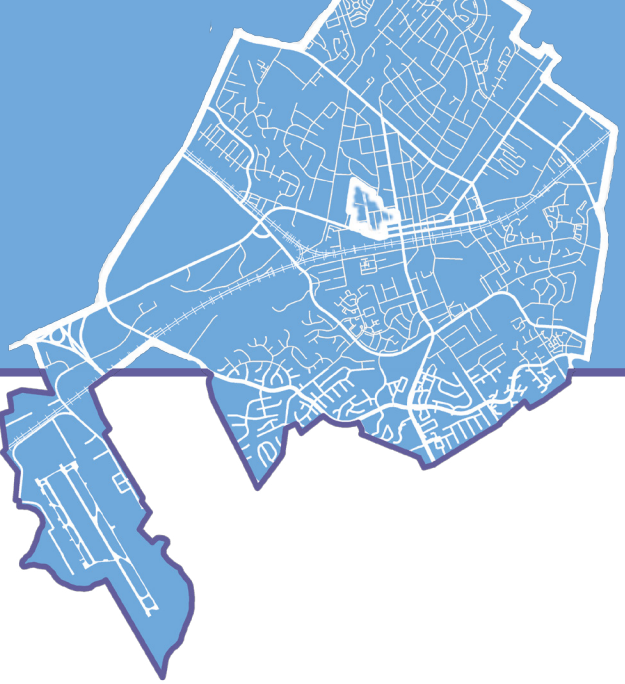
The City's Strategic Vision for Manassas is:

"A City that promotes social cohesion, diversity, and equal opportunities for all residents, workers, and entrepreneurs, fostering a sense of belonging and community."

The motto "Historic Heart Modern Beat" sets the tone and identifies the challenges of the Manassas 2045 Plan – balancing the charm and character of a historic town with the vibrant elements of a modern, growing city. Preserving neighborhoods, encouraging economic opportunities for Manassas residents, and providing supporting infrastructure are primary drivers in the Plan.

CHAPTER 3:

Land Use



"Manassas must strike a balance to preserve the character and charm of the City while offering a safe inviting environment for all ages...folks who will age in the city as well as attracting younger millennials who work the high tech jobs and the amenities that all groups would need."

–Community Conversations Participant

The Land Use Chapter focuses on the appropriate form and character of development in different areas of the City. Manassas' approach to land use introduces the importance of form, connectivity, and standards of development rather than looking solely at the separation of one use from another. In fact, this approach encourages mixing uses that are compatible with one another in a form that is pedestrian friendly and facilitates a more sustainable, healthy, and livable community.

This chapter begins by describing the Plan's overall goal, objectives, and implementation strategies for land use planning. The balance of the chapter identifies and describes the designated character areas of the City. The character areas present design principles that serve as land use strategies for the Plan. These land use strategies are the core components of this Plan, guiding how development and redevelopment should be designed in different contexts within Manassas. The design principles describe the key features of development in each area that, when combined, create particular urban forms or development patterns consistent with the Land Use goal.

This chapter is intended to serve as a blueprint for preservation, new development, and redevelopment that will help to enhance the City's physical character and functionality. It is designed to serve as a guide to decision making regarding zoning issues, review of development proposals, and infrastructure





planning, as well as a guide for creating implementation tools, such as those in the Zoning Ordinance.

Goal, Objectives, and Strategies

The following overarching goal for land use in the City sets the general context for land development. The objectives that follow articulate specific concepts that should be in the foreground as land development decisions are made and guide the broad categories of actions to be initiated. The associated strategies call for actions to coordinate resources, plans to address these objectives, and specific amendments to land use regulations that address these objectives.

Goal Statement

Manassas will be a vibrant, mixed-use community that reinforces the positive qualities of existing neighborhoods, promotes compatible infill and redevelopment, and emphasizes improved design principles that reflect its historic character and charm.



Objectives and Strategies

Balanced Land Use

LU 3.1 Promote a balanced mix of land uses, including residential, commercial, manufacturing, and open space, designed to create economic and living opportunities that create a vibrant and thriving City.



LU 3.1.1 Preserve opportunities for commercial and manufacturing growth that provide high-quality jobs and do not negatively impact established residential areas.

LU 3.1.2 Maximize the City's open space in an increasingly dense urban environment by protecting existing open spaces and identifying opportunities for new open space when infill, new, or redevelopment is approved.

LU 3.1.3 Preserve and enhance existing residential areas while promoting infill development that is consistent with, and contributes to, that neighborhood's character.

LU 3.1.4 Promote increased residential densities in the Downtown and Mathis areas through the use of mixed-use, transit-oriented development.

LU 3.1.5 Continue to build upon and enhance partnerships with Prince William County and Manassas Park by exploring the shared border areas for land use planning and zoning that address joint land use goals, promote connectivity of a multimodal transportation network, and address overlapping environmental impacts.



Redevelopment

LU 3.2 Promote redevelopment when existing uses lose economic viability or negatively impact an area's character.



LU 3.2.1 Encourage the relocation of commercial and manufacturing uses that are inconsistent with the character area.

LU 3.2.2 Elevate the community's appearance and contribute to the area's character by encouraging investments in older neighborhoods and along aging commercial corridors.

LU 3.2.3 Utilize redevelopment opportunities to enhance open space and pedestrian, bicycle, and vehicular connectivity and mobility.

LU 3.2.4 Eliminate industrial zoning from residential and Downtown character areas and remove heavy industrial zoning throughout the City by working proactively with property owners to initiate rezonings. Limit negative impacts (e.g. height) of existing industrial zoning in the Downtown character area through a zoning text amendment.

LU 3.2.5 Encourage redevelopment along Mathis Avenue by exploring land use tools, such as a redevelopment overlay district and use of form-based zoning codes that creates a development pattern in harmony with the Mathis Character Area. **(Map 3.1)**

Design Quality & Character

LU 3.3 Increase emphasis on the design quality and character of new growth and development in the City's land use regulations and review processes.





LU 3.3.1 Review the Zoning Ordinance and Design and Construction Standards Manual, and update as necessary, to ensure that new development, infill development, and redevelopment occur according to standards and guidelines that implement the character area design principles and protect the integrity of surrounding uses, while providing appropriate buffers and transitions.

LU 3.3.2 Evaluate all land use applications against the applicable character area intent, focus priorities, and design principles and applicable City regulations, and provide guidance to the development community to improve compliance.

LU 3.3.3 The edges of character areas should be considered transitional so that any change to the development pattern between the areas is gradual. The transition should be accomplished through building orientation, height step-downs and landscaping; however, the use limitations of each character area should be maintained.

LU 3.3.4 All non-residential sites should be designed to address potential negative impacts to surrounding residential uses. Required parking and landscaped open space, consistent with adjacent residential uses, should be accommodated on-site. Lighting and signage should be limited in quantity, scale, and intensity to reduce overlighting and other negative impacts on surrounding residential character areas.



Adequate Infrastructure

LU 3.4 Utilize the land use application and the Capital Improvement Program (CIP) processes to ensure that appropriate infrastructure, to include, but not be limited to, transportation, schools, utilities, and open space, is in place to support the desired mix of land uses.

LU 3.4.1 Generally, utility extensions required within any character area should be designed to serve the same capacity levels as the rest of the character area. When land use decisions require upgrades to handle increased density, efforts to reduce demand should be explored and incorporated in redevelopment.



Gateways & Corridors

LU 3.5 Develop guidelines to implement the Gateways and Corridors character area. Guidelines should identify the typology of the elements and the design(s) that are appropriate for each.

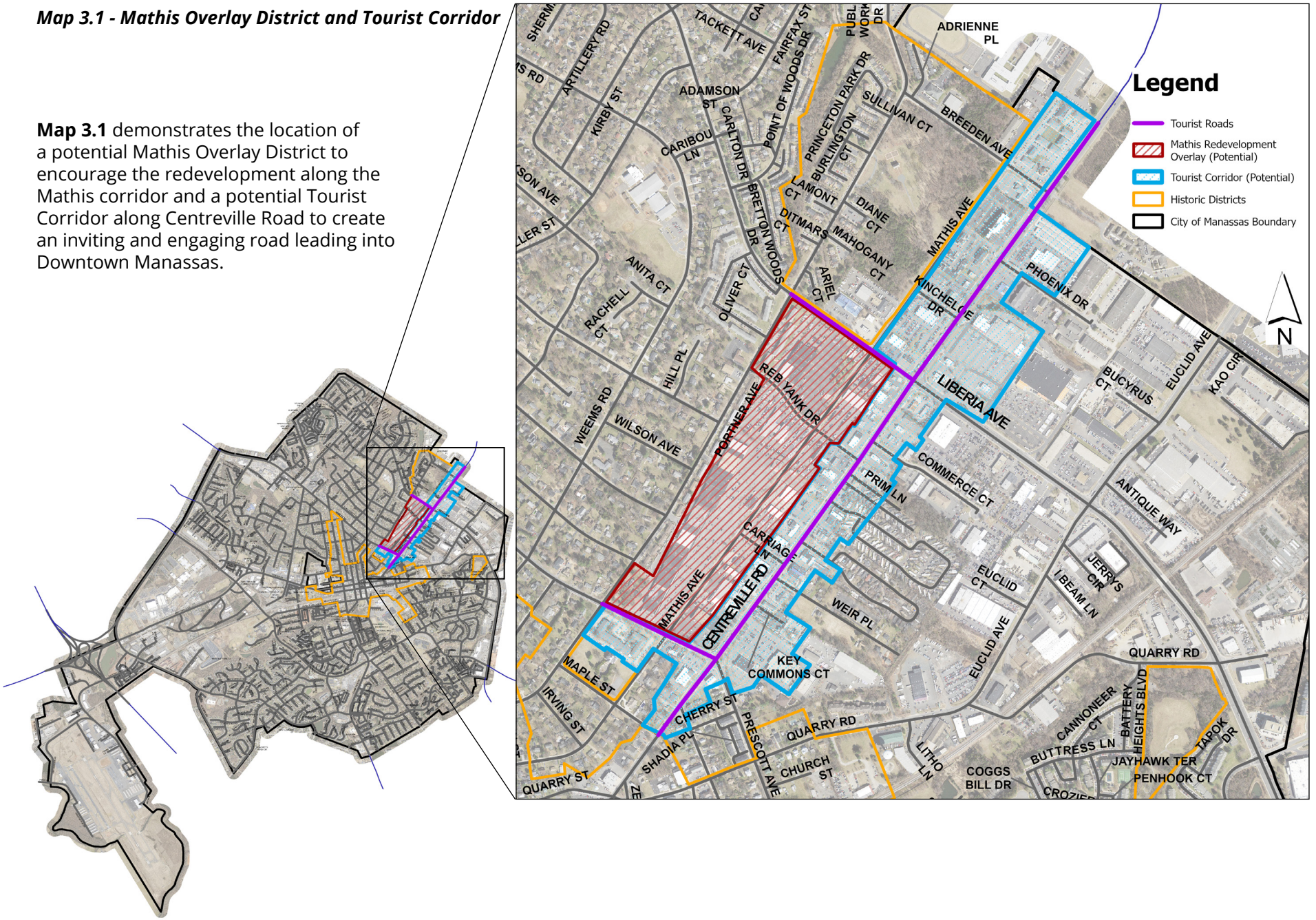
LU 3.5.1 Apply the Gateways and Corridors guidelines to critical public rights-of-way and incorporate these improvements in the CIP in order to take advantage of available public grants.

LU 3.5.2 Apply the guidelines to land use applications located at the recognized gateways and along the specified corridors.

LU 3.5.3 Explore creating a tourist corridor overlay district, as authorized by the Code of Virginia, on Centreville Road to create an aesthetic transition into the Downtown. **(Map 3.1)**

Map 3.1 - Mathis Overlay District and Tourist Corridor

Map 3.1 demonstrates the location of a potential Mathis Overlay District to encourage the redevelopment along the Mathis corridor and a potential Tourist Corridor along Centreville Road to create an inviting and engaging road leading into Downtown Manassas.



Character Areas

This Plan builds upon an analysis of existing development patterns to establish eleven character areas throughout Manassas.

The character area approach places greater emphasis on the quality of development and its form than on the separation of individual uses. Each character area considers mixed uses and supports pedestrian-friendly urban forms. The content of each character area narrative identifies the following:

- Context, density, and character;
- Appropriate land uses with restrictions as identified in the design principles;
- Focus priorities as the primary land use and character issues to be addressed; and
- Common design principles (strategies) critical for new or infill development.

Additional details for each character area are provided in the sections that follow.

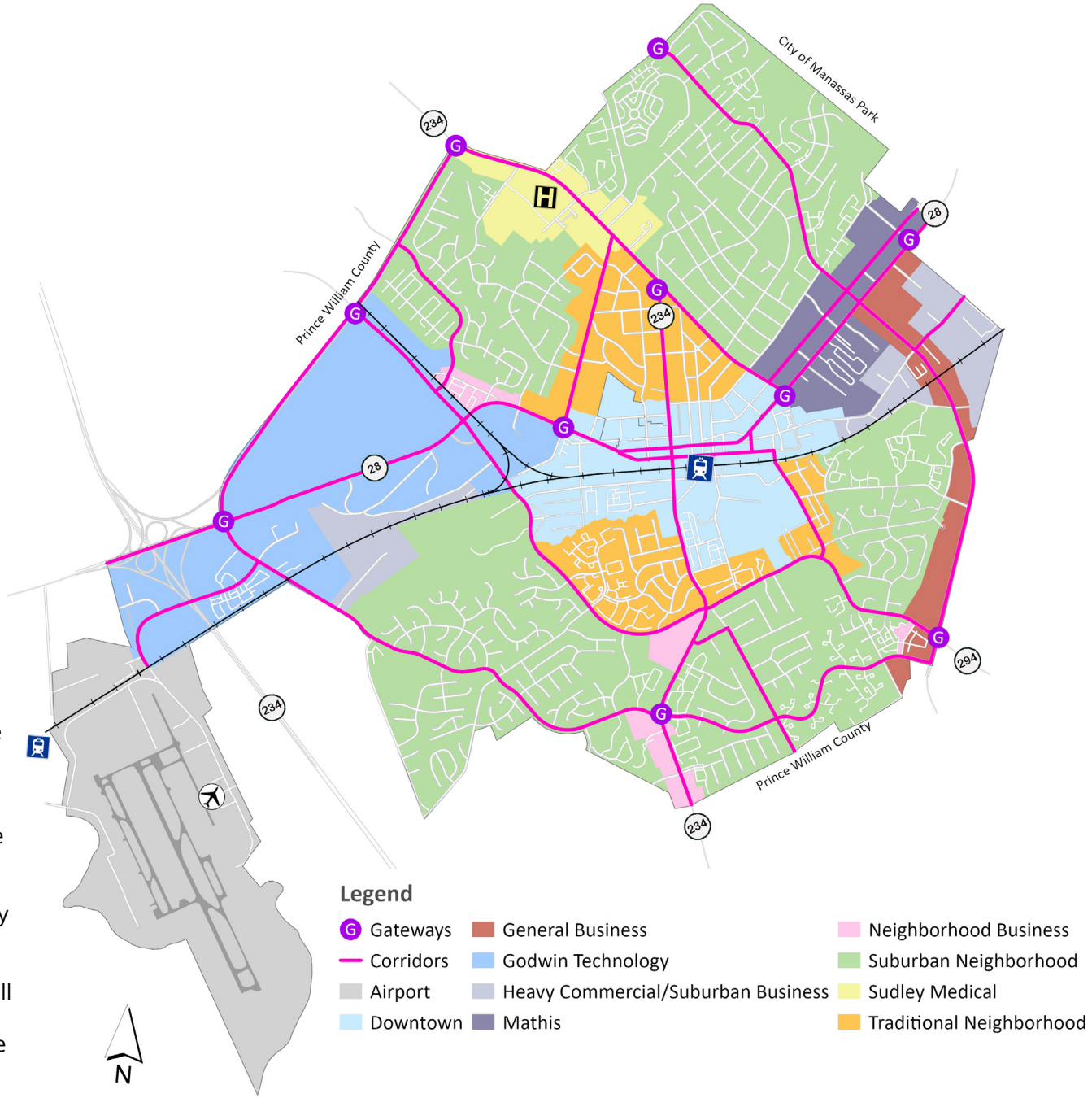
Suburban Neighborhoods and Traditional Neighborhoods are areas where the existing character is a desirable and functional form that should be protected and preserved through sensitive infill, moderate redevelopment, and retrofitting of amenities. While redevelopment or improvements in these areas are not prohibited, the intent of this plan is to make clear such changes shall be done in accordance with, and sensitive to, the existing form and context of the area. The design principles emphasize that the existing character is the desired character of future development.

Neighborhood Business, General Business, and Heavy Commercial/ Suburban Business are established commercial areas that offer infill and redevelopment opportunities in keeping with evolving, modernized commerce. In these areas, the intent is to change and improve the character through new design principles.

Downtown, Mathis, Sudley Medical, Godwin Technology, and Airport are areas where the development pattern is unique and where the mix of uses is specific to that area.

Gateways and Corridors include entryways and main thoroughfares in Manassas that require special attention to support the overall community character, tying all the individual character areas together.

Map 3.2 - Character Areas



Map 3.2 provides the character area land use map for Manssas. To determine the appropriate use and development form for a specific parcel, refer to this map and the land uses and design principles (strategies) for the appropriate character area. If a parcel fronts on one of the identified corridors or gateways, additional principles may apply particularly to the frontage of the lot along the public right-of-way. Ultimately, the specific use of an individual parcel will be determined by the City using the Plan as a guide and applying both the citywide and character area strategies.

Land Use Definitions

The following definitions apply to the land uses identified for the individual character areas:

Attached Residential – Primary structures intended for occupancy by more than one family with units separated from one another by common walls without openings, including duplexes, townhouses, and triplexes, but not multifamily.

Detached Residential – Primary structures intended for occupancy by a single family and not sharing any common structural elements with any other structure.

Heavy Commercial – Uses that include any of the following on-site attributes: outdoor materials storage or sales; outdoor equipment storage, sales, or rental; outdoor motor vehicle storage, sales, or rental; indoor or outdoor heavy equipment or motor vehicle repair.

Institutional – Civic purposes, such as City Hall, police and fire stations, public libraries, cemeteries, places of worship, educational facilities (public and private primary and secondary schools and universities), community centers, day care, hospitals, and similar uses.

Manufacturing/Wholesale/Distribution – The fabrication, warehousing, processing, or distribution of goods and materials using processes that ordinarily do not create fumes, glare, odors, noise, smoke, or health or safety hazards outside of the building in which the process takes place.

Multifamily Residential – Primary structures intended for occupancy by more than one family with shared principal entryways, such as apartments.

Office – Primary structures used to conduct a business or profession, where no retail/service, manufacturing, or warehousing occurs. Typical offices include attorneys, doctors, real estate, and telemarketing.

Open Space – Land intended for either passive or active recreation. Open space may include, but is not limited to, ball fields, hiking trails, parks, pools, nature preserves, and playgrounds.

Research and Development – Investigation, study, experimentation, or design of electrical, electronic, magnetic, optical, mechanical, or medical components in advance of product manufacturing that is not associated with on-site manufacturing, and includes, but is not limited to, scientific, medical, or technological research and development.

Retail/Service – Commercial retail uses and personal services, to include small-scale uses such as beauty salons, convenience stores, gas stations, drug stores, restaurants, clothing stores, grocery stores and specialty shops, and restaurants, as well as larger uses such as department stores, grocery superstores, discount stores, large specialty retailers, manufacturers' outlet stores, and warehouse clubs. Retail/service does not include any uses defined as heavy commercial.

Vertical Mixed-Use – Multi-level buildings that contain at least two of the following land uses: residential, retail/service, or office, typically separated into different floors of the structure.



Suburban Neighborhoods

DESCRIPTION

Suburban Neighborhoods are the dominant form of development in the City and represent the majority of residential development built since 1950.

Low density residential, institutional, and public uses are the predominant uses. Development patterns vary from one subdivision to another. However, within a given subdivision, lot sizes, building styles, and setbacks are all very consistent.

Residential areas, including detached, attached, and multifamily residential developments, share characteristics of moderate- to low-density neighborhoods with substantial private yards, off-street parking, and wide, curving streets with cul-de-sacs. This form creates pods rather than rectilinear and regular blocks.

Existing attached residential neighborhoods consist of two to three story homes of brick and siding and architectural features reflective of a colonial theme. Parking is typically provided with front-loaded garage parking or shared surface lots. Multifamily development typically consists of garden style apartments with surface parking and on-site amenities.

Commercial development located in Suburban Neighborhoods is small scale, consisting of uses that support the surrounding residential areas.

APPROPRIATE LAND USE

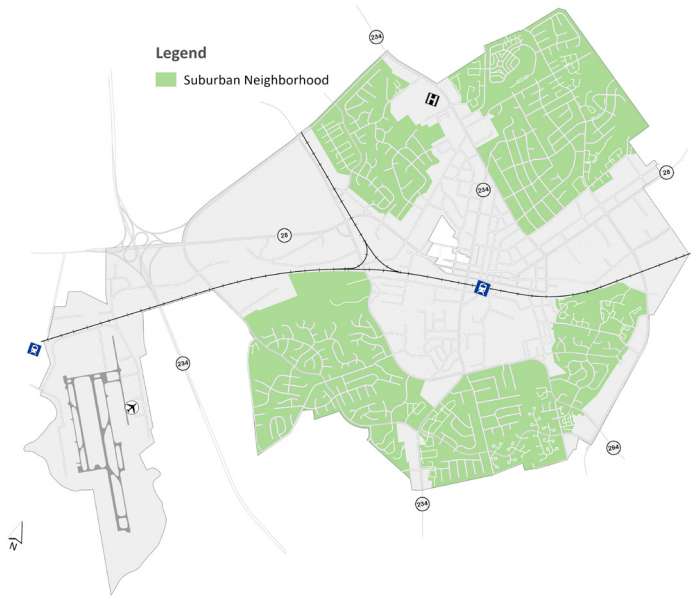
- Attached Residential
- Detached Residential
- Institutional
- Multifamily Residential
- Office
- Open Space
- Retail/Service

FOCUS PRIORITIES

- Preservation of residential scale architecture and neighborhood character
- Maintenance and upkeep of existing property
- Compatibility of infill development and redevelopment
- Connectivity for pedestrians and cyclists

OBJECTIVE

Suburban Neighborhoods should continue to serve the citizens of Manassas with quality and safe environments in which to live and play. The existing residential neighborhood character is a desirable and functional form that will be protected and preserved through sensitive infill and targeted retrofitting of amenities. Office, retail, and service uses should remain small scale and should be limited to those that support surrounding residential.



DESIGN PRINCIPLES

Sites

- Future development, infill, and redevelopment should be designed to improve connectivity and reduce the use of cul-de-sacs.
- Individual sites or parcels should be generally uniform in size but may vary in shape from rectangular with the shorter side as frontage, to wedge shaped parcels with narrower frontage at the ends of cul-de-sacs.
- Residential buildings should be placed on the lot slightly forward of center allowing for a deep back yard, moderate front yard, and narrower side yards that are roughly equal to one another.
- While the parking areas and garages in many Suburban Neighborhoods are front loading, side and rear loading garages may be utilized when compatible with the existing neighborhood or when no defining style currently exists.
- Fences are common around rear yards but not typically used in front yards. This is a pattern that should be maintained.
- With the exception of required parking, sites are usually kept as a lawn with some trees and foundation plantings. The planting of shade trees is encouraged and established tree cover should be maintained.
- With the exception of infill lots, new detached single-family development should not have curb cuts along collector/connector streets.
- Sidewalks and intersection crosswalks should be included in all designs to improve pedestrian connectivity, accessibility, and safety. Traffic calming should be implemented where necessary.



DESIGN PRINCIPLES

- New attached or multifamily residential uses in Suburban Neighborhoods should generally occur in the form of redevelopment of existing townhouse/apartment sites. When such redevelopment occurs, density of attached residential should not exceed 12 units per acre and multifamily residential should not exceed 15 units per acre.
- Attached and multifamily residential redevelopment should incorporate modern amenities, usable open space, and improved landscaping to offset density and compliment the character of existing neighborhoods.
- Opportunities for incorporating neo-traditional neighborhood characteristics, such as front porches and rear-loaded garages, should be considered with new development.
- Larger lots for institutional, office, or retail/service uses should be located along collector/connector roads that can accommodate the traffic associated with these uses in a safe manner.
- Sites for retail/service and office development should be no more than two acres.

Buildings

- Detached houses are, and should continue to be, the primary use.
- Converting or dividing detached houses into multifamily or attached residential structures is strongly discouraged.
- Buildings within a subdivision share common scale, height, architectural style and building materials; this pattern should continue with infill or redevelopment.
- General building forms and era-specific features from the period in which the subdivision was developed should be maintained in infill projects.
- Retail/service and office development should be limited to no more than 5,000 square feet per structure.



Traditional Neighborhoods

DESCRIPTION

Traditional Neighborhoods represent the oldest neighborhoods in the City. Most were developed before 1950 and abut the Downtown character area along the north, south, and east boundaries.

These neighborhoods are of moderate intensity and are primarily residential with limited institutional and commercial development occurring along major roads and at key intersections. Non-residential development is modest in scale and compatible with residential development. The Traditional Neighborhoods are characterized by semi-regular blocks with varying lot sizes, housing types, and styles, often with a mix of housing types on the same block. Streets are narrow and form a semi-regular grid pattern.

The street network is typically rectilinear and always creates a grid of interconnected streets. Street widths are narrow, commonly with sidewalks on one or both sides of the street. The blocks are subdivided into lots of semi-regular dimensions with lot consolidation common to create wider building sites. Individual building lots and properties within a block vary in dimension.

Existing attached residential neighborhoods consist of two story homes of brick and siding and architectural features reflective of a colonial theme. Parking is typically provided with front-loaded garage parking or shared surface lots. Multifamily development typically consists of garden style apartments with surface parking and on-site amenities.

Commercial development located in Traditional Neighborhoods is small scale, consisting of uses that support the surrounding residential areas.

APPROPRIATE LAND USE

- Attached Residential
- Detached Residential
- Institutional
- Multifamily Residential
- Office
- Open Space
- Retail/Service

FOCUS PRIORITIES

- Preservation of urban form, historic structures, and landmarks
- Preservation of traditional scale and architectural styles
- Maintenance of a balanced mix of housing types
- Maintenance and upkeep of existing property
- Compatibility of infill development and redevelopment
- Walkability and connectivity for pedestrians and cyclists

OBJECTIVE

Traditional Neighborhoods should continue to serve the citizens of Manassas with high-quality, safe environments in which to live and play. The existing mixed-residential and small-scale commercial neighborhood character is a desirable and functional form that will be protected and preserved through sensitive infill and moderate redevelopment.



DESIGN PRINCIPLES

Sites

- Infill development should utilize lot sizes, shapes and access that mimic the surrounding pattern.
- Building setbacks throughout Traditional Neighborhoods vary according to building and lot sizes. Smaller buildings on smaller lots sit closer to the street and have relatively shallow side yard setbacks. Larger buildings are typically on larger lots and may sit back considerably further on the lot with deeper front and side yards. On some streets, homes are set so that the front porch steps are at the sidewalks edge, however this is not consistent throughout the Traditional Neighborhoods. Setbacks for infill buildings should be consistent with the average setback for the abutting properties.
- Garages are often detached and set to the side or rear of the main house. If attached garages are used, they should be setback from the primary façade of the building. Rear-loaded garages accessible from a rear alley may also be appropriate for infill and redevelopment of attached residential.
- On corner lots, vehicular access is typically off the lesser street; continuation of this pattern is recommended.
- Fences are common around rear yards. Lower picket or wrought iron type fences may be used in front and side yards.
- A treed lawn or garden is typically maintained between the sidewalk and the front of the house; this pattern should be continued.
- Maintaining and preserving mature shade trees are encouraged, particularly in redevelopment or infill projects. Redevelopment will be consistent with, or make improvements to, the general landscaping design and availability of open space in the district.
- Any new attached or multifamily residential uses in Traditional Neighborhoods should generally occur in the form of redevelopment of existing townhouse/apartment sites. When such redevelopment occurs, density of attached residential should not exceed 12 units per acre and multifamily residential should not exceed 15 units per acre.

DESIGN PRINCIPLES

- Attached and multifamily residential redevelopment should incorporate modern amenities, usable open space and improved landscaping to offset density and compliment the character of existing neighborhoods.
- Large lots for institutional uses should be located along collector/connector streets that can accommodate the traffic associated with these uses in a safe manner.
- Sites for retail/service and office development should be no more than two acres and should be located on collector/collector roads.

Buildings

- The size, scale, and placement of a building on the lot should be relative to the size of the lot, with smaller structures sited on smaller lots, usually closer to the sidewalk, while larger buildings are setback further from all lot lines and located on larger parcels.
- Infill buildings should be proportional to their lot sizes. Large buildings should be placed on larger sites. Cues for this ratio should be taken from surrounding properties and nearby blocks on the same street.
- Buildings range between one and two stories; this pattern should continue. Infill and redevelopment of multifamily and attached residential up to three stories in height may be acceptable with appropriate transitions or step backs to adjacent residential.
- Most buildings are of a traditional style, with eras and styles mixed within a block. Styles strongly represented include Cape Cod, Victorian Era, Georgian, and Colonial. Infill and redevelopment should continue these styles.
- Houses traditionally have front porches. Although styles without porches may be appropriate, front porches are preferred. New buildings should have design features that relate to the human-scale and the street, and the progression of public to private spaces on each lot should be maintained. This transition consists of street, sidewalk, front yard, and front porch.
- Infill should respect the context of the existing homes through traditional architectural treatments and proportions common to styles represented in the neighborhood. More modern architectural styles may be appropriate if scale, proportions, materials, and landscaping are consistent with the Traditional Neighborhood context.
- Existing detached residential should not be converted to multifamily use.
- Institutional uses are often larger and more elaborate in design reflecting a landmark structure. However, they often represent an institutional variation on styles common in the residential buildings in the vicinity and represent styles common to the era in which they were built. This pattern should be continued.
- Retail/service and office development should be limited to no more than 5,000 square feet per structure, and should complement the scale, massing, architecture, and materials of the surrounding neighborhood.



Neighborhood Business

DESCRIPTION

Neighborhood Business areas are small concentrations of small- to medium-scale businesses organized around major corridors or at intersections in close proximity to Traditional or Suburban Neighborhoods. These locations accommodate locally-serving retail, office, and service uses and provide convenient access to services for local residents.

OBJECTIVE

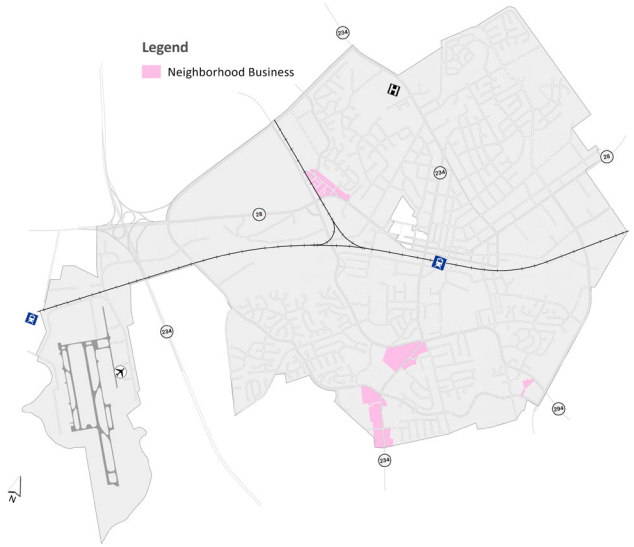
Neighborhood Business areas should provide convenient locations for moderate-scale non-residential and mixed use development and redevelopment in close proximity to neighborhoods, with minimal impact on surrounding residences.

APPROPRIATE LAND USE

- Institutional
- Office
- Open Space
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

- Quality site design, including parking, access management, and neighborhood-serving amenities
- Use of high-quality building design and materials
- Compatibility of moderate-scale business in close proximity to residential uses
- Compatibility of redevelopment and infill development
- Promotion of pedestrian and bicycle access



DESIGN PRINCIPLES

Sites

- Currently, individual parcel access is often provided directly from the major road; this is not desirable. Improved access management, such as shared access points or access between parcels should be provided where feasible to reduce the number of curb cuts and improve traffic flow.
- Buildings should be set to the edge of the sidewalk or to a designated set-to line to encourage the location of buildings closer to the street.
- Parking lots should be located to the side or rear of the structure.
- Where lots are deep enough, larger buildings may be suitable if they are appropriately screened with compact out-lot development along the frontage of the main road. Parking for these buildings may be located between the larger building and the out-lot development, but should not occupy significant frontage along the major roadway.
- Landscaping should be provided within the parking lot itself and between parking lots, buildings, and the street.
- Significant landscaping and screening are to be employed to reduce impacts on adjacent residential character areas.
- Outdoor storage is not appropriate in this district.
- Consolidation of parcels is encouraged.
- Redevelopment of residential lots fronting major collector/connector streets and commercial corridors to commercial use is encouraged.

Buildings

- A variety of architectural styles are permissible in these locations; however, the architecture should be compatible with the surrounding residential styles by employing similar materials, building scale, building massing, and roof forms.
- Buildings should generally have a modest footprint of 5,000 to 10,000 square feet. Larger buildings may be appropriate when set back from the street and buffered by out-lot development or wrapped by smaller-scale structures.
- Vertical mixed-use structures are encouraged, with office and retail/service uses on the ground floor, and office and/or residential uses on the upper stories. The first story should include storefront windows, with the primary access opening to the street frontage.



General Business

DESCRIPTION

General Business areas are concentrations of retail/service, office and institutional uses often designed to accommodate automobile traffic and serve a larger regional population.

Development is linear and follows major roadways. Due to the need to serve a regional population, site design must accommodate vehicular traffic and mass transit access.

These locations are appropriate for the largest format commercial and institutional buildings.

High-quality, unique buildings are located in well-designed and landscaped sites with internal pedestrian access and connections to surrounding development.

APPROPRIATE LAND USE

- Institutional
- Office
- Open Space
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

- Quality site design including parking and improved access management
- Use of high-quality building design and materials
- Appropriate buffering between uses
- Compatibility of redevelopment and infill development

OBJECTIVE

General Business areas should serve the citizens of the Greater Manassas Region with quality and safe environments in which to conduct commerce. The existing character of the General Business areas should be enhanced through improved architecture, site design, and access management applied to development and redevelopment.



DESIGN PRINCIPLES

Sites

- Sites are often divided into blocks of parking surrounded by out-lot buildings and large format attached retail or big box stores. The larger buildings typically sit toward the rear of the lot with entrances facing the main road or interior parking drives. Smaller detached structures may sit on out-lots along the frontage and typically occupy the center of the lot with parking surrounding them. Entrances on out-lots vary in orientation.
- Site design should accommodate appropriate buffers and transitions to adjacent residential character areas.
- The visual impact of surface parking areas should be minimized by placing parking between buildings or developing interior blocks and setting buildings to a street line within the site, creating pedestrian-friendly centers.
- Perimeter landscaping, including evergreen trees, shrubs, and deciduous trees, should be incorporated to provide a green buffer for parking areas and add green space to the sites.
- Landscaped interior parking islands should be used to break up surface parking areas, provide shade, and assist in stormwater management.
- Sidewalks, crosswalks, and bike paths should connect throughout the site and to the local network to facilitate multimodal access.
- Lighting should be consistent throughout a site and coordinate with the style and architecture of the building.
- Signage, lighting, and landscaping should be consistent along a corridor.
- Redevelopment and infill should improve pedestrian access and safety, reduce impervious area through stormwater management best practices, and increase landscaped areas.
- Redevelopment and infill should implement enhanced access management principles, such as providing interparcel connections and parallel access routes to allow travel from one use to another without accessing the major roadway.
- Vertical mixed-use development should be limited to sites located between the intersection of Quarry Road and Liberia Avenue and the westernmost property line of the Home Depot site.

Buildings

- Franchise architecture with some modifications to meet the local context is common and acceptable.
- Buildings within a development should be designed to have a coordinated style or theme, with, signage and lighting coordinated to complement the style.
- Buildings should be constructed of quality, low maintenance materials that contribute to an intended architectural style.



Heavy Commercial/Suburban Business

DESCRIPTION

Heavy Commercial/Suburban Business areas represent a mix of small and large format business subdivisions with local infrastructure to accommodate large format structures, heavy peak time traffic, and truck traffic. The diversity in architecture and site layout is balanced with consistent heavy landscaping to soften the appearance of structures and parking. The districts include multiple small business campuses and are designed to create a "park-like" setting. Good transportation access is provided with streets designed to accommodate heavy truck traffic, with adequate foundation and turning radii. Through roads connect developments, allowing for multiple and alternative routes in and out of the districts.

APPROPRIATE LAND USE

- Heavy Commercial
- Institutional
- Manufacturing/ Wholesale/ Distribution
- Office
- Open Space
- Research and Development
- Vertical Mixed-Use (excluding residential)

FOCUS PRIORITIES

- Support business and economic development for local and national companies
- Encourage high-quality development and redevelopment
- Promote energy efficient design, sustainable development practices, and environmentally-sound processes
- Allow for heavier intensity uses that are well-mitigated and visually buffered from major corridors and residential areas
- Provide appropriate buffering between uses
- Provide access to regional transportation networks to efficiently move goods

HEAVY COMMERCIAL/SUBURBAN BUSINESS

Heavy Commercial/Suburban Business areas should provide highly-accessible and quality environments to support office, wholesale, manufacturing, distribution, heavy commercial, and accessory retail businesses compatible with a mixed-use, urban community. The areas should offer flexible options for the demands of a variety of business models in scale of operations, and of individual site and building needs. Open space should knit the individual uses together and offset the impact of the large areas of impervious surfaces.



DESIGN PRINCIPLES

Sites

- Sites should include central building locations, with customer parking to the front and sides, and storage and fleet vehicle parking in the rear.
- Parking should be well-landscaped with on-site stormwater management consistent with City policies.
- Naturalized or manicured open spaces should be included to offset the impervious surfaces needed to accommodate large format buildings and significant surface parking areas.
- Consolidation of parcels for larger lot development is desirable.
- With the exception of outdoor displays/sales, outdoor storage and activities should be conducted within solid fences, walls, or dense landscaping to screen views from residential character areas and major corridors.
- Outdoor display/sales and parking areas should be broken up by internal planting islands.
- Lighting should be consistent throughout a site and coordinate with the building style and architecture.
- Significant landscaping should be used to unify sites within the district and promote a quality appearance.
- Sites should incorporate sustainable development practices, including stormwater management, energy management, and alternative energy.
- Proactive management of emissions and pollutants should be a high priority in facility and site design.
- Redevelopment/development should address the relationship to adjacent areas and provide buffering from residential character areas.
- Redevelopment should implement enhanced access management and provide road capacity to maintain high levels of service and business activity.
- Subdivisions should have flexible design to accommodate a range of scale and types of business uses.

Buildings

- Architectural styles may be unique to their use. Buildings may vary from multi-story office buildings to very large footprint buildings designed for manufacturing operations.
- Building materials should be high-quality, durable, and low maintenance, complementing the demands of large-format manufacturing, wholesale, distribution, and office construction.
- Buildings should be designed with sustainable and energy efficient components.



Downtown

DESCRIPTION

Downtown is the traditional and historic core of the City. This civic and business hub serves as a unique destination within the region. The mix of historic and modern buildings set in a compact walkable environment contributes strongly to the identity of Manassas as a community. The area includes a mix of uses, building styles, and eras of development centered on the railroad and Grant Avenue. The entire area designated as Downtown on the Character Area Map is designated as a revitalization area and meets the requirements of the Code of Virginia § 15.2-1129.2.

APPROPRIATE LAND USE

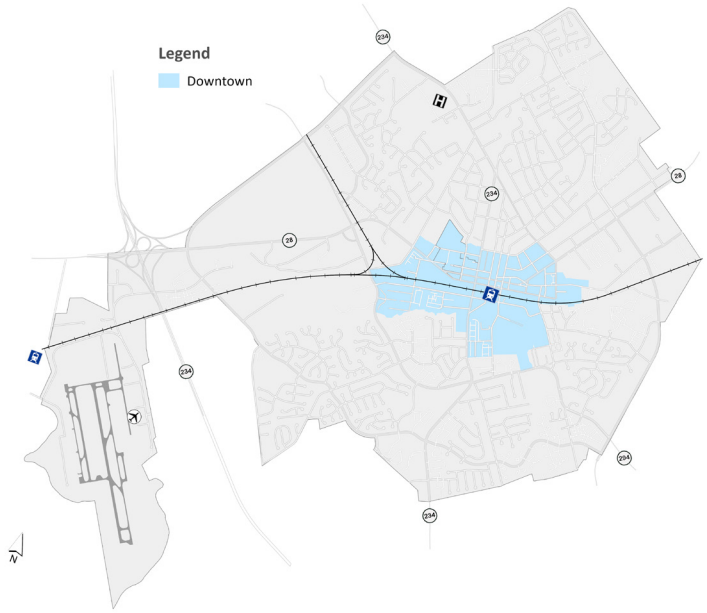
- Attached Residential
- Detached Residential
- Institutional
- Multifamily Residential
- Office
- Open Space
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

- Increase activities and services for residents and visitors. Support galleries, unique retail, hotels, restaurants, and entertainment for a lively, distinctive, arts-oriented Downtown.
- Create new residential opportunities within a half-mile of the train station.
- Define and strengthen the retail/ entertainment core to attract and serve residents and visitors.
- Encourage multi-story office and mixed-use buildings that create daytime employment opportunities.
- Redefine “transportation” as “circulation”, emphasizing pedestrian and bicycling facilities, parking, and transit.
- Encourage historic patterns of development to retain historic charm.
- Maintain harmony and compatibility by evaluating the appropriateness of architectural features, materials, scale, size, height, and placement of new structures in relationship to existing structures and to the setting.
- Support the existing historic district and explore the expansion or creation of new historic districts with additional structures.
- Maximize urban amenities, including plazas, green space, and recreational opportunities; provide for year-round visual interest with enhanced streetscapes, street furniture, and public art.
- Preserve, protect, and enhance residential neighborhoods within and around the commercial core.
- Work with Prince William County to implement the Judicial Center master plan and enhance pedestrian connections to the historic core of Downtown.

OBJECTIVE

The Downtown area should encourage business development and new urban residential choices, maintain specialty retail, and preserve its historic identity by protecting its historic structures and creating a vibrant, robust downtown. Existing residential neighborhoods should be preserved and protected, while allowing new residential infill and supportive retail services that enhance the character and quality of the district.



DESIGN PRINCIPLES

Downtown Core General

- The Downtown Core **(Map 3.3)** is the historic heart of Manassas that includes charming buildings and an eclectic mix of uses and urban amenities that create a vibrant sense of place, bustling with activity.
- Development is subject to the requirements of the Manassas Historic District Design Guidelines, 2022, as amended.
- New development should foster an active retail environment with venues for entertainment and dining.
- Increased residential opportunities should offer new housing alternatives connected with local and regional transit.
- The Downtown environment should be pedestrian friendly, consisting of a grid pattern layout with wide sidewalks, pedestrian-oriented lighting and amenities, street trees, and traffic calming.
- New development should maintain a civic presence through the inclusion of parks, plazas, and public art.
- Ample urban amenities will create opportunities for interaction and active living though the inclusion of green centers, gathering spaces, new civic open spaces, and passive and active recreational amenities.
- New development should respect the Downtown's historic context through the use of historic Manassas materials and architectural styles, consistent streetscape treatments, and pedestrian amenities. New development may incorporate a mix of modern and historic components with context-sensitive review, per the Historic District Design Guidelines, 2022, as amended.
- Additional structured parking should be provided north of the railroad tracks, recognizing the imbalance of public parking within the Downtown Core. Most public parking is currently located south of the railroad tracks.
- The expansion of heavy commercial uses is strongly discouraged. Ultimately, all heavy commercial uses should be relocated and the properties redeveloped for appropriate uses.

DESIGN PRINCIPLES

Downtown Core Sites

- Urban amenities, including interior courtyards and rooftop green areas, should be incorporated to offset increased densities and encourage community interactions.
- Outdoor dining and other outside activities are encouraged.
- Infill development should match the street walls of adjacent buildings unless providing space for outdoor activities such as dining.
- Redevelopment of a full blockface shall allow for a minimum of 12-foot sidewalks and utilize the Downtown streetscape design standards to provide the desired pedestrian experience.
- In situations where a street diet is imposed on an existing right-of-way, sidewalks should be expanded to a minimum of 12 feet.
- Shared use partnerships with existing parking facilities should be used to discourage the creation of new surface parking lots when structured parking is not feasible.
- When surface parking is required, it should be located to the rear of structures, and delivery areas should be sited so as not to disrupt pedestrian circulation.
- Detached residential within the Downtown Core shall be limited to the preservation and adaptive reuse of historic structures.



DESIGN PRINCIPLES

Downtown Core Buildings

- Infill and redevelopment review should include appropriate height and massing to preserve light and air penetration to the street and address shadowing of existing buildings.
- There should be no increase to the height or stories of contributing structures[1].
- New buildings that are taller than 130 percent of the prevailing height along a block face should be stepped back along that blockface so that the additional height is not visible from the street adjacent to that blockface. This stepback may provide opportunities for rooftop open spaces.
- New buildings that are significantly wider than the prevailing building width should be modulated to reflect the smaller width of historic buildings.
- No new single story buildings should be constructed.
- All buildings along the retail/entertainment edge **(Map 3.3)** should have retail, restaurant, or entertainment uses on the first floor; first floor ceiling heights of +/- 15 feet are encouraged to accommodate retail uses. In addition to greater first floor ceiling heights, the street level window to wall ratio should be high to provide transparency, and doors should be recessed within alcoves, to enhance the pedestrian experience.
- Awnings and other overhead pedestrian protections should be placed to provide sufficient clearance (minimum 8 feet) and should complement the building's architecture.
- Residential units on the first floor are discouraged, however, amenities associated with upper level residential units may be allowed.
- Lobby space to access upper floors should be limited so as not to minimize ground floor retail opportunities.

Downtown Neighborhoods

- Development and redevelopment within the Downtown Neighborhoods should follow the design principles of the Traditional Neighborhood character area, except for density limitation. New neighborhood development should be connected to and integrated with the Downtown Core in accordance with the recommendations of the Mobility chapter.
- New development should respect the Downtown's historic context through the use of historic Manassas materials and architectural styles, consistent streetscape treatments, and pedestrian amenities. New development may incorporate a mix of modern and historic components with context-sensitive review, per the Historic District Design Guidelines, 2022, as amended.
- The expansion of heavy commercial uses is strongly discouraged; ultimately, all heavy commercial uses should be relocated and the properties redeveloped for appropriate uses.

1 A contributing structure is any structure more than 50 years old that represents the period in which it was built by material, design, or other physical features, or is a place of significance that preserves, protects, or enhances the character of the Historic Overlay District.

Map 3.3 - Downtown Opportunity Areas



OPPORTUNITY AREAS

The sites and areas shown in **Map 3.3** have been identified as providing unique opportunities for redevelopment and infill that would enhance the surrounding area and support the overall vision of Downtown. These opportunity sites are as follows:

1) This site provides an opportunity for a new, full-service hotel, or mix of retail, restaurant, residential, and lodging uses, with an attached parking structure and interior drop off/pickup area.
2) This site provides an opportunity for retail/service and vertical mixed-use to expand the Center Street retail/entertainment experience to the block bounded by West Street and Grant Avenue, and along Grant Avenue from Center Street to Church Street.
3) This site could be redeveloped as multifamily or attached residential, providing a transition from the Downtown Core to the residential neighborhoods to the north.
4) Heavy commercial and manufacturing/wholesale/distribution uses should be relocated to more appropriate character areas to allow for the development of vertical mixed-use and structured public parking. This parking can also be used to partner with private developers to enhance the critical mass of residential and office uses in Downtown without sacrificing land for surface parking.
5) Prince William Street from Main Street to Manassas Station Apartments could be redeveloped as office or multifamily because of the proximity to the train station. Removal of this surface parking should be coordinated with the addition of structured parking on site.
6) This parking lot could be redeveloped as vertical mixed-use, with office and residential uses in close proximity to the VRE/Amtrak station. Removal of this surface parking should be coordinated with the addition of structured parking.
7) The vacant lot at the corner of Prince William and Liberty Street represents an opportunity for residential infill development that transitions from the site to the adjacent historic Liberty Street residential neighborhood.
8) The relocation of the Police Headquarters, the existence of underutilized parcels along Fairview Avenue, and redevelopment potential of the Head Trauma site provide an opportunity to undertake a small master plan of this area, preserving the existing historic structures, and incorporating a range of residential densities that transition to the surrounding neighborhoods and provide high-quality amenities and open space. The viewshed and historic site features surrounding Tillett Hall should be protected.
9) Opportunities exist in this area to extend the Downtown Core development pattern and western entrance to Downtown, from Grant Avenue to the Cemetery and Judicial Center.
10) Redevelopment potential on this site could vary from the Traditional Neighborhood principles, in that a mix of detached and attached residential and public open space could be acceptable, dependent upon design and density that is compatible with adjacent uses.
11) Redevelopment of this suburban strip commercial area along Centreville Road could vary from the Traditional Neighborhood principles, with rear-loaded, attached residential development fronting Centreville Road, dependent upon design and density that is compatible with adjacent uses.



Mathis

DESCRIPTION

The Mathis area represents a revitalization opportunity that builds upon the strength of Downtown and the northeast access provided by Route 28.

The entire area designated as Mathis on the Character Area Map is designated as a revitalization area and meets the requirements of the Code of Virginia, Section 15.2-1129.2. A portion of this area is also designated an Opportunity Zone under the Federal Tax Cuts and Jobs Act of 2017.

APPROPRIATE LAND USE

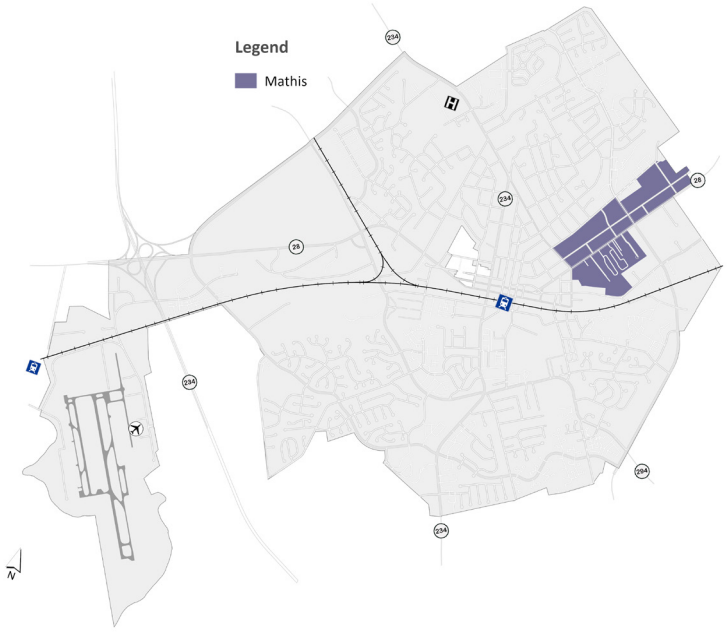
- Attached Residential
- Detached Residential
- Institutional
- Multifamily Residential
- Office
- Open Space
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

- Redevelopment to create attractive residential neighborhoods of varied densities with supporting retail/ service and office uses
- Creation of higher-end housing with high-tech, eco-friendly amenities and high-quality building materials and design
- Appropriate buffers between uses
- Improved connectivity to Downtown with infrastructure and activities
- Improved accessibility and safety for pedestrians and bicyclists
- Incorporation of usable open space into the existing community fabric as redevelopment occurs
- Incorporation of public uses to anchor private reinvestment
- Relocation of heavy commercial uses to more appropriate character areas

OBJECTIVE

The vision for the Mathis area is a mixed-residential area with supportive commercial uses. While adjacent to Downtown, Mathis is a distinct area that should complement, but not mirror, the historic character of Downtown. The Mathis area provides an opportunity for a variety of high-quality residential neighborhoods – small lot single-family homes, townhouse units, and mid-rise multifamily units and other missing middle housing types – within walking distance of Downtown and the VRE station. Commercial and institutional uses should be of a scale comparable to the proposed residential uses if freestanding or located on the ground floor of mixed-use buildings to create an inviting, interesting streetscape that leads to Downtown. With the exception of Centreville Road frontage north of Liberia Avenue, auto-centric uses and designs should be discouraged.



DESIGN PRINCIPLES

General

- Densities should gradually increase from the Downtown character area north, from the Liberia House property and from the Suburban Neighborhood character area along Portner Avenue toward Centreville Road, with densities peaking away from the historic districts. Detached and attached residential and small-scale commercial uses transition into mid-rise (four to six story) multifamily and commercial uses, with a focus on a mix of uses that create vibrant pedestrian paths along the length of Mathis Avenue and Centreville Road south of Liberia Avenue. The existing suburban commercial character of the Mathis core – aging shopping centers, assorted commercial buildings and car lots – provides redevelopment opportunities for creating a critical mass of residential and commercial uses that can strengthen the City's historic Downtown.
- The Liberia House Historic Site presents an opportunity for community open space that can offset increased density in the Mathis area. The property can also act as a gateway into Manassas from Prince William County and points northeast; enhanced connections between the site and the Mathis area are encouraged. Special attention should be taken to buffer the property from adjacent land uses, honor the viewshed from the House, and maintain complementary building heights.
- The Centreville Road frontage north of Liberia Avenue currently consists of, and will likely retain, auto-centric uses due to the traffic volume. Community assistance with façade and signage improvements, so long as the use is deemed appropriate, will enhance the area and provide a transition from this high traffic section of Centreville to the more pedestrian-friendly section south of Liberia.
- The current development pattern is focused on automobile traffic with numerous curb cuts. This pattern is detrimental to pedestrian activity and should be replaced with improved access management, such as shared access points and side street entry points.

DESIGN PRINCIPLES

- Enhanced streetscapes along Mathis and Centreville (south of Liberia) that encourage activity – wider sidewalks, street trees and street furniture – are paramount to encouraging the variety of residential uses that can revitalize the area and provide increasing support to the Downtown core. Pedestrian paths should be predominantly straight and direct, and include safe, comfortable road crossings.
- New street connections, public or private, between Portner and Mathis, and Mathis and Centerville, will break up long blocks and allow for a more walkable environment.
- Amenities such as car sharing and shuttle services should be encouraged to take advantage of the area's proximity to the VRE/Amtrak station.
- A gateway should be established at the Liberia House Historic Site on Mathis Avenue. A joint gateway for Mathis and Downtown should be established at the intersection of Sudley and Centreville Roads.
- Expansion of existing heavy commercial uses is discouraged. Relocation to more appropriate character areas, with subsequent redevelopment is encouraged.
- Detached residential may be appropriate as transitional uses where Mathis abuts Downtown and Suburban Neighborhoods, but is discouraged in the core of the Mathis area.
- Civic and public institutional uses are encouraged to spur redevelopment efforts.

Sites

- Sites should include sidewalks, pedestrian connections, lighting, shade trees, and streetscapes designed with the pedestrian in mind.
- Buildings should be set to the edge of the sidewalk or to a designated set-to line to encourage the location of buildings closer to the street. Larger setbacks may be used to accommodate street level activities, such as outdoor seating.
- Structured parking is encouraged for multifamily uses; parking lots should be located to the side or rear of the structure.
- Landscaping should be provided within the parking lot itself and between parking lots, buildings and the street.
- Improved access management, such as shared access and interparcel connections, are encouraged to minimize impacts on pedestrian activity and improve traffic flow.
- Consolidation of parcels is encouraged to facilitate redevelopment.
- Site design should incorporate usable open space, such as plazas and parklets, as well as streetscape amenities.
- Site densities shall be sensitive to adjacent character areas and the Liberia House.

DESIGN PRINCIPLES

Buildings

- Building form along any block face should create an interesting, inviting, and safe pedestrian experience. Building openings should be set back from the building line and the use of street level windows should create interest. Articulated massing, fenestration, texture and color should be incorporated to create interest and discourage blank facades along pedestrian paths. Awning, canopies, trellises and cornice treatments should be added for interest and pedestrian protection.
- Midblock passages between buildings should be incorporated to facilitate pedestrian movement to and from rear parking. If single buildings on a block are appropriate, they should incorporate undulating facades, stepbacks, and a mix of materials along the block face to minimize bulk.
- Vertical mixed-use structures are encouraged, with institutional, office and retail/service uses on the ground floor, and office, service, and/or residential uses on the upper stories.
- Building design should not attempt to mirror the historic buildings in Downtown; design should complement Downtown while reflecting a more contemporary atmosphere.
- Building heights should increase gradually from Sudley Road, Portner Avenue, and the Liberia House Historic Site, peaking between Mathis Avenue and Centreville Road.
- Multifamily residential buildings should incorporate modern amenities and usable open spaces, to include, when practical, rooftop gardens.
- Attached residential uses should incorporate rear loading garages to maintain pedestrian flow along street frontage.
- Development within the Liberia House viewshed should be subject to Architectural Review Board approval to limit conflict.
- Building construction should adhere to sound environmental principles that include energy-efficient design and technological amenities. LEED constructions standards are encouraged.
- Façade and sign improvements should be encouraged for existing uses that are consistent with the Mathis area.



Sudley Medical

DESCRIPTION

The Sudley Medical area is the northern gateway to Manassas and is anchored by a major economic driver and community asset, the Prince William Medical Center.

The tendency for medical offices and services to co-locate near hospitals creates a unique economic development opportunity and land use dynamic that requires special focus on connectivity and the interaction of uses. Currently, the area represents a horizontal mix of institutional, office, and retail/service uses and surface parking with significant opportunities for infill, redevelopment, and revitalization.

APPROPRIATE LAND USE

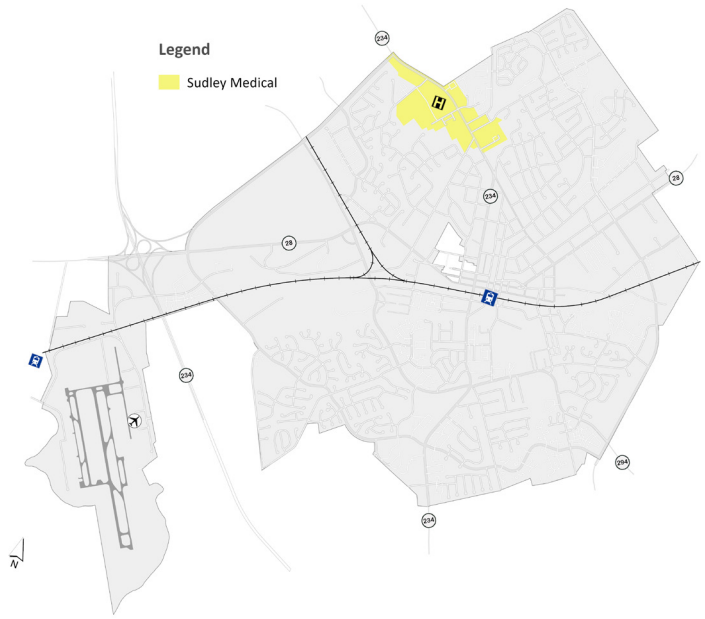
- Institutional
- Office
- Open Space
- Research and Development
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

- Creation of a critical mass of medical facilities and associated businesses
- Recognition and enhancement of interdependent and compatible healthcare, residential, and retail/service uses
- Redevelopment to create an attractive destination, with a mix of office, residential, and supporting retail/service uses
- Promotion of community-wide health and wellness through use, design, and function
- Improved accessibility and safety for pedestrians and bicyclists
- Integration of open space and public amenities

OBJECTIVE

The Sudley Medical area will be a strong and vibrant community center focused on medical, health, and wellness. Redevelopment of this area provides an opportunity to create a mixed-use center that capitalizes on the hospital as the core, with improved architecture, usable open space, and well-connected bicycle and pedestrian infrastructure. Ultimately, the area should be an attractive gateway and distinct, identifiable magnet for medical facilities, distinguished professionals, health and wellness services, and amenities that enhance quality of life.



DESIGN PRINCIPLES

Sites

- Sites should be designed and integrated to support the creation of a distinct destination.
- Lot sizes range from large institutional and campus settings to smaller-scale office condominiums. Consolidation of lots is encouraged to promote redevelopment.
- Redevelopment and infill should improve pedestrian access and safety, reduce impervious area by incorporating stormwater management practices, increase landscaped areas, and increase opportunities for usable open space.
- Shaded pedestrian and bike connections should be provided to promote safety, access, and walkability
- Sidewalks, intersection crosswalks, and streetscaping (landscape and street furniture) should connect sites to each other and connect these areas to adjacent residential character areas.
- Sites should include sidewalks, pedestrian connections, lighting, shade trees, and streetscapes designed to create a comfortable pedestrian environment and that emphasizes safety and ease of access for medical patients.
- Trees and colorful landscaping should give visual interest along buildings, streets, and within and between parking lots.
- Site design should incorporate usable open space, such as plazas and parklets, as well as streetscape amenities.
- Signage and lighting should be consistent throughout the district.
- Parking should be to the side or rear of buildings to provide easy customer access to businesses while maintaining an engaging streetwall. Shared structured parking is encouraged.
- Improved access management, such as shared access, is encouraged to improve traffic flow on major roadways and minimize impacts on surrounding residential character areas.

DESIGN PRINCIPLES

Buildings

- New buildings should be oriented toward the street to create a comfortable pedestrian environment.
- A cohesive image for the area should be created using a consistent "visual texture" for the street wall with complementary arrangements of floor lines, window and doors openings, and other features.
- Buildings should provide a visually rich and detailed architectural façade and be constructed of quality, enduring materials.
- Vertical mixed-use structures are encouraged, with ground-floor uses and designs that create a continuous, permeable relationship between the buildings and sidewalk.
- Building construction should adhere to sound environmental principles that include energy-efficient design and technological amenities. Sustainable constructions standards are encouraged.
- Façade and sign improvements should be encouraged for existing uses that are consistent with the Sudley Medical area.





Godwin Technology

DESCRIPTION

The Godwin Technology area encompasses the western entry points into Manassas at Godwin, Prince William Parkway, and Wellington and abuts the Innovation Park in Prince William County. The area also includes the Landing at Cannon Branch, a planned mixed-use development on the south side of Route 28.

The district includes a mix of very large and small lots with good regional access via railroad, highway, and/or airport. Local streets are wide and designed to accommodate heavy truck traffic, with adequate foundation and turning radii.

APPROPRIATE LAND USE

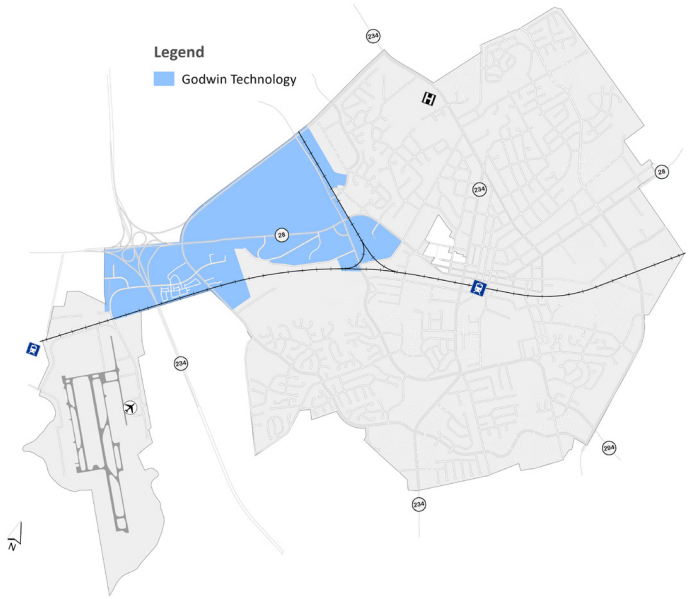
- Attached Residential
- Institutional
- Manufacturing/Wholesale/ Distribution
- Multifamily Residential
- Office
- Open Space
- Research and Development
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

- Support a concentration of technology-related industries that offer quality employment opportunities
- Encourage high-quality development and redevelopment
- Promote energy efficient design, sustainable development practices, and environmentally-sound processes
- Improve the definition of the character of the City's western gateway
- Provide appropriate buffers and transitions between uses
- Provide access to regional transportation networks to efficiently move goods

OBJECTIVE

The Godwin Technology area reflects the City's "modern beat" and provides a high-quality, regional employment center with opportunities for residents to live, work, and play. The area accommodates a range of high-tech, high-wage land uses, often in a campus setting. Supporting residences and retail/service uses are centered at the Landing at Cannon Branch mixed-use development and are connected to employment, open space, and transit opportunities by a network of shared use paths and greenways. The district is anticipated to be designed in a "park-like" setting and may include multiple small business campuses. Consolidation of lots is encouraged to accommodate various sized operations.



DESIGN PRINCIPLES

Sites

- Residential uses are limited to the Landing at Cannon Branch subject to the Manassas Landing Design Standards.
- The placement of buildings on lots varies, but central locations are common. Variation in setbacks is permissible.
- On-site stormwater management should be utilized with large landscaped surface parking areas in coordination with City policies for stormwater management in the area.
- Naturalized or manicured open spaces should be included to offset the intensity of the impervious surfaces needed to accommodate the large format buildings and significant surface parking areas for employees.
- Manufacturing/wholesale/distribution operations should be well screened with walls or dense landscaping and located out of view from residential areas or major corridors.
- Outdoor display, sales, or storage is not appropriate in this district.
- Surface parking areas should be broken up by internal planting islands.
- Significant landscaping should be used to unify sites within the district and promote a quality appearance.
- Sites should be designed to incorporate sustainable development practices, including stormwater management, energy management, and alternative energy sources.
- Proactive management of emissions and pollutants should be of high priority in facility design and site design.
- Pedestrian and bicycling trails or facilities should be provided within the district to connect to the local network, and within business areas offer amenities to employees during breaks.
- Redevelopment/development in these areas should address the relationship to adjacent areas and provide buffering to internal residential and institutional uses and adjacent residential character areas.

DESIGN PRINCIPLES

- Redevelopment should implement enhanced access management principles and provide road capacity capable of maintaining high levels of service and business activity.
- Subdivisions should have flexible design to accommodate a range of scale and types of business uses.

Buildings

- Architectural styles are anticipated to be unique to their use and buildings will vary from multi-story office buildings of brick to very large footprint buildings designed to accommodate manufacturing operations.
- Building materials should be high-quality, durable and low maintenance, complementing the demands of large format manufacturing, wholesale, distribution, and office construction.
- Buildings should be designed with energy efficient components.







Airport

DESCRIPTION

The Airport is located at the western edge of Manassas and offers a unique and important economic development opportunity. Aviation-related uses dominate the district, and buildings are strictly regulated to maximize the efficient use of the airport and limit encroachment into the airspace.

APPROPRIATE LAND USE

Any of the following land uses should be of aeronautical use and support operations at the Airport:

- Heavy Commercial
- Institutional
- Manufacturing/Wholesale/ Distribution
- Office
- Open Space
- Research and Development
- Retail/Service

FOCUS PRIORITIES

- Create a high-quality, safe, and sustainable Airport consistent with the goals and strategies identified in the latest Strategic Plan adopted by the Airport Commission
- Maintain land for expansion of airport facilities and identifying overlay areas for protection from incompatible development
- Prevent encroachment of incompatible land uses by coordinating the development of this area with nearby County plans

OBJECTIVE

The Airport offers accessibility to the region and many business uses can take advantage of the proximity to support business growth. This area offers tremendous opportunity for economic development. However, it will be important to foster development that is the best business use for the area and compatible in design with the airport.



DESIGN PRINCIPLES

Sites and Buildings

- This area shall be designed in accordance with all applicable regulations required by the Federal Aviation Administration and be consistent Airport's Master Plan, as updated.
- Site and building standards shall be in accordance with the City's Design and Construction Standards Manual as it pertains to Airport facilities.









Gateways and Corridors

DESCRIPTION

The Land Use Chapter has focused on creating and preserving well-designed and distinct neighborhoods and non-residential areas. These areas are tied together into an integrated community character through a series of gateways and corridors that overlay the other character areas.

Gateways are entrance features, such as signs, public art, or special landscaping. These features may indicate the entrance into the City or into a special area. Corridors are the linear paths leading into and through an area that help establish identity.

The appearance and functionality of the City's gateways and corridors create a strong impression for the overall community and are important components to the overall community character.

FOCUS PRIORITIES

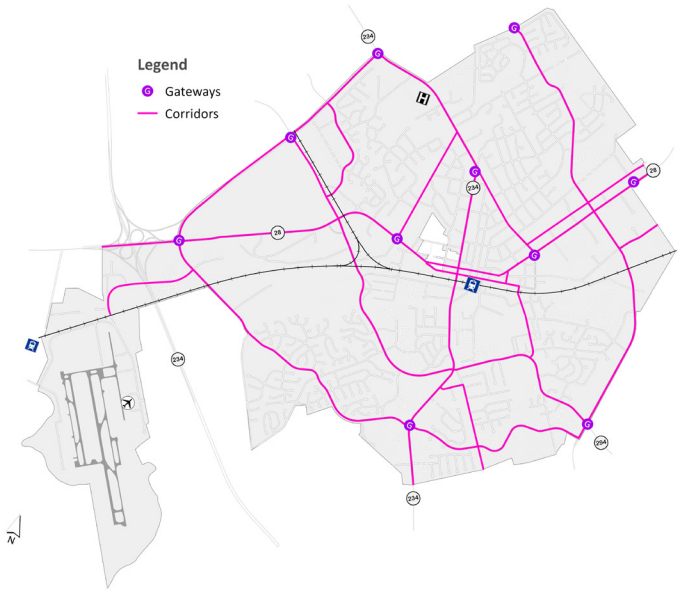
- Create strong impression for overall community character
- Provide orienting framework
- Improve community aesthetic
- Establish corridor connectivity
- Encourage multiple travel options
- Create symbolic entrances
- Support a wayfinding signage system

OBJECTIVE

This network of corridors and gateways will serve as the orienting framework in which the neighborhood and non-residential areas are located. The primary gateways and corridors are illustrated on the Character Area map. The specific qualities of the corridors and gateways will depend on the unique qualities of the character area in which it is located, the scale or type of corridor, and the functional and engineering requirements of each corridor. The goal is to have a series of connected corridors that are designed for functional efficiency, encourage multiple travel options, and improve community aesthetics.

The corridor network should connect a system of gateways that serves as symbolic entrances into and between the areas of the City. Through such a system, the City will reinforce and strengthen a sense of quality community character, identity, and pride.

A consistent set of design standards should be put in place for gateways and associated corridors. The standards should apply to the treatment of the public realm and the private realm including standards for street types and cross sections, tree plantings, lighting, street furniture, sidewalks, pedestrian paths, and signage.

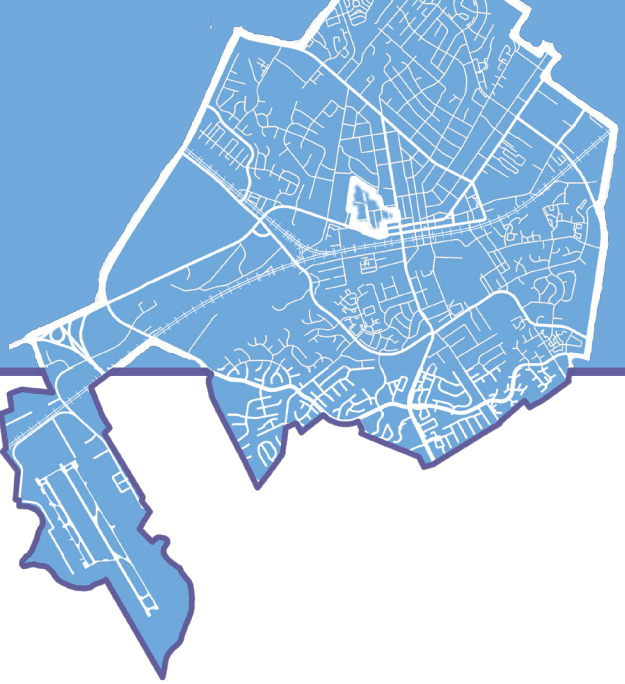


DESIGN PRINCIPLES

- Unique landmarks, landscapes, and signage should be present at key entries into the City.
- Streetscapes (landscape and street furniture) in the public rights-of-way should be configured in response to the primary function of the development on which they front, and the type of street. At a minimum, streetscaping should be provided between the curb of the street and the sidewalks to promote a safe pedestrian environment.
- Development at gateways and along corridors should be designed to minimize the removal of existing mature trees along the frontage of sites.
- Trees should be sited and spaced so as to avoid conflicts with overhead and underground utilities and lighting fixtures.
- Utilities should be located underground by coordinating improvements to the area with redevelopment opportunities.
- Off-street parking lots located adjacent to the rights-of-way of corridors should be screened from off-site views through the use of a mixture of plant types, heights, and shapes.
- A wayfinding signage system should be provided.
- Signage at gateways and along corridors should be regulated with strict control of lighting, color and design to complement the character area. Coordination of commercial signage with the architecture of the buildings should be required.
- Adequate easements of rights-of-way for streetscaping should be provided through development review and site plan approval.

CHAPTER 4:

Housing & Neighborhoods



"Communities need all types of housing – a 'healthy balance' of housing options."
–Community Conversations Participant

Neighborhoods are the building blocks of Manassas. Whether drawn to the City for the affordable homes, walkable streets, or excellent transit access, new and long-time residents alike take pride in their homes and value the sense of community resonating through our neighborhoods.

Manassas continues to build on this appeal by investing in existing neighborhoods. This includes capital improvements to preserve community character and enhance neighborhood amenities, as well as support for neighborhood organizations to develop civic leadership and community stewardship.

Investments in neighborhoods are paired with efforts to maintain housing diversity and create new housing options to support the full range of community needs. The City is home to richly diverse housing types, sizes, and densities that offer broad housing choice. Expanding this choice will help Manassas remain an attractive destination for new homeowners and allow current residents more opportunity to "move up" within the housing market. In addition, options should be maintained and expanded to reduce the impact of rising housing cost burden, particularly for renters, the elderly, and young adult family members.

New residential opportunities are likely to include infill and redevelopment of underutilized sites within the Downtown and Mathis character areas. Because of their accessibility, these areas offer an appropriate location for new, higher-density housing and commercial development without sacrificing the





Goal Statement

Manassas neighborhoods will be the building blocks of a sustainable community that offers quality housing opportunities for the full life cycle of the City's residential needs and provides equitable investment and support to enhance community character.

character of neighborhoods that are already built out. Opportunities for infill and redevelopment in Traditional and Suburban Neighborhood character areas are limited and should be consistent with the quality and character of the existing residential developments.

The strategies in this chapter create a framework for enhancing existing neighborhoods, preserving affordability, and offering new homes in response to market demand. Through these efforts, Manassas will preserve the friendly, inviting neighborhoods that our residents are proud of, while offering quality housing opportunities for people of all income levels.

Background information on housing and neighborhoods can be found in the Manassas Housing Plan, the 2023 Housing Trust Fund Report, and **Appendix B2**.



Objectives and Strategies

Neighborhood Vitality

HOU 4.1 Support successful, healthy neighborhoods as the building blocks of a sustainable city.

HOU 4.1.1 Continue to support and reinforce neighborhoods through neighborhood-oriented revitalization, safety services, and other programs, including code enforcement, recreation, and community policing.

HOU 4.1.2 Improve pedestrian and bike mobility within and across neighborhoods by providing safe and comfortable connections to key activity areas, such as Downtown, schools, and parks.

HOU 4.1.3 Increase availability of community space and neighborhood amenities that foster connections, invoke community pride, and improve quality of life.

HOU 4.1.4 Develop policies and programs that reinforce the link between City schools and local neighborhoods, and establish school facilities and grounds as centers for community activity.

HOU 4.1.5 Continue to hold public meetings in neighborhoods as a means to engage residents and encourage face-to-face customer service. Broaden the publicity of these meetings.

HOU 4.1.6 Using the Downtown South Neighborhood Plan as a pilot, implement neighborhood-level studies to facilitate a targeted approach to revitalization, preservation, and neighborhood improvement strategies.

Neighborhood Partnerships

HOU 4.2 Support local citizen organizations that preserve and maintain neighborhoods, promote community policies, and undertake activities that are consistent with this Plan.





HOU 4.2.1 Encourage the creation and maintenance of neighborhood organizations.

HOU 4.2.2 Build neighborhood leadership capacity and foster better neighborhood relations through outreach, guides, resources, and training for neighborhood representatives.

HOU 4.2.3 Build positive relationships with community partners to foster understanding between diverse neighbors and neighborhoods. Proactively identify solutions to issues facing neighborhoods.

HOU 4.2.4 Promote community pride and engagement by developing and promoting civic beautification awards.

HOU 4.2.5 Update and maintain an online, user-friendly clearinghouse of programs and public assistance available to neighborhoods and households, including those provided by nonprofit organizations and through state and federal programs.

HOU 4.2.6 Conduct neighborhood-oriented outreach programs to educate the community on the planning and zoning process, environmental sustainability, and building code regulations. Offer technical support to neighborhood planning initiatives.

Neighborhood Character

HOU 4.3 Enhance visual neighborhood character to protect and improve walkability, aesthetics, and quality of life.

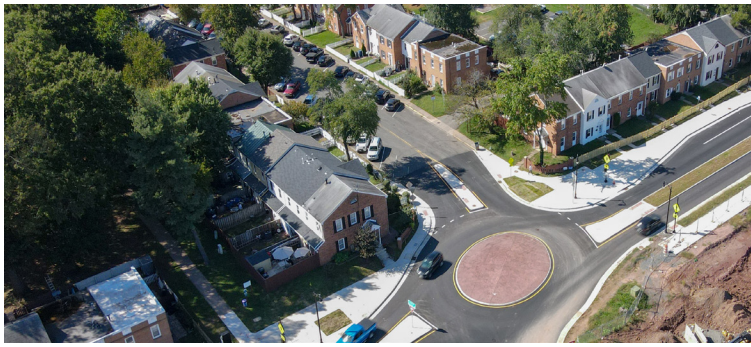
HOU 4.3.1 Continue strong code enforcement in neighborhoods. Connect property owners with violations to housing rehabilitation resources. Track code violations on a quarterly basis to keep track of trends and allow more efficient targeting of staff resources.

HOU 4.3.2 Incentivize home landscaping, painting, energy efficiency, and general upkeep by establishing a curb appeal matching grant program. Use the program to provide small matching grants to residents and rental property owners who undertake curb appeal projects.

HOU 4.3.3 Develop streetscape plans to improve walkability and aesthetics, resulting in a higher quality of life for existing residents and encouraging private investment. Tie streetscape improvements into other capital improvement projects to reduce costs.

HOU 4.3.4 Implement character area design principles to ensure that infill, rebuilds, and expansions are compatible with, and enhance, neighborhood character. Use guidelines to encourage the use of contextual building materials, establish uniform build-to lines for consistent setbacks, ensure that building heights and upper floor step backs are compatible with existing structures, discourage dead-end streets and cul-de-sacs to facilitate neighborhood connectivity, encourage short blocks for improved walkability, allow on-street parking, and locate parking lots behind buildings to improve aesthetics and walkability.









Housing Affordability and Quality

HOU 4.4 Protect affordability and quality of the City's housing stock.

HOU 4.4.1 Modify the City's Community Development Block Grant (CDBG) program and work with Habitat for Humanity, which has its own housing rehabilitation program, to implement a targeted approach to housing rehabilitation that includes rental rehabilitation in neighborhoods most in need of home repairs.

HOU 4.4.2 Leverage CDBG funds to make energy efficiency improvements and lower utility costs for qualifying residents.

HOU 4.4.3 Identify a suitable development partner, such as a nonprofit, to acquire tax credit properties upon their expiration to reduce the risk of losing affordable units to market-rate conversions. An appropriate development partner would have the ability to acquire the property, secure financing, and maintain affordability.

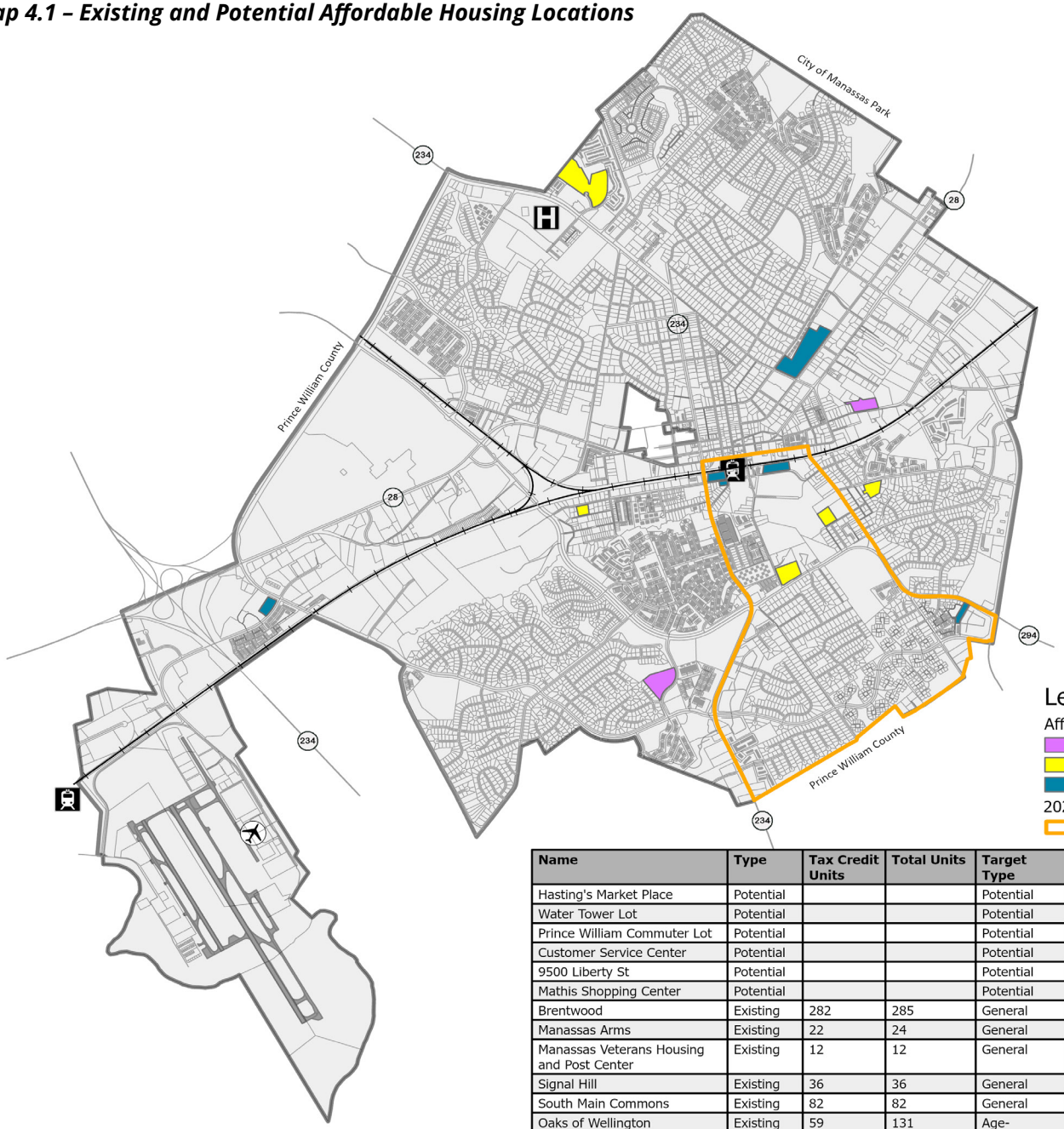
HOU 4.4.4 Provide a comprehensive housing assistance guide for households struggling to cover housing costs. Work with the City's Social Services Department, partner organizations, and other area nonprofits to develop a Manassas-specific housing resource guide that can be available in print and online and distributed to area schools, libraries, homeowner and neighborhood associations, and social service agencies.

HOU 4.4.5 Consider expanding the City of Manassas Housing Trust Fund to preserve existing affordable housing developments and to create new affordable housing opportunities. (**Map 4.1**)

HOU 4.4.6 Create a housing partnership with Prince William County and the City of Manassas Park to collaborate on housing development and funding opportunities.

HOU 4.4.7 Preserve existing manufactured home parks to ensure a variety of affordable housing options are available.

Map 4.1 – Existing and Potential Affordable Housing Locations



Name	Type	Tax Credit Units	Total Units	Target Type	Rental Assistance	Cycle Name	Address
Hasting's Market Place	Potential			Potential			10070 Wellington Rd
Water Tower Lot	Potential			Potential			9116 Prince William St
Prince William Commuter Lot	Potential			Potential			9020 & 9024 Prince William St
Customer Service Center	Potential			Potential			9800 Godwin Dr
9500 Liberty St	Potential			Potential			9500 Liberty St
Mathis Shopping Center	Potential			Potential			9016 Mathis Ave
Brentwood	Existing	282	285	General	No	2005 4% Tax Exempt	8668 Devonshire Ct
Manassas Arms	Existing	22	24	General	Yes	1996 4% Tax Exempt	8812 Wesley Ave
Manassas Veterans Housing and Post Center	Existing	12	12	General	No	2023 9% Competitive	9511, 9513 & 9517 Prince William St
Signal Hill	Existing	36	36	General	No	2001 4% Tax Exempt	8713 Signal Hill Rd
South Main Commons	Existing	82	82	General	Yes	1998 9% Competitive	8980 Wood Drift Cir
Oaks of Wellington	Existing	59	131	Age-Restricted	No	2001 4% Competitive	10240 Hendley Rd
Quarry Station	Existing	80	80	Age-Restricted	No	2000 & 2021 9% Competitive	8750 Quarry Rd

Housing Balance

HOU 4.5 Foster a healthy balance of high quality and attractive housing types, including starter, work force, move-up, executive, and senior housing, to serve an increasingly diverse population.

HOU 4.5.1 Implement land use and zoning tools that encourage higher-density residential in the Mathis and Downtown character areas and implement character area design principles to ease parking issues and enhance neighborhood character and walkability.

HOU 4.5.2 Explore the potential of an affordable dwelling unit ordinance, which encourages developers to create affordable units in exchange for density bonuses in areas appropriate for more high-density residential development (e.g. in the Mathis and Downtown character areas) or in redevelopment of property with existing affordable housing units.

HOU 4.5.3 Encourage the development of mixed-income housing with a variety of housing types to cater to market segments currently underrepresented.

HOU 4.5.4 Explore new kinds of housing opportunities that can accommodate emerging needs of residents, such as the use of accessory dwelling units, which may provide a missing middle unit type, especially for young or elderly family members who need assistance with housing affordability and for smaller households that need rental housing. Consideration should be given to address minimum lot sizes, parking, and traffic impacts to ensure neighborhood compatibility.

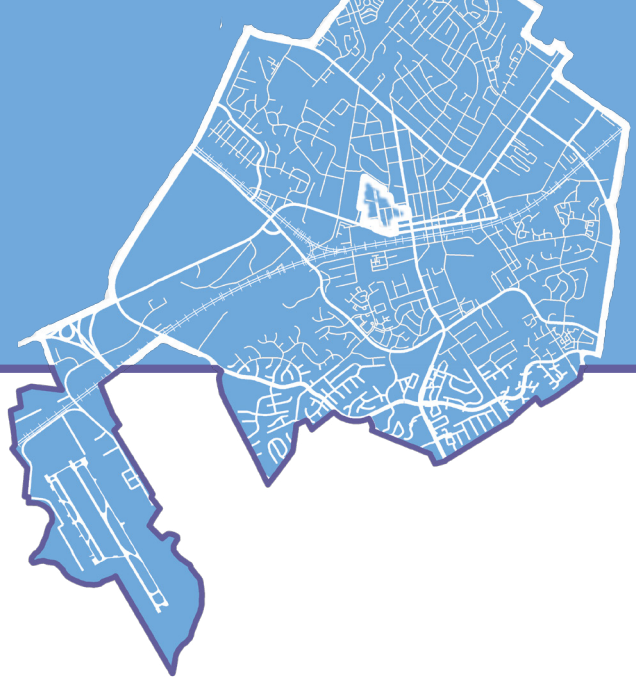
HOU 4.5.5 Facilitate the reconstruction of substandard and underutilized residential developments to provide additional housing opportunities, including utilizing the City's Economic Development Authority as a tool for acquiring properties and providing financing for residential redevelopment in qualified areas.





CHAPTER 5:

Economic Development



"Manassas provides a supportive environment for economic development and growth."

–Community Conversations Participant

A strong local economy is intrinsically tied to a high quality of life. Businesses make location and expansion decisions based not only on the local workforce and business environment, but also on the community's ability to offer employees the lifestyle they desire. In addition to workforce availability and the costs of doing business in a community, employers are increasingly interested in the quality of schools, range of housing options, and availability of recreation and cultural amenities.

Located in the Greater Washington region, Manassas provides companies with a strategic advantage for doing business in a global market. The City's pro-business environment, talented workforce, access to numerous higher education institutions, rich cultural opportunities, and highly-accessible transportation network have contributed to the expansion of existing businesses and attraction of new business endeavors. Manassas is a regional employment hub for major industries from aerospace to homeland security to manufacturing, while offering ample opportunities for entrepreneurs and boutique retailers. As an indicator of this success, Manassas continues to be a net importer of labor, with more people commuting into the City for work than out each day.

The City's progressive economic development approach focuses on promoting these assets and enhancing Manassas as a place to work, live, and visit. The City actively works to strengthen the local economy through supportive programs and marketing. Rather than





targeting specific industries, these efforts target businesses that provide major investments to diversify the tax base, generate high-paying jobs for existing and prospective residents, or fill a niche that is currently unmet in the community.

Manassas also aggressively advances redevelopment and revitalization initiatives that leverage our existing assets and enhance our authentic sense of place. These efforts complement and strengthen the City's growing tourism program, as residents, employers, and visitors are similarly drawn to Manassas' charming character and unique attractions.

The strategies found in this chapter identify efforts needed to continue strengthening the economic vitality of Manassas.

Ultimately, these strategies will create a more prosperous community with a diverse economy of large and small businesses that successfully compete in the local, regional, and global economy.

Goal Statement

Manassas is an economically thriving City where the combination of an entrepreneurial spirit, an involved business community, and a supportive City economic development presence results in growing businesses, a thriving active community, and a strong sense of place and opportunity.



Objectives and Strategies

Promotion

ED 5.1 Promote Manassas as a strong, vibrant, safe, and well-educated community in which to live, work, learn, and recreate.

ED 5.1.1 Utilize electronic media, social media, collateral materials, and targeted advertising to highlight community success, vibrancy, economic growth, and tourism.

ED 5.1.2 Execute a targeted outreach effort focused on potential business startup and relocation markets.

Business Attraction & Expansion

ED 5.2 Attract new businesses and assist existing businesses to increase the City's tax base and job opportunities for residents.

ED 5.2.1 Implement an adaptive business development program that responds to market and business trends.

ED 5.2.2 Create and foster business incubation, startup, and small business development support services.

ED 5.2.3 Identify and assist businesses poised for growth.

ED 5.2.4 Support the retention, growth, and expansion of existing businesses as a core element of the City's economic development efforts.

Development & Redevelopment

ED 5.3 Improve underutilized areas of the City to their highest and best use, in accordance with the character area principles.





ED 5.3.1 Identify capital improvement projects that strategically facilitate private redevelopment investment in conformance with the character area design principles, while also improving the City's infrastructure and services.

ED 5.3.2 Expand and apply a toolkit for development, redevelopment, and revitalization, to include specific support services and incentives. (**Map 5.1**)

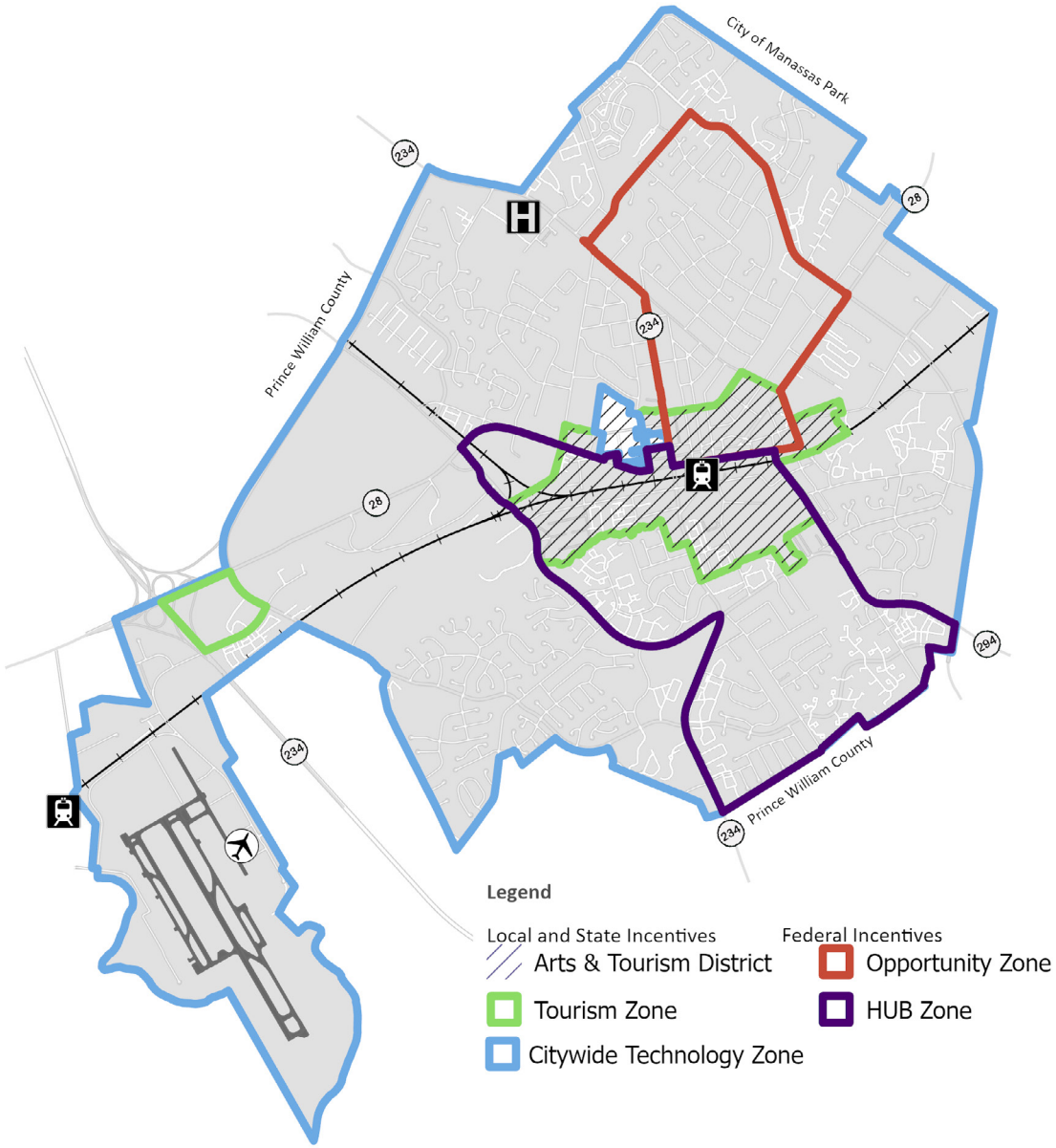
ED 5.3.3 Collaborate with the private sector to leverage the Airport, Godwin Technology, and Sudley Medical character areas to develop major employment centers focused on aviation, technology, and health care.

ED 5.3.4 Collaborate with the private sector to leverage the Downtown and Mathis character areas to attract investments that offer unique shopping, dining, lodging, and entertainment opportunities. Support Prince William County's ongoing implementation of the Courthouse Master Plan to promote legal services around the Courthouse Complex.

ED 5.3.5 Maintain the Department of Economic Development as the ombudsman responsible for facilitating new development projects.

ED 5.3.6 Utilize the City's Economic Development Authority as a tool for acquiring properties and providing financing for redevelopment in qualified areas.

Map 5.1 – Economic Development Incentive Areas



Incentive Areas: Manassas uses a combination of special incentives areas, state incentives, and cash grants to assist existing and prospective businesses to offset the costs of expanding or relocating.

Map 5.1 shows the special incentive areas at the time of adoption of this plan.

Find out more about these incentives at: www.choosemanassas.org

Workforce Development

ED 5.4 Increase opportunities for workforce development that create a high-skilled labor pool and facilitate access to higher wage jobs.

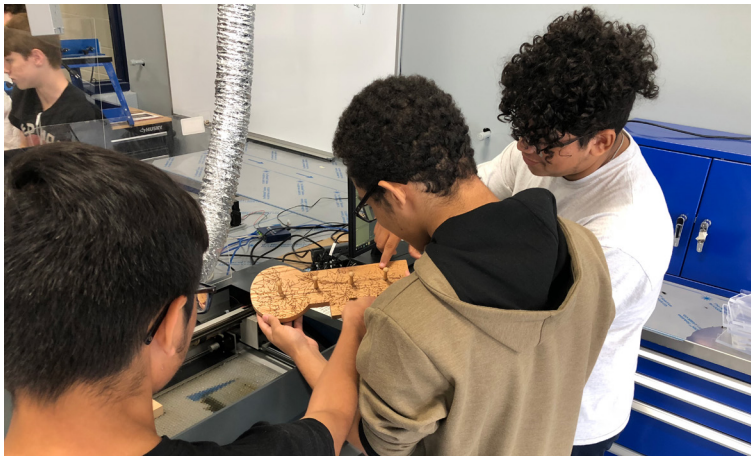
ED 5.4.1 Recognize the Manassas School System as a crucial component of the City's sustained economic development. Provide the support required to continue the School System's success in providing an educated, skilled workforce to fill the community's needs.

ED 5.4.2 Support programs and partnerships with major employers and educators to improve the transition from school to work and provide a skilled local workforce.

ED 5.4.3 Work with existing businesses to identify employment gaps and with the School System, the Northern Virginia Community College, and George Mason University to provide programs to address these gaps.

ED 5.4.4 Identify and support alternative education paths, including apprenticeships and technical training, to ensure a well-balanced skilled workforce.











Tourism

ED 5.5 Maintain a strong tourism program focused on attracting visitors to the community.

ED 5.5.1 Promote the Downtown as a tourism, cultural, and entertainment destination to attract visitors, residents, and new businesses.

ED 5.5.2 Continue to implement the Virginia Main Street approach to guide initiatives that support the preservation, revitalization, and expansion of the Downtown.

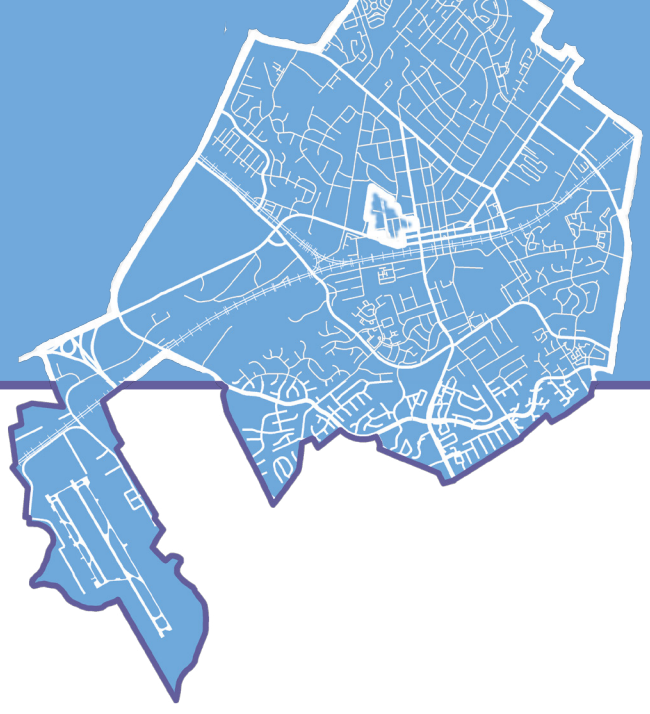
ED 5.5.3 Create and foster strong relationships with tourism partners and stakeholders.

ED 5.5.4 Create and support events, festivals, and parades that appeal to residents and visitors.

ED 5.5.5 Enhance and maintain venues, area attractions, and historic sites that appeal to residents and visitors.

CHAPTER 6:

Mobility



"Manassas must address transportation – Route 28 traffic, the Godwin bypass – and work in partnership with other organizations/businesses for transportation solutions."

– Community Conversations Participant

Transportation has served as the lifeblood of Manassas since the City's original settlement at the junction of two rail lines. Today, our transportation system has evolved into a complex network of roads, trails, air, and rail. This network connects Manassas to the Greater Washington region and beyond, carrying our residents to regional employment opportunities and fueling our economy with workers and visitors.

While Manassas offers many transportation options, the reality is that most people travel alone in their car. Continuation of single-occupancy vehicles as the primary form of transport has resulted in traffic congestion, lessening of air quality, and deterioration of the pedestrian environment as roads are expanded.

To sustain our growing population and economy, the City and the region must invest in transportation infrastructure that enables all users to travel safely, comfortably, and efficiently.

While the automobile will likely continue as the primary source of transportation for years to come, Manassas has limited opportunity to expand roadways to add vehicle capacity. The City can, however, make improvements that help increase access and connectivity, enhance the pedestrian realm, and create more opportunities for walking and biking.

The strategies in this chapter advance this vision by providing improvements to our road network that safely accommodate multiple modes of transportation. Better street design and connectivity, coupled with continued enhancements and





expansion of bus and rail service, will help ensure that all users have the freedom to choose their mode of travel without sacrificing their safety and comfort.

At the same time, emerging technology, such as scooters and autonomous vehicles, will continue to change the way we move. Manassas must be responsive and adaptive to these changes, striking an equitable and sustainable balance between users, modes of travel, and local and regional needs.

The Mobility Chapter is unique in that, in addition to goals, objectives, and strategies, it incorporates maps and recommendations from the 2025 Mobility Master Plan.

The Mobility Master Plan is discussed in the following section, and additional background information on mobility can be found in **Appendix C1**.

Goal Statement

Manassas will have a sustainable and well-connected transportation system that equitably balances walking, bicycling, transit, and driving, while providing streetscapes consistent with the design character of the City and its neighborhoods.

Recommended Transportation Projects

The key recommended transportation projects in this chapter are based on the Mobility Master Plan, as required by Section 15.2-2223 of the Code of Virginia.

The Mobility Master Plan, is developed as a separate technical effort in coordination with this Comprehensive Plan. Although it functions as a standalone policy document, major components of the Mobility Master Plan have been adopted into this chapter.

The Mobility Master Plan used a traffic model to assess intersection level of service and recommend improvements through 2045. With the exception of the regionally-serving Liberia, Route 28, and Godwin corridors, the traffic model indicates that intersection level of service is acceptable through 2045. Recommended roadway and intersection improvements are provided to address these deficiencies.

The Mobility Master Plan also assessed the City's existing and planned bike and pedestrian infrastructure. Bike and pedestrian improvements were ranked for inclusion on the key projects list based on access and connectivity, safety and comfort, and equity.

Map 6.1 and **Table 6.1** show the recommended road projects and prioritized bike and pedestrian projects to meet the City's mobility needs through 2045. Additional recommendations from the Mobility Master Plan, including Complete Streets Typology, the long-range bike network plan, and the citywide pedestrian network plan, are incorporated throughout this chapter.



Map 6.1 Key Transportation Projects



Map 6.1 and **Table 6.1** include key recommended projects identified by the Mobility Master Plan and public transit agencies; all projects under consideration to meet the long-term goals of the Comprehensive Plan will be reviewed annually as part of the development of the City's Five-Year Transportation Capital Improvement Program.

In addition, the following citywide policies and projects are recommended:

- Traffic Calming
- Complete Streets
- Traffic Signal Optimization
- Wayfinding (Trail System)

Note: Manassas includes the following Corridors of Statewide Significance as identified in VTrans: Prince William Parkway (234 Bypass); 234 Business; Route 28 within City Limits.

Table 6.1 - Key Transportation Projects

Project #	Name & Description	Project Total Cost Estimate [1]	Notes
1	Airport commercial service	$125,000,000	
2	Virginia Railway Express Broad Run Station expansion and third track from Broad Run Station to Grant Ave.	$100,135,000	
3	Virginia Railway Express Manassas Station platform extension	$9,125,000	
4	Downtown Mobility Hub	TBD	Need for additional study to determine scope and cost
5	Reconfigure Route 28/Downtown Corridor	TBD	Need for additional study to determine scope and cost
6	Improve Liberia Ave. & Prince William Pkwy./Hastings Dr. intersection	$5,735,000	
7	Construct sidewalk on Centreville Rd. from Weir place to Prim Lane	$4,260,000	Includes Reb Yank Dr. and Carriage Lane
8	Construct sidewalk on Brent St. from Bartow to cul-de-sac	$300,000	
9	Construct sidewalk on Mathis Ave. from Main St. to Maple St.	$550,000	
10	Construct sidewalk on Weir Pl. from Centreville Rd. to eastern Terminus	$605,000	
11	Construct sidewalk on Quarry Rd. from Maple St. to Battery Heights Blvd	$1,430,000	
12	Construct sidewalk on Center St. from Fairview Ave. St to Prescott Ave.	$330,000	
13	Add on-street bicycle facility (protected) on Grant Avenue from Lee Ave. to Prince William St.	$30,000	CIP Project T-021 - Phase 2
14	Add on-street bicycle facility (protected) on Center St. from Church St. to Zebedee St.	$90,000	
15	Add on-street bicycle facility (protected) on Church St. from Center St. to Zebedee St.	$85,000	
16	Add on-street bicycle facility (unprotected) on Signal Hill Rd. from Fairview Ave. to Liberia Ave	$30,000	
17	Add on-street bicycle facility (protected) on Hastings Drive from Clover Hill Rd. to Dumfries Rd.	$140,000	CIP Project T-097
18	Citywide traffic calming	TBD	Need for additional study to determine scope and cost
19	Citywide traffic signal optimization and software/equipment upgrade	$510,000	
20	Citywide bicycle and pedestrian wayfinding project	TBD	Need for additional study to determine scope and cost

[1] *Estimated costs are shown in 2025 dollar amounts and are inclusive of federal, state, and local funding sources.*





Objectives and Strategies

Regional Network

MOB 6.1 Maximize the efficiency and effectiveness of the City's connections to the regional road, rail, air, and bikeway transportation system. Ensure through-traffic is accommodated without burdening the City's destinations and neighborhoods, so residents and businesses have easy access to major road, rail, trail, and air facilities.

MOB 6.1.1 Coordinate with regional transportation planning partners to ensure orderly development and access to various transportation funding sources.

MOB 6.1.2 Advocate and support regional transportation improvements that promote the efficient flow of through traffic, such as the Route 28 innovative intersection improvements and Bus Rapid Transit along the Route 28 corridor.

MOB 6.1.3 Improve access to regional and local transit services for all residents by supporting the expansion of OmniRide and Virginia Railway Express as cost-effective alternatives to driving and to accommodate the City's growing transportation needs. Support implementation of the OmniRide strategic plan, including relocation of its transit hub to Downtown Manassas, the Northern Virginia Transportation Authority preliminary deployment plan for a regional Bus Rapid Transit system, and the Virginia Railway Express 2050 system plan, including the Broad Run and Manassas station expansions.



MOB 6.1.4 Promote the Manassas Regional Airport as a vital component of the region's transportation system and the City's economy. Work with neighboring jurisdictions to improve access to the airport's facilities. Continue to improve facilities to enhance safety, comply with Federal Aviation Administration design standards, and accommodate greater numbers of aircraft and passengers under a broader range of conditions including commercial passenger service.

MOB 6.1.5 Coordinate with Prince William County, the City of Manassas Park, and other Northern Virginia localities to create a regional bikeway and trail network connecting to the National Capital Trail, Potomac Heritage National Scenic Trail, U.S. Bicycle Route 1, East Coast Greenway, and any other significant regional and national trails. Partner with the Virginia Passenger Rail Authority for rails-with-trails opportunities.

MOB 6.1.6 Implement traffic calming measures to diminish the impacts of through-traffic on existing residential neighborhoods and Downtown.



Multimodal Connectivity

MOB 6.2 Advance the City's integrated, multimodal transportation system to offer residents, businesses, and visitors of all ages and abilities a range of mobility choices and easy access to the City's major centers.

MOB 6.2.1 Continue implementation of Complete Streets designs in accordance with the City's complete streets typology guide **(Map 6.2; Appendix C1)**. When implementing these designs, emphasize the safety and convenience of all users including pedestrians, bicyclists, public transit riders, and motor vehicle drivers. This includes providing improvements so that even the most vulnerable can travel safely and comfortably within the public right-of-way.

MOB 6.2.2 Improve the safety and comfort of the pedestrian and bicyclist environment by removing or relocating existing obstructions, such as utility poles and overgrown vegetation, and providing trees, shade, lighting, street furniture, and designs that improve pedestrian and bicyclist safety and comfort.

MOB 6.2.3 Implement an aggressive maintenance plan to ensure that all on-street lane markings, crosswalks, signals, and safety and wayfinding signs are clear and visible.

MOB 6.2.4 Develop and implement pedestrian-oriented connections and transitions within and between the Downtown and the Mathis character areas.

MOB 6.2.5 Enhance connectivity within and between neighborhoods by providing connector trails between cul-de-sacs or through environmental corridors. These facilities should be implemented in coordination with neighborhoods.

MOB 6.2.6 Continue to reduce conflict between vehicles and more vulnerable road users through the use of pavement markings, specialized signals, and other improvements.

MOB 6.2.7 Continue to study and implement, where feasible, innovative mobility programs to provide mobility options (e.g. improved local transit, autonomous shuttle, bicycle and micromobility friendly accommodations, dedicated pick-up and drop-off zones for ridesharing, Transportation Demand Management strategies).

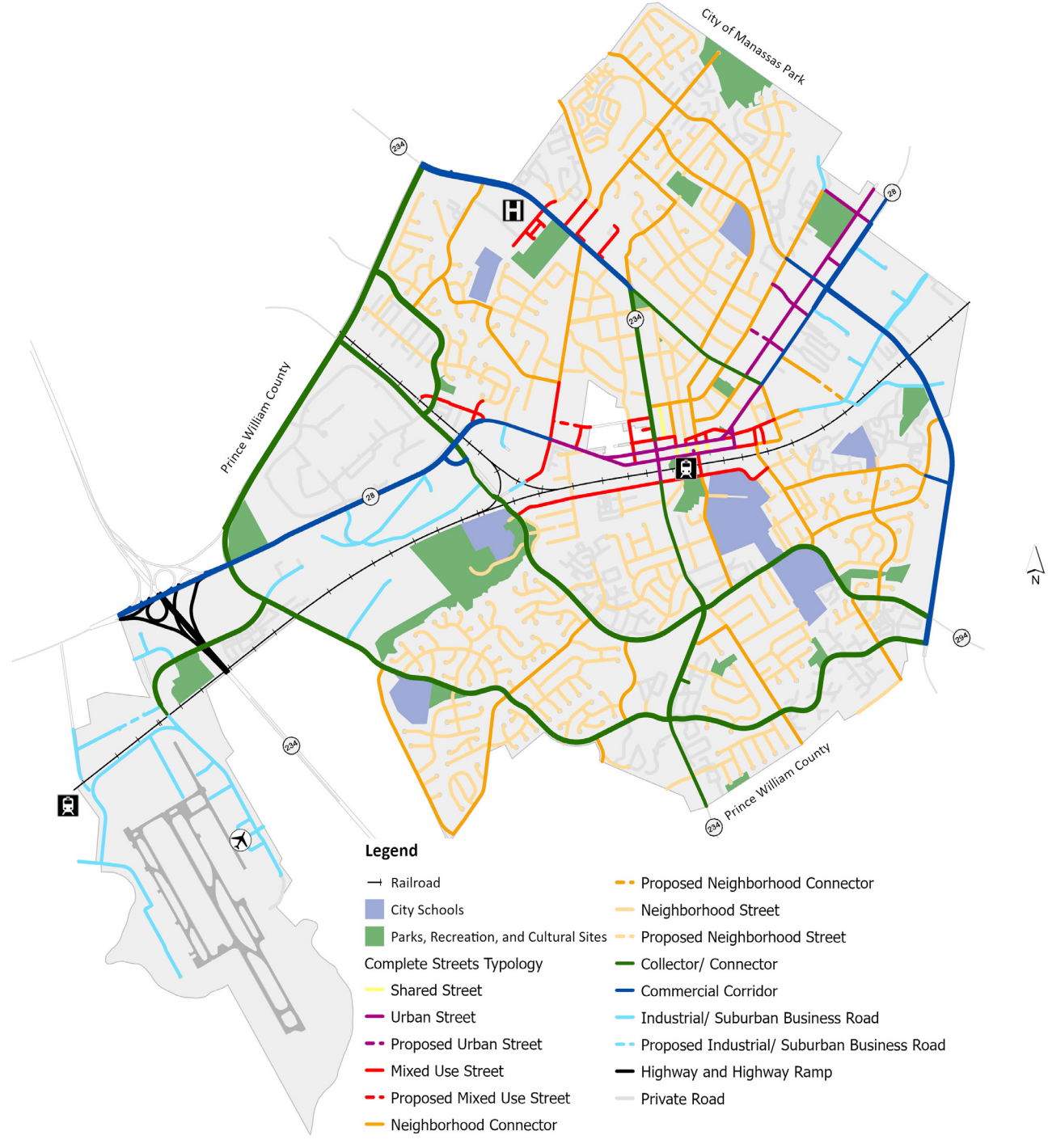
MOB 6.2.8 Continue efforts to increase Bicycle Friendly Community score in the five following areas: Engineering, Education, Encouragement, Evaluation & Planning, Equity & Accessibility and renew Bicycle Friendly Community designation in 2027.



MOB 6.2.9 Plan for self-driving and connected vehicles by monitoring national and regional trends and best practices, investing in new technology (e.g. roadside equipment to provide signal phase and timing data to the vehicles), and considering opportunities and impacts of future roadway design, parking demand, and pedestrian-oriented spaces.

MOB 6.2.10 Update, as needed, comprehensive automobile parking policies that meet the needs of the residents, business community, commuters, civic organizations, and visitors.

Map 6.2 - Complete Streets Typology



This Plan addresses future road improvements through the multimodal Complete Streets Typology, shown in **Map 6.2.** Moving away from the traditional functional street classification system that addresses only vehicular circulation, the City's Complete Streets Typology ensure safety and comfort for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. When planning roadway improvements, the typology map should be used in conjunction with the typical cross sections in **Appendix C1** to determine the optimal road geometry, and pedestrian and bicycle facilities.





Local Network

MOB 6.3 Leverage the existing transportation network and maximize the contribution of public and private transportation improvement projects as well as the City's transportation plans, policies, and procedures to the objectives and strategies of this Comprehensive Plan.

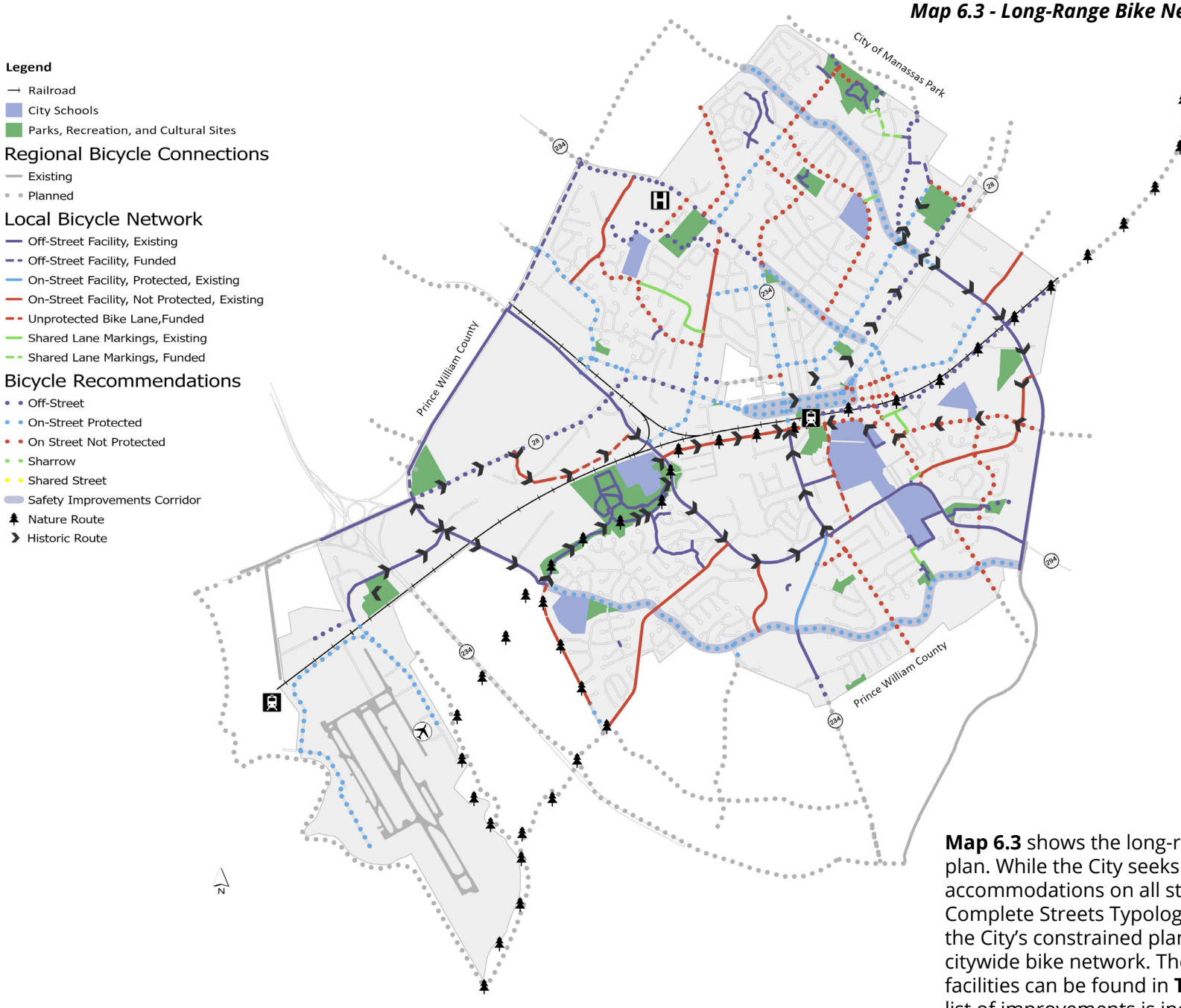
MOB 6.3.1 Implement the prioritize transportation capital improvement projects according to the Mobility Master Plan, which balances the flow of traffic, multimodal access, and safety throughout the City.

MOB 6.3.2 Update the City's Capital Improvement Program to implement the Plan's short and long-term intersection improvements to maintain operations at existing internal signalized intersections at a Level of Service "C" or better, or "D" or better along the Liberia Avenue and Godwin Drive corridors. Research and implement additional performance measures (e.g. vehicle miles traveled) that more comprehensively measure roadway and intersection operations.

MOB 6.3.3 Review and update traffic signal timing at least every five years to maximize efficiency of the existing road network and adjust for changing traffic patterns and growth.

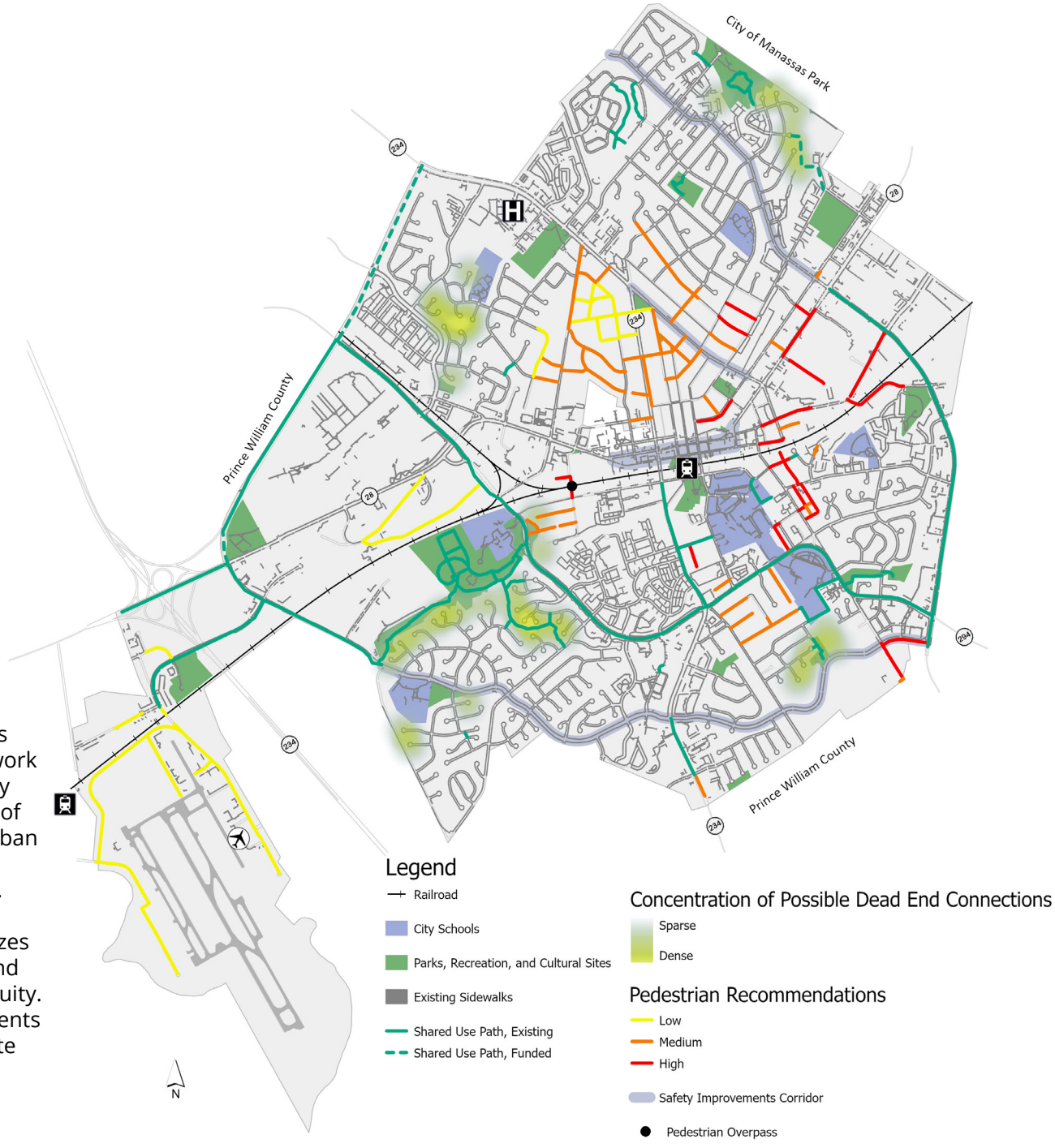
MOB 6.3.4 Implement the City's long-range bike network plan **(Map 6.3)** and pedestrian network plan **(Map 6.4)** by prioritizing links to schools, parks, jobs, and transit. Implement sidewalk infill projects to ensure that all streets have sidewalks on at least one side of the street or two sides of the street within Downtown, Mathis, and Traditional Neighborhood Character Areas.

Map 6.3 - Long-Range Bike Network Plan



Map 6.3 shows the long-range bike network plan. While the City seeks to provide bicycle accommodations on all streets through the Complete Streets Typology, this map represents the City's constrained plan for completing its citywide bike network. The priority list of bicycle facilities can be found in **Table 6.1**. A complete list of improvements is included in the Mobility Master Plan.

Map 6.4 - Pedestrian Network Plan



Map 6.4 shows the City's plan to address pedestrian safety, connections and network gaps. Safety, connectivity, and walkability are impacted by lack of sidewalks north of Downtown, lack of connections in suburban neighborhoods, and lack of pedestrian accommodations at major intersections.

The Mobility Master Plan further prioritizes these improvements based on access and connectivity, safety and comfort, and equity. The priority list of pedestrian improvements can be found in **Table 6.1** and a complete list of improvements is included in the Mobility Master Plan.



Example of Complete Street streetscape improvements.

MOB 6.3.5 Ensure that multimodal improvements, such as sidewalk and bike facilities, are included in the Capital Improvement Program and street repaving plan, and identify additional funding sources to complete and maintain projects.

MOB 6.3.6 Review and adjust requirements for new construction and redevelopment projects to upgrade access management provisions, such as interparcel connectivity and limits on location and number of curb cuts, to improve the flow of traffic on higher volume streets and support the character area design principles.

MOB 6.3.7 Update the transportation database developed as part of the Mobility Master Plan and expand its inventory of transportation facilities and features to include crosswalk and curb ramp inventories and bicycle and pedestrian counts.

MOB 6.3.8 Review and update the Mobility Master Plan at least every five years to maximize efficiency of the existing transportation network and adjust for changing trends, patterns, and growth.



Safety & Resiliency

MOB 6.4 Provide a safe, secure, and resilient transportation system.

MOB 6.4.1 Use data on transportation crash rates to guide infrastructure investments that minimize rates of injuries and accidents.

MOB 6.4.2 Adopt a Vision Zero program that seeks to reduce and eliminate traffic fatalities and severe injuries among all road users.

MOB 6.4.3 Conduct walking/bicycle audits to improve signage, shelters, pedestrian crosswalks and signaling, road markings, lighting, and sidewalk/bicycle facilities design. Ensure that pedestrians, bicyclists, motorists, and disabled persons using assistive devices, such as canes, walkers, and wheelchairs feel safe and comfortable at all times when traveling in Manassas. Prioritize designated safety improvement areas **(Map 6.4)** as part of this program.

MOB 6.4.4 In conjunction with the City's Emergency Operations Plan, invest in facilities and improve traffic management capabilities that optimize the transportation system's ability to execute emergency responses, including evacuation when necessary.

MOB 6.4.5 Promote Crime Prevention through Environmental Design practices.

Sustainability

MOB 6.5 Reduce the impact of travel on community resources, including air and water quality.

MOB 6.5.1 Respect and accommodate historic, cultural, and natural resources throughout the transportation planning and construction process.

MOB 6.5.2 Increase solar electricity and energy efficiency technologies and consider ways to encourage electric vehicles by developing electric vehicle charging station policies or requiring them in redevelopment.

MOB 6.5.3 Reduce vehicle emissions by regularly optimizing citywide traffic signals, promoting innovative intersections, and encouraging alternative-fuel vehicles, non-motorized travel, public transit, carpooling, telecommuting, and other Transportation Demand Management strategies.

MOB 6.5.4 Minimize the creation of additional impervious surface area for streets and other transportation facilities, and manage the collection and release of runoff in an effective and environmentally sensitive manner.





CHAPTER 7:

Community Facilities & Infrastructure



"Manassas should continue the momentum and modern attitudes toward infrastructure investment – don't go backward."

–Community Conversations Participant

Providing accessible, reliable, and efficient public services and facilities is a primary function of city government. Education, public safety and emergency services, public utilities, and administrative services form the foundation of the high quality of life enjoyed by our residents and are critical for the continued economic well-being and future development of Manassas.

The City has completed numerous capital projects including Fire and Rescue Station #21, City Hall renovations, and a public safety facility to ensure that our facilities and infrastructure meet the community's needs efficiently and effectively.

Ongoing improvements to electricity, water, and sanitary sewer systems are anticipated as the existing systems age, technology evolves, and the community grows.

The Community Facilities & Infrastructure Chapter recommends the infrastructure required to meet existing demand as well as future service needs associated with population and economic growth. In all areas, there will be a need to invest in the maintenance of current facilities and to explore the expansion or creation of facilities to meet future demand.

Particular attention is needed to address critical needs for public schools, sanitary sewer system capacity, and fire and rescue response. As new facilities are considered, opportunities for additional community meeting space, a need identified throughout the development of this Plan, should be explored.





This chapter also establishes level of service standards for community facilities, based on government requirements, professional or industry standards, and citizen expectations. These standards are updated as warranted so that Manassas continues to meet community expectations in service delivery.

It is Manassas' responsibility to provide services in conformance with the adopted standard. In addition, applications for land use decisions are expected to provide reasonable mitigation to offset the capital cost associated with additional demand, as allowed by the Code of Virginia.

By implementing these proposed strategies and level of service standards, Manassas will provide facilities and services that are accessible and responsive to the fullest range of community needs in a fiscally responsive manner.

Map 7.1 shows existing and planned community facilities in Manassas. Additional background information on community facilities and infrastructure can also be found in **Appendix C2.**

Goal Statement

Manassas' facilities and infrastructure will be well-maintained and carefully planned to provide quality, dependable service to citizens while supporting economic development and meeting the needs of anticipated long-term growth.

Map 7.1 – Community Facilities & Infrastructure

City Facility

1 Marvin L. Gillum City Hall
2 Public Works / Utility Facility
3 City Offices
4 Public Safety Facility
5 Animal Adoption Center
6 Manassas Fire Department
7 Fire and Rescue Station 21
8 Fire & Rescue Station 1 (Planned)
9 Manassas Museum
10 Social Services Offices (Leased)
11 Airport Terminal
12 City School Central Offices*

City Schools

1 Baldwin Elementary/Intermediate School
2 Dean Elementary School
3 Haydon Elementary School
4 Mayfield Intermediate School
5 Round Elementary School
6 Weems Elementary School
7 Metz Middle School
8 Osbourn High School
9 Manassas Pathways (Alternative Education Program)*

Utility

1 Substation
2 Generator
3 Water Tower/Tank
4 Telecommunication Facility
5 UOSA Pump Station
6 Holding Pond/Reclamation Facility (Potential)

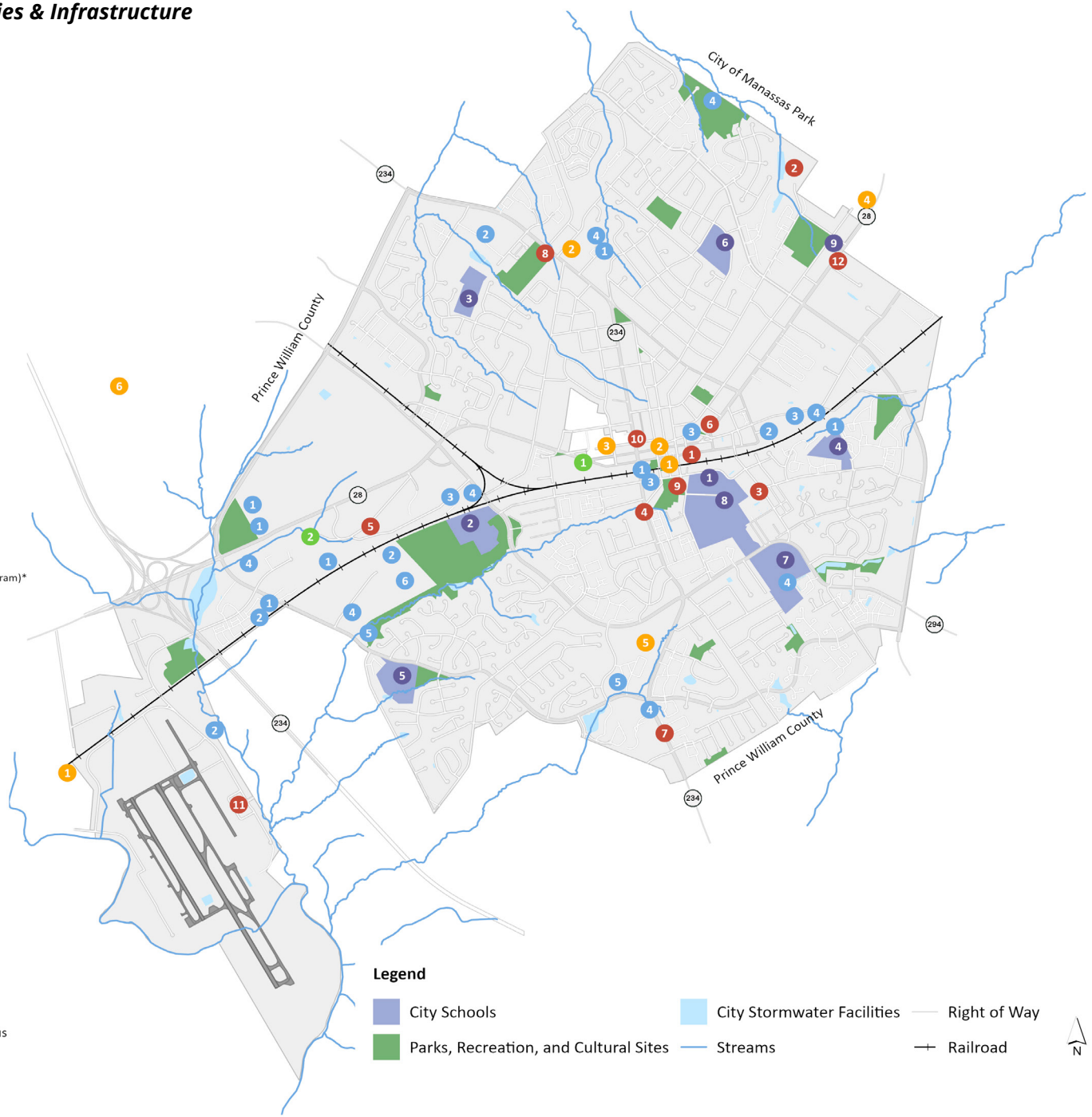
City Cemetery

1 Manassas Cemetery
2 Rose Hill Cemetery

Other Public Facility

1 Train Station
2 US Post Office
3 Judicial Center
4 PWC Central Library
5 City of Manassas Library
6 George Mason University - PWC Campus

*CPA-2026-0001 approved 11/5/2025





Objectives and Strategies

General & Administration

CFI 7.1 Provide public facilities and services to meet the needs of residents and staff in an efficient, effective, and economical manner.

CFI 7.1.1 Maintain, modernize, and adapt existing facilities to meet current and projected resource demands and evolving customer needs, including: providing, identifying and constructing permanent school central office facilities and offices for City Social Services.

CFI 7.1.2 Whenever feasible, incorporate multi-purpose rooms into public facilities to meet the growing community demand for spaces to host community groups and events.

CFI 7.1.3 Design public facilities to be a distinguishing feature of the community, conforming to the specific character area design principles and using sustainable materials, context-sensitive design, and attractive architectural features.

CFI 7.1.4 Design new public facilities to be safe, functional, and efficient to persons with diverse abilities, reflect the physical character of the surrounding community, and maximize the broader social and cultural roles the facility can play in the community.

CFI 7.1.5 Support continued use of existing public facilities through ongoing capital asset replacement, renovation, modernization, and adaptive reuse, particularly where facilities play an important role in social and economic activities of the local community or are historically significant.

CFI 7.1.6 Strategically locate facilities where they can serve the community efficiently and effectively.

CFI 7.1.7 Coordinate and support internal, local, and regional partnerships for shared services, infrastructure, and facilities that benefit City residents and ensure the long-term sustainability of such services.

CFI 7.1.8 Incorporate Leadership in Energy and Environmental Design principles and design elements into City facilities and operations, to the extent feasible, to provide efficient and cost-effective operations throughout the facility lifecycle, allowing for maximum utilization and optimum service.

CFI 7.1.9 Evaluate all surplus public land and/or facilities for possible public reuse prior to any sale. For example, the former police headquarters space should be considered for office and outdoor open space uses.

Education

CFI 7.2 Provide state-of-the-art education facilities where educational best practices and programs, facility design, and technology combine to promote lifelong learning and achievement.



CFI 7.2.1 Ensure planning for all new development and redevelopment provides for education facilities that meet or exceed adopted level of service standards (see **Table 7.1**).

CFI 7.2.2 Provide permanent facilities and eliminate temporary classrooms at public schools by supporting the replacement of Dean Elementary, construction of classroom additions, and reconfiguration of existing space to increase efficiency per the Manassas City Public Schools' School Facility Plan 2020-2030.

CFI 7.2.3 Prepare an updated set of recommendations and priorities for capital improvements, including building design standards that facilitate learning, promote safety, and include adaptive spaces that can accommodate a variety of career paths, including non-college careers. Recommendations should also address resources and enabling policies to fund these improvements.



Public Safety

CFI 7.3 Provide premier police, fire and rescue, and emergency services and facilities that protect the lives and property of our citizens against natural and man-made threats and disasters.

CFI 7.3.1 Ensure planning for all new development and redevelopment provides resources for public safety facilities that meet or exceed the adopted level of service standards (see **Table 7.1**).

CFI 7.3.2 Plan for fire and rescue services based on growth forecasts and the adopted standards and update the capital facility plans to meet these needs. Complete planning and design for the replacement of Station 1 (see **Map 7.2**).

CFI 7.3.3 Enhance the City's disaster preparedness, mitigation, and response by maintaining the City's Emergency Operations Plan, protecting critical infrastructure assets, and coordinating emergency plans with adjacent jurisdictions, regional authorities, local churches, civic and volunteer organizations.

CFI 7.3.4 Promote public safety engagement services and programs, such as community policing and community risk reduction, to encourage cooperation between public safety officials and communities.

CFI 7.3.5 Enhance efficient and effective public safety and emergency response through the implementation of appropriate development standards, such as Crime Prevention Through Environmental Design and interconnected streets that provide adequate access for emergency apparatus.

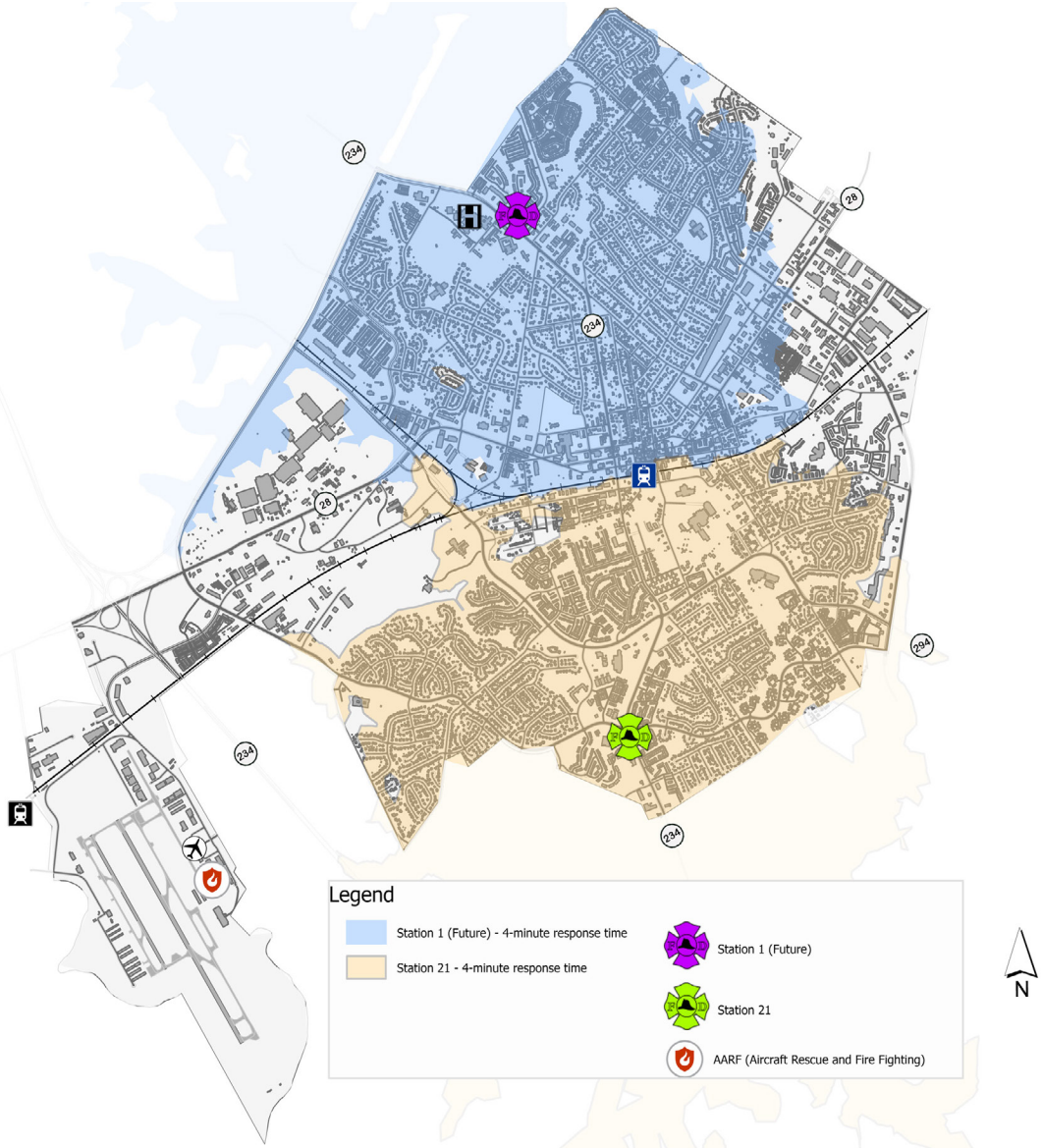
CFI 7.3.6 Enhance safety at the Manassas Regional Airport through the continued use of aircraft rescue and firefighting equipment and the provision of adequate equipment staffing.

CFI 7.3.7 Continue participation in regional mutual aid agreements that enhance the City's ability to provide quick response to fire and rescue emergencies and hazardous material incidents.





Map 7.2 – Preliminary Fire & Rescue Station Analysis



Manassas has identified the Marsteller Park property as the optimal location for fire and rescue station #1 to meet the level of service goal of a four-minute response time for 90 percent of incidents[1]. **Map 7.2** shows a preliminary station analysis which provides coverage for the City[2].

1 This model represents 4 minute response coverage.

2 The analysis does not include the level of service impact from mutual aid from neighboring jurisdictions. The Manassas Park Fire & Rescue station provides limited redundancy in four-minute response time. Inclusion of Prince William County facilities does not influence four-minute response times in the City of Manassas.



Infrastructure

CFI 7.4 Ensure public utilities meet the expanding needs of the City's residential, business, and industrial customers and are maintained to deliver safe, efficient, cost effective, and uninterrupted service.

CFI 7.4.1 Identify future public utility needs based on growth forecasts and prepare plans and cost estimates for meeting these needs. Prioritize these recommendations in the Capital Improvement Program consistent with this Plan.

CFI 7.4.2 Safeguard the quality of the City's drinking water by monitoring the water quality in Lake Manassas and its tributaries and coordinating with Prince William County to ensure compatible land use practices within the lake's watershed.

CFI 7.4.3 Complete upgrades to the water treatment plant, distribution system, and storage facilities to increase available water supply, reduce loss during transmission, and increase system redundancy.

CFI 7.4.4 Continue to work in partnership with adjacent jurisdictions and the Upper Occoquan Sewage Authority to coordinate plans, investments, and needs to ensure that wastewater capacity does not become a constraint to development.

CFI 7.4.5 Recapture critical wastewater treatment capacity by replacing aging infrastructure with properly-sized lines and new materials, and rehabilitating lines to eliminate infiltration and inflow.

CFI 7.4.6 Ensure that the projected wastewater demand from new development does not exceed wastewater capacity and encourage major users to provide on-site treatment or other measures to reduce system impacts.

CFI 7.4.7 Invest in, maintain, and improve storm sewer and stormwater management facilities to improve flood control, prevent erosion, and preserve water quality. Utilize creative, cost-effective, and land-efficient best management practices where feasible to achieve or exceed required pollutant load reductions and conserve valuable land. Develop a watershed management plan including a priority ranking system for stormwater sewer infrastructure replacement and rehabilitation.

CFI 7.4.8 Provide appropriate upgrades and maintenance to the electric supply and distribution system, including investing in new substations and battery storage, and pursuing opportunities for incorporating renewable energy sources into the City's energy portfolio.





CFI 7.4.9 Place all utilities underground wherever possible to improve service reliability and aesthetics of the surrounding areas.

CFI 7.4.10 Systematically upgrade street lights to increase safety, efficiency, reliability, and visual consistency within corridors, neighborhoods, and commercial areas.

CFI 7.4.11 Coordinate utility improvements with transportation and repaving projects to reduce cost, delays, and impacts to residents.

CFI 7.4.12 Maintain tree trimming on a three-year cycle and install animal protection equipment on vulnerable components of the overhead electric system as facilities are added.

Solid Waste

CFI 7.5 Update and implement the City's solid waste management plan that prioritizes reduction, reuse, and recycling of solid waste above incineration and disposal into landfills.

CFI 7.5.1 Continue to provide curbside and drop-off recycling services, and implement cost effective improvements. Actively pursue opportunities to expand recycling and composting, where feasible.

CFI 7.5.2 Actively promote and encourage residential, commercial, industrial, and institutional participation in recycling programs.





Telecommunications

CFI 7.6 Support the implementation of telecommunications infrastructure and technology necessary to remain connected and competitive in the new economy.

CFI 7.6.1 Continue to promote the use of City structures (e.g., buildings, water towers) as telecommunications sites to minimize the proliferation of single use towers.

CFI 7.6.2 Continue to implement and expand, as feasible, high-quality City-provided Wi-Fi access in Downtown and at public facilities, such as parks and cultural sites.

Level of Service

To ensure that current and future residents have access to adequate facilities, the City of Manassas has adopted level of service standards. The standards adopted herein are based on existing conditions in the City and recognized national, state, and regional standards and benchmarks. The standards for schools are based on the Manassas City Public Schools, School Facility Plan 2020-2030.

These standards serve as the basis for developing the City's Capital Improvement Program and for analyzing the impacts of new development on facilities in the City of Manassas. To ensure that level of service is addressed, all new development shall assess impacts specifically attributable to the development and in excess of existing permanent facilities. Sufficient mitigation shall be provided to offset such impacts.

Until such time as the General Assembly grants authority for other options, the City will consider landowner proposals of cash and in-kind assistance to mitigate capital facilities costs associated with new development, subject to the limitations established by Virginia Code 15.2-2303.4.

Table 7.1 – Level of Service Standards for Community Facilities

Facility/Function	Level of Service
Schools	1. Maintain no more than 100% utilization of facilities on a citywide-basis; and, 2. Maintain no more than 100% utilization per school type (e.g. Pre-K/Kindergarten, Elementary, Intermediate, Middle, and High School). 3. For the purposes of calculating student generation rates for new development, the following generation numbers shall be used: Single family detached: 0.44 Students Per Unit Single family attached**:** 0.84 Students Per Unit Multifamily**:** 0.37 Students Per Unit Age-Restricted Residential: Not Required
Police	1. Maintain a ratio of 750 square feet per 1,000 residents for sworn officers. 2. Maintain a ratio of 700 square feet per 1,000 residents for administrative and training space. 3. Maintain a ratio of 70 square feet per 1,000 residents for animal control facilities.
Fire & Rescue	1. Maintain a 4.0 minute fire and rescue first unit travel time for 90 percent of all incidents.

CHAPTER 8:

Environmental Sustainability & Health



"Sustainability is important. Both for the environment and for cost savings."

–Community Conversations Participant

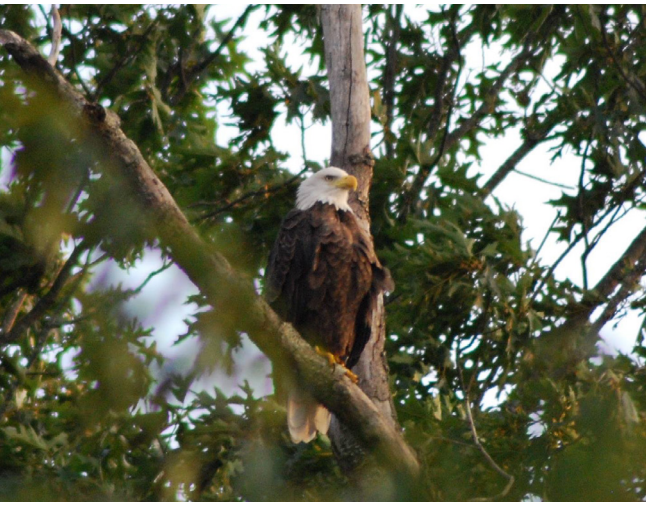
Today more and more cities are recognizing the value of sustainable development and environmental resources. In addition to good schools, homes, and amenities, residents are increasingly looking for opportunities to experience community, enjoy the outdoors, and connect with nature. Protection of environmental resources, efficient use of land, and sustainable design practices are critical actions that can pay off as quality of life dividends and create a healthier environment and community.

With sound planning and proper protections in place, Manassas seeks to avoid the potential negative impacts of development by encouraging sustainable best practices and taking steps to conserve natural resources. Manassas strives to be a greener city with standards and incentives designed to increase tree canopy and open space.

The City encourages walkable, bike-friendly development located near public transit and is supportive of redevelopment that makes more efficient use of land, energy, and other resources. Manassas is also committed to making healthy lifestyle choices convenient and accessible to residents and demonstrates this through its "Healthy Eating Active Living" (HEAL) Community initiatives and Bike Friendly Community - Bronze Level designation.

The strategies in this chapter will help Manassas develop a more holistic approach to environmental sustainability and health which are intertwined. Recognizing that environmental and health impacts extend beyond municipal boundaries, the strategies highlight ways to work with regional partners to address identified needs. These strategies, when combined with the other chapters of this plan, will create a more sustainable, resilient, and healthy Manassas.









Goal Statement

Manassas will be a sustainable and resilient city that values the environment, encourages access to nature, and provides a safe, pleasant, and healthy community for residents of all ages, abilities, and incomes.





Objectives and Strategies

General

ESH 8.1 Adopt a broad-based sustainability ethic that incorporates best practices and modern approaches into City policies and programs.

ESH 8.1.1 Develop a holistic sustainability plan that inventories natural resources and provides a blueprint for creating a thriving, sustainable community. Consider implementing an assessment tool, such as Leadership in Energy and Environmental Design (LEED) for Cities and Communities, to set goals and measure progress.

ESH 8.1.2 Coordinate with regional partners, such as the Metropolitan Council of Governments, Northern Virginia Regional Commission, and the Prince William Health District, to align priorities and resources for maximum impact.

ESH 8.1.3 Consider implementing climate and green budgeting as well as Envision project verification as part of the annual city capital improvement program development process.

ESH 8.1.4 Expand resources for residents, business owners, and property managers to promote environmental stewardship, including topics such as tree planting and maintenance, installation of renewable energy, recycling, and waste prevention.

Vegetation & Tree Canopy

ESH 8.2 Support diverse native vegetation as a core function of the urban landscape to boost property values, cut energy consumption, reduce costs for stormwater management and erosion control, and make the City a more beautiful place.





ESH 8.2.1 Update the City's urban tree canopy study and adopt a goal of increasing the City's tree canopy coverage to 40 percent.

ESH 8.2.2 Establish an aggressive urban tree planting program with dedicated funding for planting and replacing trees on public land and public rights-of-way.

ESH 8.2.3 Strengthen development standards impacting vegetation and tree canopy, such as reevaluating standards for preserving mature trees, providing incentives to developers that protect or replant trees beyond what the zoning standards require, and formally adopting a list of specimen or champion trees to be preserved as well as an ordinance providing for the planting and replacement of trees during the development process pursuant to Code of Virginia § 15.2-961.

ESH 8.2.4 Ensure the City qualifies for and maintains its status as a Tree City USA community.

ESH 8.2.5 Plant and promote the use of regionally-adapted, native, and drought tolerant plants, including turf-to-forest conversions and pollinator gardens.

ESH 8.2.6 Support the conservation of local and regional biodiversity by promoting the protection and enhancement of native plant communities and pollinator and wildlife habitats while managing invasive plant and animal species.



Green Infrastructure

ESH 8.3 Create a green infrastructure network (Map 8.1) of interconnected natural areas, parks, and green streets, recognizing the value of nature for a healthy, resilient, and prosperous community.



ESH 8.3.1 Protect, restore, and connect natural areas and enhance access to natural open space in all development, redevelopment, and capital projects.

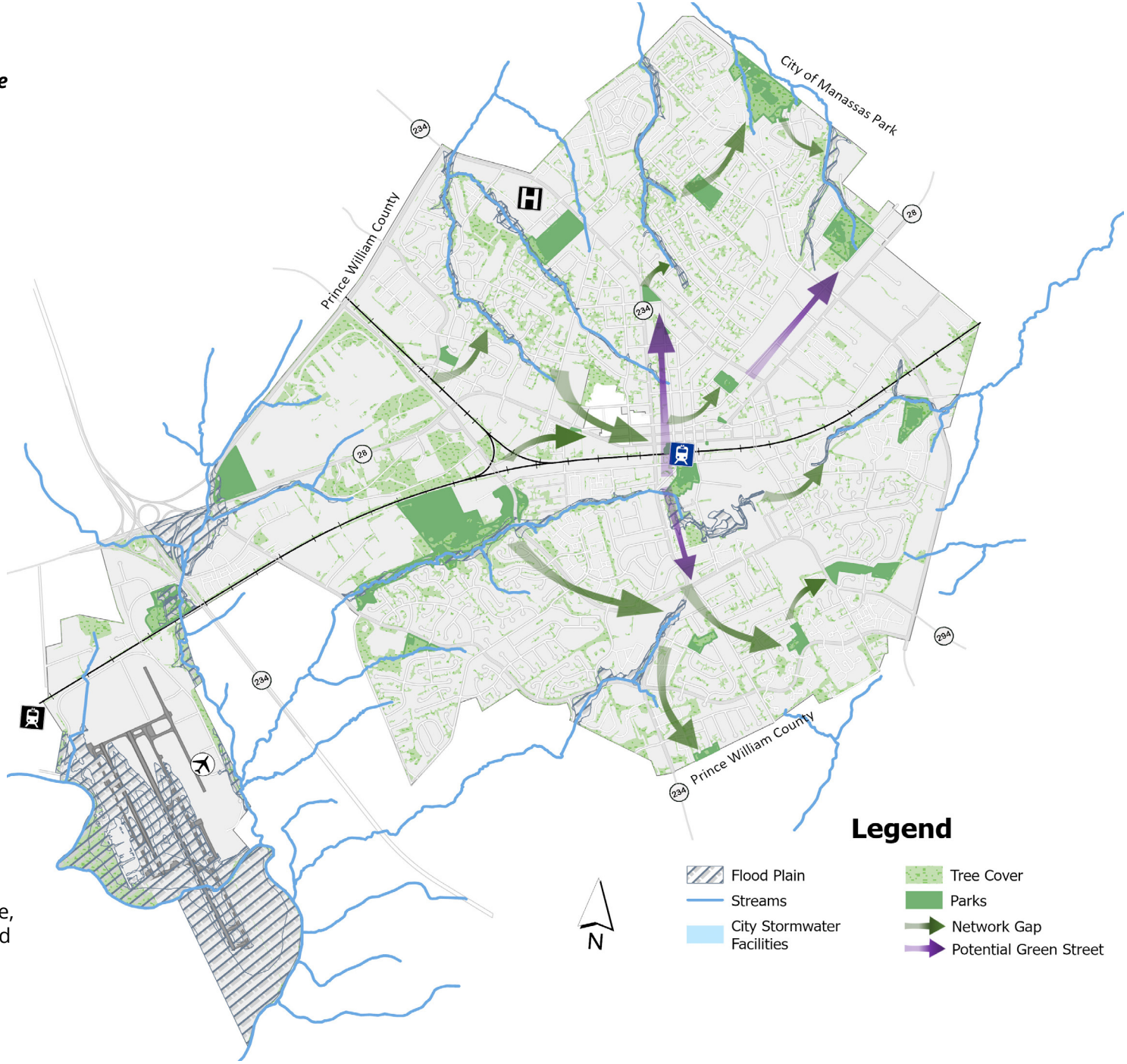
ESH 8.3.2 Encourage conservation easements and other programs that protect sensitive environmental areas, such as wetlands, floodplains, stream buffers, and steep slopes, to maintain or enhance the beneficial ecosystem services these areas provide.

ESH 8.3.3 Preserve and increase vegetated buffer areas along streams, wetlands, and floodplains, integrating trails and passive recreation opportunities in an environmentally-sound manner where appropriate.

ESH 8.3.4 Strengthen buffer standards and consider their expansion as they apply to incompatible uses, such as protecting natural open space in public parks from negative impacts of adjacent land uses.

ESH 8.3.5 Measure and map urban heat islands to identify areas with green infrastructure needs in order to mitigate exposure to extreme heat.

Map 8.1 – Green Infrastructure



Map 8.1 shows parks, tree canopy, streams, stormwater facilities, and floodplains that make up the City's existing green infrastructure network. Manassas seeks to complete this network by preserving natural areas and closing network gaps with open space, green streets, and constructed green infrastructure.





Water Resources

ESH 8.4 Protect, enhance, and restore the integrity of the City's water resources.

ESH 8.4.1 Review City water resource management practices and policies and recommend improvements that promote sustainable stormwater management, encourage the use of green infrastructure, and protect water and habitat quality.

ESH 8.4.2 Reduce loss of open waterways and natural stream habitats by discouraging additional underground piping of city streams and encouraging daylighting of piped streams.

ESH 8.4.3 Enhance the protection of streams and natural wetlands by updating development standards to protect and restore buffer areas, exploring the use of erosion hazard setbacks from streams, and considering public acquisition of natural areas along waterways for linear parks and open space.

ESH 8.4.4 Encourage developers to incorporate environmentally-sensitive approaches to stormwater management into site planning, including low impact development techniques and preservation and restoration of natural land forms.

ESH 8.4.5 Limit the extent of impervious surfaces by encouraging the use of semi-pervious or pervious surfaces in new development or redevelopment projects in order to minimize stormwater runoff.

ESH 8.4.6 Protect the City's floodplains by ensuring floodplain maps are updated and maintained. Consider amending allowable development density calculations to exclude floodplains.

ESH 8.4.7 Educate, encourage, and incentivize property owners to implement water resources stewardship practices, with a focus on retrofitting sites that lack adequate stormwater treatment with rain gardens and other low impact development measures.

ESH 8.4.8 Implement measures to improve pollution prevention and contingency planning for hazardous substances that may pose a threat to surface and groundwater quality, and ensure these practices and policies are also implemented at all City facilities as an integral component of City operations.

Air Quality & Emissions

ESH 8.5 Create a more safe and secure future by encouraging the reduction of fossil fuel consumption and emissions that are harmful to human health and the environment.

ESH 8.5.1 Encourage new development to design, construct, and operate with a reduced emissions footprint by encouraging high performance, green buildings, green sites, and green neighborhood standards and practices, such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program, Earthcraft, Energy Star, or other similar systems.

ESH 8.5.2 Create policy, financial incentives, and educational tools to encourage increased building and site performance that reduces greenhouse gas emissions and the City's overall carbon footprint.

ESH 8.5.3 Promote compact block and street networks and a built environment that facilitates walking, biking, and bus riding to provide alternatives to the use of single occupancy vehicles and reduce greenhouse gas emissions.

ESH 8.5.4 Encourage the use of renewable energy by reducing regulatory barriers and providing resources for the installation of solar and geothermal equipment.

ESH 8.5.5 Reduce vehicle-related emissions through increased fuel efficiency, reduced vehicle miles traveled, fleet downsizing, expanding the availability of pedestrian and bicycle facilities throughout the City, anti-idling efforts, and use of alternative fuel sources.

ESH 8.5.6 Support the use of energy-efficient transportation by encouraging the siting of, and promoting the availability of, electric vehicle charging stations and initiatives to become an Charging Smart designated community.

ESH 8.5.7 Encourage citywide waste prevention, recycling, and composting to reduce greenhouse gas emissions by expanding education and outreach programs, encouraging the purchase and use of recycled products, and requiring recycling plans for commercial and multifamily residential projects.

ESH 8.5.8 Reach the target of at least 316,102 MTCO2eq by 2030 to reduce community-wide greenhouse gas emissions to be consistent with the regional goal of greenhouse gas emissions reductions established by MWCOG, which calls for 50 percent greenhouse gas emission reductions from 2005 levels by 2030 and 80 percent reduction by 2050.



ESH 8.5.9 Participate in the Better Climate Challenge to reduce local government greenhouse gas emissions by 50 percent in 10 years.

ESH 8.5.10 Track progress and develop greenhouse gas (GHG) community-wide inventories in partnership with MWCOG at a minimum every 3 years and local government GHG inventories at a minimum every 5 years.





Noise & Light Pollution

ESH 8.6 Promote efforts to reduce the impact of noise and light pollution.

ESH 8.6.1 Apply special use permit conditions and accept rezoning proffers that limit lighting and noise impacts on adjacent properties and the City as a whole. Support development standards that address lighting and noise pollution.

ESH 8.6.2 Continue to work with the Manassas Regional Airport and railroad authorities to minimize noise from air and rail traffic while maintaining the vitality of each.

ESH 8.6.3 Require new development adjacent to the airport or railroad to assess noise impacts and provide reasonable noise mitigation for residential units.

Public Health

ESH 8.7 Transform the community by supporting health and wellbeing and promoting opportunities for healthy, active living.





ESH 8.7.1 Leverage the City's status as a "Healthy Eating Active Living" (HEAL) Community to implement policies and programs that improve community health.

ESH 8.7.2 Participate with community health agencies in developing a comprehensive community health needs assessment and integrate with HEAL policies and programs to improve the health of Manassas residents.

ESH 8.7.3 Create convenient and safe opportunities for physical activity for residents of all ages, abilities, and income levels.

ESH 8.7.4 Explore partnerships to ensure housing and neighborhoods are safe and sanitary, and develop systems for rapid response and remediation when unsanitary conditions, such as rodents, arise.

ESH 8.7.5 Plan for access to healthy, affordable, locally-grown foods for all neighborhoods by supporting urban agriculture and considering the creation of community gardens on public lands.

ESH 8.7.6 Encourage the expansion of medical and health services in the City, particularly within the Sudley Medical character area.

ESH 8.7.7 Create a more equitable transportation system for those with disabilities by implementing Complete Streets **(Map 6.2)** and making streets and rights-of-way safe and accessible for everyone.

CHAPTER 9:

Parks, Culture, & Recreation



"Community gathering spaces allow you to get to know your neighbors, which creates a sense of community pride and the feeling that 'this is your city'."

–Community Conversations Participant

Manassas offers robust parks, culture, and recreation resources that enrich the community's character and support the thriving, active lifestyle enjoyed by our residents.

The City's park system boasts 260 acres of parkland with numerous trails, playgrounds, fields, and activities. Additionally, the City operates 44 acres of playgrounds and recreational facilities though a shared use agreement with the City School Board. As part of this system, the City owns eight historic properties and operates the Manassas Museum, offering must-see exhibits and educational experiences to engage residents and visitors with our rich history.

These City facilities are further bolstered by partnerships with public schools, the regional library system, local arts organizations, recreation providers, and private museums, all of which are critical to the vitality of Manassas.

Parks, culture, and recreation opportunities support the health and happiness of residents by increasing the frequency of exercise, improving mental health, and strengthening the social and cognitive abilities of children. These amenities also provide opportunities for community involvement that create strong communities, stabilize neighborhoods, and reduce crime. They are a source of positive economic benefits, enhancing property values and municipal revenue by attracting homebuyers, businesses, and retirees. Parks can also help conserve environmentally sensitive land and habitat and provide ecological services, such as pollution abatement, cooling, and stormwater management.

Together, these resources help build a stronger, healthier community and economy that is filled with activity and opportunity for residents and visitors alike.





Since 2016, the City has actively worked to improve parks, cultural, and recreational activities through implementation of its system-wide Needs Assessment and Facilities Plan. This assessment, developed through extensive public outreach and technical analysis, identified key strengths, weaknesses, and opportunities. Through these ongoing efforts, the City continues to improve its parks system, including the recent acquisition of the Marsteller property for a new community center.

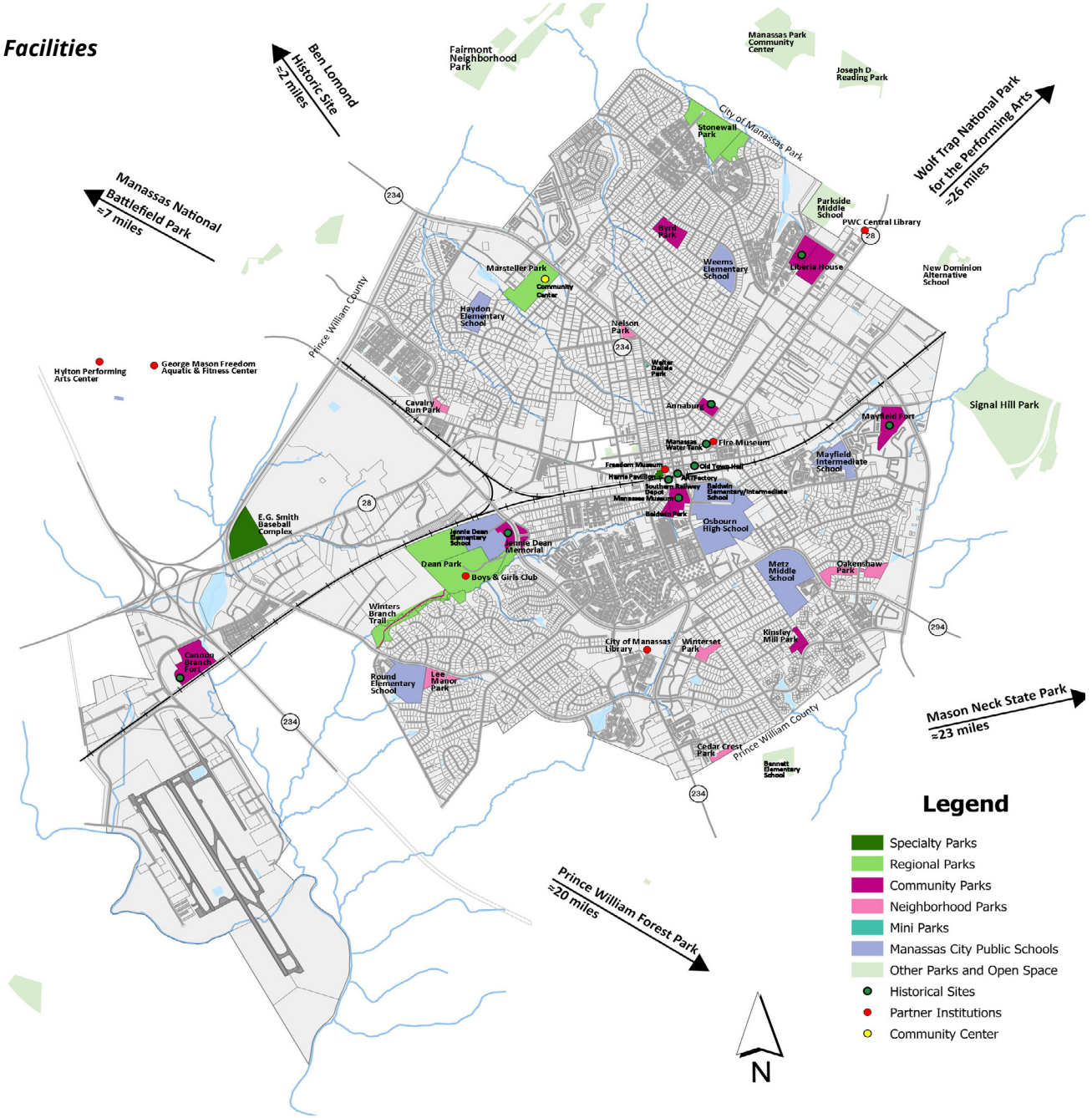
The strategies in this chapter address the full range of parks, culture, and recreational needs of residents. From investing in existing facilities to planning for future growth, the Plan seeks to provide beautiful, well-maintained parks and vibrant cultural facilities and historic sites that reflect the spirit and diversity of the Manassas community.

Map 9.1 shows parks, cultural, and recreational facilities in Manassas. Additional background and information on park, recreation and cultural facilities can also be found in **Appendix C3**.

Goal Statement

Manassas will enhance and protect its sense of community and place by developing family-friendly recreational and cultural opportunities for residents of all ages and abilities; providing safe access to well-maintained, beautiful parks, open spaces, and trail facilities; and preserving our cultural and historical resources for future generations.

Map 9.1 – Parks, Cultural, & Recreational Facilities



Map 9.1 shows parks, cultural, and recreational facilities in the City of Manassas. In addition to City-owned facilities, Manassas partners with public schools and non-profit organizations to meet resident needs.



Objectives and Strategies

Facilities & Amenities

PCR 9.1 Ensure that the community's current and projected parks, cultural, and recreational needs are met through beautiful, well-designed facilities and amenities and through the protection of historic resources.

PCR 9.1.1 Develop and implement master plans for community use of all park and cultural resource sites that balance areas and facilities for active recreation, unstructured play, quiet enjoyment, contemplation, and the preservation of important natural and cultural resources.

PCR 9.1.2 Prioritize implementation of the Dean Park and Stonewall Park Master Plans to address critical level of service deficiencies identified in the 2016 Parks, Recreation, and Cultural Needs Assessment and Facilities Plan.

PCR 9.1.3 Engage the community and develop a master plan for the Marsteller property, including operation of the community center.

PCR 9.1.4 Update the 2016 Parks, Recreation, and Cultural Needs Assessment and Facilities Plan following the adoption of the 2045 Comprehensive Plan. The revised plan should consider the impact of privately-owned, publicly-accessible open space and homeowner associations' facilities when proposing new amenities.

PCR 9.1.5 Evaluate the potential of undeveloped City-owned properties, floodplains, and easements for recreation, preserved open space, and designated wildlife areas and corridors in accordance with resident needs and level of service standards.

PCR 9.1.6 Beautify parks and cultural resource sites with enhanced landscaping and design elements that highlight the scenic value of parks, open space, and historic properties.

PCR 9.1.7 Retrofit and upgrade existing stormwater facilities within parks and publicly-owned land with innovative best management practices that provide opportunities for recreation, beautification, and enhanced environmental benefits.

PCR 9.1.8 Update agreements with the City school system to expand the use of facilities for compatible recreation activities and community space, maximizing their use and cost efficiency and improving service to residents.

PCR 9.1.9 Integrate accessibility and safety into park and facility design to ensure that parks and playgrounds are safe and inclusive for all users.

PCR 9.1.10 Incorporate consistent signage and wayfinding throughout City parks and historic sites to help connect residents and visitors to available amenities and natural resources.

PCR 9.1.11 Support community partnerships that activate parks and provide expanded amenities, such as recreation programming and community gardens.

PCR 9.1.12 Continue availability of small-scale turf fields in neighborhoods that increase opportunity for unscheduled play.





Historic Preservation

PCR 9.2 Conserve and enhance the City's historically-significant sites and structures for the cultural, educational, and economic benefits they provide to City residents and visitors.



PCR 9.2.1 Tell the story of our community and neighborhoods, including completion of the African American history trail that includes south-side neighborhoods of Downtown and the Manassas Industrial School for Colored Youth at Dean Park.

PCR 9.2.2 Continue to renovate and maintain publicly-owned historic resources. Consider the potential for adaptive reuse as appropriate and protect archaeological resources.

PCR 9.2.3 Continue to work with, support, and provide incentives for private-sector investment and use of historic properties.

PCR 9.2.4 Continue educating property owners about the legal responsibilities that come with owning historic structures, and discourage demolition of historic structures.

PCR 9.2.5 Update the City's historic and cultural resources surveys to identify any new resources from the City's later historic periods that should be considered for designation.

PCR 9.2.6 Encourage the restoration and maintenance of existing landmark and historic structures.

PCR 9.2.7 Ensure that new development within historic districts is sensitive to the character and context of these areas and protects any archaeological resources found during the construction process.





Maintenance & Reinvestment

PCR 9.3 Protect the City's investment in existing facilities through regularly-scheduled maintenance, proactive waste management, and strategic reinvestment.



PCR 9.3.1 Make strategic investments in facilities and amenities that expand the use or service life of existing assets and/or correct level of service deficiencies.

PCR 9.3.2 Update the park maintenance plan and design standards concurrently with the development of the new needs assessment and facilities plan (PCR 9.1.4).

PCR 9.3.3 Provide enhanced landscaping and maintenance of vegetated areas along public rights-of-way and entrances to all parks and historic sites to improve community and park appearance and safety.

PCR 9.3.4 Enhance park and cultural resource beautification, maintenance, and cleanliness by engaging public-private partnerships and community volunteer organizations in Adopt-A-Park programs and capital maintenance projects.

Development & Redevelopment

PCR 9.4 Ensure that development and redevelopment provides high-quality park space and recreation facilities.



PCR 9.4.1 Ensure that public and private development does not reduce the available park amenities and parkland within the City of Manassas.

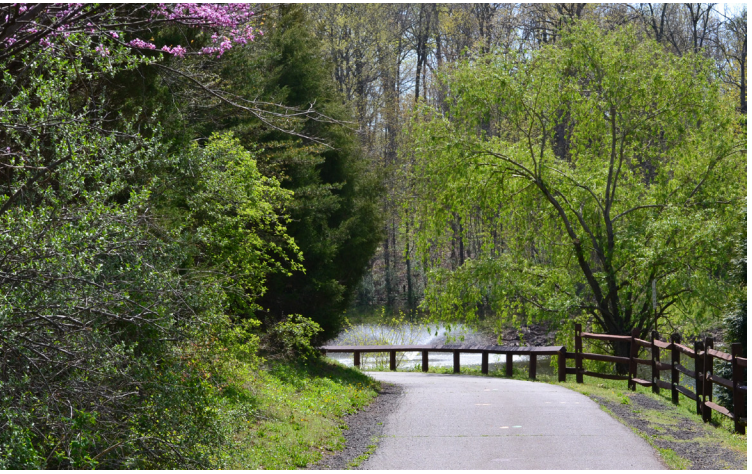
PCR 9.4.2 Ensure that planning for all new development and redevelopment provides for trails, open space, parks, and recreational land that meet or exceed adopted level of service standards.

PCR 9.4.3 Recognize that while private recreation facilities may partially address level of service needs, new development should also contribute to public parks and recreation facilities per the adopted level of service standards.

PCR 9.4.4 Ensure that adequate public park space and recreation facilities are available within a 15-minute walking radius of all new residential development.

PCR 9.4.5 Continue to ensure that every school provides recreation facilities that are available to the public after school hours in accordance with the joint memorandum of understanding adopted by the City and the Manassas City School Board.







Greenways & Trails

PCR 9.5 Protect and expand the City's greenway and trail network to encourage pedestrian and bicycle access to parks and regional trails, enhance environmental sustainability, and provide wildlife corridors.

PCR 9.5.1 Connect the community through an effective trails system by developing five miles of new trails in the next five years per the Mobility Chapter of this Plan.

PCR 9.5.2 Continue to require multi-use paths consistent with the requirements of the Mobility Chapter and the Design and Construction Standards Manual during the construction of road and frontage improvements.

PCR 9.5.3 Evaluate all stormwater management upgrades and stream restoration projects for natural surface trails and additional environmental benefits such as wetlands mitigation, bird sanctuaries, and wildlife corridors.

Culture & Arts

PCR 9.6 Promote the expansion of culture and arts that reinforce the economic and quality of life goals of the City.

PCR 9.6.1 Promote tourism and economic vitality in the city through the artistic design of beautiful public spaces, including maximizing use of the public rights-of-way by incorporating public art, landscaping, and street furnishings.

PCR 9.6.2 Promote community use of the expanded museum for community programs and offer opportunity for more frequently-changing exhibits and display of affiliate collections.

PCR 9.6.3 Enhance visitor facilities throughout the museum system's sites to promote tourism.

PCR 9.6.4 Provide facilities that expand opportunities for the visual and performing arts for both residents and visitors.

PCR 9.6.5 Ensure that new development integrates public art and civic spaces that enhance the visual environment and commemorates the City's rich history.

PCR 9.6.6 Support partnerships with local agencies and organizations and cooperate with museum partners to provide new and unique cultural events and venues that promote the City of Manassas, draw tourists and visitors, and promote a sense of community among our residents.

PCR 9.6.7 Maintain library services through a continuation of the joint service agreement with Prince William County and the City of Manassas.

PCR 9.6.8 Promote private museums not in the Manassas Museum System and cultural facilities, and assist in the relocation of such facilities, as appropriate.







Level of Service

To ensure that current and future residents have access to adequate parks, recreation, and cultural facilities, the City of Manassas has adopted level of service standards in **Table 9.1**.

These standards are based upon existing conditions in the City and upon recognized and accepted national, state, and regional standards and benchmarks. They also reflect resident demand for these facilities as identified in the 2016 Parks, Recreation, and Cultural Needs Assessment and Facilities Plan.

These standards serve as the basis for developing the City's capital improvement program and for analyzing the impacts of new development on facilities in the City of Manassas. To ensure that level of standards are met, all new development shall assess impacts specifically attributable to the development and in excess of existing permanent facilities. Sufficient mitigation shall be provided to offset such impacts.

Until such time as the General Assembly grants authority for other options, the City will consider landowner proposals of cash and in-kind assistance to mitigate capital facilities costs associated with new development, subject to the limitations established by Virginia Code 15.2-2303.4.





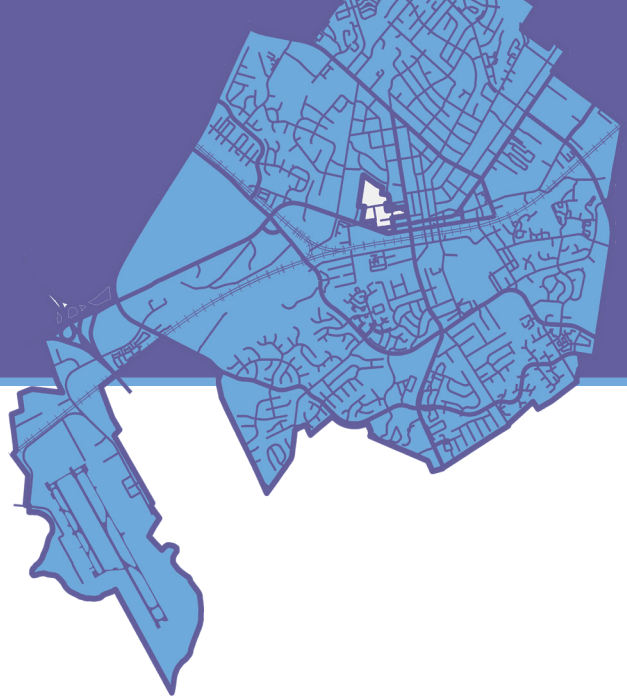
Table 9.1 - Level of Service Standards for Parks, Culture, and Recreation

Facility/Activity	Level of Service (Facilities per Population)	Existing Facilities	Projected Surplus / Deficit (2025)	Projected Surplus / Deficit (2045)
Park Acreage	8 acre / 1,000	304 acres	-37 acres	-112 acres
Basketball/Hard Surface Sport Courts	1 / 5,000	30	+21	+20
Diamond Field: Adult	1 / 20,000	4	+2	+1
Diamond Field: General/ Softball/ T-Ball	1 / 3,000	17	+3	0
Dog Park	1 / 30,000	1	0	-1
Playgrounds	1 / 3,000	14	0	-3
Rectangle: Football	1 / 15,000	3	0	0
Rectangle: Multipurpose	1 / 4,000	3	-8	-10
Swimming (Indoor/ Outdoor)	1 / 20,000	2	0	-1
Skate Parks	1 / 25,000	1	-1	-1
Tennis/Pickleball	1 / 3,000	34	+20	+17
Trails	1 mile / 4,000	14.54 miles	+4 miles	+1.5 mile
Volleyball (Indoor/ Outdoor)	1 / 20,000	0	-2	-3
			Minimum square footage (2025)	**Minimum square footage (2045)**
Public Libraries	0.6 gross square feet per capita	29,000 square feet	25,543	31,210

Notes:
Projected deficts based on: Population Projections for Virginia and its Localities, 2030-2050 Produced by Demographics Research Group of the Weldon Cooper Center for Public Service, July 2022, https://www.coopercenter.org/virginia-population-projections. Negative numbers indicate deficit. Positive numbers indicate that existing facilities exceed minimum level of service; the local need for facilities should be analyzed prior to removing any existing facility to ensure equitable distribution and access.
Existing facilities include parks, historic sites, partner institutions (Central Library and Freedom Aquatic Center), and school amenity areas available for public use after school hours. Existing trail mileage includes 9.7 miles of shared use paths along public roadways.

APPENDIX A:

Implementation Strategy



The Manassas City Planning Commission and the Manassas City Council will use the Comprehensive Plan as a guide for decisions concerning the physical development of the City. The Comprehensive Plan will also be used to guide priorities for new and expanded community facilities and other public improvements. The Land Use Plan and Character Areas designations serve as the principal policy points for evaluating development proposals and proposed changes in City regulations regarding growth, development, and redevelopment. Implementation actions formulated from plan strategies are provided in the following table. They are organized by chapter and provide preliminary timeline recommendations for initiating an action:

- Ongoing actions that should continue for the life of the plan;
- Short Term actions can be completed within five years (2030) of the Plan's adoption; and
- Long Term actions may be initiated within five years but will be completed beyond the first five years of the Plan's adoption.

The implementation strategies appearing in the following table are not listed in order of priority or potential impact, but rather are identified as an array of actions that can be taken to help Manassas achieve the goals and objectives that are discussed in this Plan. Since fiscal and economic conditions constantly change, the selection of strategies to be pursued is best made on a regular and ongoing basis.

Annually, the Planning Commission as part of its annual report to the City Council will include a summary of implementation actions undertaken during the past year and recommendations for actions to be undertaken in the upcoming year. Use of the Plan in this manner helps ensure continuing attention to the issues and strategies developed as part of this Plan, and helps to unify decisions in the context of the Plan's themes **(Chapter 2)** and goals.

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
	LAND USE					
LU 3.1	**Balanced Land Use**					
LU 3.1.1	Preserve opportunities for commercial and manufacturing growth that provide high-quality jobs and do not negatively impact established residential areas.	x		x	x	Ongoing
LU 3.1.2	Maximize the City's open space in an increasingly dense urban environment by protecting existing open spaces and identifying opportunities for new open space when infill, new, or redevelopment is approved.		x		x	Ongoing
LU 3.1.3	Preserve and enhance existing residential areas while promoting infill development that is consistent with, and contributes to, that neighborhood's character.	x				Ongoing
LU 3.1.4	Promote increased residential densities in the Downtown and Mathis areas through the use of mixed-use, transit-oriented development.	x		x		Ongoing
LU 3.1.5	Continue to build upon and enhance partnerships with Prince William County and Manassas Park by exploring the shared border areas for land use planning and zoning that address joint land use goals, promote connectivity of a multimodal transportation network, and address overlapping environmental impacts.	x	x		x	Ongoing
LU 3.2	**Redevelopment**					
LU 3.2.1	Encourage the relocation of commercial and manufacturing uses that are inconsistent with the character area.	x				Ongoing
LU 3.2.2	Elevate the community's appearance and contribute to the area's character by encouraging investments in older neighborhoods and along aging commercial corridors.	x		x	x	Ongoing
LU 3.2.3	Utilize redevelopment opportunities to enhance open space and pedestrian, bicycle, and vehicular connectivity and mobility.		x		x	Ongoing
LU 3.2.4	Eliminate industrial zoning from residential and Downtown character area and remove heavy industrial zoning throughout the city by working proactively with property owners to initiate rezonings. Limit negative impacts (e.g., height) of existing industrial zoning in the Downtown character area through a zoning text amendment.	x				Ongoing
LU 3.2.5	Encourage redevelopment along Mathis Avenue by exploring land use tools, such as a redevelopment overlay district and use of form-based zoning codes that creates a development pattern in harmony with the Mathis Character Area.	x				Short Term
LU 3.3	**Design Quality and Character**					
LU 3.3.1	Review the Zoning Ordinance and Design and Construction Standards Manual, and update as necessary, to ensure that new development, infill development, and redevelopment occur according to standards and guidelines that implement the character area design principles and protect the integrity of surrounding uses, while providing appropriate buffers and transitions.	x	x	x	x	Short Term
LU 3.3.2	Evaluate all land use applications against the applicable character area intent, focus priorities, and design principles and applicable City regulations, and provide guidance to the development community to improve compliance.	x				Ongoing
LU 3.3.3	The edges of character areas should be considered transitional so that any change to the development pattern between the areas is gradual. The transition should be accomplished through building orientation, height step-downs and landscaping; however, the use limitations of each character area should be maintained.	x				Ongoing
LU 3.3.4	All non-residential sites should be designed to address potential negative impacts to surrounding residential uses. Required parking and landscaped open space, consistent with adjacent residential uses, should be accommodated on-site. Lighting and signage should be limited in quantity, scale, and intensity to reduce overlighting and other negative impacts on surrounding residential character areas.	x				Ongoing

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
LU 3.4	**Adequate Infrastructure**					
LU 3.4.1	Generally, utility extensions required within any character area should be designed to serve the same capacity levels as the rest of the character area. When land use decisions require upgrades to handle increased density, efforts to reduce demand should be explored and incorporated in redevelopment.	x			x	Ongoing
LU 3.5	**Gateways and Corridors**					
LU 3.5.1	Apply the Gateways and Corridors guidelines to critical public rights-of-way and incorporate these improvements in the CIP in order to take advantage of available public grants.	x	x			Long Term
LU 3.5.2	Apply the guidelines to land use applications located at the recognized gateways and along the specified corridors.	x	x			Ongoing
LU 3.5.3	Explore creating a tourist corridor overlay district, as authorized by the Code of Virginia, on Centreville Road to create an aesthetic transition into the Downtown.	x	x			Short Term
	HOUSING & NEIGHBORHOODS					
HOU 4.1	**Neighborhood Vitality**					
HOU 4.1.1	Continue to support and reinforce neighborhoods through neighborhood-oriented revitalization, safety services and other programs, including code enforcement, recreation, and community policing.	x			x	Ongoing
HOU 4.1.2	Improve pedestrian and bike mobility within and across neighborhoods by providing safe and comfortable connections to key activity areas, such as Downtown, schools, and parks.		x		x	Ongoing
HOU 4.1.3	Increase availability of community space and neighborhood amenities that foster connections, invoke community pride, and improve quality of life.	x	x	x	x	Ongoing
HOU 4.1.4	Develop policies and programs that reinforce the link between City schools and local neighborhoods, and establish school facilities and grounds as centers for community activity.		x		x	Long Term
HOU 4.1.5	Continue to hold public meetings in neighborhoods as a means to engage residents and encourage face-to-face customer service. Broaden the publicity of these meetings.		x			Ongoing
HOU 4.1.6	Using the Downtown South Neighborhood Plan as a pilot, implement neighborhood-level studies to facilitate a targeted approach to revitalization, preservation, and neighborhood improvement strategies.	x		x	x	Short Term
HOU 4.2	**Neighborhood Partnerships**					
HOU 4.2.1	Encourage the creation and maintenance of neighborhood organizations.		x	x	x	Long Term
HOU 4.2.2	Build neighborhood leadership capacity and foster better neighborhood relations through outreach, guides, resources, and training for neighborhood representatives.				x	Ongoing
HOU 4.2.3	Build positive relationships with community partners to foster understanding between diverse neighbors and neighborhoods. Proactively identify solutions to issues facing neighborhoods.			x	x	Ongoing
HOU 4.2.4	Promote community pride and engagement by developing and promoting civic beautification awards.			x		Short Term
HOU 4.2.5	Update and maintain an online, user-friendly clearinghouse of programs and public assistance available to neighborhoods and households, including those provided by nonprofit organizations and through state and federal programs.				x	Short Term

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
HOU 4.2.6	Conduct neighborhood-oriented outreach programs to educate the community on the planning and zoning process, environmental sustainability, and building code regulations. Offer technical support to neighborhood planning initiatives.	x			x	Short Term
HOU 4.3	**Neighborhood Character**					
HOU 4.3.1	Continue strong code enforcement in neighborhoods. Connect property owners with violations to housing rehabilitation resources. Track code violations on a quarterly basis to keep track of trends and allow more efficient targeting of staff resources.	x			x	Ongoing
HOU 4.3.2	Incentivize home landscaping, painting, energy efficiency, and general upkeep by establishing a curb appeal matching grant program. Use the program to provide small matching grants to residents and rental property owners who undertake curb appeal projects.			x	x	Long Term
HOU 4.3.3	Develop streetscape plans to improve walkability and aesthetics, resulting in a higher quality of life for existing residents and encouraging private investment. Tie streetscape improvements into other capital improvement projects to reduce costs.		x		x	Ongoing
HOU 4.3.4	Implement character area design principles to ensure that infill, rebuilds, and expansions are compatible with, and enhance, neighborhood character. Use guidelines to encourage the use of contextual building materials, establish uniform build-to lines for consistent setbacks, ensure that building heights and upper floor step backs are compatible with existing structures, discourage dead-end streets and cul-de-sacs to facilitate neighborhood connectivity, encourage short blocks for improved walkability, allow on-street parking, and locate parking lots behind buildings to improve aesthetics and walkability.	x	x	x	x	Short Term
HOU 4.4	**Housing Affordability and Quality**					
HOU 4.4.1	Modify the City's Community Development Block Grant (CDBG) program, and work with Habitat for Humanity, which has its own housing rehabilitation program, to implement a targeted approach to housing rehabilitation that includes rental rehabilitation in neighborhoods most in need of home repairs.	x		x	x	Short Term
HOU 4.4.2	Leverage CDBG funds to make energy efficiency improvements and lower utility costs for qualifying residents.	x			x	Short Term
HOU 4.4.3	Identify a suitable development partner, such as a nonprofit, to acquire tax credit properties upon their expiration to reduce the risk of losing affordable units to market-rate conversions. An appropriate development partner would have the ability to acquire the property, secure financing, and maintain affordability.	x		x	x	Long Term
HOU 4.4.4	Provide a comprehensive housing assistance guide for households struggling to cover housing costs. Work with the City's Social Services Department, partner organizations, and other area nonprofits to develop a Manassas-specific housing resource guide that can be available in print and online and distributed to area schools, libraries, homeowner associations, and social service agencies.	x			x	Short Term
HOU 4.4.5	Consider expanding the City of Manassas's nonprofit Housing Trust Fund to preserve existing affordable housing developments and to create new affordable housing opportunities.	x			x	Long Term
HOU 4.4.6	Create a housing partnership with Prince William County and the City of Manassas Park to collaborate on housing development and funding opportunities		x			Short Term
HOU 4.4.7	Preserve existing manufactured home parks to ensure a variety of affordable housing options are available.	x			x	Ongoing
HOU 4.5	**Housing Balance**					
HOU 4.5.1	Implement land use and zoning tools that encourage higher-density residential in the Mathis and Downtown character areas and implement character area design principles to ease parking issues and enhance neighborhood character and walkability.	x	x	x	x	Short Term
HOU 4.5.2	Explore the potential of an affordable dwelling unit ordinance, which encourages developers to create affordable units in exchange for density bonuses in areas appropriate for more high-density residential development (e.g. in the Mathis and Downtown character areas) or in redevelopment of property with existing affordable housing units.	x				Long Term

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
HOU 4.5.3	Encourage the development of mixed-income housing with a variety of housing types to cater to market segments currently underrepresented.	x				Long Term
HOU 4.5.4	Explore new kinds of housing opportunities that can accommodate emerging needs of residents, such as the use of accessory dwelling units, which may provide a missing middle unit type, especially for young or elderly family members who need assistance with housing affordability and for smaller households that need rental housing. Consideration should be given to address minimum lot sizes, parking, and traffic impacts to ensure neighborhood compatibility.	x			x	Long Term
HOU 4.5.5	Facilitate the reconstruction of substandard and underutilized residential developments to provide additional housing opportunities, including utilizing the City's Economic Development Authority as a tool for acquiring properties and providing financing for residential redevelopment in qualified areas.	x			x	Long Term
	ECONOMIC DEVELOPMENT					
ED 5.1	**Promotion**					
ED 5.1.1	Utilize electronic media, social media, collateral materials, and targeted advertising to highlight community success, vibrancy, economic growth, and tourism.		x	x		Ongoing
ED 5.1.2	Execute a targeted outreach effort focused on potential business startup and relocation markets.	x		x	x	Ongoing
ED 5.2	**Business Attraction and Expansion**					
ED 5.2.1	Implement an adaptive business development program that responds to market and business trends.	x		x	x	Short Term
ED 5.2.2	Create and foster business incubation, startup, and small business development support services.	x		x	x	Ongoing
ED 5.2.3	Identify and assist businesses poised for growth.	x		x	x	Ongoing
ED 5.2.4	Support the retention, growth, and expansion of existing businesses as a core element of the City's economic development efforts.	x		x	x	Ongoing
ED 5.3	**Development and Redevelopment**					
ED 5.3.1	Identify capital improvement projects that strategically facilitate private redevelopment investment in conformance with the character area design principles, while also improving the City's infrastructure and services.			x	x	Long Term
ED 5.3.2	Expand and apply a toolkit for development, redevelopment, and revitalization, to include specific support services and incentives.	x		x	x	Short Term
ED 5.3.3	Collaborate with the private sector to leverage the Airport, Godwin Technology, and Sudley Medical character areas to develop major employment centers focused on aviation, technology, and health care.	x		x	x	Long Term
ED 5.3.4	Collaborate with the private sector to leverage the Downtown and Mathis character areas to attract investments that offer unique shopping, dining, lodging, and entertainment opportunities. Support Prince William County's ongoing implementation of the Courthouse Master Plan and to promote legal services around the Courthouse Complex.	x		x	x	Long Term
ED 5.3.5	Maintain the Department of Economic Development as the ombudsman responsible for facilitating new development projects.	x		x	x	Ongoing
ED 5.3.6	Utilize the City's Economic Development Authority (EDA) as a tool for acquiring properties and providing financing for redevelopment in qualified areas.	x		x	x	Long Term

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
ED 5.4	**Workforce Development**					
ED 5.4.1	Recognize the Manassas School System as a crucial component of the City's sustained economic development. Provide the support required to continue the School System's success in providing an educated, skilled workforce to fill the community's needs.				x	Ongoing
ED 5.4.2	Support programs and partnerships with major employers and educators to improve the transition from school to work and provide a skilled local workforce.				x	Ongoing
ED 5.4.3	Work with existing businesses to identify employment gaps and with the School System, the Northern Virginia Community College, and George Mason University to provide programs to address these gaps.				x	Short Term
ED 5.4.4	Identify and support alternative education paths, including apprenticeships and technical training, to ensure a well-balanced and skilled workforce.				x	Short Term
ED 5.5	**Tourism**					
ED 5.5.1	Promote the Downtown as a tourism, cultural, and entertainment destination to attract visitors, residents, and new businesses.	x		x	x	Ongoing
ED 5.5.2	Continue to implement the Virginia Main Street approach to guide initiatives that support the preservation, revitalization, and expansion of the Downtown.	x		x	x	Ongoing
ED 5.5.3	Create and foster strong relationships with tourism partners and stakeholders.			x	x	Ongoing
ED 5.5.4	Create and support events, festivals, and parades that appeal to residents and visitors.			x		Ongoing
ED 5.5.5	Enhance and maintain venues, area attractions, and historic sites that appeal to residents and visitors.			x		Ongoing
	MOBILITY					
MOB 6.1	**Regional Network**					
MOB 6.1.1	Coordinate with regional transportation planning partners to ensure orderly development and access to various transportation funding sources.		x		x	Ongoing
MOB 6.1.2	Advocate and support regional transportation improvements that promote the efficient flow of through traffic, such as the Route 28 innovative intersection improvements and Bus Rapid Transit along the Route 28 corridor.		x		x	Long Term
MOB 6.1.3	Improve access to regional and local transit services for all residents by supporting the expansion of OmniRide and Virginia Railway Express as cost-effective alternatives to driving and to accommodate the City's growing transportation needs. Support implementation of the OmniRide strategic plan, including relocation of its transit hub to Downtown Manassas, the Northern Virginia Transportation Authority preliminary deployment plan for a regional Bus Rapid Transit system, and the Virginia Railway Express 2050 system plan, including the Broad Run and Manassas station expansions.		x		x	Long Term
MOB 6.1.4	Promote the Manassas Regional Airport as a vital component of the region's transportation system and the City's economy. Work with neighboring jurisdictions to improve access to the airport's facilities. Continue to improve facilities to enhance safety, comply with Federal Aviation Administration design standards, and accommodate greater numbers of aircraft and passenger under a broader range of conditions including commercial passenger service.		x		x	Ongoing
MOB 6.1.5	Coordinate with Prince William County, the City of Manassas Park, and other Northern Virginia localities to create a regional bikeway and trail network connecting to the National Capital Trail, Potomac Heritage National Scenic Trail, U.S. Bicycle Route 1, East Coast Greenway, and any other significant regional and national trails. Partner with the Virginia Passenger Rail Authority for rails-with-trails opportunities.		x		x	Long Term

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
MOB 6.1.6	Implement traffic calming measures to diminish the impacts of through-traffic on existing residential neighborhoods and Downtown.		x		x	Short Term
MOB 6.2	**Multimodal Connectivity**					
MOB 6.2.1	Continue implementation of Complete Streets designs in accordance with the City's complete streets typology guide. When implementing these designs, emphasize the safety and convenience of all users including pedestrians, bicyclists, public transit riders, and motor vehicle drivers. This includes providing improvements so that even the most vulnerable can travel safely and comfortably within the public right-of-way.		x		x	Long Term
MOB 6.2.2	Improve the safety and comfort of the pedestrian and bicyclist environment by removing or relocating existing obstructions, such as utility poles and overgrown vegetation, and providing trees, shade, lighting, street furniture, and designs that improve pedestrian and bicyclist safety and comfort.		x		x	Ongoing
MOB 6.2.3	Implement an aggressive maintenance plan to ensure that all on-street lane markings, crosswalks, signals, and safety and wayfinding signs are clear and visible.		x		x	Long Term
MOB 6.2.4	Develop and implement pedestrian-oriented connections and transitions within and between the Downtown and the Mathis Avenue character areas.		x		x	Short Term
MOB 6.2.5	Enhance connectivity within and between neighborhoods by providing connector trails between cul-de-sacs or through environmental corridors. These facilities should be implemented in coordination with neighborhoods.		x		x	Long Term
MOB 6.2.6	Continue to reduce conflict between vehicles and more vulnerable road users through the use of pavement markings, specialized signals, and other improvements.		x		x	Short Term
MOB 6.2.7	Continue to study and implement, where feasible, innovative mobility programs to provide mobility options (e.g. improved local transit, autonomous shuttle, bicycle and micromobility friendly accommodations, dedicated pick-up and drop-off zones for ridesharing, Transportation Demand Management strategies).		x		x	Long Term
MOB 6.2.8	Continue efforts to increase Bicycle Friendly Community score in the five following areas: Engineering, Education, Encouragement, Evaluation & Planning, Equity & Accessibility and renew Bicycle Friendly Community designation in 2027.		x		x	Short Term
MOB 6.2.9	Plan for self-driving and connected vehicles by monitoring national and regional trends and best practices, investing in new technology (e.g. roadside equipment to provide signal phase and timing data to the vehicles), and considering opportunities and impacts of future roadway design, parking demand, and pedestrian-oriented spaces.		x		x	Long Term
MOB 6.2.10	Update, as needed, comprehensive automobile parking policies that meet the needs of the residents, business community, commuters, civic organizations, and visitors.		x		x	Ongoing
MOB 6.3	**Local Network**					
MOB 6.3.1	Implement the prioritize transportation capital improvement projects according to the Mobility Master Plan, which balances the flow of traffic, multimodal access, and safety throughout the City.	x	x		x	Long Term
MOB 6.3.2	Update the City's Capital Improvement Program to implement the Plan's short and long-term intersection improvements to maintain operations at existing internal signalized intersections at a Level of Service "C" or better, or "D" or better along the Liberia Avenue and Godwin Drive corridors. Research and implement additional performance measures (e.g. vehicle miles traveled) that more comprehensively measure roadway and intersection operations.		x		x	Long Term
MOB 6.3.3	Review and update traffic signal timing at least every five years to maximize efficiency of the existing road network and adjust for changing traffic patterns and growth.		x		x	Long Term

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
MOB 6.3.4	Implement the City's long-range bike network plan and pedestrian network plan by prioritizing links to schools, parks, jobs, and transit. Implement sidewalk infill projects to ensure that all streets have sidewalks on at least one side of the street or two sides of the street within Downtown, Mathis, and Traditional Neighborhood Character Areas.		x		x	Long Term
MOB 6.3.5	Ensure that multimodal improvements, such as sidewalk and bike facilities, are included in the Capital Improvement Program and street repaving plan, and identify additional funding sources to complete and maintain projects.		x		x	Ongoing
MOB 6.3.6	Review and adjust requirements for new construction and redevelopment projects to upgrade access management provisions, such as interparcel connectivity and limits on location and number of curb cuts, to improve the flow of traffic on higher volume streets and support the character area design principles.	x	X		x	Short Term
MOB 6.3.7	Update the transportation database developed as part of the Mobility Master Plan and expand its inventory of transportation facilities and features to include a crosswalk and curb ramp inventories and bicycle and pedestrian counts.		X		x	Long Term
MOB 6.3.8	Review and update the Mobility Master Plan at least every five years to maximize efficiency of the existing transportation network and adjust for changing trends, patterns, and growth.		x		x	Long Term
MOB 6.4	**Safety and Resiliency**					
MOB 6.4.1	Use data on transportation crash rates to guide infrastructure investments that minimize rates of injuries and accidents.		x		x	Ongoing
MOB 6.4.2	Adopt a Vision Zero program that seeks to reduce and eliminate traffic fatalities and severe injuries among all road users.		x			Long Term
MOB 6.4.3	Conduct walking/bicycle audits to improve signage, shelters, pedestrian crosswalks and signaling, road markings, lighting, and sidewalk/ bicycle facilities design. Ensure that pedestrians, bicyclists, motorists, and disabled persons using assistive devices, such as canes, walkers, and wheelchairs feel safe and comfortable at all times when traveling in Manassas. Prioritize designated safety improvement areas as part of this program.		x		x	Short Term
MOB 6.4.4	In conjunction with the City's Emergency Operations Plan, invest in facilities and improve traffic management capabilities that optimize the transportation system's ability to execute emergency responses, including evacuation when necessary.		x		x	Ongoing
MOB 6.4.5	Promote Crime Prevention through Environmental Design practices.				x	Ongoing
MOB 6.5	**Sustainability**					
MOB 6.5.1	Respect and accommodate historic, cultural, and natural resources throughout the transportation planning and construction process.		x	x	x	Ongoing
MOB 6.5.2	Increase solar electricity and energy efficiency technologies and consider ways to encourage electric vehicles by developing electric vehicle charging station policies or requiring them in redevelopment.		x		x	Long Term
MOB 6.5.3	Reduce vehicle emissions by regularly optimizing citywide traffic signals, promoting innovative intersections, and encouraging alternative-fuel vehicles, non-motorized travel, public transit, carpooling, telecommuting, and other Transportation Demand Management strategies.		x		x	Long Term
MOB 6.5.4	Minimize the creation of additional impervious surface area for streets and other transportation facilities, and manage the collection and release of runoff in an effective and environmentally sensitive manner.		x		x	Ongoing

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
	COMMUNITY FACILITIES & INFRASTRUCTURE					
CFI 7.1	**General and Administration**					
CFI 7.1.1	Maintain, modernize, and adapt existing facilities to meet current and projected resource demands and evolving customer needs, including: providing, identifying and constructing permanent school central office facilities and offices for City Social Services.	x			x	Short Term
CFI 7.1.2	Whenever feasible, incorporate multi-purpose rooms into public facilities to meet the growing community demand for spaces to host community groups and events.	x	x			Ongoing
CFI 7.1.3	Design public facilities to be a distinguishing feature of the community, conforming to the specific character area design principles and using sustainable materials, context-sensitive design, and attractive architectural features.	x			x	Ongoing
CFI 7.1.4	Design new public facilities to be safe, functional, and efficient to persons with diverse abilities, reflect the physical character of the surrounding community, and maximize the broader social and cultural roles the facility can play in the community.	x	x			Ongoing
CFI 7.1.5	Support continued use of existing public facilities through ongoing capital asset replacement, renovation, modernization, and adaptive reuse, particularly where facilities play an important role in social and economic activities of the local community or are historically significant.	x	x			Ongoing
CFI 7.1.6	Strategically locate facilities where they can serve the community efficiently and effectively.	x			x	Ongoing
CFI 7.1.7	Coordinate and support internal, local, and regional partnerships for shared services, infrastructure, and facilities that benefit City residents and ensure the long-term sustainability of such services.	x			x	Ongoing
CFI 7.1.8	Incorporate Leadership in Energy and Environmental Design principles and design elements into City facilities and operations, to the extent feasible, to provide efficient and cost-effective operations throughout the facility lifecycle, allowing for maximum utilization and optimum service.	x			x	Long Term
CFI 7.1.9	Evaluate all surplus public land and/or facilities for possible public reuse prior to any sale. For example, the former police headquarters space should be considered for office and outdoor open space uses.	x	x			Long Term
CFI 7.2	**Education**					
CFI 7.2.1	Ensure planning for all new development and redevelopment provides for education facilities that meet or exceed adopted level of service standards.	x				Ongoing
CFI 7.2.2	Provide permanent facilities and eliminate temporary classrooms at public schools by supporting the replacement of Dean Elementary, construction of classroom additions, and reconfiguration of existing space to increase efficiency per the Manassas City Public Schools' School Facility Plan 2020-2030.	x				Long Term
CFI 7.2.3	Prepare an updated set of recommendations and priorities for capital improvements, including building design standards that facilitate learning, promote safety, and include adaptive spaces that can accommodate a variety of career paths, including non-college careers. Recommendations should also address resources and enabling policies to fund these improvements.	x			x	Long Term
CFI 7.3	**Public Safety**					
CFI 7.3.1	Ensure planning for all new development and redevelopment provides resources for public safety facilities that meet or exceed adopted level of service standards.	x			x	Ongoing
CFI 7.3.2	Plan for fire and rescue services based on growth forecasts and the adopted level of service standards, and update the capital facility plans to meet these needs. Complete planning and design for the replacement of Station 1.	x			x	Long Term

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
CFI 7.3.3	Enhance the City's disaster preparedness, mitigation, and response by maintaining the City's Emergency Operations Plan, protecting critical infrastructure assets, and coordinating emergency plans with adjacent jurisdictions, regional authorities, local churches, civic and volunteer organizations.				x	Ongoing
CFI 7.3.4	Promote public safety engagement services and programs, such as community policing and community risk reduction, to encourage cooperation between public safety officials and communities.		x		x	Ongoing
CFI 7.3.5	Enhance efficient and effective public safety and emergency response through the implementation of appropriate development standards, such as Crime Prevention Through Environmental Design and interconnected streets that provide adequate access for emergency apparatus.	x	x		x	Ongoing
CFI 7.3.6	Enhance safety at the Manassas Regional Airport through the continued use of aircraft rescue and firefighting equipment and the provision of adequate equipment staffing.				x	Ongoing
CFI 7.3.7	Continue participation in regional mutual aid agreements that enhance the City's ability to provide quick response to fire and rescue emergencies and hazardous material incidents.				x	Ongoing
CFI 7.4	**Infrastructure**					
CFI 7.4.1	Identify future public utility needs based on growth forecasts and prepare plans and cost estimates for meeting these needs. Prioritize these recommendations in the Capital Improvement Program consistent with this Plan.				x	Ongoing
CFI 7.4.2	Safeguard the quality of the City's drinking water by monitoring the water quality in Lake Manassas and its tributaries and coordinating with Prince William County to ensure compatible land use practices within the lake's watershed.				x	Ongoing
CFI 7.4.3	Complete upgrades to the water treatment plant, distribution system, and storage facilities to increase available water supply, reduce loss during transmission, and increase system redundancy.				x	Short Term
CFI 7.4.4	Continue to work in partnership with adjacent jurisdictions and the Upper Occoquan Sewage Authority to coordinate plans, investments, and needs to ensure that wastewater capacity does not become a constraint to development.				x	Ongoing
CFI 7.4.5	Recapture critical wastewater treatment capacity by replacing aging infrastructure with properly-sized lines and new materials, and rehabilitating lines to eliminate infiltration and inflow.				x	Ongoing
CFI 7.4.6	Ensure that the projected wastewater demand from new development does not exceed wastewater capacity and encourage major users to provide on-site treatment or other measures to reduce system impacts.	x			x	Ongoing
CFI 7.4.7	Invest in, maintain, and improve storm sewer and stormwater management facilities to improve flood control, prevent erosion, and preserve water quality. Utilize creative, cost-effective, and land-efficient best management practices where feasible to achieve or exceed required pollutant load reductions and conserve valuable land. Develop a watershed management plan, including a priority ranking system for stormwater sewer infrastructure replacement and rehabilitation.				x	Long Term
CFI 7.4.8	Provide appropriate upgrades and maintenance to the electric supply and distribution system, including investing in new substations and battery storage, and pursuing opportunities for incorporating renewable energy sources into the City's energy portfolio.				x	Long Term
CFI 7.4.9	Place all utilities underground wherever possible to improve service reliability and aesthetics of the surrounding areas.				x	Ongoing
CFI 7.4.10	Systematically upgrade street lights to increase safety, efficiency, reliability, and visual consistency within corridors, neighborhoods, and commercial areas.				x	Long Term
CFI 7.4.11	Coordinate utility improvements with transportation and repaving projects to reduce cost, delays, and impacts to residents.		x		x	Ongoing

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
CFI 7.4.12	Maintain tree trimming on a three-year cycle and install animal protection equipment on vulnerable components of the overhead electric system as facilities are added.				x	Ongoing
CFI 7.5	**Solid Waste**					
CFI 7.5.1	Continue to provide curbside and drop-off recycling services, and implement cost effective improvements. Actively pursue opportunities to expand recycling and composting where feasible.				x	Ongoing
CFI 7.5.2	Actively promote and encourage residential, commercial, industrial, and institutional participation in recycling programs.				x	Ongoing
CFI 7.6	**Telecommunications**					
CFI 7.6.1	Continue to promote the use of City structures (e.g., buildings, water towers) as telecommunications sites to minimize the proliferation of single use towers.		x			Ongoing
CFI 7.6.2	Continue to implement and expand, as feasible, high-quality City-provided Wi-Fi access in Downtown and at public facilities, such as parks and cultural sites.		x			Short Term
	ENVIRONMENTAL SUSTAINABILITY & HEALTH					
ESH 8.1	**General**					
ESH 8.1.1	Develop a holistic sustainability plan that inventories natural resources and provides a blueprint for creating a thriving, sustainable community. Consider implementing an assessment tool, such as Leadership in Energy and Environmental Design (LEED) for Cities and Communities, to set goals and measure progress.				x	Long Term
ESH 8.1.2	Coordinate with regional partners, such as the Metropolitan Council of Governments, Northern Virginia Regional Commission, and the Prince William Health District, to align priorities and resources for maximum impact.				x	Short Term
ESH 8.1.3	Consider implementing climate and green budgeting as well as Envision project verification as part of the annual city capital improvement program development process.	x			x	Short Term
ESH 8.1.4	Expand resources for residents, business owners, and property managers to promote environmental stewardship, including topics such as tree planting and maintenance, installation of renewable energy, recycling, and waste prevention.	x			x	Long Term
ESH 8.2	**Vegetation and Tree Canopy**					
ESH 8.2.1	Update the City's urban tree canopy study and adopt a goal of increasing the City's tree canopy coverage to 40 percent.				x	Short Term
ESH 8.2.2	Establish an aggressive urban tree planting program with dedicated funding for planting and replacing trees on public land and public rights-of-way.				x	Long Term
ESH 8.2.3	Strengthen development standards impacting vegetation and tree canopy, such as reevaluating standards for preserving mature trees, providing incentives to developers that protect or replant trees beyond what the zoning standards require, and formally adopting a list of specimen or champion trees to be preserved as well as an ordinance providing for the planting and replacement of trees during the development process pursuant to the Code of Virginia § 15.2-961.	x			x	Short Term
ESH 8.2.4	Ensure the City qualifies for and maintains its status as a Tree City USA community.				x	Ongoing
ESH 8.2.5	Plant and promote the use of regionally-adapted, native, and drought tolerant plants, including turf-to-forest conversions and pollinator gardens.				x	Ongoing

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
ESH 8.2.6	Support the conservation of local and regional biodiversity by promoting the protection and enhancement of native plant communities, and pollinator and wildlife habitats while managing invasive plant and animal species.				x	Ongoing
ESH 8.3	**Green Infrastructure**					
ESH 8.3.1	Protect, restore, and connect natural areas and enhance access to natural open space in all development, redevelopment, and capital projects.	x	x		x	Ongoing
ESH 8.3.2	Encourage conservation easements and other programs that protect sensitive environmental areas, such as wetlands, floodplains, stream buffers, and steep slopes, to maintain or enhance the beneficial ecosystem services these areas provide.	x	x		x	Ongoing
ESH 8.3.3	Preserve and increase vegetated buffer areas along streams, wetlands, and floodplains, integrating trails and passive recreation opportunities in an environmentally-sound manner where appropriate.		x		x	Ongoing
ESH 8.3.4	Strengthen buffer standards and consider their expansion as they apply to incompatible uses, such as protecting natural open space in public parks from negative impacts of adjacent land uses.	x	x		x	Short Term
ESH 8.3.5	Measure and map urban heat islands to identify areas with green infrastructure needs in order to mitigate exposure to extreme heat.				x	Short Term
ESH 8.4	**Water Resources**					
ESH 8.4.1	Review City water resource management practices and policies and recommend improvements that promote sustainable stormwater management, encourage the use of green infrastructure, and protect water and habitat quality.				x	Short Term
ESH 8.4.2	Reduce loss of open waterways and natural stream habitats by discouraging additional underground piping of city streams and encouraging daylighting of piped streams.		x		x	Ongoing
ESH 8.4.3	Enhance the protection of streams and natural wetlands by updating development standards to protect and restore buffer areas, exploring the use of erosion hazard setbacks from streams, and considering public acquisition of natural areas along waterways for linear parks and open space.		x		x	Short Term
ESH 8.4.4	Encourage developers to incorporate environmentally-sensitive approaches to stormwater management into site planning, including low impact development techniques and preservation and restoration of natural land forms.				x	Ongoing
ESH 8.4.5	Limit the extent of impervious surfaces by encouraging the use of semi-pervious or pervious surfaces in new development or redevelopment projects in order to minimize stormwater runoff.	x			x	Ongoing
ESH 8.4.6	Protect the City's floodplains by ensuring floodplain maps are updated and maintained. Consider amending allowable development density calculations to exclude floodplains.	x			x	Short Term
ESH 8.4.7	Educate, encourage, and incentivize property owners to implement water resources stewardship practices, with a focus on retrofitting sites that lack adequate stormwater treatment with rain gardens and other low impact development measures.	x			x	Long Term
ESH 8.4.8	Implement measures to improve pollution prevention and contingency planning for hazardous substances that may pose a threat to surface and groundwater quality, and ensure these practices and policies are also implemented at all City facilities as an integral component of City operations.				x	Short Term

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
ESH 8.5	**Air Quality and Emissions**					
ESH 8.5.1	Encourage new development to design, construct, and operate with a reduced emissions footprint by encouraging high performance, green buildings, green sites, and green neighborhood standards and practices such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program, Earthcraft, Energy Star, or other similar systems.	x			x	Ongoing
ESH 8.5.2	Create policy financial incentives, and educational tools to encourage increased building and site performance that reduces greenhouse gas emissions and the City's overall carbon footprint.	x			x	Long Term
ESH 8.5.3	Promote compact block and street networks and a built environment that facilitates walking, biking, and bus riding to provide alternatives to the use of single occupancy vehicles and reduce greenhouse gas emissions.	x	x		x	Ongoing
ESH 8.5.4	Encourage the use of renewable energy by reducing regulatory barriers and providing resources for the installation of solar and geothermal equipment.	x			x	Long Term
ESH 8.5.5	Reduce vehicle-related emissions through increased fuel efficiency, reduced vehicle miles traveled, fleet downsizing, expanding the availability of pedestrian and bicycle facilities throughout the City, anti-idling efforts, and use of alternative fuel sources.				x	Long Term
ESH 8.5.6	Support the use of energy-efficient transportation by encouraging the siting of, and promoting the availability of, electric vehicle charging stations and initiatives to become an Charging Smart designated community.		x		x	Long Term
ESH 8.5.7	Encourage citywide waste prevention, recycling, and composting to reduce greenhouse gas emissions by expanding education and outreach programs, encouraging the purchase and use of recycled products, and requiring recycling plans for commercial and multifamily residential projects.				x	Long Term
ESH 8.5.8	Reach the target of at least 316,102 MTCO2eq by 2030 to reduce community-wide greenhouse gas emissions to be consistent with the regional goal of greenhouse gas emissions reductions established by MWCOG, which calls for 50 percent greenhouse gas emission reductions from 2005 levels by 2030 and 80 percent reduction by 2050.				x	Long Term
ESH 8.5.9	Participate in the Better Climate Challenge to reduce local government greenhouse gas emissions by 50 percent in 10 years.				x	Long Term
ESH 8.5.10	Track progress and develop greenhouse gas (GHG) community-wide inventories in partnership with MWCOG at a minimum every 3 years and local government GHG inventories at a minimum every 5 years.				x	Long Term
ESH 8.6	**Noise and Light Pollution**					
ESH 8.6.1	Apply special use permit conditions and accept rezoning proffers that limit lighting and noise impacts on adjacent properties and the City as a whole. Support development standards that address lighting and noise pollution.	x				Ongoing
ESH 8.6.2	Continue to work with the Manassas Regional Airport and railroad authorities to minimize noise from air and rail traffic while maintaining the vitality of each.	x				Ongoing
ESH 8.6.3	Require new development adjacent to the airport or railroad to assess noise impacts and provide reasonable noise mitigation for residential units.	x				Ongoing
ESH 8.7	**Public Health**					
ESH 8.7.1	Leverage the City's status as a "Healthy Eating Active Living" (HEAL) Community to implement policies and programs that improve community health.				x	Ongoing

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
ESH 8.7.2	Participate with community health agencies in developing a comprehensive community health needs assessment and integrate with HEAL policies and programs to improve the health of Manassas residents.				x	Short Term
ESH 8.7.3	Create convenient and safe opportunities for physical activity for residents of all ages, abilities, and income levels.				x	Ongoing
ESH 8.7.4	Explore partnerships to ensure housing and neighborhoods are safe and sanitary, and develop systems for rapid response and remediation when unsanitary conditions, such as rodents, arise.				x	Long Term
ESH 8.7.5	Plan for access to healthy, affordable, locally-grown foods for all neighborhoods by supporting urban agriculture and considering the creation of community gardens on public lands.				x	Long Term
ESH 8.7.6	Encourage the expansion of medical and health services in the City, particularly within the Sudley Medical character area.				x	Long Term
ESH 8.7.7	Create a more equitable transportation system for those with disabilities by implementing Complete Streets and making streets and rights-of-way safe and accessible for everyone.	x	x			Long Term
	PARKS, CULTURE, & RECREATION					
PCR 9.1	**Facilities and Amenities**					
PCR 9.1.1	Develop and implement master plans for community use of all park and cultural resource sites that balance areas and facilities for active recreation, unstructured play, quiet enjoyment, contemplation, and the preservation of important natural and cultural resources.	x	x		x	Long Term
PCR 9.1.2	Prioritize implementation of the Dean Park and Stonewall Park Master Plans to address critical level of service deficiencies identified in the 2016 Parks, Recreation, and Cultural Needs Assessment and Facilities Plan.		x			Short Term
PCR 9.1.3	Engage the community and develop a master plan for the Marsteller property, including operation of the community center.		x			Short Term
PCR 9.1.4	Update the 2016 Parks, Recreation, and Cultural Needs Assessment and Facilities Plan following the adoption of the 2045 Comprehensive Plan. The revised plan should consider the impact of privately-owned, publicly-accessible open space and homeowner associations' facilities when proposing new amenities.		x			Short Term
PCR 9.1.5	Evaluate the potential of undeveloped City-owned properties, floodplains, and easements for recreation, preserved open space, and designated wildlife areas and corridors in accordance with resident needs and level of service standards.	x	x			Long Term
PCR 9.1.6	Beautify parks and cultural resource sites with enhanced landscaping and design elements that highlight the scenic value of parks, open space, and historic properties.		x	x		Ongoing
PCR 9.1.7	Retrofit and upgrade existing stormwater facilities within parks and publicly-owned land with innovative best management practices that provide opportunities for recreation, beautification, and enhanced environmental benefits.		x		x	Long Term
PCR 9.1.8	Update agreements with the City school system to expand the use of facilities for compatible recreation activities and community space, maximizing their use and cost efficiency and improving service to residents.		x			Short Term
PCR 9.1.9	Integrate accessibility and safety into park and facility design to ensure that parks and playgrounds are safe and inclusive for all users.				x	Ongoing
PCR 9.1.10	Incorporate consistent signage and wayfinding throughout City parks and historic sites to help connect residents and visitors to available amenities and natural resources.		x	x		Ongoing
PCR 9.1.11	Support community partnerships that activate parks and provide expanded amenities, such as recreation programming and community gardens.		x	x		Ongoing

Table A1 - Implementation Strategy

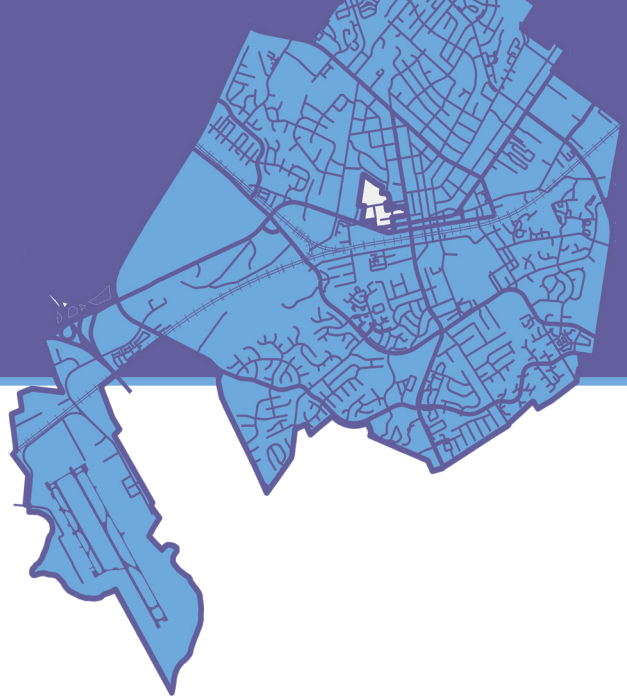
	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
PCR 9.1.12	Continue availability of small-scale turf fields in neighborhoods that increase opportunity for unscheduled play.	x				Ongoing
PCR 9.2	**Historic Preservation**					
PCR 9.2.1	Tell the story of our community and neighborhoods, including completion of the African American history trail that includes south-side neighborhoods of Downtown and the Manassas Industrial School for Colored Youth at Dean Park.		x	x		Short Term
PCR 9.2.2	Continue to renovate and maintain publicly-owned historical resources. Consider the potential for adaptive reuse as appropriate and protect archaeological resources.		x	x		Ongoing
PCR 9.2.3	Continue to work with, support, and provide incentives for private-sector investment and use of historic properties.		x	x		Ongoing
PCR 9.2.4	Continue educating property owners about the legal responsibilities that come with owning historic structures, and discourage demolition of historic structures.			x		Ongoing
PCR 9.2.5	Update the City's historic and cultural resources surveys to identify any new resources from the City's later historic periods that should be considered for designation.			x		Long Term
PCR 9.2.6	Encourage the restoration and maintenance of existing landmark and historic structures.			x		Ongoing
PCR 9.2.7	Ensure that new development within historic districts is sensitive to the character and context of these areas and protects any archaeological resources found during the construction process.	x		x		Ongoing
PCR 9.3	**Maintenance and Reinvestment**					
PCR 9.3.1	Make strategic investments in facilities and amenities that expand the use or service life of existing assets and/or correct level of service deficiencies.		x		x	Ongoing
PCR 9.3.2	Update the park maintenance plan and design standards concurrently with the development of the new needs assessment and facilities plan (PCR 9.1.4).		x		x	Short Term
PCR 9.3.3	Provide enhanced landscaping and maintenance of vegetated areas along public rights-of-way and entrances to all parks and historic sites to improve community and park appearance and safety.		x	x		Ongoing
PCR 9.3.4	Enhance park and cultural resource beautification, maintenance, and cleanliness by engaging public-private partnerships and community volunteer organizations in Adopt-A-Park programs and capital maintenance projects.		x		x	Ongoing
PCR 9.4	**Development and Redevelopment**					
PCR 9.4.1	Ensure that public and private development does not reduce the available park amenities and parkland within the City of Manassas.	x	x			Ongoing
PCR 9.4.2	Ensure that planning for all new development and redevelopment provides for trails, open space, parks, and recreational land that meet or exceed adopted level of service standards.	x	x			Ongoing
PCR 9.4.3	Recognize that while private recreation facilities may partially address level of service needs, new development should also contribute to public parks and recreation facilities per the adopted level of service standards.	x	x			Ongoing
PCR 9.4.4	Ensure that adequate public park space and recreation facilities are available within a 15-minute walking radius of all new residential development.	x	x			Ongoing

Table A1 - Implementation Strategy

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
PCR 9.4.5	Continue to ensure that every school provides recreation facilities that are available to the public after school hours in accordance with the joint memorandum of understanding adopted by the City and the Manassas City School Board.		x			Ongoing
PCR 9.5	**Greenways and Trails**					
PCR 9.5.1	Connect the community through an effective trails system by developing five miles of new trails in the next five years per the Mobility Chapter of this Plan.		x			Long Term
PCR 9.5.2	Continue to require multi-use paths consistent with the requirements of the Mobility Chapter and the Design and Construction Standards Manual during the construction of road and frontage improvements.		x			Short Term
PCR 9.5.3	Evaluate all stormwater management upgrades and stream restoration projects for natural surface trails and additional environmental benefits such as wetlands mitigation, bird sanctuaries, and wildlife corridors.		x		x	Long Term
PCR 9.6	**Culture and Arts**					
PCR 9.6.1	Promote tourism and economic vitality in the city through the artistic design of beautiful public spaces, including maximizing use of the public rights-of-way by incorporating public art, landscaping, and street furnishings.			x		Ongoing
PCR 9.6.2	Promote community use of the expanded museum for community programs and offer opportunity for more frequently-changing exhibits and display of affiliate collections.			x		Ongoing
PCR 9.6.3	Enhance visitor facilities throughout the museum system's sites to promote tourism.			x		Ongoing
PCR 9.6.4	Provide facilities that expand opportunities for the visual and performing arts for both residents and visitors.			x		Ongoing
PCR 9.6.5	Ensure that new development integrates public art and civic spaces that enhance the visual environment and commemorates the City’s rich history.			x		Ongoing
PCR 9.6.6	Support partnerships with local agencies and organizations and cooperate with museum partners to provide new and unique cultural events and venues that promote the City of Manassas, draw tourists and visitors, and promote a sense of community among our residents.			x		Ongoing
PCR 9.6.7	Maintain library services through a continuation of the joint service agreement with Prince William County and the City of Manassas.			x		Ongoing
PCR 9.6.8	Promote private museums not in the Manassas Museum System and cultural facilities, and assist in the relocation of such facilities, as appropriate.			x		Long Term

APPENDIX B1:

Community History & Background



"There is one peculiarity about the population of Manassas. It is especially cosmopolitan."

–George Carr Round, 1897

History

The Railroad and the Civil War

The founding of Manassas was linked to the presence of the railroad. In 1850, the Virginia Legislature authorized the construction of a new railroad line that would join an existing line at the site of the Town. The point at which these two railroads joined was known as Manassas Junction. During the 1850s, a small rural settlement grew up as a direct result of these railroads.

In 1861, Manassas Junction's proximity to Washington, D.C., and the strategic nature of the two rail lines made Manassas an important prize to both Union and Confederate forces. As a result, considerable action took place in the area, including two major battles of the Civil War—respectively called the First and Second Battles of Manassas or Bull Run. The Civil War gave Manassas an identity. However, true growth and development of the area did not occur until after the war ended. Much of what is referred to today as Historic Downtown is the area where that growth began.

The Town of Manassas and the County Seat

The railroad remained through the devastation of the war, creating a vital link between Manassas and the economic and social life outside of the area. In 1873, the Town of Manassas was officially chartered. Though sparsely populated and dominated by dairy farming, the rural settlement began to resemble a small town. When the County seat moved from Brentsville to Manassas in 1894, it spurred residential and business growth. The County Courthouse and related facilities continue to play a vital role in the City's development.



Train Station circa 1910

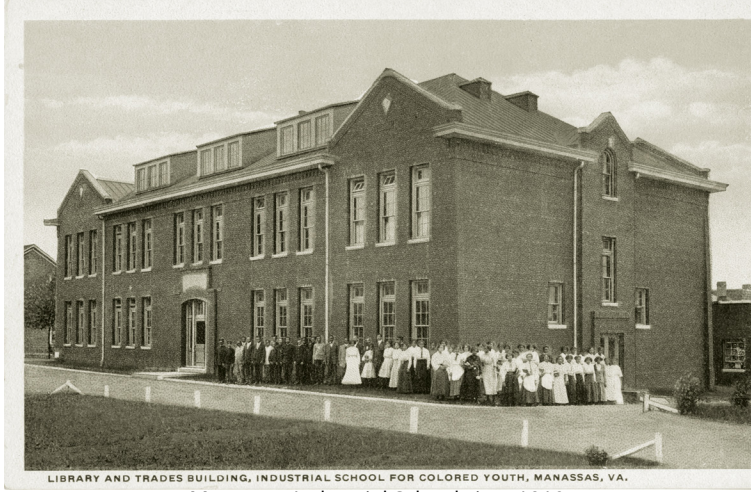
Notable Leaders

Several notable people contributed to the early development of Manassas. George Carr Round, a former Union soldier, lawyer, and real estate agent, wrote the original charter for the town, was a charter member of the Town Council, served as the first Town Clerk, and was instrumental in establishing public schools.

Robert Portner, a German immigrant and entrepreneur who made his fortune as a brewer in Alexandria, built his summer home Annaburg in 1892. The City acquired Annaburg in 2019. The additional 2,000 acres he owned included Liberia, the 1825 house and grounds used as a Civil War military headquarters and visited by President Lincoln, which is now a City park.

Architect Albert Speiden designed many of the town's turn of the twentieth century landmark buildings including the Old Town Hall, the Hopkins Candy Factory (now the ARTfactory), the Nichol/Post Office, former Hibbs and Giddings Store, and the People's National Bank buildings. These buildings are now Center Street retail and restaurant space.

Despite being born into slavery in 1852 and without the benefit of a formal education, Jennie Dean's vision changed the lives of countless African Americans in Manassas, Prince William County, and the region. After almost a decade of fundraising, she established the nationally recognized Manassas Industrial School for Colored Youth in 1894. The school was designed as a private residential institution providing both academic and vocational training within a Christian setting at a time when segregated schools offered few opportunities for African Americans. When the school closed in 1938, it became a segregated regional high school. The site is now a City interpretive park that includes a memorial to Jennie Dean.



Manassas Industrial School circa 1910



Peoples National Bank circa 1907



Downtown circa 1913

The Early Twentieth Century and Post World War II Development

In 1905, a fire swept through much of the town and burned more than 30 frame buildings. Rebuilt in brick and more fire-resistant materials at the direction of new Town ordinances, the Town grew with a mixture of heavy commercial, warehouse, and retail uses occupying small lots in a grid-street pattern parallel and perpendicular to the tracks. The slow and steady growth of the town continued throughout the early twentieth century when many of the existing buildings in the Historic Downtown were built. The restoration of the railroad depot in 1995 began a revitalization movement that continues today.

From 1913 through 1916, water and sewer lines were laid through the center of the Town as electric, water, and sewer service was established. The City continues to own and operate its utilities.

The early 1950s marked the beginning of a period of moderate expansion for the Town and its immediate surroundings. Several small manufacturing plants brought new jobs to the area. At the same time, workers employed in metropolitan Washington began to discover that Manassas was a good place to live, with relatively low living costs and a reasonable commuting distance. Growth in manufacturing and professional businesses continued throughout the 1950s and the 1960s. Shopping centers,



Dominion circa 1995



Airport Terminal circa 1996

new residential neighborhoods, and small commercial establishments sprang up along the Town's Route 28 and Route 234 corridors.

Manassas Regional Airport, which began as a small landing field on Sudley Road in 1932, was acquired by the Town and opened at its present location in 1964. It is now the largest general aviation airport in the Commonwealth.

The proximity of air, rail, major roadways, and local colleges were key considerations when International Business Machines (IBM) located a major manufacturing facility in Manassas in 1968. Although IBM sold their Federal Systems Division in Manassas in 1992, Micron's recent $3 billion expansion, and investments at companies like High Purity Systems and Aurora Flight Sciences prove that manufacturing and high-technology companies continue to thrive as an integral part of the economy of Manassas.

The City Today

In the early 1970s, before the Town became a city, 5.7 square miles of land was added from the County. This not only increased the population by approximately 3,000 people, but gave the Town a large amount of undeveloped land. The Town became the City of Manassas in 1975. In 1984, the area along Godwin Drive was annexed into the City, making the total land area ten square miles.

Improved transportation systems, such as the Virginia Railway Express in 1992, Hastings Drive construction in the 1980s and 1990s, and the construction of the Prince William Parkway in 1995, played a vital role in the City's growth.

During the 2008 Recession, the City focused on a development policy of strengthening the downtown and attracting more businesses to the City. This policy has resulted in a stronger, more attractive downtown and has helped to bring in new businesses across multiple sectors. The aftermath of the Covid-19 pandemic has brought a housing affordability crisis that significantly limits residents' ability to afford living in the City. Addressing this issue through traditional development is difficult due to the limited amount of vacant property. However, the City is exploring opportunities through smart growth policies that can help create a variety of new housing types as well as increase commercial opportunities.



Historic Downtown

The Manassas Local Historic District, comprising the downtown and many surrounding residential areas, was established in 1985. The buildings that comprise the historic district date from the late nineteenth to early twentieth century and represent typical commercial and residential styles of the time.

The continuing transformation of the roughly four square block area at the core of the historic district began in 1997 when public sentiment spurred the first phase of the Historic Downtown's revitalization. Historic Manassas Inc., the Old Town Business Association, city leaders, and community activists joined forces on a four-part revitalization that transformed a former parking lot into the Loy E. Harris Pavilion; a path beside railroad tracks into the City Square walkway; a former industrial building into the Center for the Arts at the Candy Factory now known as the ARTfactory; and Battle and Main streets into tree-lined outdoor dining destinations.

The Loy E. Harris Pavilion, completed in 2000, has become a recognized town center that brings together residents and visitors for ice skating in the winter, a renowned Farmer's Market from spring through fall and a schedule of free concerts, performances, movies, and cultural festivals.

With pedestrian access in mind, the scenic two block-long City Square Walkway project connecting the Harris Pavilion to the ARTfactory and beyond to Main Street, was completed in 2002. In addition to beautifying the area adjacent to the railway track, the project encouraged outdoor dining areas. The ARTfactory's exhibition gallery offers a space for local artists, while classrooms provide room for arts education, and a performance space accommodates repertory and community theater productions.

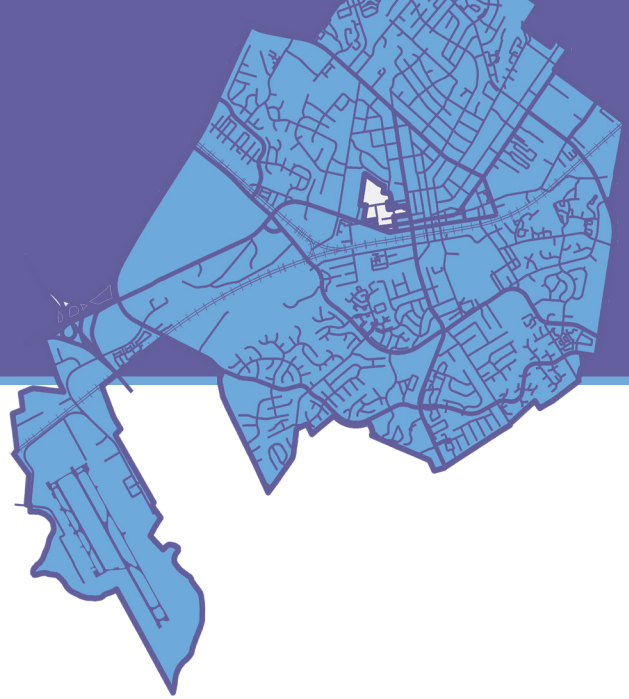
In 2005 and 2006 the sidewalks on Center Street were widened to encourage pedestrian traffic and slow traffic flow. A five-story, 1,500 space parking garage for commuters and visitors—a joint project with Virginia Railway Express was completed in 2008—spans Battle and Main Streets and makes ample parking available in the revitalized area.

The Manassas Museum, located off Prince William Street on the south side of the Historic Downtown, opened in 1974 and moved into its current location in 1991. The museum recently underwent an extensive renovation and expansion that was completed in 2023.

The revitalization efforts in Manassas have resulted in a thriving Historic Downtown with various restaurants, shops, and businesses that all contribute to its success and help make the City the flourishing community that it is today.

APPENDIX B2:

Demographics & Development



Citywide Demographics

Overview

Manassas has a population that is characterized by growing racial and ethnic diversity and an increasing proportion of families. College degrees are becoming more common and employment rates are rising. The city has a diverse, high-quality housing stock that offers some of the most affordable homes in the region, though affordability remains a concern for many residents.

Manassas is becoming increasingly diverse in race and ethnicity as well as in the income of its residents. Its housing stock is strong, as evidenced by a low vacancy rate and rising rents and sales prices.

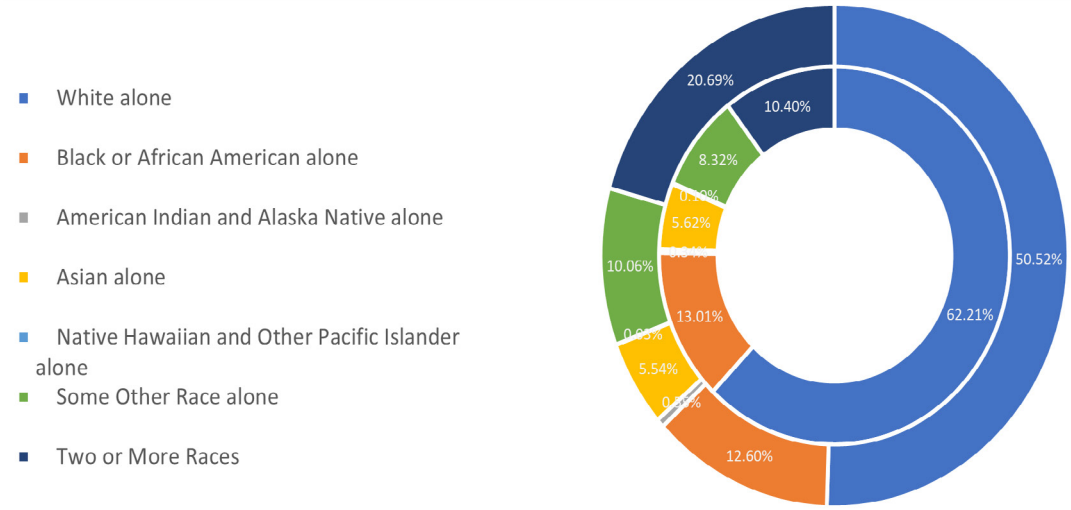
Trends in the city's socioeconomic and housing conditions point to a growing concern over housing affordability. As the city continues to welcome new residents from elsewhere in the state who may be seeking Manassas's relatively affordable housing stock and accessible jobs, the supply of housing will likely continue to tighten.

The data presented in the following analysis relies primarily on data from the 2020 Decennial Census, American Community Survey (ACS) 5-Year Estimates from 2016 to 2020 and from 2019 to 2023, and Bureau of Labor Statistics Local Area Employment Statistics. Sales data for 2019 to 2023 was obtained from Bright MLS and Zillow Research. All dollar amounts are inflation-adjusted to 2023 dollars.

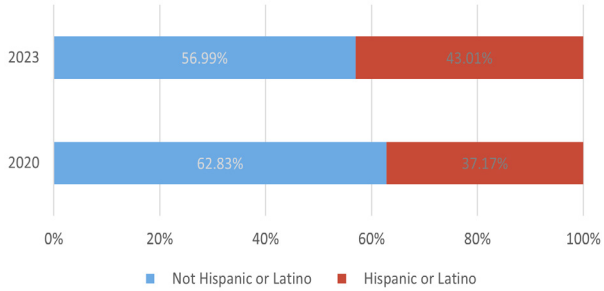
Additional demographic data can be found at www.manassasva.gov/demographics.



Race, 2020 and 2023



Hispanic or Latino, 2020 and 2023



Manassas Residents

Manassas's demographic change is characterized by growing populations of color and a consistent influx of new residents from other parts of the state. Though the City's elderly population is growing, family households dominate.

Population Growth

The Weldon Cooper Center for Public Service provides the official population projections for Virginia and its localities. The most recent estimates, released in July 2022, project that the Manassas population will grow from 47,039 residents in 2030 to 52,017 in 2045. These estimates are the basis for level of service projections used in this Plan.

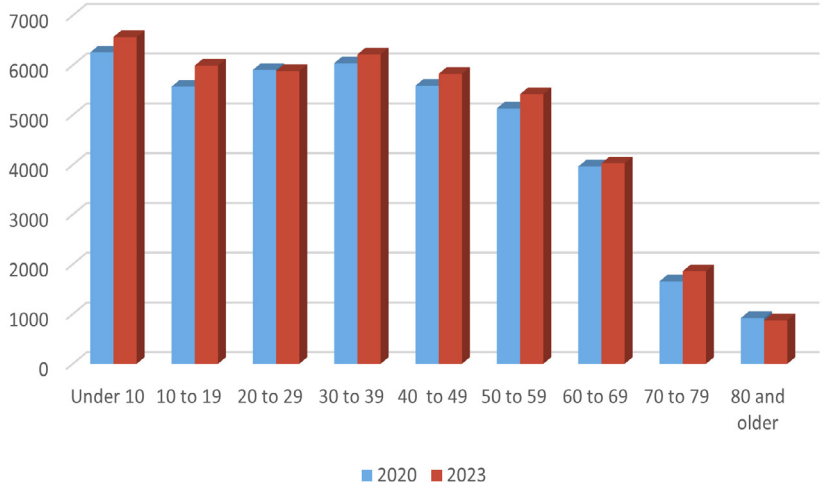
Population Change

Manassas had an estimated 42,696 residents in 2023, while in 2020 the population was 42,772. While the City did not experience an increase in growth, the City's population remains diverse. The change in demographics is represented by a 15 percent decrease in the White population, and a 26 percent increase in some other race alone. There was also a noticeable increase in two or more races. This is likely due to the United States Census providing additional options for a respondent to select and providing a more accurate summary of the population. As of 2023, about 57 percent of Manassas residents are White and non-Latino, and about 43 percent are Latino of any race.

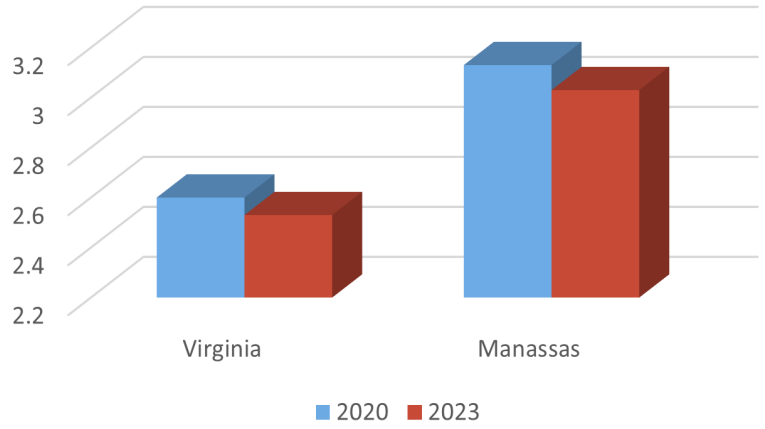
Geographic Mobility in the Last 12 Months

Around 16 percent of Manassas residents moved within the past year. The majority of those who moved (ten percent of all residents) came to Manassas from elsewhere in Virginia. This trend of in-migration from elsewhere in the state has been consistent since 2020, when nearly 10 percent of all residents had moved to Manassas from another Virginia county in the past 12 months. Four percent of all residents moved from another house within the city between 2022 and 2023.

Number of Residents by Age Group, 2020 and 2023



Average Household Size in Manassas and Virginia, 2023



Age

The city's population continues to be fairly evenly distributed across age groups. From 2020 to 2023 the number of residents over 60 remained at sixteen percent. Residents aged 40-59 decreased slightly from twenty eight percent in 2020 to twenty six percent in 2023. Residents aged 20-39 remained at twenty eight percent. The share of residents under the age of 20 also remained the same at twenty nine percent.

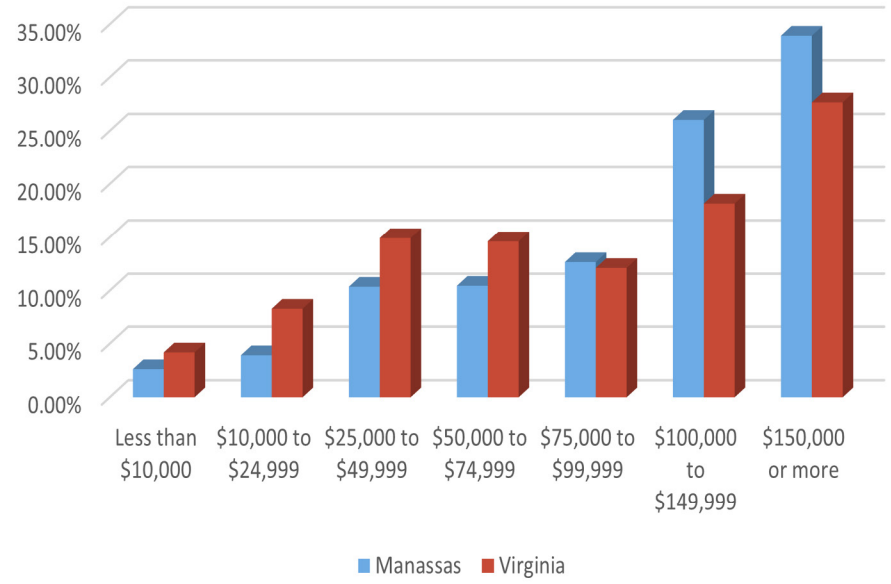
Household Size

The average housing unit in Manassas is home to 3.03 persons, down from the 2020 average of 3.13 persons. The city's households are much larger on average than those of Virginia as a whole: the state's average household size was 2.6 persons in both 2020 and in 2023. It is possible that the city's relatively large average household size points to overcrowding in some units, but this explanation is not reliably supported in the data.

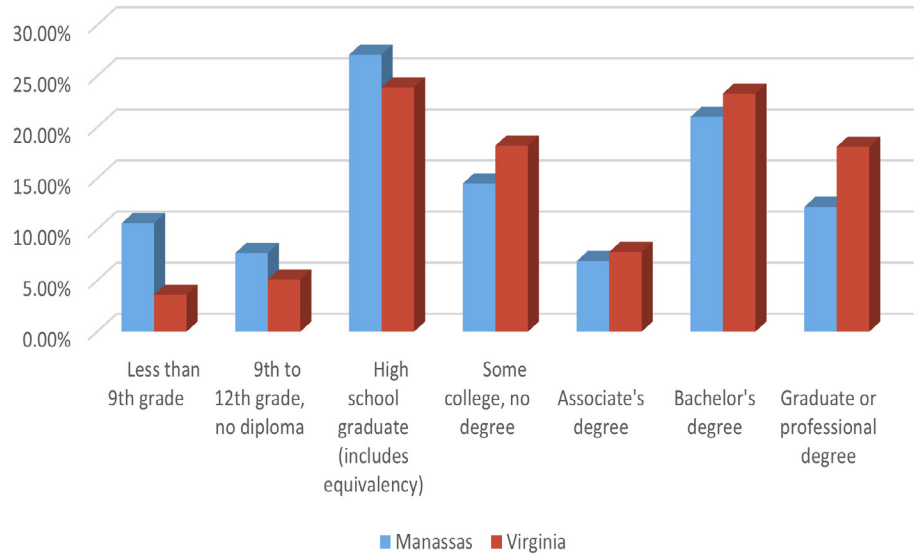
Families

The larger average household size in Manassas may also be partly attributed to its rate of family households, which is higher than the state as a whole. Family households in Manassas have an average size of 3.5 persons, while in Virginia the average family household contains 3.1 persons. Among nonfamily households, it is less common for a householder to be living alone in Manassas than it is in the rest of Virginia.

Households by Income Group in Manassas and Virginia, 2023



Educational Attainment in Manassas and Virginia, 2023



Economic Trends

Manassas's median household income increased between 2020 and 2023, college degrees are more common in Manassas and unemployment rates have dropped.

Household Income

Manassas's median household income of $117,919 is well above the Virginia median of $90,974. Manassas generally has more households with income above $75,000 than the state as a whole.

Education

Over 33 percent of Manassas residents over the age of 25 have a Bachelor's or Graduate degree, a rate lower than that of Virginia as a whole: 41 percent of the state's over-25 population has at least a Bachelor's degree. Still, educational attainment is on the rise in Manassas. In 2020, only 31 percent of residents had a Bachelor's or Graduate degree.

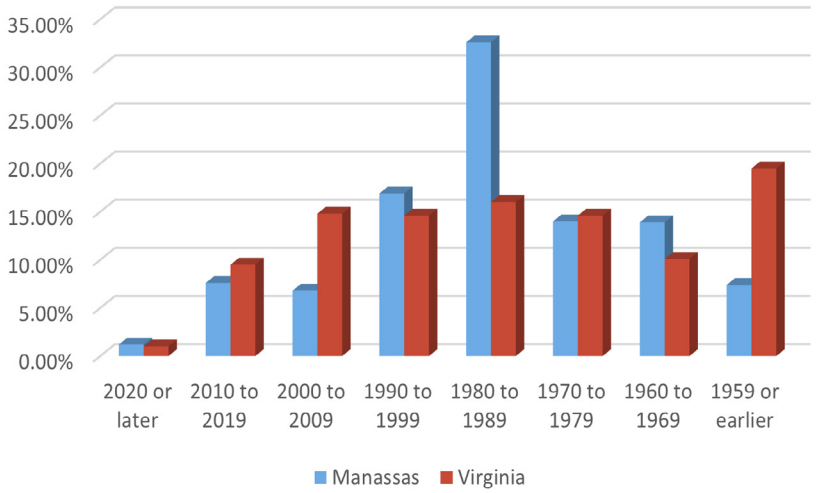
Manassas has a notably higher proportion of residents who do not have a high school diploma than the state as a whole. Almost 19 percent of City residents over the age of 25 did not graduate from high school, and 8 percent have less than a 9th grade education. These rates have remained the same since 2020.

Employment

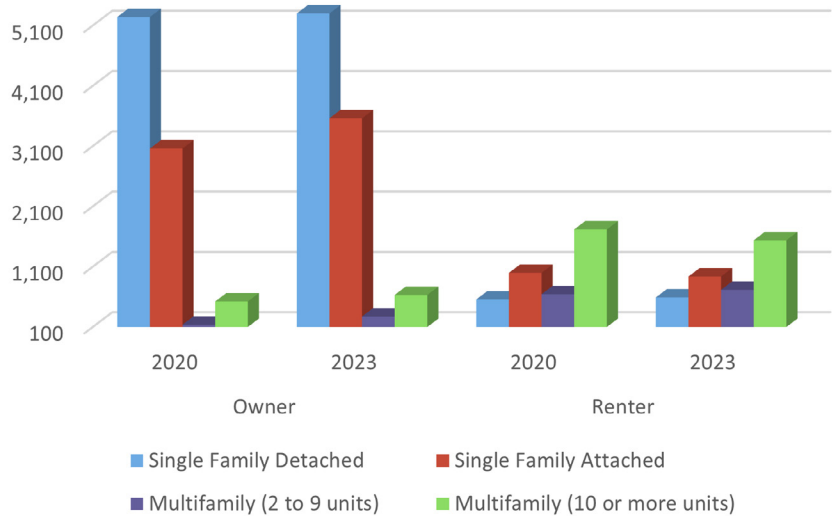
Workers with low educational attainment tend to have a harder time finding employment, but Manassas's unemployment rate has been consistently lower than that of Virginia since 2020.

Unemployment rates in both Manassas and the state as a whole declined steadily between 2020 and 2023. Manassas's unemployment rate decreased from 4.4 percent in 2020 to 3.3 percent in 2023, while the rate in Virginia decreased from 4.6 percent to 4.3 percent.

Percent of Residential Structures by Year Built in Manassas and Virginia, 2023



Number of Housing Units by Type and Tenure, 2020 and 2023



Housing Stock

Manassas has a housing stock that is mostly made up of single family detached/attached owned homes and larger multifamily apartments.

Vacancy

With only 2.7 percent of houses vacant, the city's vacancy rate is significantly lower than the statewide rate of 9 percent. There has been a decline in residential vacancy in Manassas since 2020, when the city's vacancy rate was 5.5 percent. Virginia's vacancy rate in 2020 was 10 percent.

Age of Housing Stock

The majority of Manassas homes were built in the last five decades. Over half of all residential structures were built after 1980, and another 31 percent were built between 1960 and 1979. Manassas's residential structures have a median age of 39 years, giving the city a newer overall housing stock than Virginia's median age of 40 years. Since 2000 Manassas has added almost 16 percent to the housing stock, while Virginia has increased by 25 percent.

Tenure

About 72 percent of Manassas households own their homes, with renter occupied homes accounting for 28 percent. Between 2020 and 2023, the proportion of homeowners in the city increased from 69 percent to 72 percent.

Housing Type

The majority (44 percent) of Manassas's housing stock is made up of single family detached houses. Single family attached homes account for 32 percent. Multifamily units are most often located in larger developments: nearly 15 percent of the total housing stock are units in developments with ten homes or more. Seven percent of units are in multifamily developments containing between two and nine units. While one percent account for manufactured home or other housing type.

Housing Cost

Monthly owner costs and housing values have increased since 2020. The city's housing stock remains more affordable than the Northern Virginia region as a whole, there is an increasing shortage in housing that meets the needs of lower-income households.

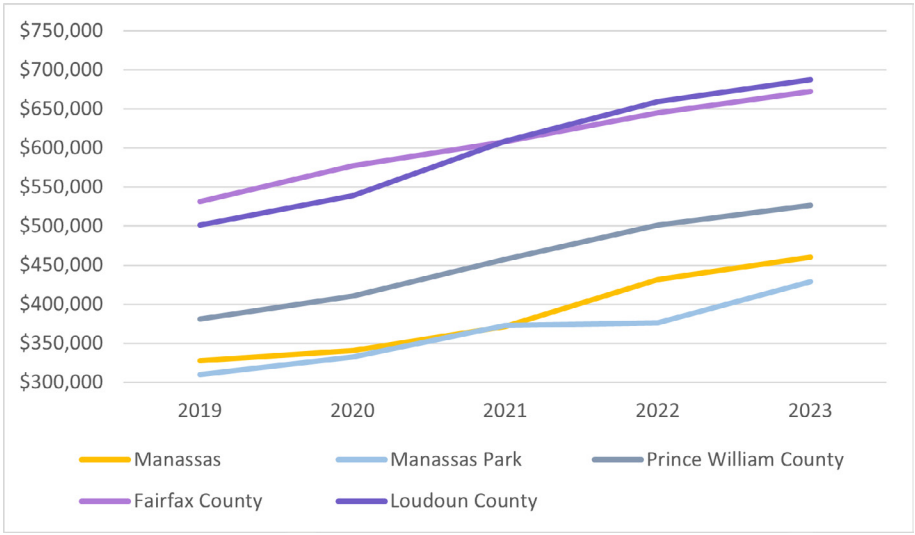
Housing Value

The median value of owner-occupied homes in Manassas is $434,700. Fifty-one percent of all owner-occupied houses are valued between $300,000 and $500,000, and an additional 17 percent are valued below $300,000. Home values have increased dramatically since 2020 when 37 percent of homes were valued under $300,000, and the median value was $338,100.

Monthly Owner Costs

The inflation-adjusted monthly cost of housing for owners with a mortgage increased from $2,098 in 2020 to $2,389 in 2023. Monthly costs for owners without a mortgage also increased from $708 to $815.

Median Sales Price in Manassas and Surrounding Areas



Sales Prices

Housing prices in Manassas tend to be lower than neighboring localities, which include the City of Manassas Park, Prince William County, Fairfax County and Loudoun County. However, there continues to be a decrease in the availability of affordably priced housing stock in Manassas. In 2020, the median sales price was $342,505, in 2023 the median sales price increased to $433,750.

Gross Rent

The decrease in homes for sale at low price points has likely contributed to the city's rising renter rate, yet rental housing is also becoming more expensive. The median gross rent in Manassas increased by about sixteen percent between 2020 and 2023. In 2020, median gross rent was estimated at $1,549, and in 2023 median gross rent increased to $1,835. About 60 percent of all apartments in the city rent for between $1,000 and $1,999, while an additional 28 percent cost between $2,000 and $2,999.

Cost Burden

The rising cost of rental housing contributes to a cost burden rate among Manassas renters that is slightly higher than the rate of renter cost burden in Virginia as a whole. In total, 44 percent of the city's renter households pay more than 30 percent of income in housing costs each month. In Virginia, 45 percent of renters are cost burdened.

Rates of cost burden among Manassas owners are comparable to those of the state as a whole. Around 20 percent of the city's owners and Virginia owner households pay more than 30 percent of their income in housing costs.

Cost Burden Rate in Manassas and Virginia, 2023



Affordability Gaps

Overall, households earning less than 50 percent of the area median income (AMI) have difficulty finding housing that is affordable to them. Housing is considered affordable to a family when its monthly cost is no more than 30 percent of the family's monthly income. In Manassas, there were 3,704 occupied households spending more than 30 percent on housing costs, and households earning less than $50,000 accounted for 53 percent of that total.

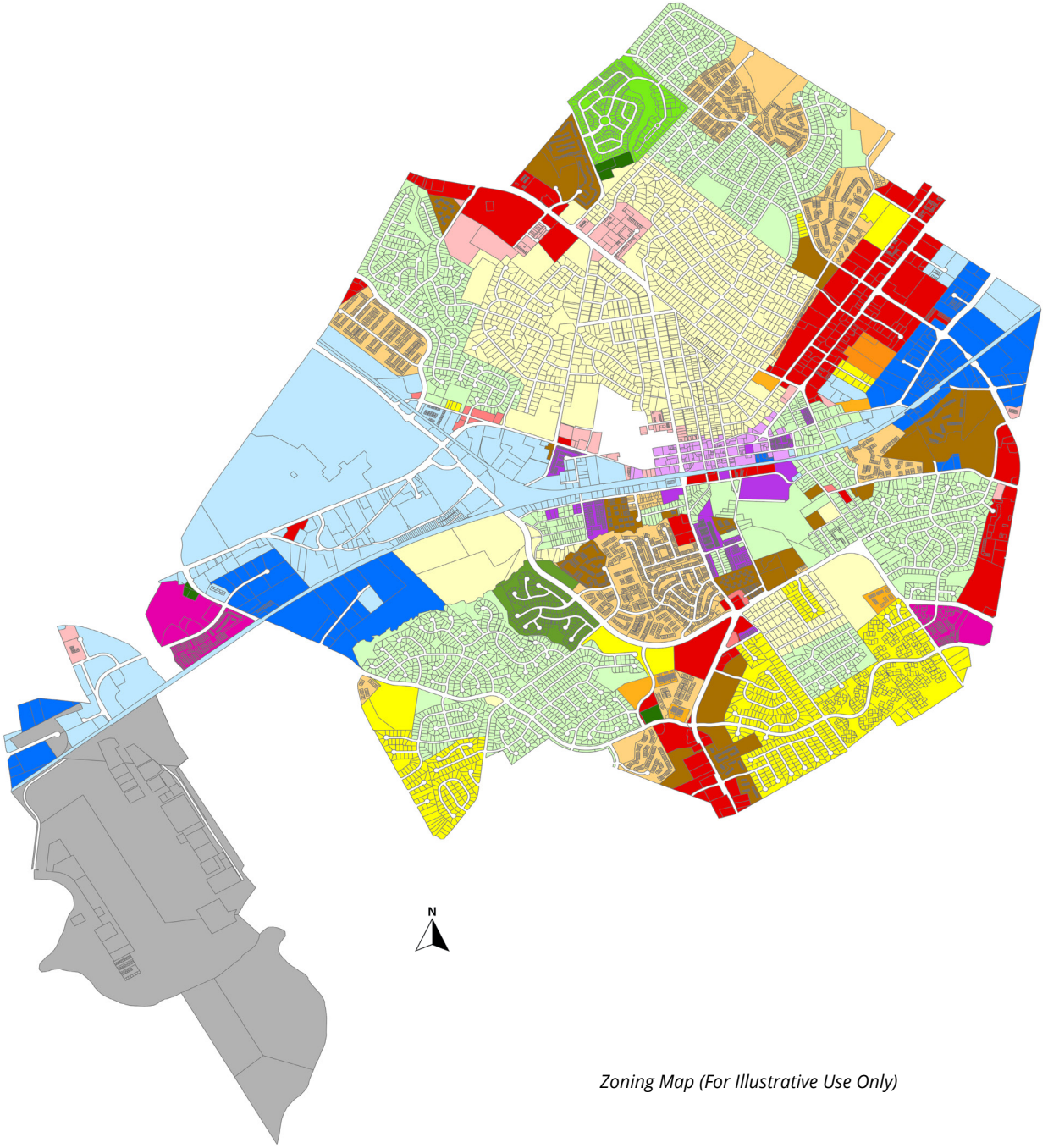
There continues to be a need for workforce housing due to high cost of living. To put this affordability issue into perspective, the starting salary for a teacher in the Manassas City Public Schools District is $54,742 for an individual with a Bachelor's degree, the starting salary for a police officer with the Manassas City Police Department is $62,686, and the median earnings for an administrative assistant and food service worker are $50,041 and $35,044, respectively. The fair market rent value for a two-bedroom unit is $1,838 dollars, requiring an income of $73,520 to afford. People employed in these positions might have trouble finding attainable housing within Manassas as single income earners.

Development & Build-Out

Zoning

The zoning ordinance and zoning map provide for the orderly development of land and serve as the land use regulations for Manassas. The following is an approximation of current land use in Manassas based on zoning.

- Residential – 47%
- Industrial – 17%
- Airport – 12%
- Commercial – 8%
- Mixed – 2%
- Public Right-of-Way – 14%



Zoning Map (For Illustrative Use Only)

Build-Out Analysis

The build-out analysis in **Table B2** provides an estimate of the maximum by-right and planned future residential development within the City of Manassas. This analysis is not intended to show an ideal or preferred development condition, but rather provides an estimate of additional housing units that may be constructed under an estimated "low" and "high" scenario. This data is used when developing infrastructure plans for utilities and schools, as well as by the regional transportation planning board for developing the regional traffic model. The "low" estimate includes vacant lots where new dwelling units may be built by-right under current zoning plus the following approved rezonings that are under development or where construction has been recently completed:

- Ashberry (Single-Family Detached, Townhomes and Multi-Family)
- Kings Landing (Townhomes)

The "high" estimate includes the low estimate plus long-range estimates within the Downtown and Mathis character areas. It should be noted that to achieve the high estimate would require multiple rezonings approved by the City Council.

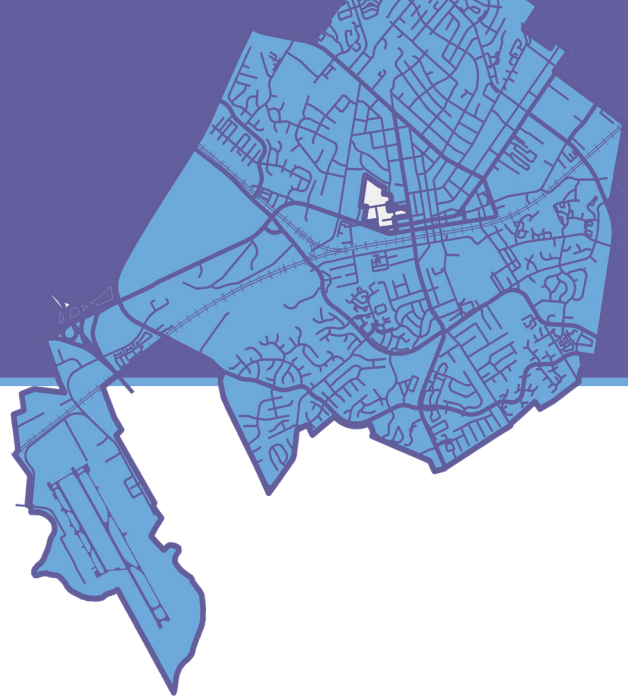
Table B2 - Build-Out Analysis

Character Area	Existing Dwelling Units	Low Build-Out Additional Units	High Build-Out Additional Units
Suburban & Traditional Neighborhoods	**14,486**	**61**	**61**
Neighborhood, Business, & Heavy Commercial		**36**	**36**
Downtown		**305**	**797**
Mathis[1]		**12**	**2,100**
Sudley Medical		**0**	**216**
Godwin Technology		**0**	**221**
Totals	**14,486**	**414**	**3,431**

1 *Build-out estimate for the Mathis character area is preliminary. Additional market and land use analysis is required to refine this estimate.*

APPENDIX C1:

Transportation & Mobility



Overview

In order for current and future residents to have access to a safe, comfortable and efficient transportation system, coordinated transportation planning is necessary at the state, regional and local level.





CITY OF MANASSAS FACTSHEET

DEMOGRAPHICS



POPULATION

Since 2000, the city has **GROWN 21.5%** from **35,135** residents to **42,696**

DENSITY

4,312 people/square mile

Total Households: 14,041

Average household size: **3.04**

Percent of households with no vehicle available: **3.9%**

27.0% of the population are under 18

15.8% of the population is over 60

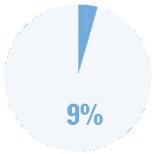
HELLO **52.6%** of the population speak only English at home

HOLA **38.2%** of the population speak Spanish at home

MOVING IN MANASSAS

150,000 average daily trips

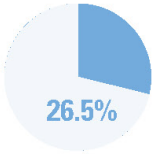
3.7 daily trips per capita



12,470 daily vehicle trips starting in Manassas are under 1 mile

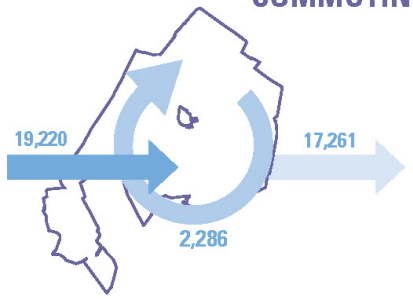
MICRO MOBILITY DATA (APRIL 2021-APRIL 2024)

19,691 Bird scooter rides were taken for a total of **22,529** miles – average trip length was **1** mile



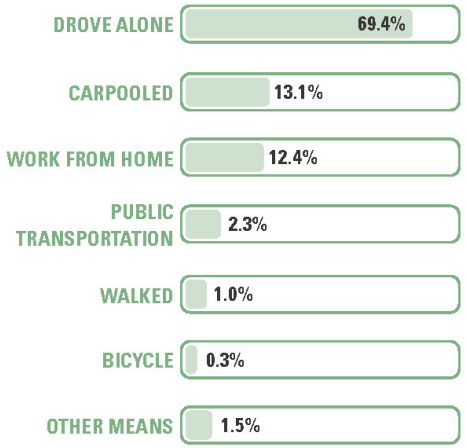
36,770 daily vehicle trips starting in Manassas are under 2 miles

COMMUTING IN MANASSAS



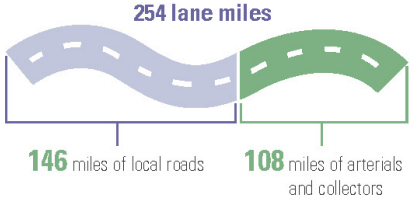
On average, **17,261** workers leave Manassas for work, **19,220** workers come to Manassas to work, and only **2,286** workers remain in Manassas to work.

Average commute time to work is **33** minutes



MOBILITY IN MANASSAS

ROADWAYS



62 signalized intersections with **50** at acceptable level of service (C or higher)

29% overall utilization rate for **1,424** downtown public parking spaces (public, blue, and red permits)

Capital Transportation Program of **84M** with **14** on-going transportation capital projects. Half (7 projects) are bicycle/pedestrian facilities only.

2022 VRE	2023 Amtrak	2023 OmniRide
Manassas Ridership: **55,300**	Manassas Ridership: **43,221**	Manassas Ridership: **253,971**

6.4 miles of bike lanes

13.8 miles of signed shared roads

14.4 miles of shared use paths

35 combined miles of bikeways in Manassas

SINCE 2017, MANASSAS HAS

151 upgraded bike racks

10 bike lockers

1 repair station installed

AWARDED **BRONZE-LEVEL BICYCLE FRIENDLY COMMUNITY** BY THE **LEAGUE OF AMERICAN BICYCLISTS in 2023**

Average downtown WalkScore of **90**

OPPORTUNITIES FOR IMPROVEMENT

CRASHES IN MANASSAS (2019-2023)

1,994 total crashes

10 fatal or serious injury crashes involved pedestrians

4 fatal or serious injury crashes involved bicyclists

3 Fatal

7 Nonfatal (Serious Injury)

4.67 Crash rate (all crashes) per 100 people

Improve traffic flow on Liberia Ave and Route 28

BIKE SAFETY

When asked if it was safe or dangerous to ride a bicycle in their neighborhood,

16.4% said it was safe

62.9% said it depends

20.8% said it is dangerous

COMMUNITY SATISFACTION SURVEY RESULTS

53%
of citizens satisfied with ease of getting around the City of Manassas

47%
of citizens satisfied with availability of pathways for walking or biking

Regional Partners

The City of Manassas has a variety of regional transportation planning and funding partners. The principal partners are:

- **Commonwealth Transportation Board** oversees and approves VDOT activities. Virginia's transportation plan is known as VTrans, which identifies Urban Development Areas (UDA). The City of Manassas is designated as an Urban Development Area in its entirety (Code of Virginia Section 15.2-2223.1)

- **Virginia Department of Transportation (VDOT)** plans, constructs, and maintains all State roads, highways and bridges.

- **Metropolitan Washington Council of Governments (MWCOG)** is the independent, nonprofit association that brings area leaders together to address major regional issues, including transportation, in the District of Columbia, suburban Maryland, and Northern Virginia. MWCOG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

- **Transportation Planning Board (TPB)** is part of the MWCOG and serves as the federally-mandated Metropolitan Planning Organization. Visualize 2045 is the federally required long-range transportation plan for the National Capital Region and was approved on June 15, 2022. It identifies seven aspirational initiatives and all regionally significant transportation investments planned through 2045.

- **Northern Virginia Transportation Authority (NVTA)** is charged with approving regional funds and planning regional transportation projects. TransAction is Northern Virginia's long-range transportation plan and was adopted in December 2022.

- **Amtrak** provides regional passenger rail service at the Amtrek/VRE station in Downtown Manassas.

- **Virginia Passenger Rail Authority (VPRA)** is responsible for promoting, sustaining, and expanding the availability of passenger and commuter rail service in the Commonwealth. VPRA recently purchased the Manassas VRE line to expand VRE service.

- **Potomac-Rappahannock Transportation Commission (PRTC)/OmniRide** plans and operates the local (OmniRide Local and East-West Express), commuter bus system (OmniRide Express and Metro Express), OmniRide Access (paratranist) and Connect (microtransit) and coordinates Transportation Demand Management programs. Overall, OmniRide currently handles over 8,000 average daily passenger trips. In 2019, OmniRide Local Routes were restructured and the hub was relocated from the Manassas Mall in Prince William County to Downtown Manassas.

  Transportation Demand Management programs often target commuters by providing encouragement and incentives to use alternative modes of transportation to single-occupancy vehicle. Programs such as carpooling, vanpooling, ride matching, and employer-based incentive programs are all examples of common and successful Transportation Demand Management programs, which are typically administered at the regional level, but locally administered programs are also successful. The City should partner with OmniRide and the area's large employers to become Best Workplaces for Commuters employers which promotes telework, flexible work schedules, guaranteed rides home, and transit subsidies and other incentives or tools such as the IncenTrip app.

- **Virginia Railway Express (VRE)** is Northern Virginia's commuter rail system. VRE has been in operation at the Downtown station since 1992. VRE is operated by PRTC in partnership with the Northern Virginia Transportation Commission (NVTC) to provide commuter rail service along the Manassas and Fredericksburg lines. The service connects transit providers at several stations in Virginia and the District of Columbia. After significant loss of ridership due to the COVID-19 Pandemic in 2020, the rail service has seen consistent growth as commuting patterns re-normalize. VRE has seen a 133% growth in average daily ridership between October 2020 and October 2024, averaging 33% per year. The service currently has approximately 6,800 average daily riders, with the potential to return to over 13,000 average daily riders by 2030. VRE 2050 System Plan was completed in the early summer of 2024 and is awaiting adoption by VRE Operations Board.

  The Manassas VRE line extends from the Broad Run station in western Manassas to Union Station in Washington, D.C. Both stations within the City (Broad Run and Manassas) are served by this line. They are two of the busiest stations on the line, together serving approximately 550 daily commuters. Platform expansion projects are funded for those two stations and are currently under development. Both projects are expected to be completed by 2027.

- **Prince William County and the City of Manassas Park** are the City's neighboring jurisdictions.

- **The Manassas Regional Airport** is the largest regional airport in the Commonwealth of Virginia, located on the western edge of the City. Originally developed in the 1930s, the airport at its current location was dedicated in 1964, with subsequent significant expansions in the 1990s and into this decade. Manassas Regional Airport has continued to grow steadily and has played an important role in the growth of the City of Manassas and the Washington, DC metropolitan area. The airport currently offers a variety of air services as well as corporate and private hangars and is planning to offer commercial passenger service by 2026.



Local Context

Downtown Parking

There are approximately 1,431 parking spaces within the Downtown "core". Of those spaces 37% (533 spaces) are located within the parking garage, 50% (714 spaces) are located in 10 city-owned or leased surface parking lots, and 13% (184 spaces) are on-street parking. One hundred and seventeen spaces are reserved for Downtown residents and visitors and 773 spaces are reserved for morning commuters, which are available to the public outside of reserved hours.

There is a notable imbalance of parking space distribution in Downtown. Only 16% (204 spaces) are located north of the railroad tracks, while 84% (1,043 spaces) are located south of the railroad tracks further from retail and restaurants. While this parking imbalance creates a perception of parking issue, annual counts show that overall parking utilization is below 85% – the generally accepted target utilization rate.

- Red Permits - 2025 Utilization - 20%
- Blue Permits - 2025 Utilization - 40%
- Public Parking - 2025 Utilization - 50%

In an effort to improve parking convenience and perceptions, the City and its partners have recently implemented numerous changes, including new signage, improved regulations, and online parking availability counts for commuter lots. The City also continues to plan for future parking needs through its CIP, with projects including acquisition of the Train Depot lot and a north side parking garage of approximately 300-400 spaces to replace the City Hall surface parking lot.

Map C1.1 - Residential Parking Districts



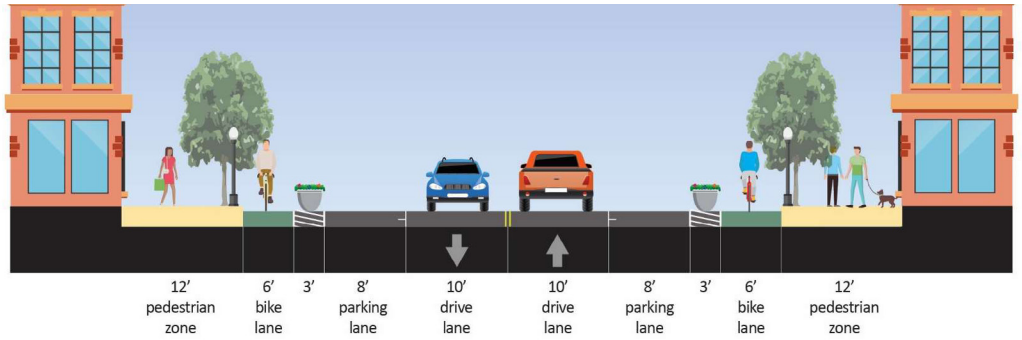
Residential Neighborhood Parking

In 2014, the City Council created a residential parking permit program to better manage limited curbside parking in some residential neighborhoods. The issue of limited parking is especially prevalent in neighborhoods that were developed prior to current parking requirements and lack onsite parking or garage spaces. The policy created four residential parking zones and established a petition process where a neighborhood or HOA can request a district.

Complete Street Design

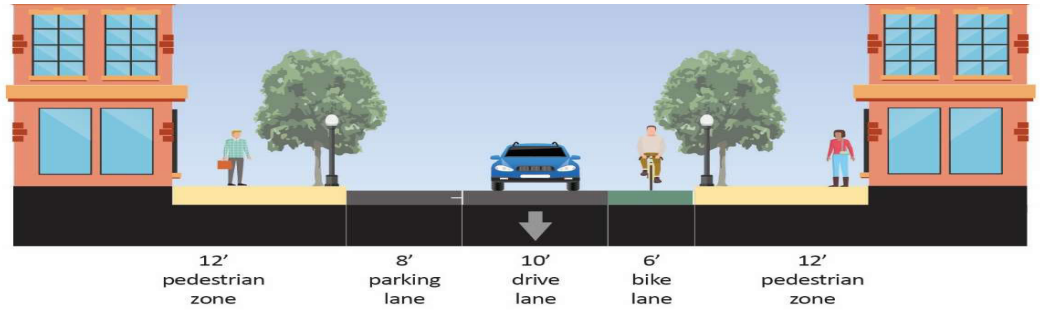
Moving away from the traditional functional street classification system that addresses only vehicular circulation, the City's Complete Streets Typology ensures safety and comfort for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets supports equity in making streets and rights-of-way safe and accessible for everyone, including persons with disabilities. When planning roadway improvements, the typology map should be used in conjunction with the following typical cross sections to determine the optimal road geometry, pedestrian, and bicycle amenities.

Two-Way Urban Street

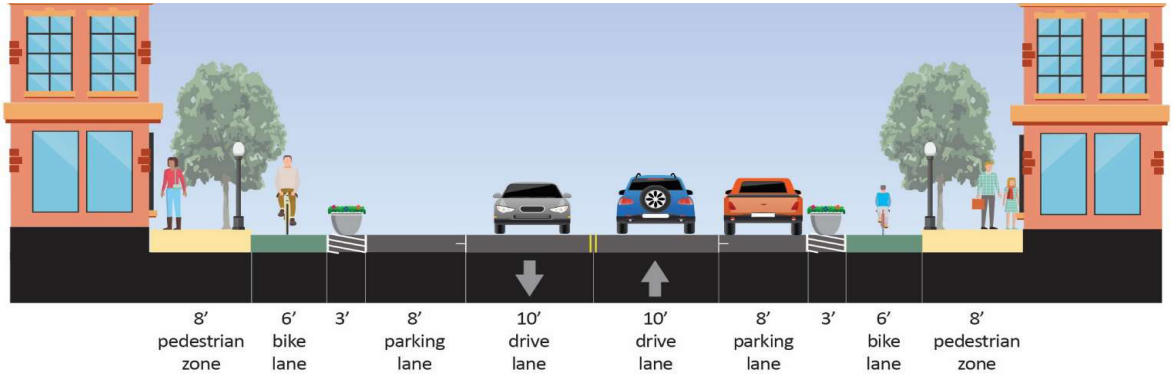


Main axes of downtown & areas with street grids. Commercial streets with lots of pedestrian activity.

One-Way Urban Street

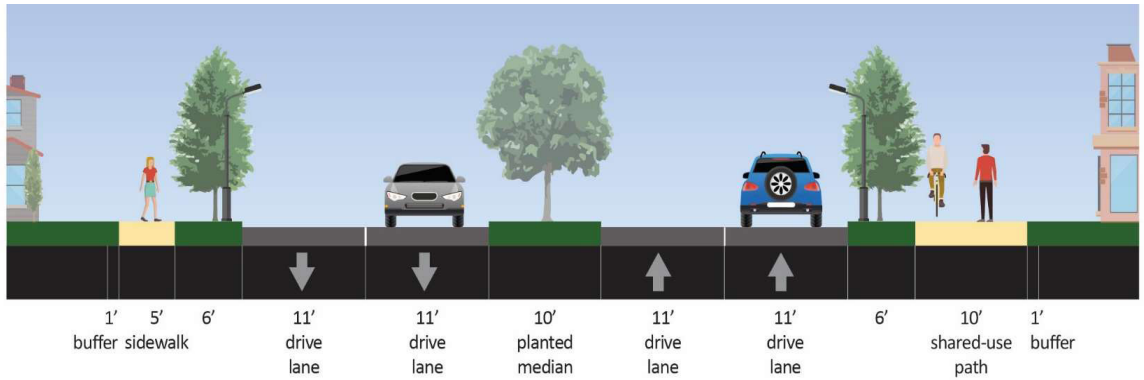


Mixed Use Street



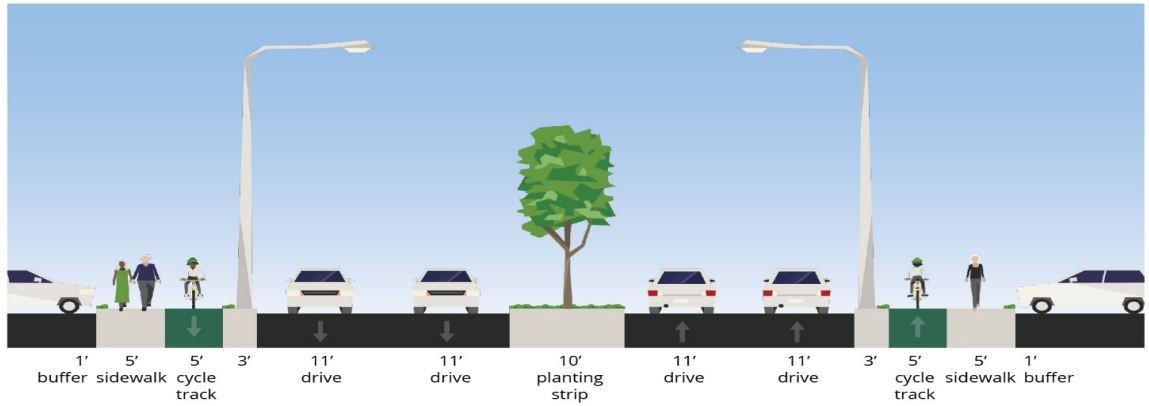
Smaller streets in areas with street grids. Primarily commercial, office or multi family residential uses.

Collector/Connector



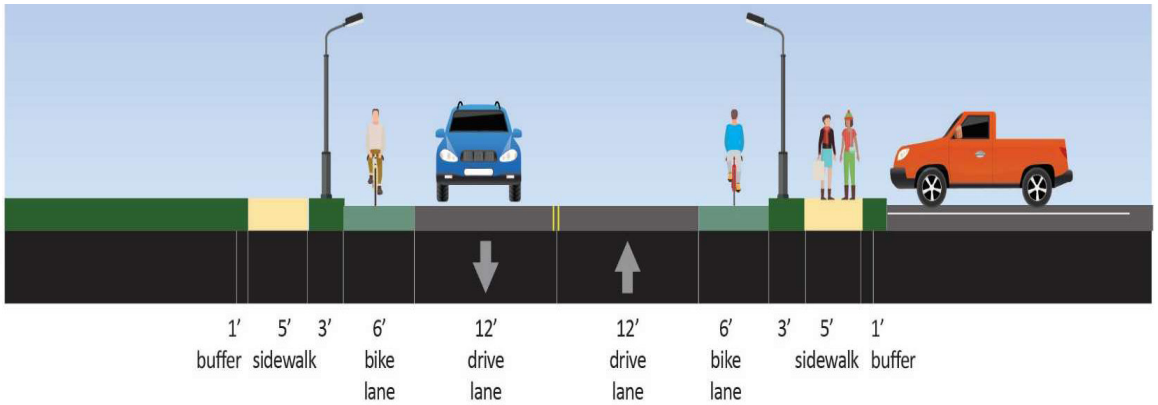
The “get around town” streets that form the primary routes for traffic between one part of the City and another. These streets generally have two lanes in either direction and often have landscaped medians. They have fewer commercial uses, and therefore fewer turning vehicles, than the Commercial Corridor streets.

Commercial Corridor



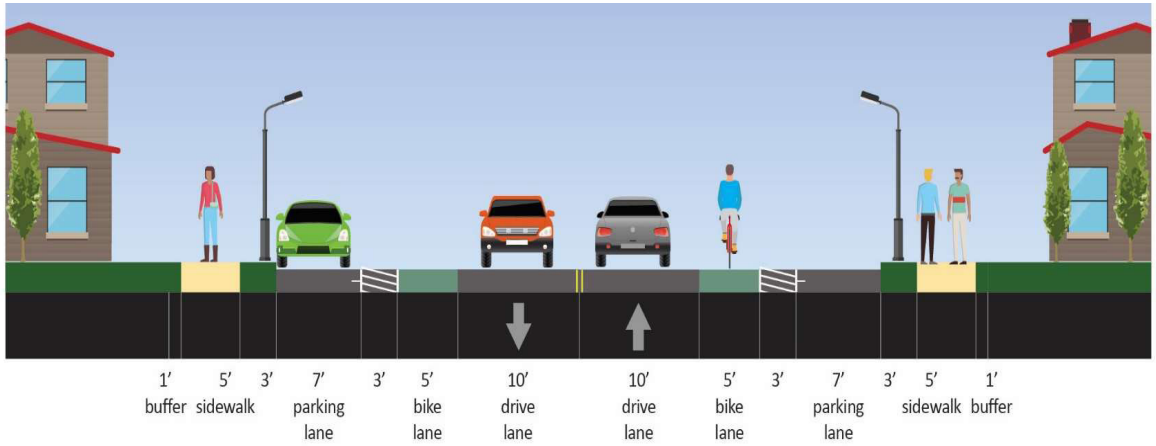
The biggest, busiest commercial streets. Lots of entrances.

Industrial/Suburban Business Road



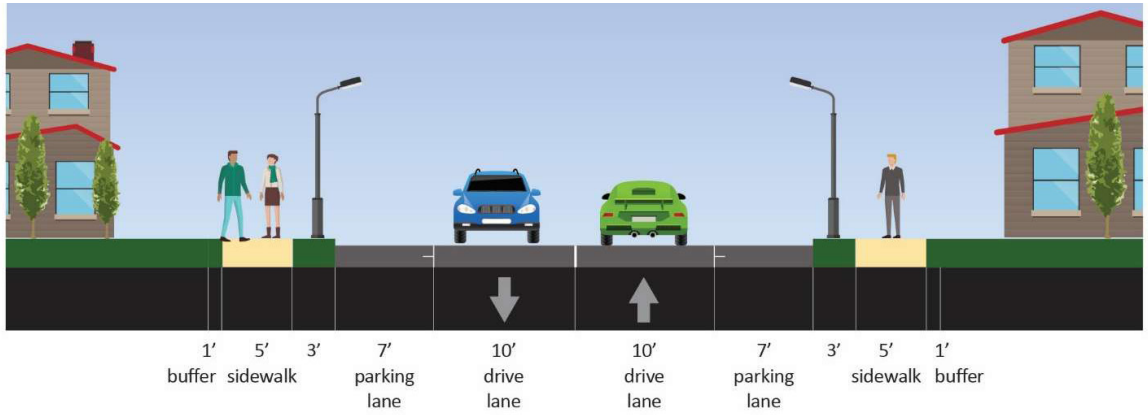
Roads serving industrial and low - density commercial land uses. In many cases these are dead-end streets. Freight access is prioritized to a higher degree than other street types.

Neighborhood Connector



These are the more heavily-trafficked streets within neighborhoods, which provide important connections to major streets. These streets typically are wider than neighborhood streets, with a marked center line. While speeds are relatively low, they require some additional protections for cyclists (bike lanes or sharrows).

Neighborhood Street



Quiet, narrow neighborhood streets with houses set back from the roadway. Primarily residential or institutional (school, house of worship) uses. Naturally bicycle- and pedestrian-friendly by virtue of their low speeds and low traffic volumes.

Shared Street



Also called a woonerf, this type has both the vehicle and pedestrian amenities at the same level. “Sidewalks”may be marked but pedestrians have equal access to the entire street.

Future Transportation Trends

The transportation landscape is changing at an extremely rapid pace, and technologies and services such as automated vehicles, shared mobility, and drones have the potential to dramatically increase safety, reduce congestion, improve access, enhance sustainability, and spur economic development. These trends will need to be continuously monitored through the life of the 2045 plan with updates to the City's mobility strategies as impacts to the transportation network become more clear and as new trends emerge.

Table C1.1 - Future Transportation Trends

Trend	Potential Mid-and Long-Term Impacts	Notes
Connected & Automated Driving Systems	Future Traffic Conditions: High Transportation Network/ Complete Streets Plan: Moderate to High	• Semi-autonomous functions in some newer car models are improving highway safety by automatically braking when approaching an obstacle. • Self-driving cars could address congestion and increasing safety on the roads, maintain more constant speeds and make more predictable stops and starts. They could help suburban communities like Manassas provide more transit options. • In order to prepare for the rapid advancements of autonomous vehicles, preparedness on the local level and coordination with VDOT is required. • Incorporate broadcast of signal phasing and trimming data in the City's long-term comprehensive signals plan. • Virginia DRPT has identified Manassas as a potential location for a future first/ last mile AV shuttle deployment to connect passengers to VRE.
Electric Vehicles	Future Traffic Conditions: Low Transportation Network/ Complete Streets Plan: Low	• City of Manassas may consider initiatives, regulations, and incentives to embrace electric technology. • Ordinance that new residential, commercial and public parking facilities require accommodations for electric vehicles. • Public-private partnerships to increase electric vehicle use. • Transitioning municipally-owned vehicles into electric and installing charging stations within the City. • Incentives to encourage private commercial property owners to install charging stations. • Deploy additional public charging stations and convert existing stations to fast-charging technology.
Stationless Car Sharing	Future Traffic Conditions: Low Transportation Network/ Complete Streets Plan: Low	• Car sharing services provide a flexible option alongside traditional modes of public transport. • Stationless car-sharing system is significantly less expensive than traditional services because no dedicated parking or amenities are required. • To prepare for this service, the City may consider where the pickup/return locations may be permitted within the City limits, or encourage car sharing vendors to partner with the City by providing incentives such as free parking in downtown locations.

Trend	Potential Mid-and Long-Term Impacts	Notes
Dockless Bike and Scooter Sharing	Future Traffic Conditions: Low Transportation Network/ Complete Streets Plan: Moderate	• Dockless bikes and scooters provide the most flexibility as users may generally retrieve or park anywhere within the designated service area. • The dockless systems offer a lower cost alternative to docking stations. • The City of Manassas should continue working to build out the bicycle facilities network to accommodate bicyclists of all ages and riding abilities to prepare for the introduction of bicycle and scooter sharing. • City ordinance regulating bicycles or electric power-assisted bicycles and motorized skateboards or scooters was adopted in December 2019.
Ride Hailing and Microtransit Services	Future Traffic Conditions: Unknown Transportation Network/ Complete Streets Plan: Low	Uber, Lyft and UberPool are already operating in the City of Manassas • It is not yet clear how these services may impact traffic congestion and operations. • Microtransit on-demand shuttle services generally operate in larger cities with multiple transit options and it remains to be seen how well this model works in more suburban areas. • Incorporate pick-up/drop-off zones into guidelines for Urban Street and Mixed-Use Street in the City's Complete Streets Typology.
Drones and Door to Door Delivery Service	Future Traffic Conditions: Low Transportation Network/ Complete Streets Plan: Low	Delivery drones may become widespread over the next five to ten years, particularly for what is known as the "last-mile" logistics of small, light items. • Drones could augment, or in some situations even replace, truck fleets and could have important implications. • For energy consumption, public safety, personal privacy, air pollution, city noise, air traffic management, road congestion and urban planning. • Drone delivery will require changes to the built environment however, the exact changes are not yet clear. • A common and successful model may not emerge in the near term.

APPENDIX C2:

Community Facilities & Infrastructure



Overview

Ensuring that current and future residents have access to high-quality facilities and infrastructure requires deliberate planning for both immediate and long-term needs. As existing facilities begin to age and the Manassas population grows, planning for community infrastructure will continue to be a top priority. This section provides background on existing capacity and anticipated improvements needed to implement the goals, objectives, and strategies of **Chapter 7 – Community Facilities and Infrastructure**.

Community Facilities

General Services

General services are located in various facilities throughout the City, including:

- City Hall (9027 Center Street, constructed in 1987, renovated 2024) – City Clerk, City Manager, City Attorney, Treasurer, Commissioner of Revenue, Community Development, Economic Development, Finance, Engineering, GIS and Human Resources
- Old Town Hall (9025 Center Street, constructed in 1914) – Voter Registration & Elections
- Public Works & Utilities (8500 Public Works Drive constructed in 1989) – Public Works, Water & Sewer and Electric
- Public Safety Facility (9608 Grant Avenue, constructed in 2024) - Police Department, Fire Marshal, Fire Administration and Information Technology
- Manassas Museum (Constructed in 1991, renovated 2023) – Division of Parks, Recreation, and Culture
- Leased offices (through 2031) – Social Services offices at 9324 West Street





Following the completion of City Hall renovations and the new public safety facility, the City is exploring options for its remaining lease space (Social Services) as well as facility planning for modern office space for the Voter Registrar, which is currently located in a historic site. Space need estimates for these functions range from 40,000 to 52,000 square feet and will be refined over the next five to ten years along with identification for preferred locations for new construction.

Police

The Manassas City Police Department began as the town police in 1873 shortly after the Civil War. Today, the department ensures that our community is safe and engaged and is committed to maintaining high quality of life. The Department holds "Advanced Law Enforcement Accreditation" status through the Commission on Accreditation for Law Enforcement Agencies (CALEA).

The Police Department moved into the completed Public Safety Building in 2023 located on Grant Avenue. The new public safety facility is a 4-story, 72,000 square foot main building and 3-story 23,600 auxiliary building to address space deficits, correct inefficiencies, and provides office space for the police department, the emergency operations center, the City information technology division, and fire department administration. Construction begun in summer of 2020 and was completed in fall of 2023. The new public safety facility is expected to meet space demands for the duration of the Comprehensive Plan.



Fire and Rescue

The Manassas Volunteer Fire Company was founded in 1892 by a group of prominent citizens who assembled a collection of buckets and ladders. The first fire station was built on Center Street in 1914 and was relocated in 1956 to its current quarters on Centreville Road.

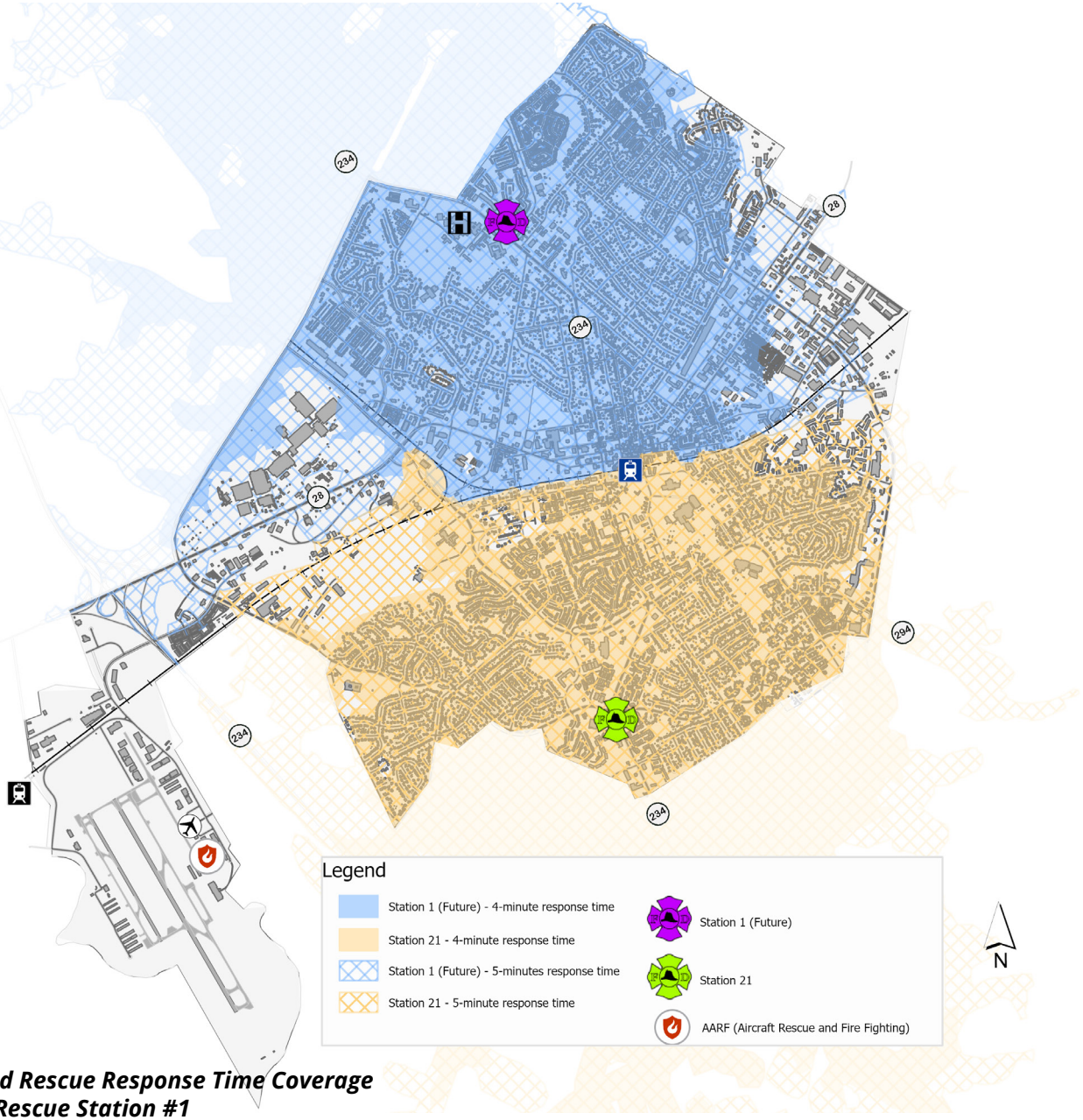
The Manassas Volunteer Fire Company, City of Manassas Fire and Rescue Department, and Greater Manassas Volunteer Rescue Squad make up the Manassas Fire and Rescue System. It is the System's mission "to protect the lives and property of the residents of the City of Manassas, its visitors, and the surrounding communities by delivering quality emergency medical care, fire prevention, fire suppression, public education, and disaster management." In 2018, the Fire & Rescue System's Insurance Service Office (ISO) Public Protection Classification improved from 4 to 3 (on a 1 to 10 scale), representing a significant accomplishment that potentially impacts property insurance premiums in the City.

The City's Fire and Rescue facilities include headquarters and administration located at 9608 Grant Avenue, the Fire Station at 9322 Centreville Road (constructed in 1956), and Fire and Rescue Station #21. The System regularly engages in mutual aid with Prince William County and the City of Manassas Park. It also is a participant in the Northern Virginia Fire and Emergency Services Mutual Aid Agreement, the Metropolitan Council of Governments Mutual Aid Operations Plan, and the Commonwealth of Virginia's Statewide Mutual Aid Plan.

For nearly 20 years, the City has recognized a need for new fire and rescue facilities. In 2017, the City purchased land on Dumfries Road to construct a new station. The new facility, Fire and Rescue Station #21, includes both fire and rescue services and will maximize four-minute response time in the southern portion of the City. The projected four-minute and five-minute response times with Fire and Rescue Station #21 and the potential new location of Fire Station #1 is shown in **Map C2.1**. Dedication of Fire and Rescue Station #21 occurred in Spring of 2021.







Map C2.1 Four-minute and five-minute Fire and Rescue Response Time Coverage
Existing Fire Station #21 & Proposed Fire and Rescue Station #1

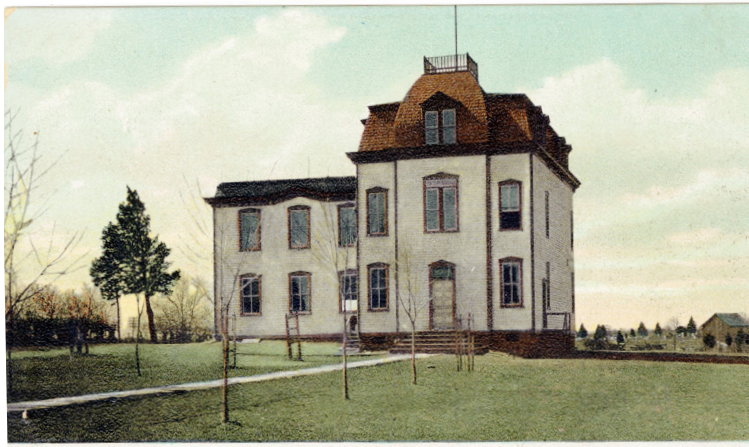
Schools

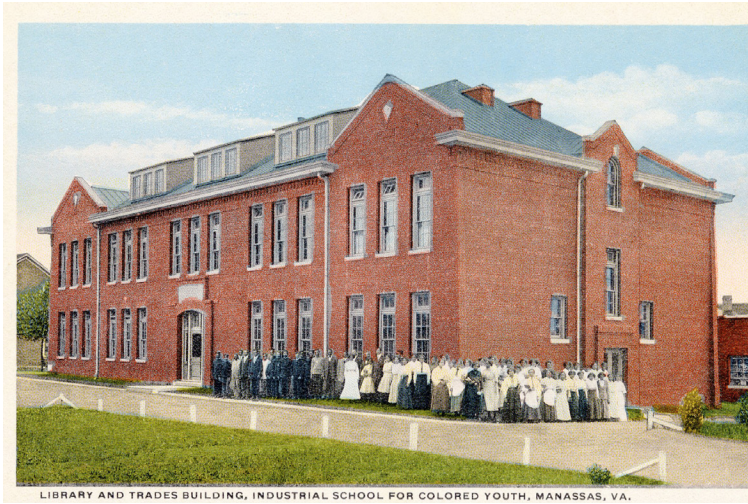
Public education in the City was first provided in October 1869[1]. The first classes were held in the Asbury Church until the Ruffner School was constructed in 1872. Ruffner housed primary education for 35 years until 1907 when it became a secondary school.

During the 1890's the City saw the creation of two private institutions, both of which would later become public. The first of these was known as the Manassas Institute which held primary and secondary education. In 1906 the Manassas Institute became part of the public school system. In 1909, the Bennett School was constructed with the intention of becoming an Agriculture High School. However, due to high enrollments at the Ruffner School, the Bennett School instead provided primary education until 1961, when Baldwin Elementary School was built. A new Bennett School was constructed on Stonewall Road in 1969. The Ruffner School provided secondary education and Agriculture Classes until 1928, when the original Osbourn High School was built to replace Ruffner.

The Manassas Industrial School for Colored Youth was a private school opened by Miss Jennie Dean in 1894. It consisted of several buildings and drew students from 11 states and the District of Columbia. By the 1937-1938 school year, the school boards of Prince William, Fairfax, and Fauquier counties agreed to purchase the school to use as a regional high school.

In July of 1975, the State Board of Education designated the City of Manassas as a separate School Division. In 1977, Manassas City purchased three schools


Ruffner Public School, Manassas, Va.


LIBRARY AND TRADES BUILDING, INDUSTRIAL SCHOOL FOR COLORED YOUTH, MANASSAS, VA.

1 *Manassas, Virginia 1873-1973: One Hundred Years of a Virginia Town*



from Prince William County: Osbourn High School, Baldwin Elementary, and Dean Middle School. At the same time, Weems Elementary was built and additions were made to Baldwin, Dean, and Osbourn. The School Division opened its doors for the time for the 1977-78 school year.

During the 1979-1980 school year, R. C. Haydon Elementary School opened. During the 1986-87 school year the George C. Round Elementary School opened. Grace E. Metz Junior High School opened its doors for the first time during the 1990-91 school year. In 1993-1994 the original Alternative Education Center opened. In the Fall of 2000 the students in grades 9-12 were welcomed to the new Osbourn High School and the Joseph B. Johnson Learning Center (for Alternative Education) opened on the Osbourn campus. Mayfield Intermediate School opened in the 2006-2007 school year to house 5th and 6th grade classrooms. At this time, Elementary Schools became K-4 and Metz Middle School was limited to 7th and 8th grade. In 2016, construction was completed on a replacement Baldwin Elementary and Intermediate School.

Current Conditions

The Manassas City Public School system has developed the 2020-2030 School Facility Plan to evaluate existing school capacity, projected enrollment through 2030, and recommended facilities and improvements to accommodate projected growth. Current school capacities, based on the Facility Plan are shown in **Table C2.1**. Historic and current student generation rates are provided in **Table C2.2**.

Table C2.1 - 2020-2030 School Facility Plan – Current School Capacity

School (Year Built)	Current Type	Capacity
Baldwin (2016)	Elementary	706
Dean (2026)*	Elementary	900
Haydon (1979)	Elementary	667
Round (1986)	Elementary	669
Weems (1977)	Elementary	713
Total Elementary School Capacity:		**3,655**
Mayfield (2006)	Intermediate	1,104
Baldwin (2016)	Intermediate	336
Total Intermediate School Capacity:		**1,440**
Metz (1990)	Middle	1,543
Total Middle School Capacity:		**1,543**
Osbourn (1950; Comprehensive Renovation 1998-2000)	High	2,428
Total High School Capacity:		**2,428**

*Under construction



Table C2.2 - Student Generation Rates

Year	Total Number of Students	Generation Rates				
		Apartment	Condo	Single-Family Detached	Single-Family Attached	Manufactured Home Park
2024	**7,754**	0.38	0.33	0.44	0.86	1.18
2023	**7,607**	0.34	0.34	0.43	0.87	1.46
2022	**7,515**	0.36	0.34	0.44	0.85	1.10
2021	**7,678**	0.38	0.36	0.44	0.86	1.10
2020	**7,627**	0.38	0.36	0.44	0.84	1.04
2019	**7,523**	0.38	0.34	0.43	0.83	1.00

Using growth projections that included information from the City's adopted plans, the following major projects are:

- Replace Dean Elementary with a new elementary school on the same site
- Construct a six classroom addition at one of the existing elementary schools
- Reconfigure Osbourn High School to increase space efficiency as needed

Infrastructure

The City of Manassas is fortunate to have a robust system of utilities that it owns and maintains. City residents and business owners speak highly of the City's utilities for their reliability and low cost of service.

Electricity

The municipally-owned Electric Utility, established in 1911, is a self-funded enterprise that provides service to more than 17,000 residential, commercial, and industrial meters located in the City of Manassas. Manassas contracts with Dominion Virginia Power to purchase wholesale electricity. In addition, the City operates generators including at the Church Street facility, the Airport/Godwin substation, and the City's water treatment plant that run during peak electrical demand times, reducing the demand charge of its contracts with Dominion Power. Electric customers are supplied by four, 40-50 MVA substations located strategically around the City. The electric system has been designed so that all customers can be served with electricity when any one of the four substations is out of service due to weather-related emergencies or scheduled maintenance. Currently, 88% of the system is underground, which helps ensure a reliable system with minimal outages. In 2023, the Average System Availability Index (ASAI) for the City of Manassas electric system was 99.926% (available) for the entire year.

Electricity usage by customer type is shown in **Figure C2.1**, and overall usage increased 3.5% from Calendar Year (CY) 2022 to CY 2023. Residential usage now makes up 42.12% of total usage, commercial usage is 48.34%, and industrial usage is 9.54%. Electrical usage is projected to increase by 1% each year. The City will continue to purchase power through Dominion to support this demand and is also pursuing innovative renewable energy generation and battery storage to supplement this service. While adequate capacity is anticipated for the duration of the plan, additional substations, to facilitate distribution, would be triggered by a major industrial consumer.



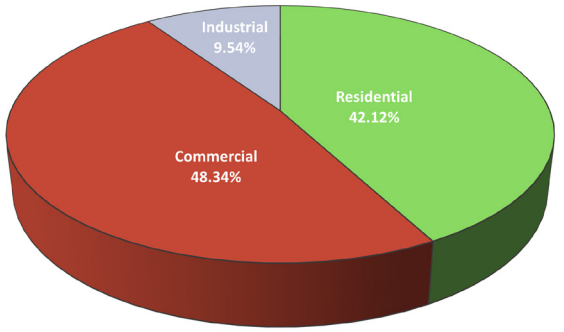


Figure C2.1 - CY 2023 Electric Usage


Roger Snyder

Water

Until 1968 the City of Manassas provided drinking water from a system of groundwater wells. In 1968, the town began purchasing the land necessary to construct a reservoir in the Broad Run drainage basin in Prince William and Fauquier Counties. Broad Run, which drains an area of 75 square miles to Lake Manassas, is a tributary to the Occoquan River, Potomac River Basin, and the Chesapeake Bay Watershed. The Broad Run Basin almost always benefits from precipitation moving in any path through the piedmont region of Northern Virginia. A dam was constructed on Broad Run at a narrow point crossing Glen Kirk Road, which formed the 800-acre Lake Manassas.

Lake Manassas holds 5.02 billion gallons when full. This reservoir feeds a 14 million gallon per day (mgd) water treatment plant and is distributed through 173 miles of water line and four water storage tanks. The water treatment plant is currently being expanded to increase capacity to 18 mgd. Additional water storage tanks have been constructed at the Water Treatment Plant and on Dean Drive adding an additional 3.8 million gallons of storage to the City's finished water supply.

The City of Manassas Water Utility serves a population of approximately 134,000 consumers. Over 40,000 are residents and businesses of the City and the remaining consumers are in western Prince William County and the City of Manassas Park. Water usage by customer type is shown in **Figure C2.2**. Retail water usage in CY 2023 was up slightly (0.6%) as compared to CY 2022. Residential usage decreased (1.6%), commercial usage was up 5.5%, and industrial usage was up 0.2%. Wholesale usage was down 6.7%.

Upon completion of these upgrades, the City anticipates adequate water capacity for the duration of the plan. Additional water line upgrades will reduce loss during transmission and increase system redundancy to ensure a safe and reliable system.

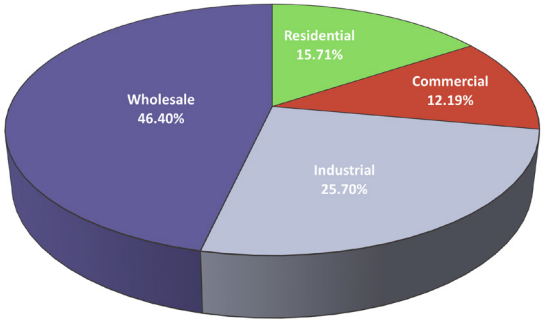


Figure C2.2 - CY 2023 Water Usage





Wastewater

Until 1977 the City of Manassas treated its domestic and industrial waste water in four municipally-owned sewage treatment plants. In 1971 the Commonwealth of Virginia Water Control Board adopted a policy to protect the quality of the Occoquan watershed by replacing individual treatment plants with one regional, advanced water reclamation facility. The Upper Occoquan Sewage Authority (UOSA) was formed by concurrent resolution of the four political jurisdictions: Manassas, Manassas Park, Fairfax County, and Prince William County. In 1977 regional water reclamation plant in western Fairfax County replaced the City treatment plants. Manassas collects and delivers approximately 6.3 mgd of wastewater through 123 miles of sanitary sewer line to the UOSA plant.

Wastewater usage by customer type is shown in **Figure C2.3**. In CY 2024, total usage was up 1.7% as compared to CY 2023. Residential usage was down 1.1%, commercial usage up 8.4%, and industrial usage was up 0.5%.

In addition to this actual usage, approximately 13 percent of the wastewater delivered to the UOSA treatment plant is storm water that enters the collection system at leaking manhole and pipe joints or through the illegal connection of roof drains and storm drains to the sanitary sewer system. This intrusion of water into the sanitary sewer lines is called infiltration and inflow. Inflow and infiltration increases sewer demand and places pressure on system capacity. Correcting these issues to recapture capacity is an opportunity and a priority for the City.

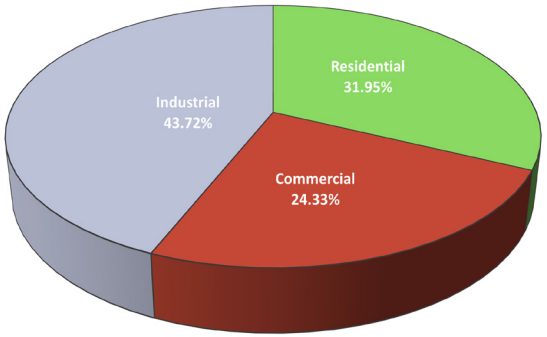
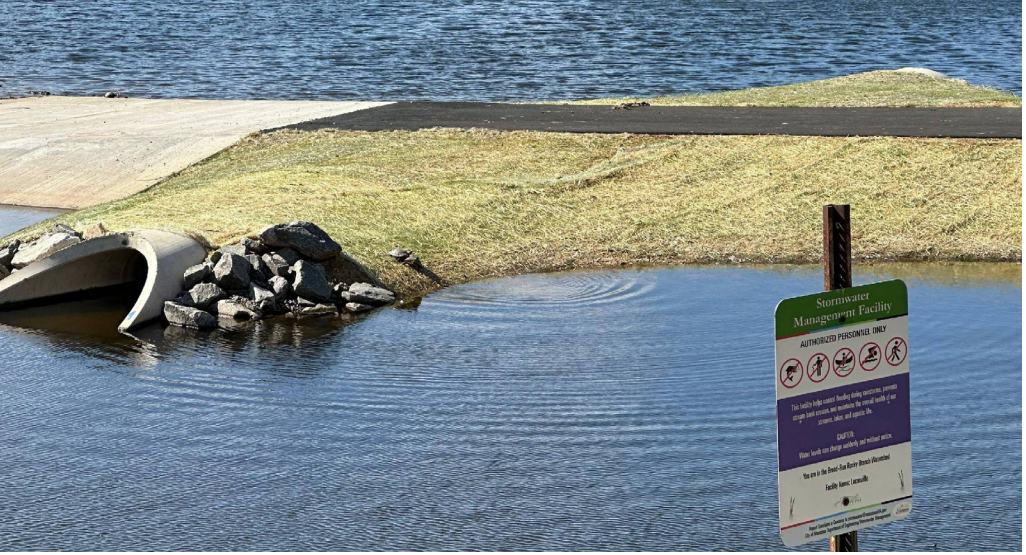


Figure C2.3 - CY 2023 Sewer Usage



Wastewater treatment is the public utility most at risk for capacity issues during the duration of this plan. Each UOSA member jurisdictions is allocated a portion of the plant's 54 mgd capacity. Exceeding this allotted capacity can result in a moratorium on the issuance of building permits and potentially trigger a costly plant expansion. With the City's 9.2 mgd capacity allocation nearing 90% utilization (as calculated based on the UOSA service agreement), Manassas is actively working to increase capacity and reduce demand to ensure that wastewater does not become a constraint to development and economic growth. The current approach to address the 2045 demand includes:

- Purchased 0.5 mgd of additional capacity from Fairfax County.
- Aggressively working to recapture vital sewer capacity through an aggressive inflow and infiltration sanitary sewer line rehabilitation program.
- Working with industrial users to provide on-site treatment or other measures to reduce sewer impacts. As an example, the current Micron expansion includes improvements to the existing Micron pond as part of its expansion.
- Coordinating with regional UOSA partners on capacity issues at the water treatment plant.





Stormwater

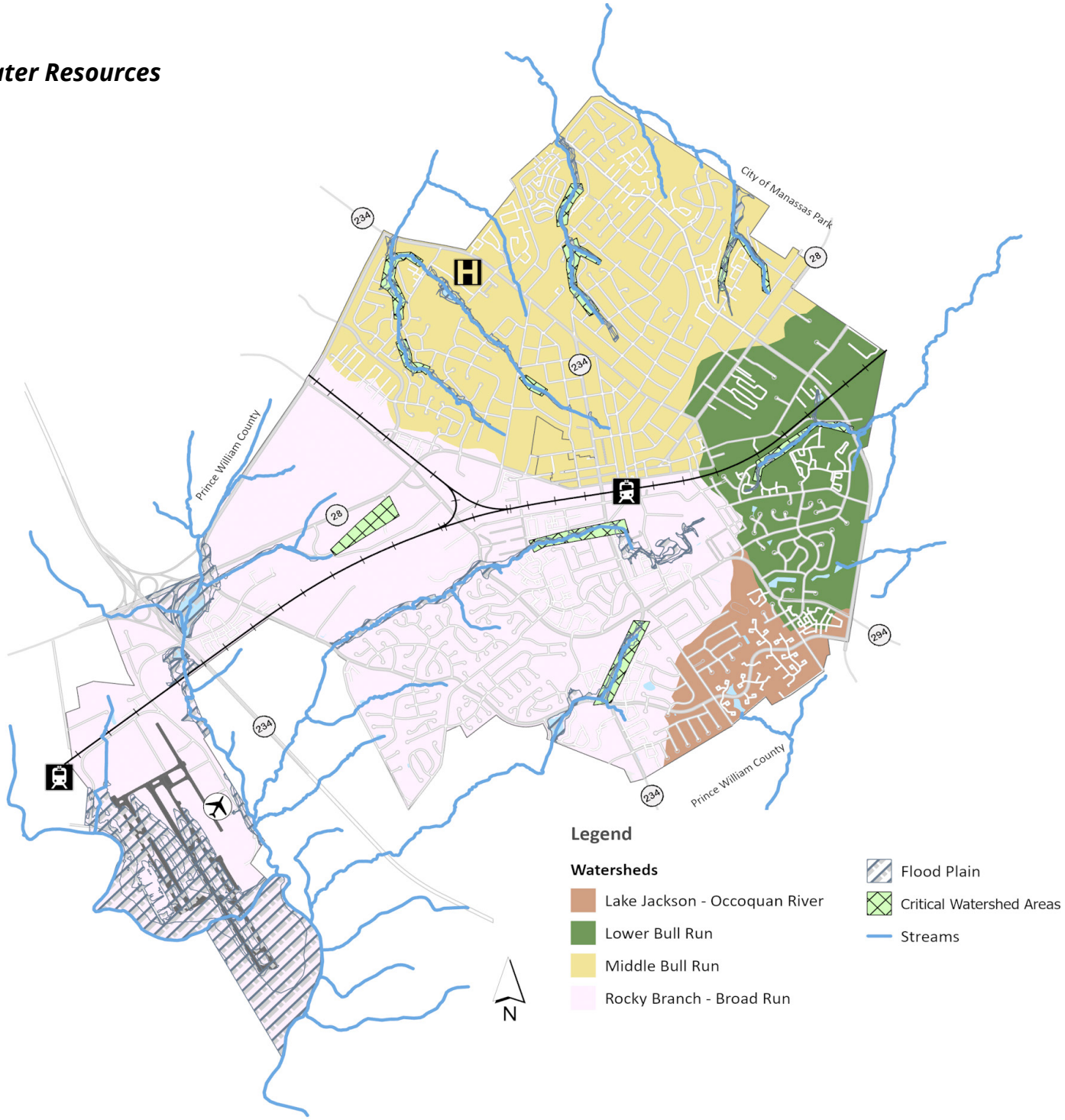
The Manassas stormwater system currently includes more than 5,000 storm drains, and 613,514 linear feet of pipes, that connect to 31 public and 67 private stormwater facilities. Stormwater in the City drains to Broad Run, Bull Run, or Lake Jackson **(Map C2.2)**, all of which are tributaries to the Occoquan River and ultimately the Chesapeake Bay. Stormwater within urbanized areas in Virginia, including Manassas, is regulated under the Clean Water Act through the Virginia Pollution Discharge Elimination System (VPDES) General Permit for Discharges of Stormwater from Small Municipal Separate Storm Sewer Systems (MS4). As part of the MS4 permit, developers are responsible for addressing stormwater management as development occurs.

The City is responsible for ensuring compliance with stormwater regulations, including taking enforcement actions where necessary. Requirements for reductions in stormwater pollutants of concern (i.e., nitrogen, phosphorus, and sediment) have become increasingly stringent since 2017. To comply with these requirements, the City will be developing creative and cost-effective strategies for implementing best management practices aimed at achieving or exceeding the required pollutant load reductions.

The City is also actively reviewing and updating the stormwater sewer infrastructure database as part of its effort to build an asset management system and improve on the established routine infrastructure inspections schedule. The City has implemented a CCTV inspection program to create a cycle for pipe work and replacements, rehabilitation, and redesign for better drainage flows. Through these efforts, the City will develop a priority ranking system for stormwater sewer infrastructure replacement and rehabilitation driven by assessments of their condition and criticality.
Focus in the upcoming years is also being placed on ensuring existing stormwater facilities are adequate and able to withstand larger storms higher nutrient levels and sediment loads. The City is utilizing the capital improvement program to evaluate and upgrade.

These objectives will enhance the City's capacity to proactively address local drainage concerns and ensure that deficiencies are identified and resolved in a timely manner.

Map C2.2 - Water Resources







Refuse & Recycling

Refuse and recycling collection services are contracted out to a private vendor to provide trash, recycling, and yard waste collection services to Manassas residents in single-family detached homes, townhomes, and some small, downtown businesses. In addition to managing the contract, Manassas provides education and communication and coordinates volunteer programs, including Adopta! and Keep Manassas Beautiful.

In FY 2023, the City collected a total of 48,384 tons of trash and recycling:

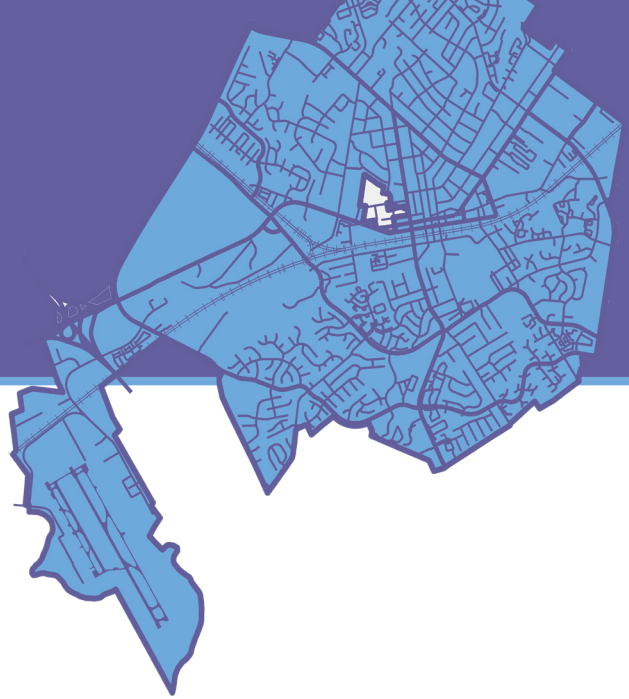
- Trash: 25,098 tons
- Recycling: 13,512 tons
- Yard Waste: 2,586 tons
- Food Waste: 61 tons
- Electronic Waste: 173 tons
- Household Hazardous Waste: 6,947 tons

As part of its efforts to actively reduce the amount of solid waste generated in the City, Manassas has initiated an update to the adopted Solid Waste Management Plan. In FY 2023 the recycling rate was at 40%. The updated plan will address current trends, changing demands within the recycling market, and predicted needs over the next 20 years and identify actions to address those needs.



APPENDIX C3:

Sustainability



Overview

Ensuring that current and future residents have access to nature and live in a sustainable, resilient, and healthy community requires thoughtful and holistic planning. With sound planning, Manassas seeks to not only avoid, minimize, and mitigate the potential impacts of development but strive towards net-zero systems.

Air Quality and Greenhouse Gas Emissions

To meet the plans environmental sustainability goal of improved air quality and emissions, the City embarked upon creating a sustainability plan. This Climate Action Plan (CAP) is the first phase of the sustainability plan and it expands upon the vision in the Comprehensive Plan by developing baseline inventories, establishing specific goals for air quality and emissions, modeling historic and projected emissions, and identifying specific actions, policies, and strategies. Two 2020 greenhouse gas inventories were evaluated for the Plan:
(1) the Community Inventory conducted by the Metropolitan Washington Council of Governments (MWCOG) and;
(2) the Local Government Operations conducted by George Mason University (GMU).

There are three types of emissions included in the inventories:
Scope 1: GHG emissions from sources located within the city boundary.
Scope 2: GHG emissions occurring as a consequence of the use of grid-supplied electricity, heat, steam and/or cooling within the city boundary.
Scope 3: All other GHG emissions that occur outside the city boundary as a result of activities taking place within the city boundary.



COMMUNITY-WIDE GREENHOUSE GAS INVENTORY SUMMARY

City of Manassas, Virginia

EMISSIONS SUMMARY

The City of Manassas community-wide greenhouse gas (GHG) emissions decreased by 22% between 2005 and 2020, despite a 16% growth in population. In 2020, forests and trees sequestered more than 5,700 metric tons of CO_2 equivalent ($MTCO_2e$) or 1% of total emissions.



Note: Other refers to emissions associated with the release of Hydrofluorocarbons, emissions resulting from local natural gas system losses within the community, as well as emissions from Agriculture.

136
thousand $MTCO_2e$ emissions reduced from 2005-2020

This is the equivalent to taking >26,000 homes off the grid for one year.

62
% total GHG emissions from buildings in 2020

48% from commercial energy consumption and 14% from residential energy consumption

28
% total GHG emissions from transportation in 2020

25% from on-road, 2% from off-road, 1% from air passenger travel, <1% from commuter rail

33
% reduction of per capita emissions from 2005-2020

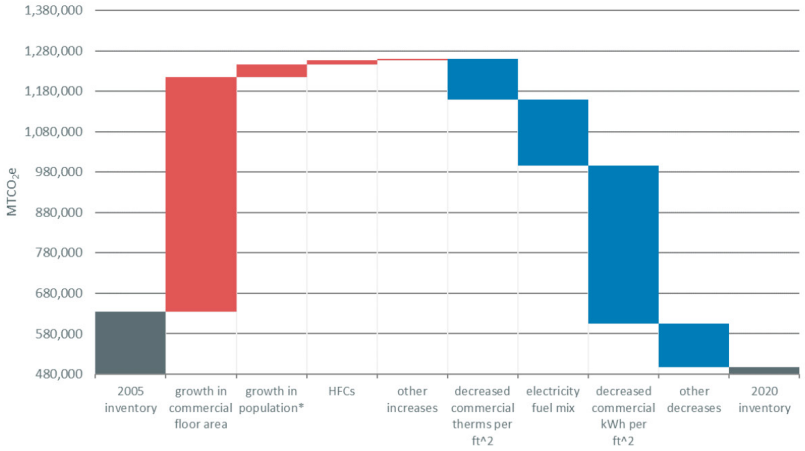
Per capita emissions reduced from 16.8 $MTCO_2e$ in 2005 to 11.3 in 2020.

Metropolitan Washington Council of Governments

MWCOG.ORG

GHG CONTRIBUTION ANALYSIS

The City of Manassas GHG Contribution Analysis results show what has driven increases and decreases in emissions between inventory years 2005 and 2020. The graph shows the main drivers increasing emissions (red bars) are growth in commercial space, population, and hydrofluorocarbons (HFCs). Driving down emissions (blue bars) are mainly decreased commercial electricity energy intensity, a cleaner grid, and decreased commercial natural gas energy intensity.



Note: * Includes effects of population on residential energy, VMT, and waste generation.

INVENTORY BACKGROUND AND METHODOLOGY

The Metropolitan Washington Council of Governments (COG) and local governments across metropolitan Washington collaboratively established the regional GHG emission reduction goals of 10% below business-as-usual projections by 2012 (back down to 2005 levels); 20% below 2005 levels by 2020; 50% by 2030; and 80% below 2005 levels by 2050. Metropolitan Washington met both the 2012 and 2020 goals. Emissions from buildings and transportation saw a greater reduction than anticipated due to the 2020 pandemic.

COG completes GHG community-scale inventories for all 24 local government members, northern Virginia, and metropolitan Washington. COG GHG inventories are compliant with both the U.S. Communities Protocol for Accounting and Reporting Greenhouse Gas Emissions (USCP) and Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC). The inventories measure GHG-emitting activities undertaken by residents, businesses, industry, and government located in metropolitan Washington, as well as emissions from visitors.

RESOURCES

- COG Greenhouse Gas Emissions Inventories Methodology Guide
- COG Greenhouse Gas Inventories
- DMV Climate Partners GHGs in the DMV

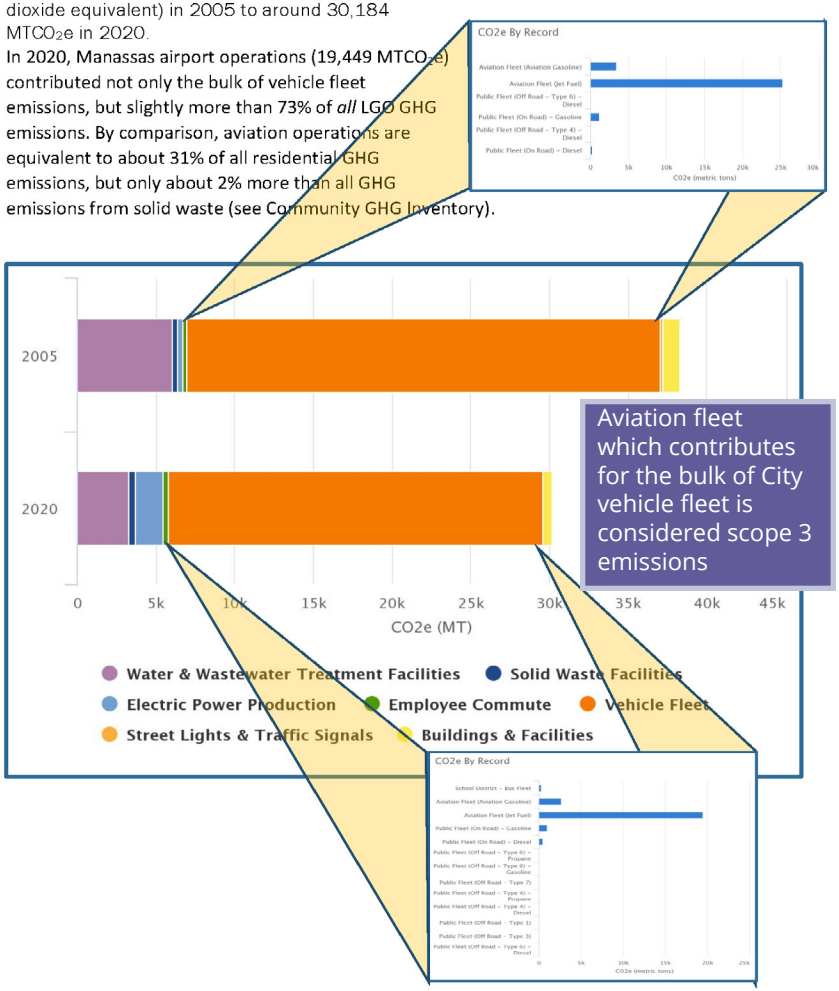
LOCAL GOVERNMENT OPERATIONS (LGO) GREENHOUSE GAS INVENTORY SUMMARY

City of Manassas, Virginia

EMISSIONS SUMMARY

The City of Manassas Local Government Operations (LGO) greenhouse gas (GHG) emissions decreased by 21.2% between 2005 and 2020.

- LGO GHG emissions were reduced from around 38,312 $MTCO_2e$ (metric tons of carbon dioxide equivalent) in 2005 to around 30,184 $MTCO_2e$ in 2020.
- In 2020, Manassas airport operations (19,449 $MTCO_2e$) contributed not only the bulk of vehicle fleet emissions, but slightly more than 73% of *all* LGO GHG emissions. By comparison, aviation operations are equivalent to about 31% of all residential GHG emissions, but only about 2% more than all GHG emissions from solid waste (see Community GHG Inventory).



INVENTORY BACKGROUND AND METHODOLOGY

Community GHG inventory reports typically focus on all (public and private sector) selected GHG emissions occurring within the jurisdictional boundary of the community (e.g., emissions from combustion of natural gas in furnaces throughout the community), as well as certain trans-boundary emission sources associated with community activities (e.g., emissions from electricity generation at a power plant located outside the community associated with electricity use occurring in the community). GHG removals may also occur, particularly in the land sector.

The LGO GHG inventory focuses specifically on local government-controlled sectors, including:

- Buildings and other facilities
- Streetlights and traffic signals
- Airport facilities and fuel services
- Municipal Vehicle fleet
- Power generation facilities

Other contributions to emissions through public sector water/wastewater and solid waste use was also estimated. GHG emissions are estimated from activity data (e.g. electricity and other energy use, travel by car and truck, and disposal of municipal solid waste) and average rates of emissions from the activities were input to ClearPath, an online greenhouse gas inventory tool that meets the Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC): An Accounting and Reporting Standard for Cities Version 1.1. Emissions of each type of greenhouse gas are converted into metric tons of carbon dioxide equivalent (MTCO2e) to provide a standard. Detailed source information is captured in the Clearpath tool with associated comments for city officials to review.

LGO GHG inventory emissions should not be interpreted as complementary or additive to the Community GHG inventory emissions, rather they are a more refined assessment of GHG emissions resulting from the public sector and, therefore, a subset of the Community GHG inventory. There is, however, a subset of LGO GHG emissions that are unique to this inventory. They include all emissions that support activities or customers outside of Manassas' geographic boundaries. These include, 1) airport operations and 2) water and wastewater treatment. These public services are only captured in the LGO GHG inventory.

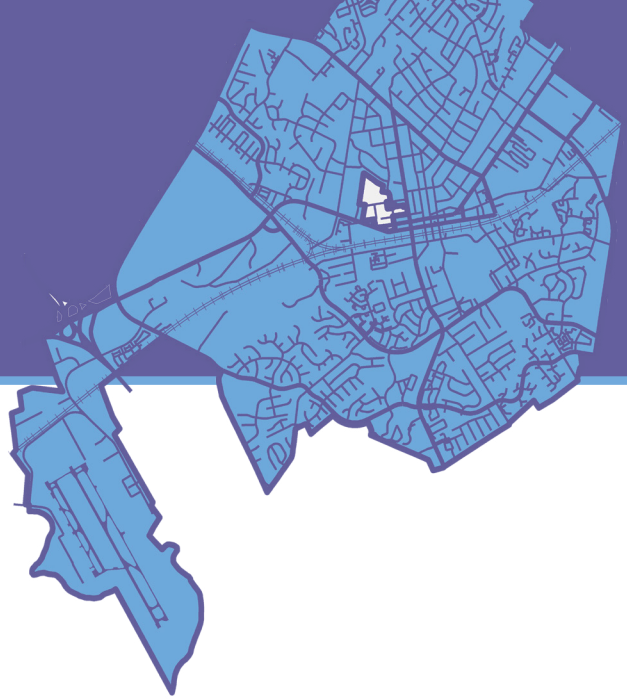
SCHOOL DISTRICT EMISSIONS

Although not included in either the LGO or Community GHG inventory numbers, Manassas officials requested emissions data for the school district. Two sources of emissions (buildings and vehicle fleet – buses) were collected. Using the same methodology and GHG conversion/global warming potential factors, the following emissions were calculated.

Source	Energy Type	$MTCO_2e$
School bldgs	Natural Gas	8.8
	Electricity	2605
Bus Fleet	Diesel	272
	TOTAL	2885.8

APPENDIX C4:

Parks, Culture, & Recreation



Overview

The City currently offers 22 developed parks and historic sites to meet the parks, cultural, and recreational needs of the community. Along with parks and open space, the City has walking trails, operates a public swimming pool, and maintains partnerships to provide recreational and cultural opportunities for residents at the ARTfactory, the Hylton Performing Arts Center, Freedom Center, Boys and Girls Club, and at eight City schools.

Parks & Culture

In 1994, the City recognized a need to improve its park system. After hiring its first parks director, a needs assessment was completed and work began to improve existing facilities and create additional programming opportunities. A number of parks and recreation projects were approved in the 1999 bond referendum, and over half a million dollars was set aside for park improvements.

Earlier, in 1991, the City completed construction of the Manassas Museum and committed to a modern, professionally run museum to serve as a focus for community pride and an important tourist attraction. In 2003, the Museum initiated the planning for both the stabilization of an important historic property, Liberia House, as well as an expansion of the museum to provide storage for its growing collection, changing exhibit space, and the creation of a children's gallery.

Feeling the impact of the recession, the City ended its parks and recreation program in 2008 and placed the operation of park facilities within the Department of Community Development. With additional fiscal constraints the following year, the City cut cultural programming and placed the Manassas Museum System under the Department of Community Development. Maintenance for parks and historic sites was also curtailed.





From 2008 to 2016, the Department of Community Development performed limited park operations that included permitting fields for league play, working with the Department of Public Works on an annual playground improvement program, administering a contract for ice skating at the Harris Pavilion in the winter and events in the summer, and operating Stonewall Pool during the summer months. The Department also continued work toward restoration of the Liberia Plantation property and reinstated educational programs and tours at the Manassas Museum. Additional recreational programs were, and continue to be, primarily carried out by the City's partners such as at George Mason University, the Boys and Girls Club, and the ARTfactory.

Current Conditions

Parks, Recreation, and Culture Needs Assessment and Facilities Plan

In 2016, the City completed a Parks, Recreation, and Culture Needs Assessment and Facilities Plan to provide a guiding vision for expansion and enhancement of parks and historic resources. The plan included numerous public meetings, a statistically-significant survey, a detailed facility-level park assessment, and a system-wide level of service analysis. Major findings of the plan include:

- Parks and cultural facilities are well distributed. The majority of Manassas residents live within a 15-minute walk of at least one publicly-available park or recreation facility, including playgrounds and other amenities at City school sites.
- Proximity to public aquatics facilities, community centers, and rectangular playing fields is more limited than other amenities such as playgrounds, tennis/pickleball courts and basketball courts.
- Historical sites and other cultural facility needs are being met at a high level; pathways and trails, and passive open space are being met at a medium level; community/recreation centers, and certain niche facilities (i.e., dog parks and skate parks) are not being met.

- Community and cultural programming needs are being met, while wellness and fitness programming and youth and adult enrichment programs need improvement.

The plan's findings emphasize the need for centralized organization, increased maintenance and investment in facilities, expanded programming alternatives, and increased financial support. The plan also details specific maintenance and improvements required at each park and facility. The adopted Park Maintenance Plan provides guidance on the needs of each facility.

After completing a needs assessment in 2016, the City restructured parks, cultural, and recreation services into a single division under the Department of Community Development, and is currently working to expand offerings, partnerships, and programs.

Libraries

The City of Manassas has participated in the Prince William County Public Library System since 1972. City of Manassas residences have access to the Prince William County Library system, in addition to the City of Manassas Library at 10104 Dumfries Road.

In 2020, the City opened a library facility at 10104 Dumfries Road to provide the necessary services for a community of this size, but also contribute to the City's efforts to grow Downtown as a center of culture. Level of service and industry standards identify a space need of up to 30,000 square feet for a community this size.

Through the duration of this 2045 Comprehensive Plan, Manassas will continue to investigate opportunities to provide library facilities within city limits to meet the needs of our residents and locate library services in the historic heart of the community.



Parks, Culture, & Recreation City Facility Inventory

The City of Manassas provides the parks, culture, and recreation facilities listed in **Table C3.1** to support the level of service goals found in Chapter 9.

Table C3.1 Parks, Culture, and Recreation Facilities

Park/Cultural Site	Acres	Amenities
Specialty Parks		
E.G. Smith Baseball Complex *9651 Godwin Drive*	18.12	6 diamond fields (5 general, 1 adult), restrooms/concessions building
Harris Pavilion *9201 Center Street*	1.26	Event pavilion and winter ice skating rink, restrooms/concessions building
Water Tank Lot *9000 Quarry Street*	0.28	Historic steel water tower (Managed by Water & Sewer Department)
Regional Parks		
Dean Park *9501 Dean Park Lane*	79.01	2 adult diamond fields, 4 tennis courts, skate park, 8 pickleball courts, futsal court, 1 basketball court, 2 multipurpose rectangular fields, trails, Boys and Girls Club, restrooms, picnic pavilion, dog park, observation platform
Marsteller Park *8720 Sudley Road*	20.08	City of Manassas Community Center, 2 general diamond fields, 1 football field, track
Stonewall Park/Pool *8300 Stonewall Road*	30.7	Outdoor pool with splash pad, picnic pavilion, playgrounds, 1 basketball court, 2 tennis courts (lighted), 5 pickleball courts (lighted), 1 soccer field, futsal court, trails
Community Parks		
Annaburg Historic Site *9201 Maple Street*	3.65	Historic Annaburg Residence, open space, restrooms
Baldwin Park *9101 Prince William Street*	11.17	Playground, picnic area

Park/Cultural Site	Acres	Amenities
Community Parks (continued)		
Byrd Park *8528 Cavalry Lane*	8.96	2 basketball courts, bankshot basketball, roller hockey court, 3 general diamond fields, adult exercise equipment, playgrounds, picnic pavilion, restrooms/concessions building
Cannon Branch Fort Historic Site *10611 Gateway Boulevard*	17.12	Interpretive site, catch and release fishing pond, open space, trails
Kinsley Mill Park *10253 Hastings Drive*	4.15	1 basketball court, multi-use court, playground, 2 picnic area, trails, open space
Jennie Dean Memorial/Manassas Industrial School Historic Site *9601 Wellington Road*	6.69	Interpretive site, memorial
Liberia House Historic Site *8601 Portner Avenue*	20.62	Historic Liberia House, open space, trails, restrooms
Mayfield Fort Historic Site *8401 Quarry Road*	11.65	Interpretive site, trails, open space
Neighborhood Parks		
Cavalry Run Park *9201 Ashton Avenue*	2.21	2 tennis/pickleball courts, 1 basketball court, playground, open space, picnic area
Lee Manor Park *9560 Shannon Lane*	5.55	3 tennis courts (lighted)
Oakenshaw Park *9556 Oakenshaw Drive*	10.1	1 general diamond field, 1 basketball court, playground
Nelson Park *8915 Grant Avenue*	2.15	Gazebo and seating, open space, picnic area

Park/Cultural Site	Acres	Amenities
Neighborhood Parks (continued)		
Winterset Park *8252 Winterset Drive*	3.82	1 basketball court, playground, open space, picnic area
Mini Parks		
Walter Delisle Park *9027 West Street*	0.21	Playground
Undeveloped Parks		
Cedar Crest Park *10331 Sarajevo Court*	2.25	Undeveloped land
Lee Square Park *9501 Center Street*	0.27	Undeveloped land
Other Cultural Facilities		
Hopkins Candy Factory *9491 Battle Street*	N/A	ARTfactory
Harry J. Parrish Old Town Hall *9025 Center Street*	N/A	Government services
Manassas Museum *9101 Prince William Street*	N/A	Museum, museum lawn, amphitheater, community space
Southern Railway Depot *9421 West Street*	N/A	Visitor's Center and The James & Marion Payne Memorial Railroad Gallery
TOTAL	**259.98**	

Parks, Culture, & Recreation School Facility Inventory

In addition to parks, culture, and recreation facilities provided by the City of Manassas, some outdoor amenities on school property are available for resident use after school hours. These facilities are listed in **Table C3.2** and are considered to support the City's level of service goals based on a formalized shared use agreement with the School Board.



Table C3.2 School Outdoor Recreation Areas

School Outdoor Recreation Areas	Acres	Amenities
Baldwin Elementary/Intermediate	0.90	Playgrounds, 4 basketball courts, outdoor education space
Haydon Elementary	2.60	2 basketball courts, playgrounds, open space
Jennie Dean Elementary	13.70	2 general diamond fields, 1 basketball court, playgrounds, open space
Mayfield Intermediate School	2.20	2 basketball courts, gaga ball pit, open space
Metz Middle School	11.5	4 tennis/pickleball courts, 2 basketball courts, 1 general diamond field, 1 adult diamond field, 1 football field, track, open space
Osbourn High School	1.70	3 tennis courts (lighted), 3 tennis/pickleball courts
Round Elementary School	2.10	2 basketball courts, futsal court, soccer area, playgrounds, trails, 1 general diamond field
Weems Elementary School	9.30	3 basketball courts, 2 general diamond fields, playgrounds, open space
TOTAL	**44**	

City Council Comprehensive Plan Resolution

MOTION: Wolfe

SECOND: Vasquez Luna

October 27, 2025
Regular Meeting
No. R-2026-209

Re: CPA #2024-0001 – Manassas 2045 Comprehensive Plan

WHEREAS, Virginia Code §15.2-2223 requires that localities prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and review that plan every five years; and

WHERAS, the current Comprehensive Plan was adopted on February 24, 2020; and

WHEREAS, on March 11, 2024 the Manassas City Council adopted Resolution #R-2024-72 initiating CPA #2024-0001 to review and update the City of Manassas Comprehensive Plan; and

WHEREAS, the Manassas 2045 Comprehensive Plan is a technical update to the Manassas 2040 Comprehensive Plan that retains the vision established by the City and remains guided by community input during the 2017 – 2020 Manassas Community Conversations initiative; and

WHEREAS, the 2045 Comprehensive Plan incorporates the technical recommendations of the 2025 Mobility Master Plan; and

WHEREAS, the Planning Commission's Comprehensive Plan Committee held eleven meetings from May 2024 – June 2025 to develop the draft Manassas 2045 Comprehensive Plan; and

WHEREAS, the City of Manassas Planning Commission, after full compliance with all state code public hearing notice requirements, held a public hearing on the draft Manassas 2045 Comprehensive Plan on August 6, 2025 and recommended approval of the draft Manassas 2045 Comprehensive Plan on August 6, 2025; and

WHEREAS, the City Council held a Town Hall meeting on September 15, 2025 to consider public comment on the draft Manassas 2045 Comprehensive Plan; and

WHEREAS, the Manassas City Council, after full compliance with all state code public hearing notice requirements, held a public hearing on the draft Manassas 2045 Comprehensive Plan on September 22, 2025; and

WHEREAS, pursuant to the Code of Virginia § 15.2-2223, the City Council finds that the proposed draft Manassas 2045 Comprehensive Plan will provide a coordinated, adjusted, and harmonious development of the City that will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity, and general welfare of the inhabitants, including the elderly and persons with disabilities.

NOW, THEREFORE, BE IT RESOLVED that the Manassas City Council, pursuant to Code of Virginia Section 15.2-2226, does hereby APPROVE the Manassas 2045 Comprehensive Plan (CPA #2024-0001) in regular session on October 27, 2025.

BE IT FURTHER RESOLVED that upon adoption by the City Council of R-2026-209, the Manassas 2045 Comprehensive Plan will supersede and replace, in its entirety, the Manassas 2040 Comprehensive Plan (R-2020-24) and the 2019 Transportation Master Plan.

BE IT FURTHER RESOLVED that the City Council hereby authorizes staff to make non-substantive edits, including edits to correct grammatical and typographical errors, to correct internal cross-references; to correct citations to any statutes, ordinances, regulations, maps, or other documents identified in the plan; and otherwise as necessary to ensure internal consistency within the plan; provided, however, that staff shall not make any change, alteration, amendment, deletion, or addition of a substantive nature that has not been expressly approved by the City Council.

BE IT FURTHER RESOLVED that upon incorporation of the additional revisions and edits authorized in this resolution, City Council hereby directs staff to prepare the final Manassas 2045 Comprehensive Plan for publication, including on the City's website as required by the Code of Virginia.

Michelle Davis-Younger
Michelle Davis-Younger Mayor

On behalf of the City Council
of Manassas, Virginia

ATTEST:

E. S
Eric W. Smith II City Clerk

Votes:
Ayes: Wolfe, Osina, Smith, Hutson, Ellis, Vasquez Luna
Nays: None
Absent from Vote: None
Absent from Meeting: None