

## 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





## 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.*

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.



## 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.

## 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** Review the Architectural Review and Historic Overlay regulations, and update as necessary, to ensure that new development, infill development, and redevelopment occur according standards and guidelines that implement the character area design principles and protect the integrity of surrounding uses.

**LU 3.3.3** 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 3.3.4** 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 3.3.5** 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.

# 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.

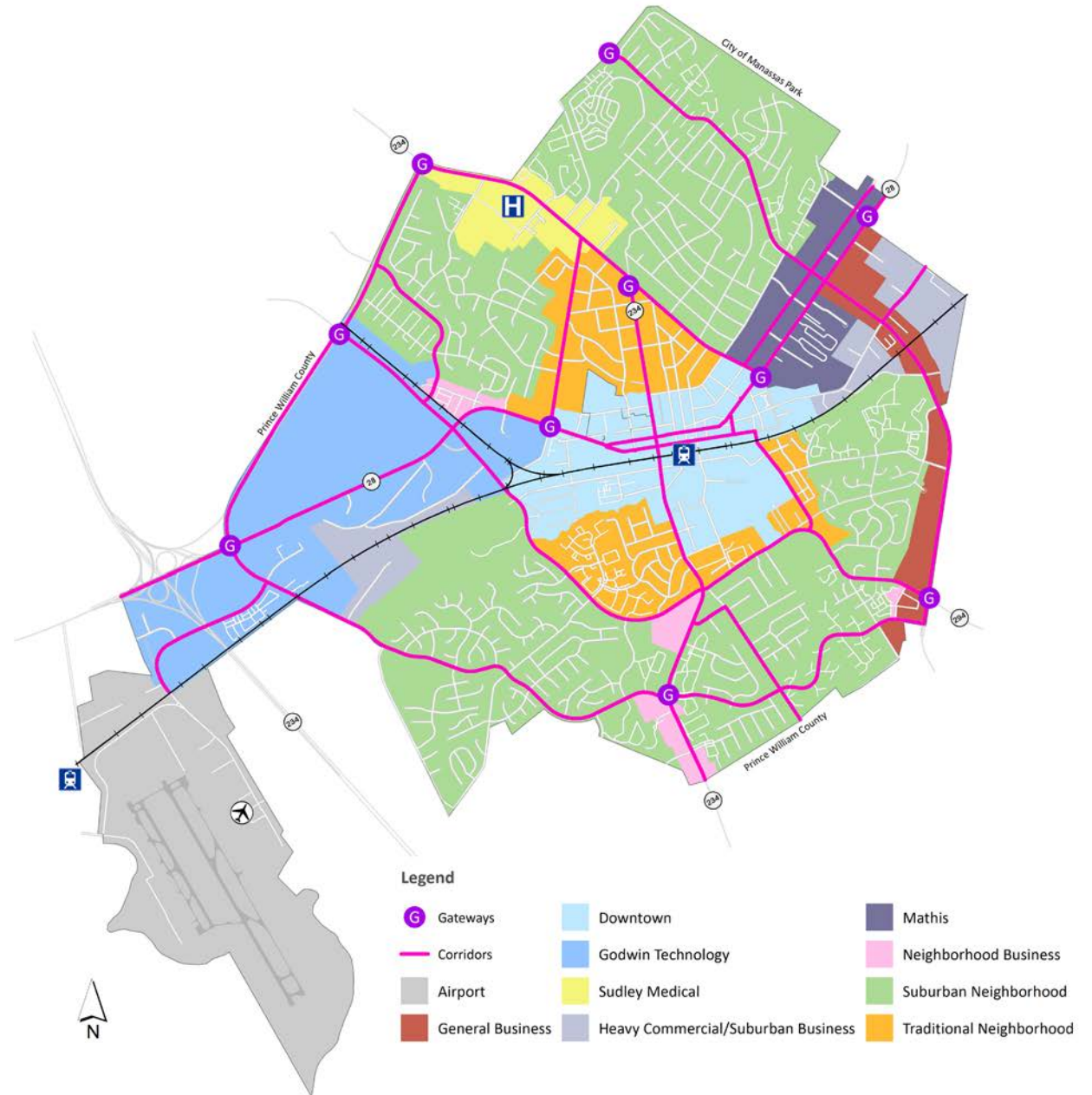
**Neighborhood Business, General Business, and Heavy Commercial/ Suburban Business** are established commercial areas that offer infill and redevelopment opportunities in keeping with evolving, modernized commerce. In these areas, the intent is to change and improve the character through new design principles.

**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 3.1 - Character Areas**

**Map 3.1** provides the character area land use map for Manassas. 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

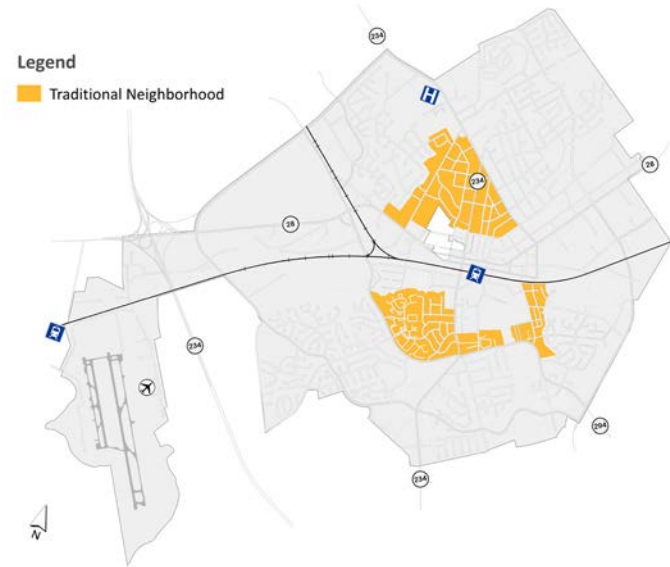
### FOCUS PRIORITIES

- 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

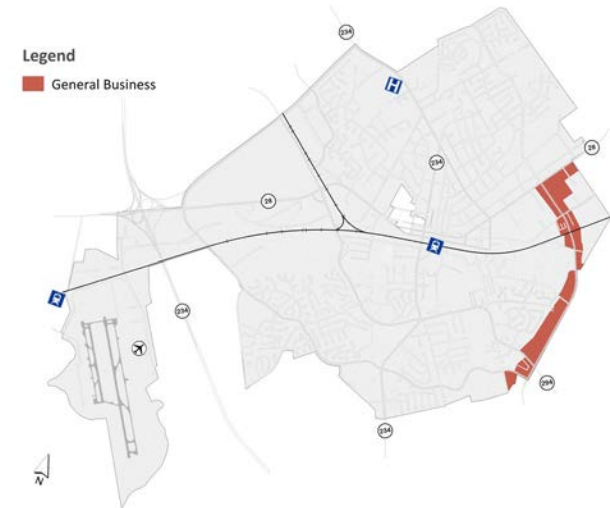
## FOCUS PRIORITIES

- 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)

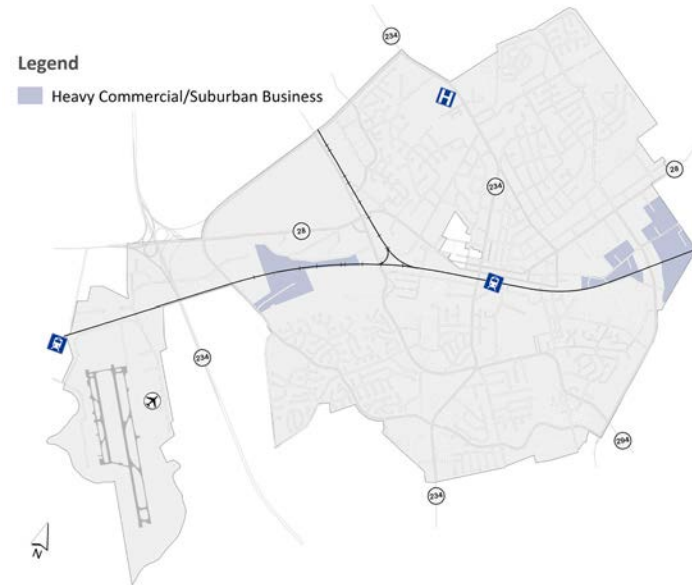
### FOCUS PRIORITIES

- 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 § 15.2-2303.4.E.(i).

### 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 3.2**) 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 Handbook, 1990](#), 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 through 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 [Infill Development Guidelines, 2006](#), 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.<sup>1</sup>
- 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.

<sup>1</sup> 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.

- No new single story buildings should be constructed.
- All buildings along the retail/entertainment edge (**Map 3.2**) 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. 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 [Infill Development Guidelines, 2006](#), 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.

Map 3.2 - Downtown Opportunity Areas



Downtown Core: —————

Primary Retail/ Entertainment Edge: .....



## OPPORTUNITY AREAS

The sites and areas shown in **Map 3.2** 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 potential in this area could vary from the Traditional Neighborhood principles, in that a mix of residential uses (detached, attached and multifamily residential) along with retail/service, office, institutional and open space uses can be accommodated, with structured parking. The portion along Main Street could be small lot single-family, with densities increasing as you move toward Grant Avenue. Preservation of mature trees and natural areas is encouraged to provide usable open space and connections between Grant Avenue, Main Street, and the Manassas Museum open space.
- 12) 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 15.2-2303.4E(i). 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

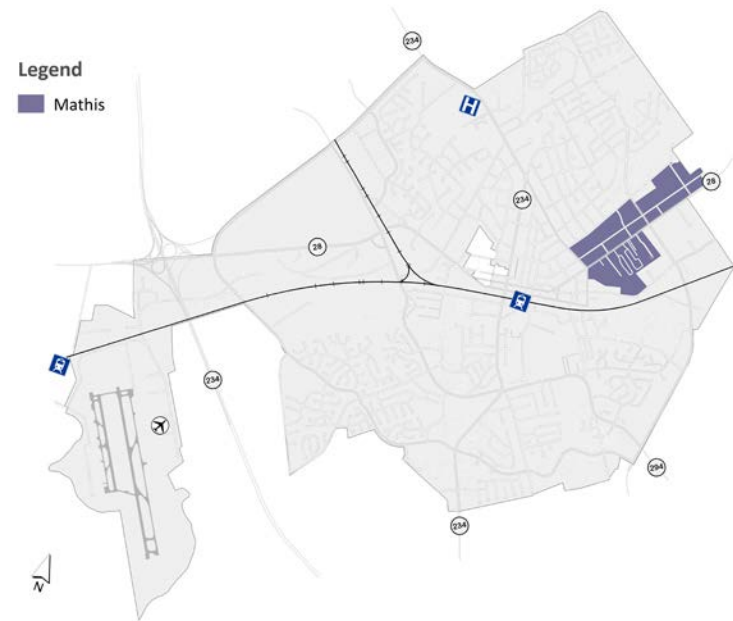
## FOCUS PRIORITIES

- 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 – 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 and building heights should gradually increase from the Downtown character area north toward the Liberia House property and from the Suburban Neighborhood character area along Portner Avenue toward Centreville Road. 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 peak between Mathis Avenue and Centerville Road and transition down toward Portner Avenue, Sudley Road, and the Liberia House Historic Site.
- 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

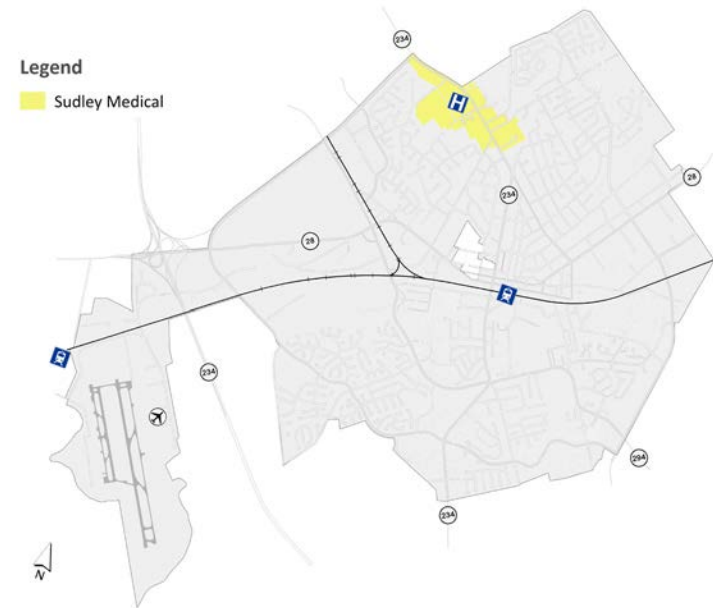
- Creation of a critical mass of medical facilities and associated businesses
- Recognition and enhancement of interdependent and compatible healthcare, residential, and retail/service uses
- Redevelopment to create an attractive destination, with a mix of office, residential, and supporting retail/service 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
- Manufacturing/Wholesale/Distribution
- Multifamily Residential
- Office
- Open Space
- Research and Development
- Retail/Service
- Vertical Mixed-Use

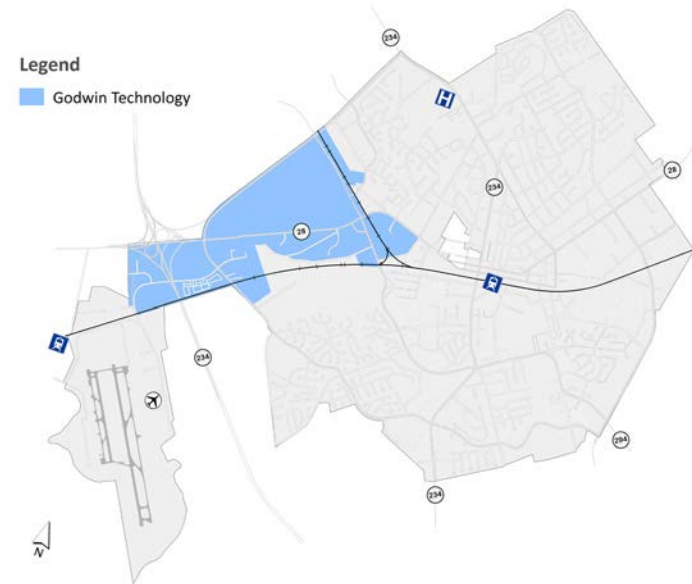
## FOCUS PRIORITIES

- 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 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

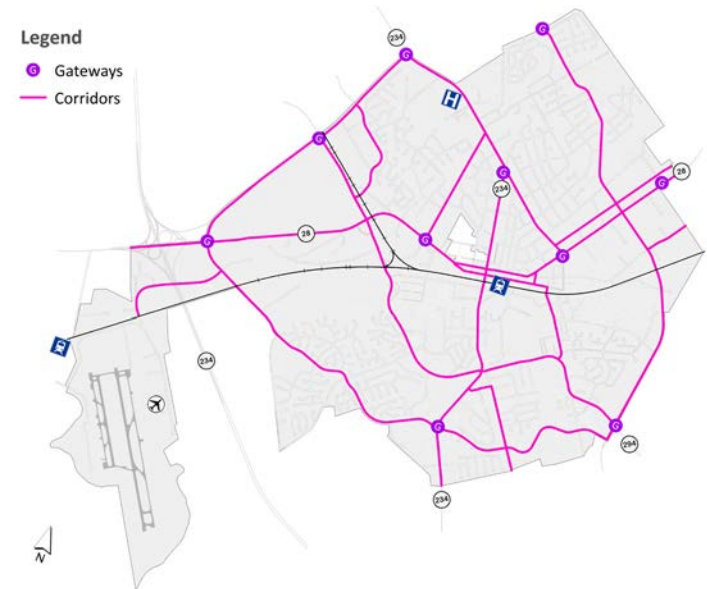
- Create strong impression for overall community character
- Provide orienting framework
- Improve community aesthetic
- Establish corridor connectivity
- Encourage multiple travel options
- Create symbolic entrances
- Support a wayfinding signage system

## 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.



