



PRINCE WILLIAM COUNTY

Independent Hill Small Area Plan



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INTRODUCTION AND BACKGROUND

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

A goal of the Independent Hill Small Area Plan, a ±564-acre study area, is to create a community that capitalizes on the abundance of open space, recreation and education assets while building a vibrant pedestrian-friendly village and employment center, attracting desirable uses including neighborhood commercial, office, particularly for Prince William County agencies, along with light industrial and technology/flex development to provide an economic base that is compatible and supportive of a quality residential environment. The Plan area is surrounded by existing and planned economic hubs including the Kelly Leadership Center, the Hellwig Park Complex, the PWC Landfill complex, Prince William Forest Park, a national park, and by Marine Corps Base Quantico to the south which can serve as springboards for future development.

Recommendations and implementation strategies in the Plan are based on feedback provided by community stakeholders during the public outreach process. Guidance will help further the transformation of Independent Hill into two distinct areas.

The area north of Route 234 (Dumfries Road) and adjacent to the County landfill provides an opportunity for industrial and technology/flex development, while the area south of Dumfries Road builds upon existing County assets and residential development for the creation of a mixed-use village center for Independent Hill. The Plan also protects and celebrates the environmental assets of the area by providing connections to existing outdoor recreational areas and trails.

Several opportunities exist to strengthen the study area as an important transportation corridor located between the City of Manassas and Town of Dumfries and adjacent to Marine Corps Base Quantico. Route 234 (or Dumfries Road) provides an important connection for nearby residents to the I-95 corridor, with access to Washington, DC to the north and Richmond to the south and ties into I-66 for east/west connections both within the County and the region. The Plan recognizes the importance of this principal arterial to not only maintain the functionality of this thoroughfare, but to recognize this as a gateway into the Independent Hill area.

The Overview of the Study Area section below highlights the existing elements that make the Independent Hill Area a uniquely situated opportunity for development in the County, based largely on the educational opportunities, proximity to County facilities, and natural resources in and around Independent Hill. As a result of research, stakeholder and public engagement, and visioning, the Independent Hill Small Area Plan incorporates a community vision for economic development, specific detailed planning and design to represent the character of the area, and an implementation strategy.

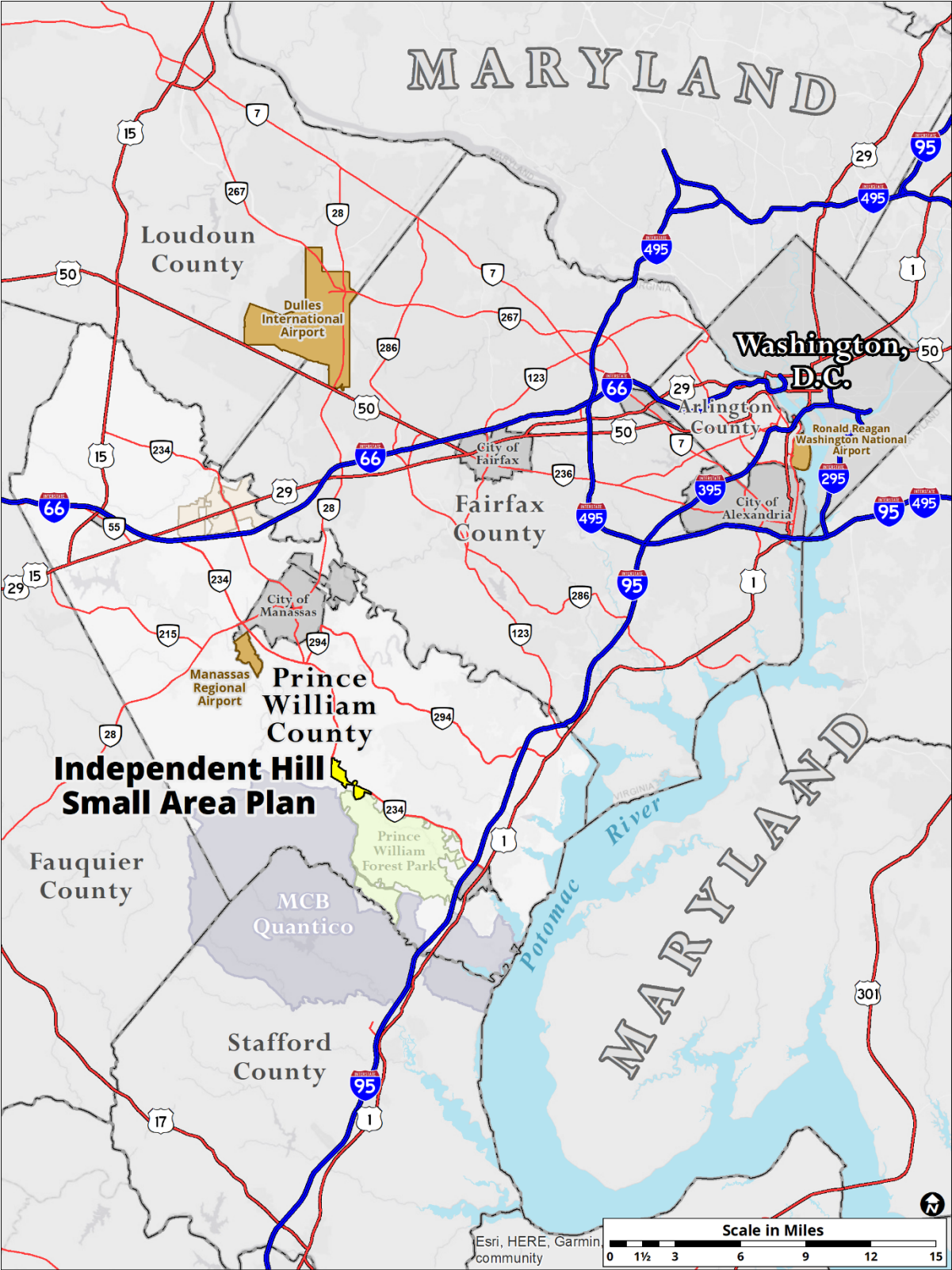


Figure 1: The Independent Hill Small Area Plan in the Region

PURPOSE AND USE OF SMALL AREA PLAN

The Independent Hill Small Area Plan was initiated to address the future growth and character of the area. It provides recommendations and strategies to guide future development and includes elements related to long range land use, mobility, cultural resources, and environmental resources.

On August 3, 2016, the Board of County Supervisors initiated the process for a new Small Area Plan for Independent Hill, approximately 7 miles west of I-95. This Plan serves as an extension of the Comprehensive Plan and outlines the vision for future development within the study area. The Plan serves as a basis for determining consistency for future rezoning or special use permit requests within the plan area without granting or ensuring subsequent rezonings, special use permits, or other development applications. The Small Area Plan process includes research, stakeholder and public engagement, visioning and a final plan. The vision and goals of the Plan are realized through the completion of the action items established in the implementation section of this plan.

Focus of the Small Area Plan

A major focus of this Plan is to attract additional industrial, technology/flex, and office development, supported by a mix of retail and service uses, to improve the area and provide additional services for nearby residents. The Plan is an opportunity to not only improve the transportation network, but also to propose recommendations to incentivize development, improve surrounding infrastructure, and increase private investment.

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



Figure 2: Independent Hill Small Area Plan Boundary
The planning area is comprised of approximately 564 acres.

ORGANIZATION OF THE SMALL AREA PLAN

The Small Area Plan consists of eight major components, which are identified below, and will follow an analysis of existing conditions and data that sets the foundation upon which the Plan is built.

1. **Vision and Thematic Principles** – Establishes the long-term vision and supporting goals for the creation and guidance of the Independent Hill Small Area Plan.
2. **Land Use Plan** – Consists of a land use plan with development standards including density, form, and layout. The transect identifies the relationship between density and mobility. An illustrative plan shows what the full build out of the Plan could look like.
3. **Mobility Plan** – Mobility has a close relationship with land use, this Plan calls for multi-modal mobility with compact, mixed-use development.
4. **Green Infrastructure Plan** – Ensures that open space, active recreation, and passive recreation are supported in the Plan. With additional people living, working, and playing in the area, there will be a demand for outdoor spaces and a requirement for environmental protection.
5. **Cultural Resources Plan** – Plans for the identification and preservation of architectural and archaeological sites, historic districts, cemeteries, battlefields, cultural landscapes, museum objects, and archival materials in the study area.
6. **Economic Development Plan** – Encourages the attraction and retention of diverse high-quality businesses and services that strengthen the economic vitality of this area in a context sensitive manner.
7. **Level of Service Plan** – As the area changes and grows over the next 20 years, it is necessary to ensure that level-of-service infrastructure improvements are programmed in the Plan.
8. **Implementation Plan** – This section activates the Plan, so that action strategies are implemented in the short, mid, long term, and ongoing time frames to ensure the Plan is actualized by 2040.

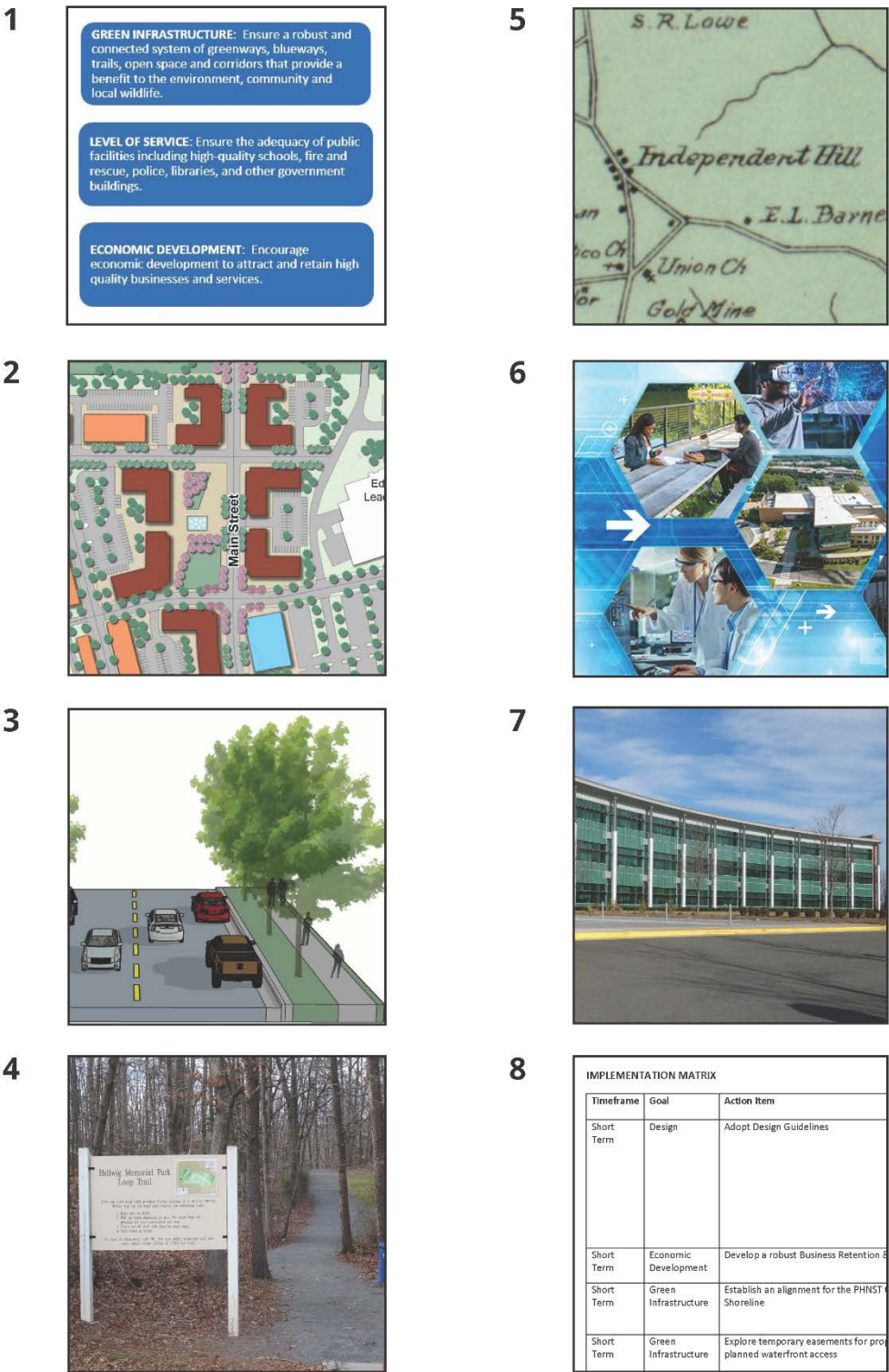


Figure 3: Organization of the Plan

EXISTING CONDITIONS AND DATA ANALYSIS

History

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

In 1843 James B. Cole first established a store in this location, one of many businesses operated by the Cole family. The store became a popular meeting spot in the area, and when the General Assembly established eight election districts in the county in 1850-51 one of them was named Coles. Cole passed away in 1857, however his store continued operation and continued to be noted on maps (Wilson 1997).

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

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

As farming and land development in Northern Virginia has destroyed much of the Piedmont forest, the park is now a rare example of this type of forest. The park is the only component of the National Park System dedicated to preserving a representative example of the Piedmont/Triassic physiographic province and the unique deciduous forest type that it supports. The park contains five cabin camps, originally constructed by the Civilian Conservation Corps, and the site of the Cabin Branch Pyrite Mine which employed the residents of the area.³

¹ Ritter 1992

² Prince William County Historical Commission 2019

³ Prince William County, 2008 Comprehensive Plan

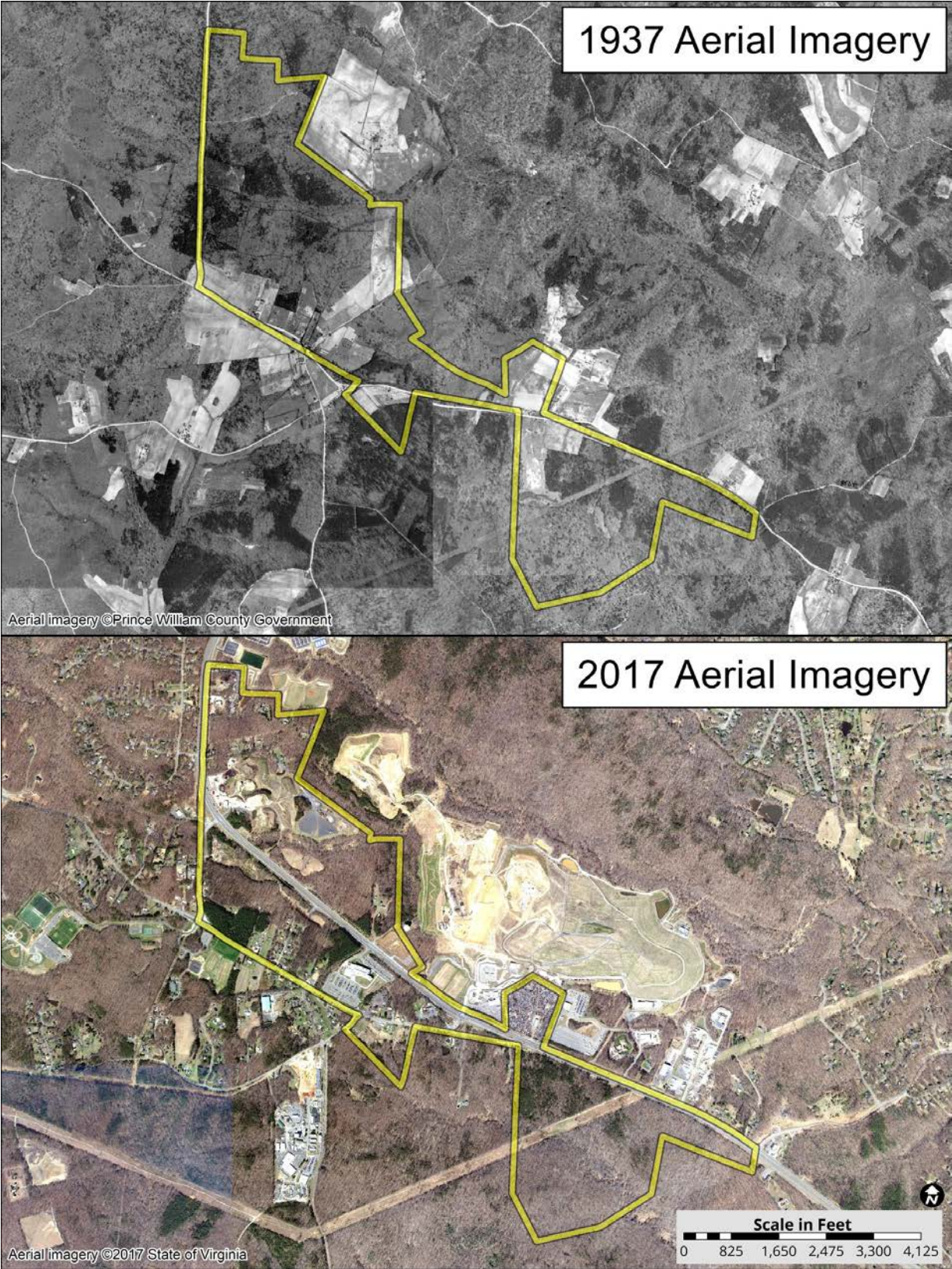


Figure 4: Independent Hill, 1937 - 2017

Overview of the Study Area

"Perhaps you have driven Dumfries Road between Dumfries and Manassas and noted a hamlet called Independent Hill along the route. This place name, although seeming to defy reason, has a very logical origin. Before the Civil War, a man named Hill owned a small grocery store there. He was not ambitious, going fishing whenever it pleased him and serving customers if he chose. People began to call him "Independent Hill" and it became common to say, "Let's go down to Independent Hill's." Thus, in time, his name became that of the location and it is still in use today."⁴

The Independent Hill study area spans the north and south sides of Route 234 approximately 10 miles south of the City of Manassas and 10 miles northwest of the Town of Dumfries and Interstate-95. The Interstate is the major north/south connection through the County and provides the primary means for accessing Washington, DC approximately 25 miles northeast of the study area. The study area covers approximately 564 acres and consists of existing single-family housing, a few retail establishments, several tracts of undeveloped land, County facilities, and environmental resources.

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

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

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

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

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

⁴ George Brown's A History of Prince William County 2006

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

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

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



Figure 5: The Study Area Today

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

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

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

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

Consideration of these factors should be acknowledged as plans for developing the Independent Hill area are reviewed. A portion of the mapped, Military Influence Area, lies on the southern end of the Plan as reflected in Figure 6.

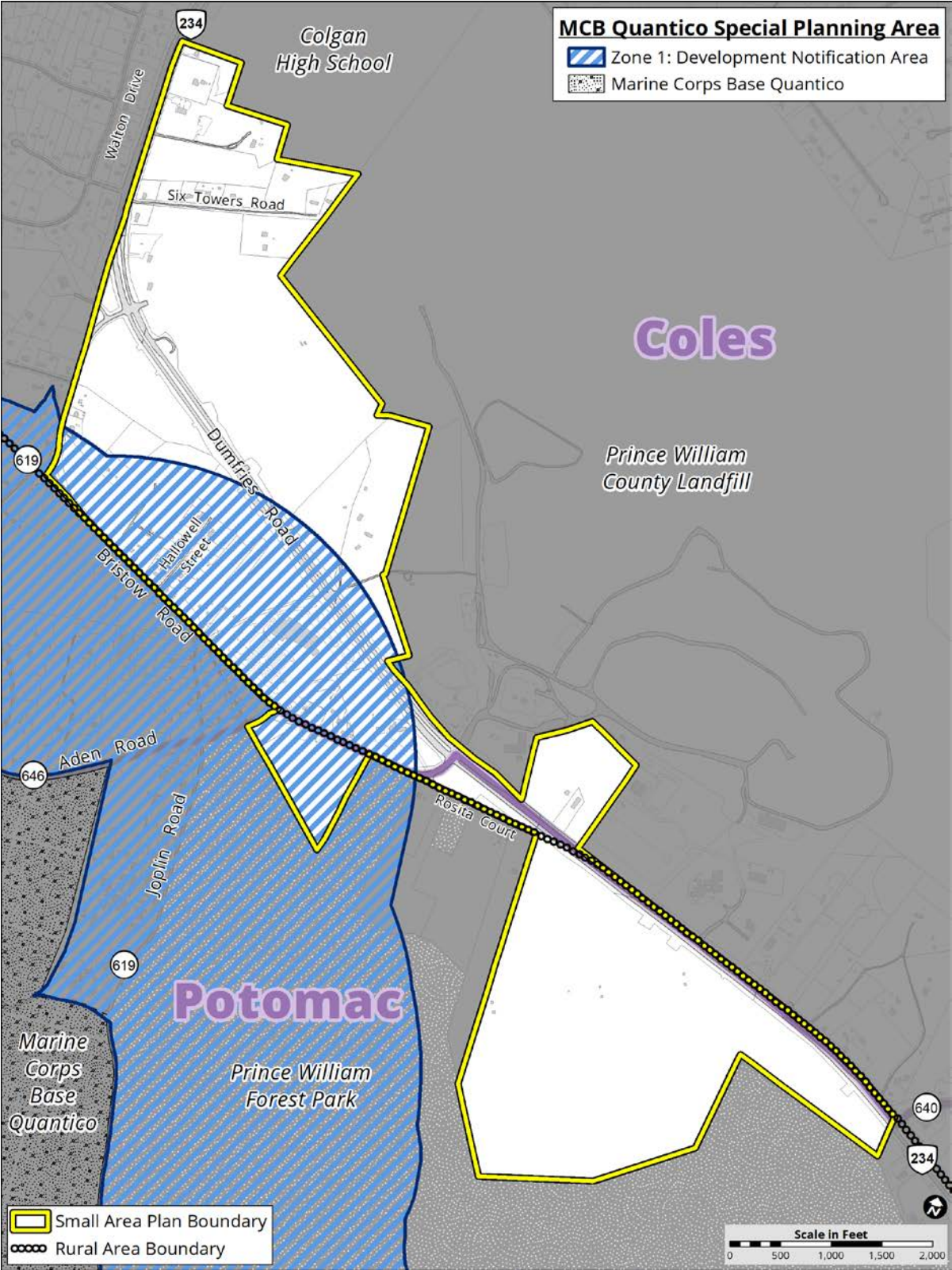


Figure 6: MCBQ Special Planning Area

Independent Hill Current Opportunities and Assets

Independent Hill benefits from a wide range of community assets:

Open Space/Recreational Assets

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

Educational Assets

6. Independence Nontraditional School
 - a. Potential educational collaboration opportunities
7. Prince William County Eco-park
 - a. Education collaboration opportunities with local schools
 - b. Draw for visitors
8. Colgan High School

Institutional Assets

9. Coles Fire & Rescue Station
10. Police Association Hall
11. Virginia State Police Office
12. Prince William County Library
13. Prince William County Parks, Recreation and Tourism Office
14. Prince William County Public School/Edward L. Kelly Leadership Center
15. Prince William County Animal Shelter
16. Prince William County Recycling Center

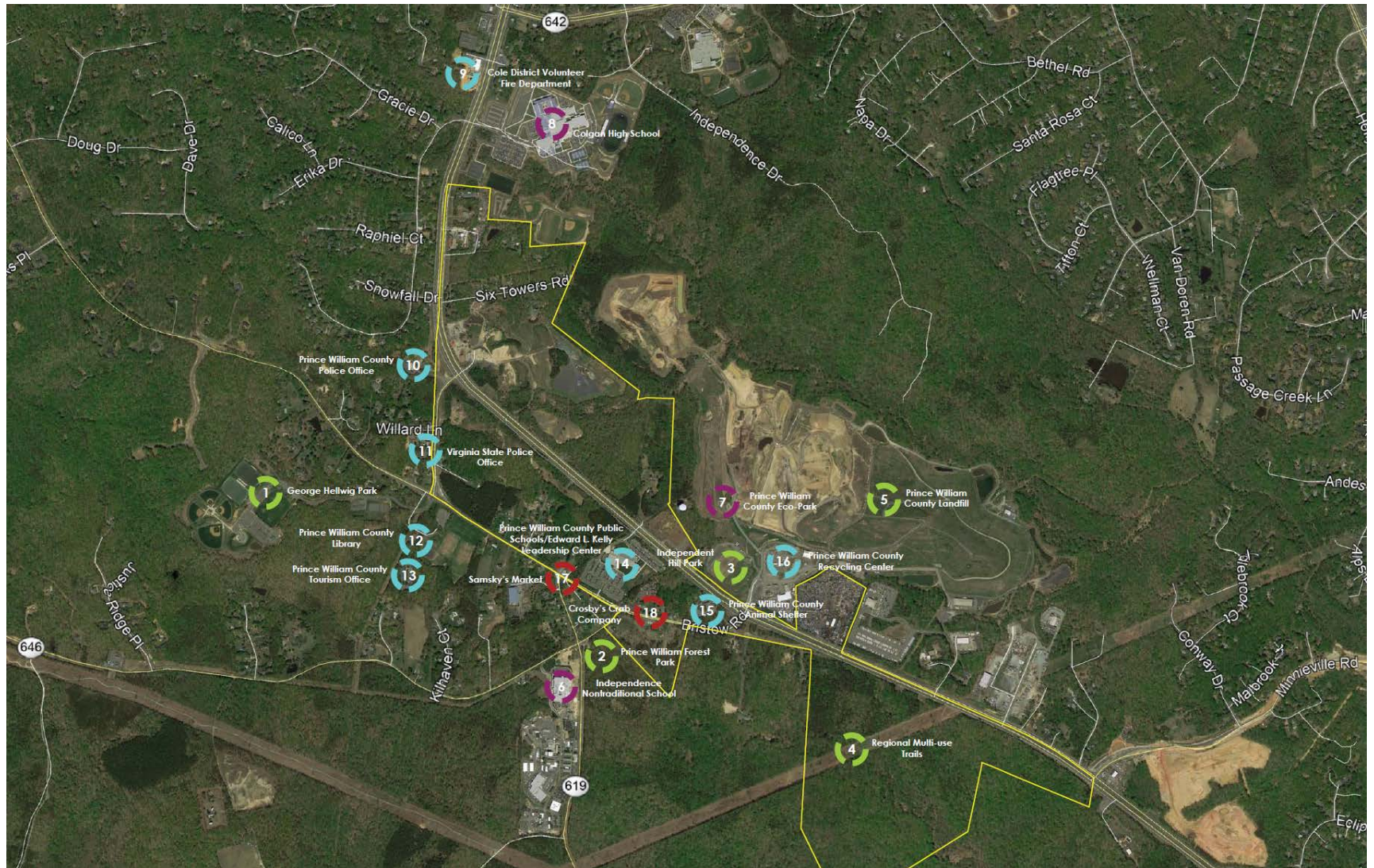


Figure 7: Independent Hill Assets and Opportunities

Existing Land Use

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

The southern portion of the study area includes a number of existing single-family homes and commercial businesses. Due to the number of undeveloped parcels within the study area, there is an opportunity to reconsider existing land uses, zoning districts, and land use designations and propose new land uses that align with the County's vision, which was created through stakeholder and community engagement. This includes building upon existing residential and commercial development to create a vibrant, mixed-use village south of Dumfries Road.

Current Land Use	Land Area (± Acres)	Share of Use (± %)
Agricultural Lands	60.5	10.6%
Commercial	37.6	6.6%
Industrial	10.6	1.9%
Landfill (Animal Shelter)	11.4	2.0%
Undeveloped Land / Open Space	239.6	42.5%
Residential – Low Density	102.7	18.0%
Residential – Medium Density	13.2	2.3%
School (Administration Building)	20.8	3.7%
Utility (Cell Tower)	3.6	0.6%
VDOT Right-of-Way	64.0	11.7%
Total	±564	100%

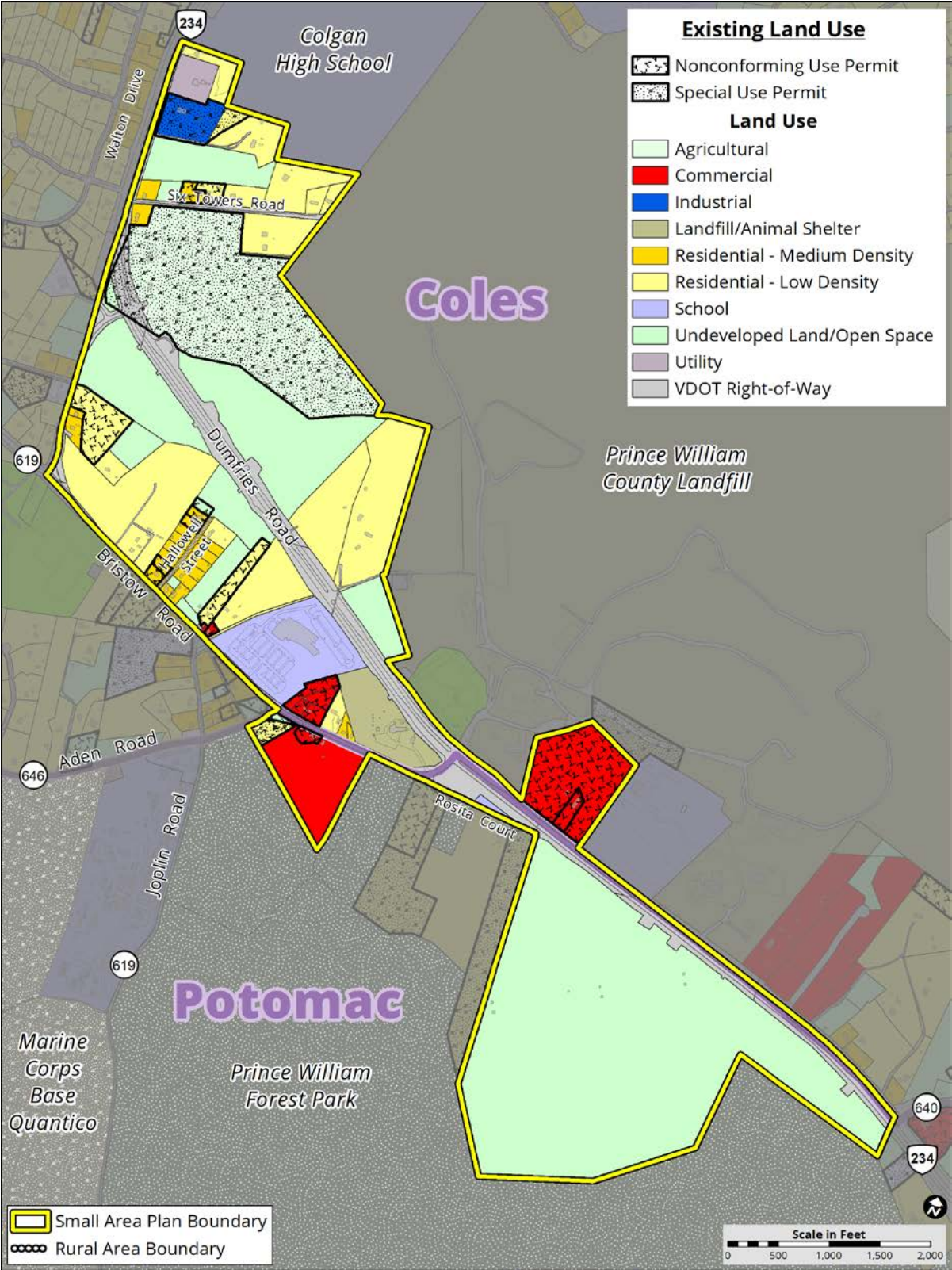


Figure 8: Existing Use

Existing Zoning

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

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

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

Major Zoning Case/Project Name	Existing Units or Building Area	Remaining to be Built
Wolf Run Residential	0 Units	11 Units
English Gardens	0 Sq. Ft. GFA	100,000 Sq. Ft. GFA
Wolf Run Industrial	0 Sq. Ft. GFA	14,000 Sq. Ft. GFA
Woodbridge Seventh Day Adventist	0 Sq. Ft. GFA	60,000 Sq. Ft. GFA

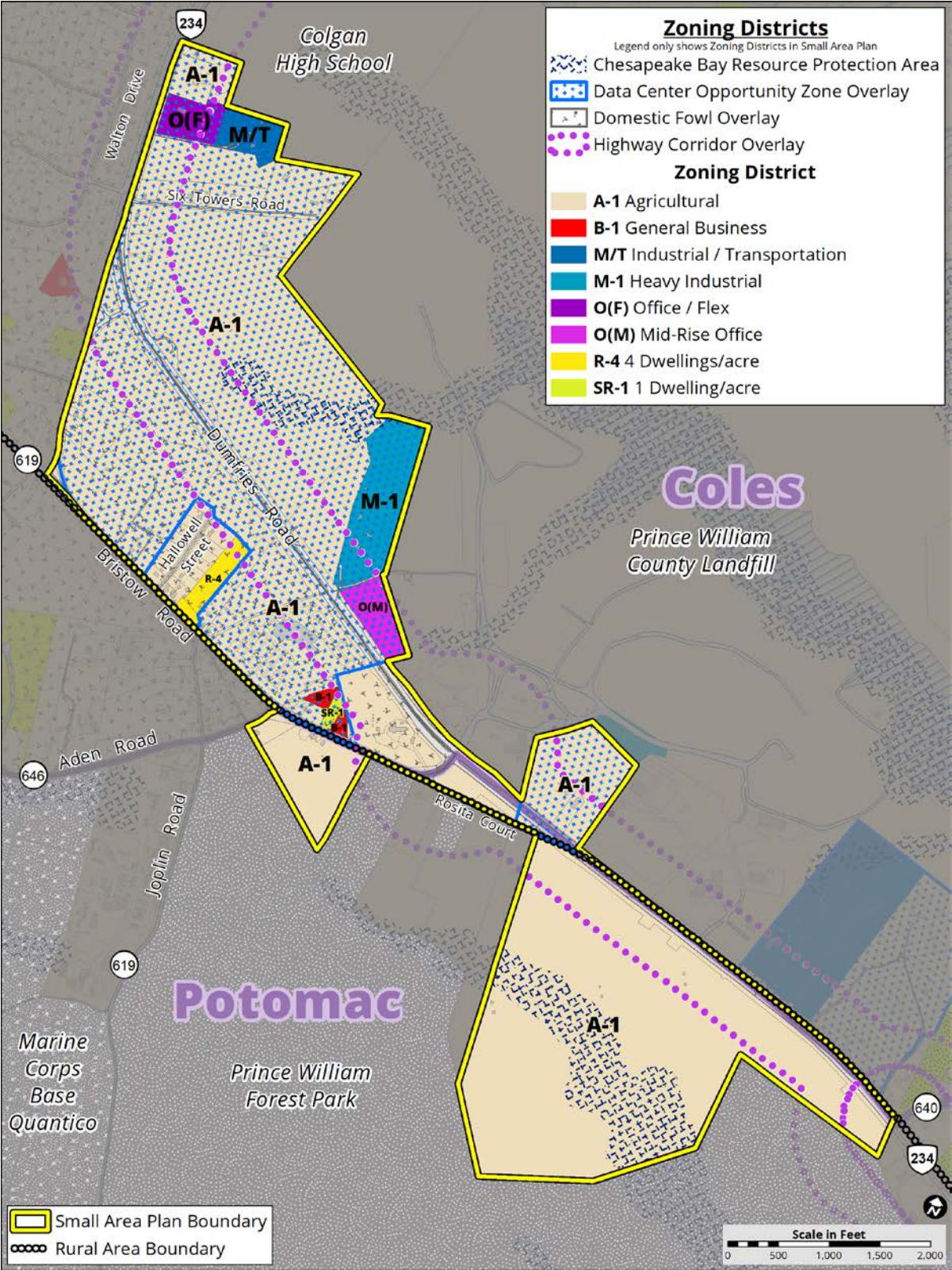


Figure 9: Existing Zoning

Existing Mobility Conditions

Road and Highway Network

Dumfries Road (Route 234) is the central spine of the motorized transportation network for the Independent Hill Small Area Plan study area. Route 234 is also one of the County's key north/south corridors providing a valuable connection from I-95 to I-66. Route 234 is a portion of the North-South Corridor of Statewide Significance (Corridor G) which connects I-95 to Dulles International Airport (IAD) and is generally defined by Route 234 between I-66 and U.S. 1. The North-South Corridor serves as a connector between activity centers in and around Woodbridge, Manassas, Gainesville, and areas surrounding Dulles International Airport. Route 234 connects to I-66 which connects to Reagan National Airport (DCA). Both airports are approximately 20 miles away. The Manassas Regional Airport, the largest regional airport in Virginia, is located about 8 miles north of the small area plan.

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

Bristow Road and Independent Hill Drive are both 2 lane roads with relatively low traffic counts and moderate speed limits. Only three intersections are signalized: Route 234 at Independent Hill Drive, at Bristow Road and at the Prince William County Facilities complex. A proposed and funded signal will likely be installed within the next few years at the George Hellwig Park entrance at Independent Hill Drive and Bristow Road.

At the intersection of Independent Hill Drive and Bristow Road is portable weigh station spur.

The Functional Classification map of the Existing Road Network is shown on Figure 11. Route 234 is a Principal Arterial, Bristow Road is a 2-lane Minor Arterial and all of the other roads in the Small Area Plan are Local Roads.

Transit

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

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

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

ROAD	Dumfries Road (Route 234) Minnieville to Independent Hill	Dumfries Road (Route 234) Independent Hill to Canova	Bristow Road (Route 619)	Independent Hill Drive
PWC Functional Classification	Principal Arterial	Principal Arterial	Minor Arterial	Local
2018 VDOT AADT	26,000	36,000	4,500	6,500
Existing	4-lane	4-lane	2-lane	2-lane
Planned	6-lane	6-lane	2-lane	2-lane
2015 LOS	C	C	C	D
Truck %	8	8	NA	NA
Posted Speed Limit	55	55	45	40
Shared Use Path	Yes (west side)	Yes (west side)	No	No
OmniRide Bus	No	No	No	No

Figure 10: Existing Road Network Inventory

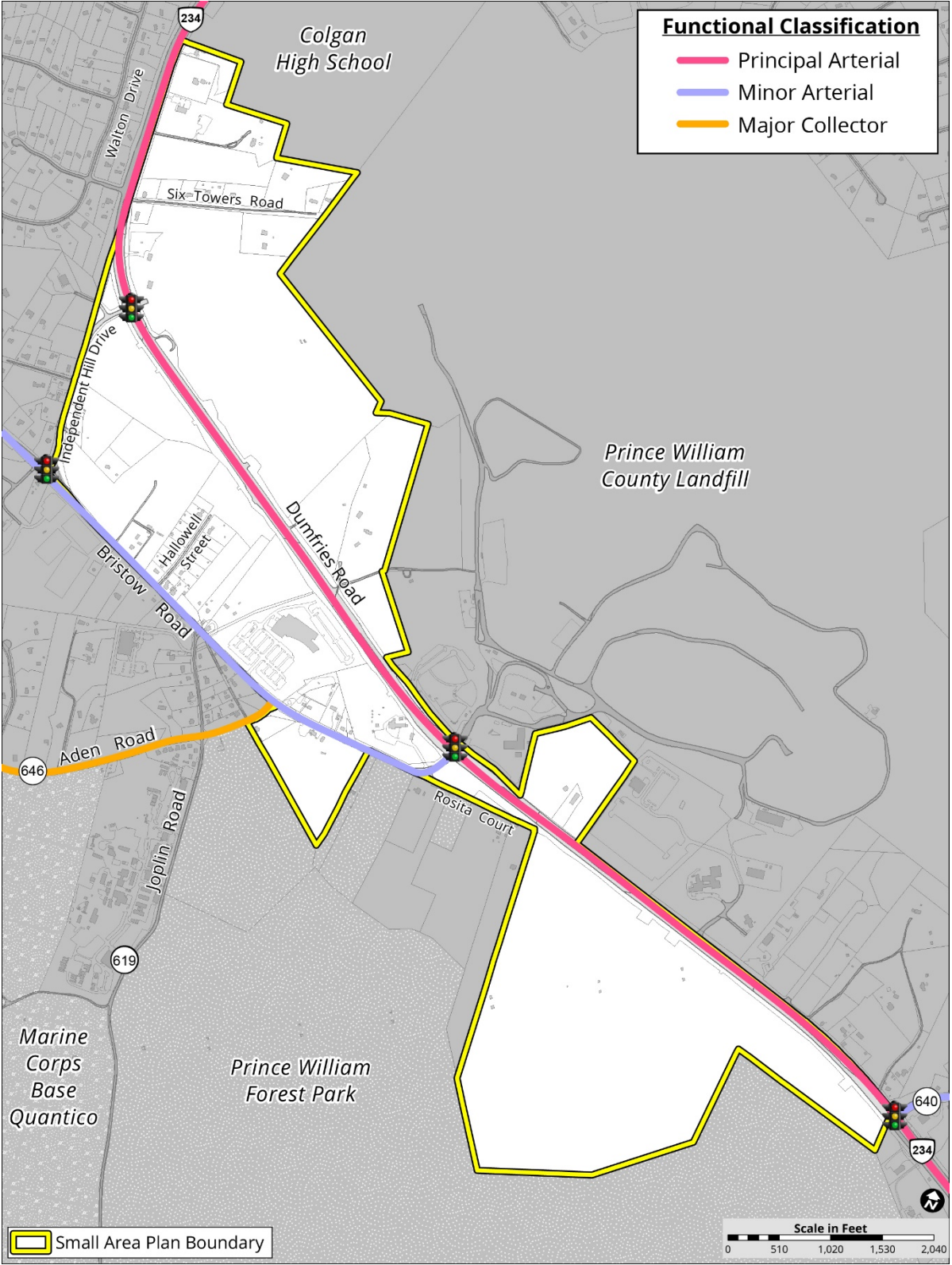


Figure 11: Existing Functional Road Classification

Existing Bicycle & Pedestrian Network

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

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

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

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

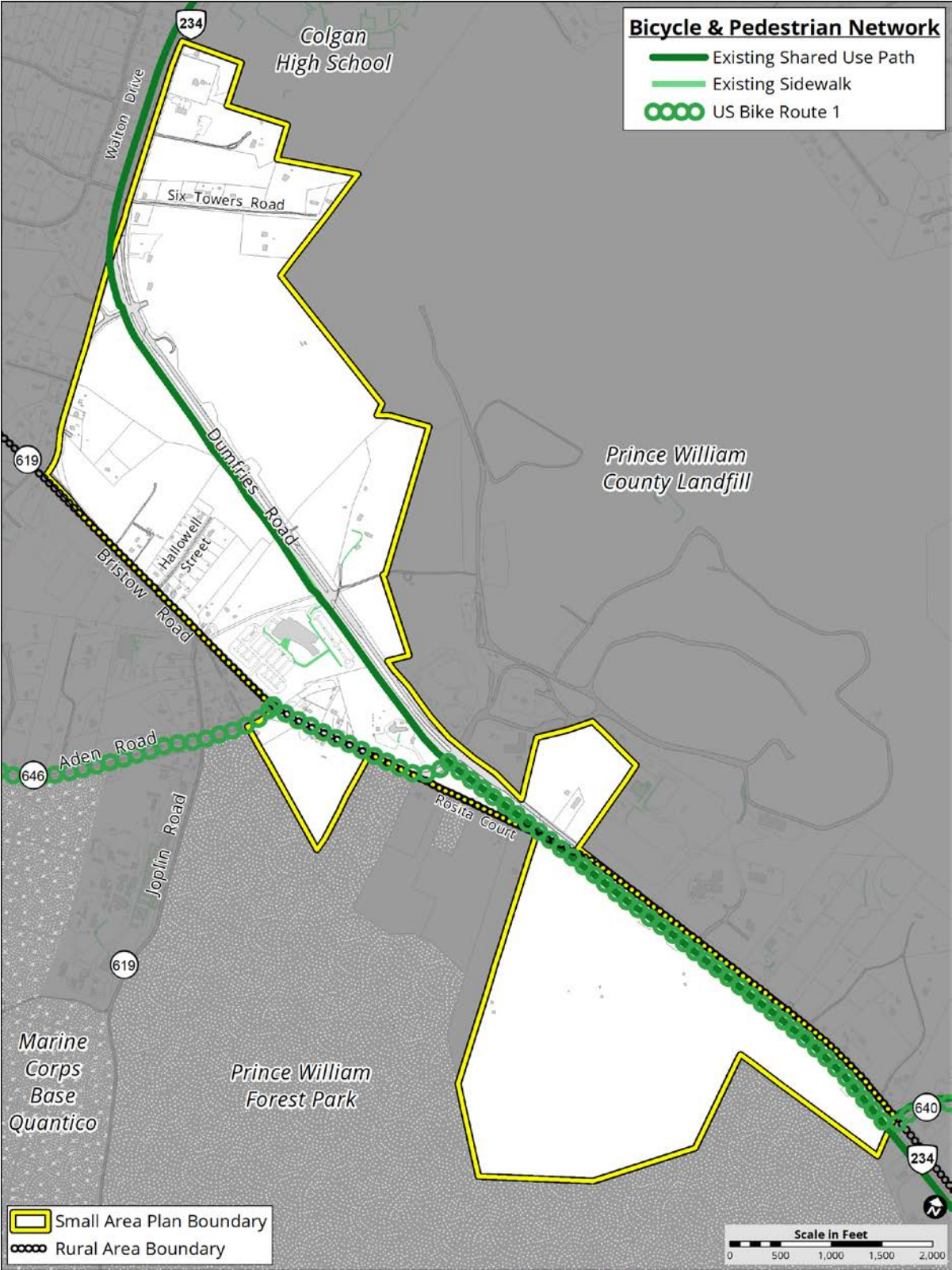


Figure 12: Existing Bicycle & Pedestrian Network

Environmental Existing Conditions

The study area encompasses approximately 564 acres of land and includes forested areas, ponds, streams, and minimal impervious surfaces within its boundary. Prominent environmental features in the surrounding areas to the geographic south include George Hellwig Memorial Park, Landfill, and Prince William Forest Park. These features not only add to the overall visual aesthetics of the Independent Hill Small Area Plan, but also highlight valuable environmental components when considering future development. Any new development within or around the study area should be designed to protect these sensitive natural resources, to capitalize on these features as an asset for the recreational enjoyment of the community.

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

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

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

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

Environmental Area	Acres
Forested (tree canopy)	328
Non-Forest	156
Impervious Area	80
Total Area	±564

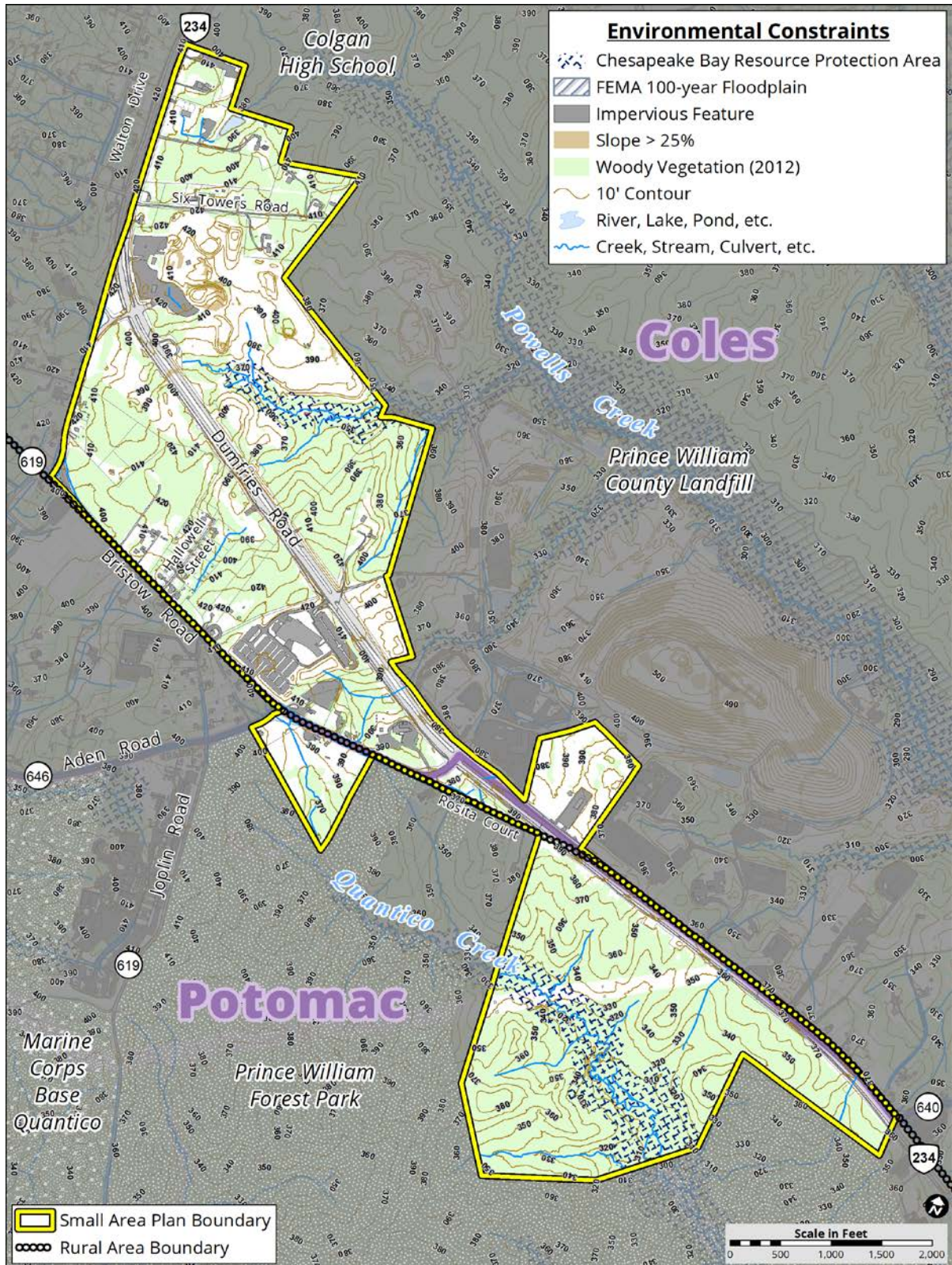


Figure 13: Existing Environmental Conditions

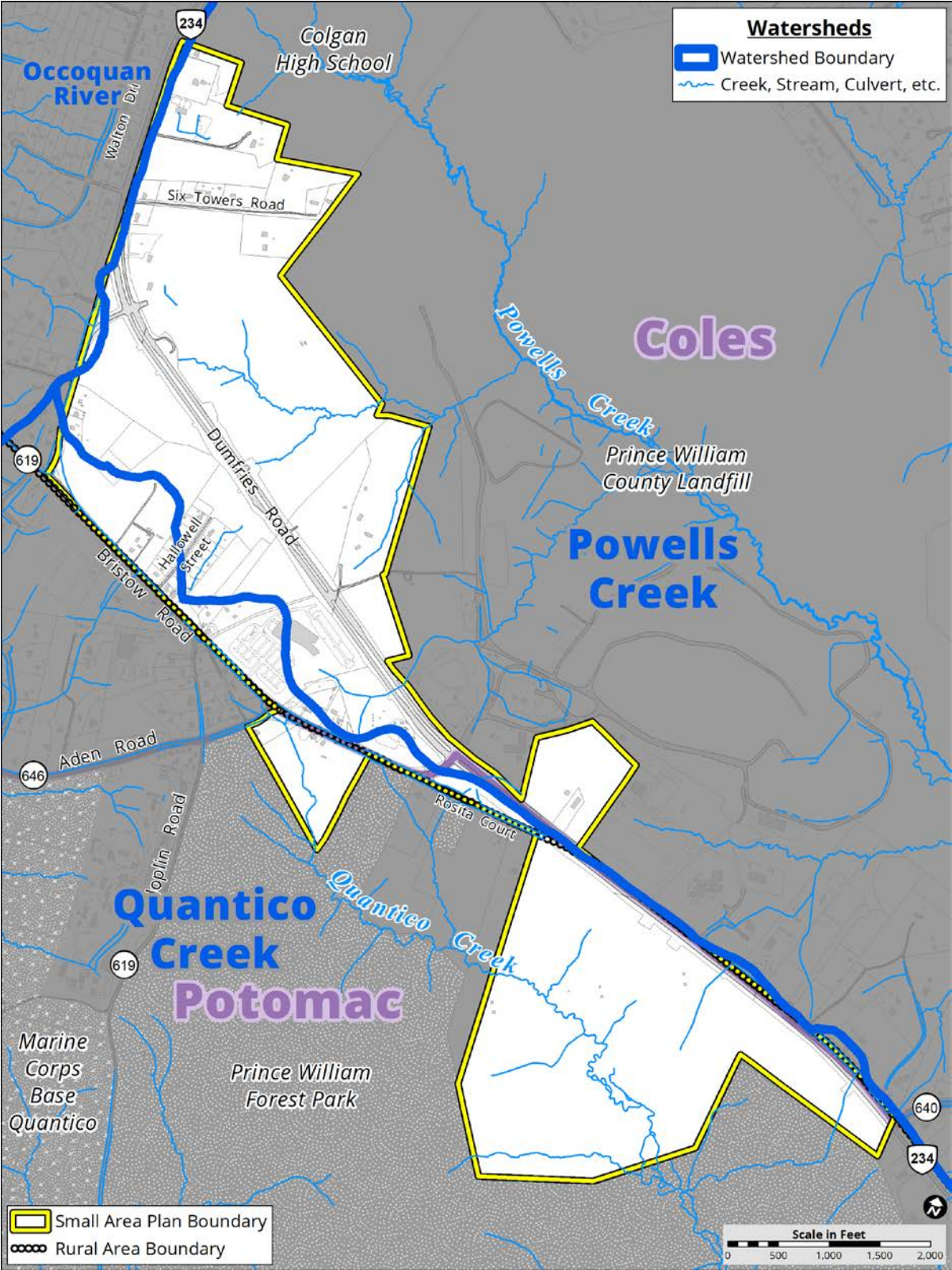


Figure 14: Watershed Boundaries

Existing Schools

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

Existing School Inventory 2018-2019				
Elementary School				
School Name	Student Capacity	Portable Classrooms	Students	% Utilized
Coles ES	469	3	408	87 %
Middle School				
School Name	Student Capacity	Portable Classrooms	Students	% Utilized
Benton MS	1,464	0	1,433	97.9 %
High School				
School Name	Student Capacity	Portable Classrooms	Students	% Utilized
Colgan HS	2,053	0	2,542	123.8 %

Utility Infrastructure Existing Conditions

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

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

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

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

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

There is no gas service in the plan area.

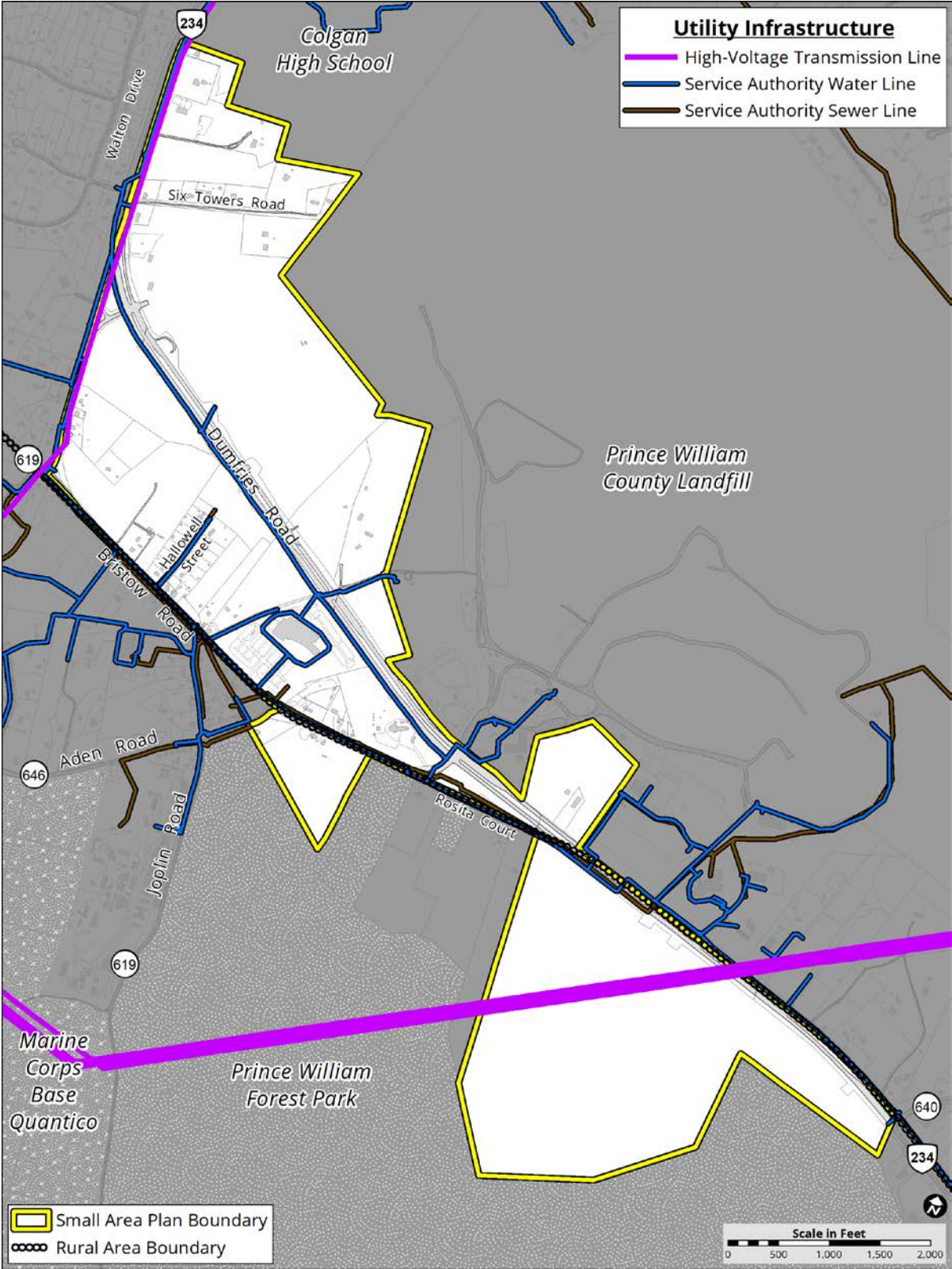


Figure 15: Utility Infrastructure

Existing Cultural Resources

Cultural resources are those tangible elements of our shared history left behind by previous inhabitants. They are found in individual architectural and archaeological sites, historic districts, cemeteries, battlefields, cultural landscapes, museum objects, and archival materials.

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

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

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

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

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

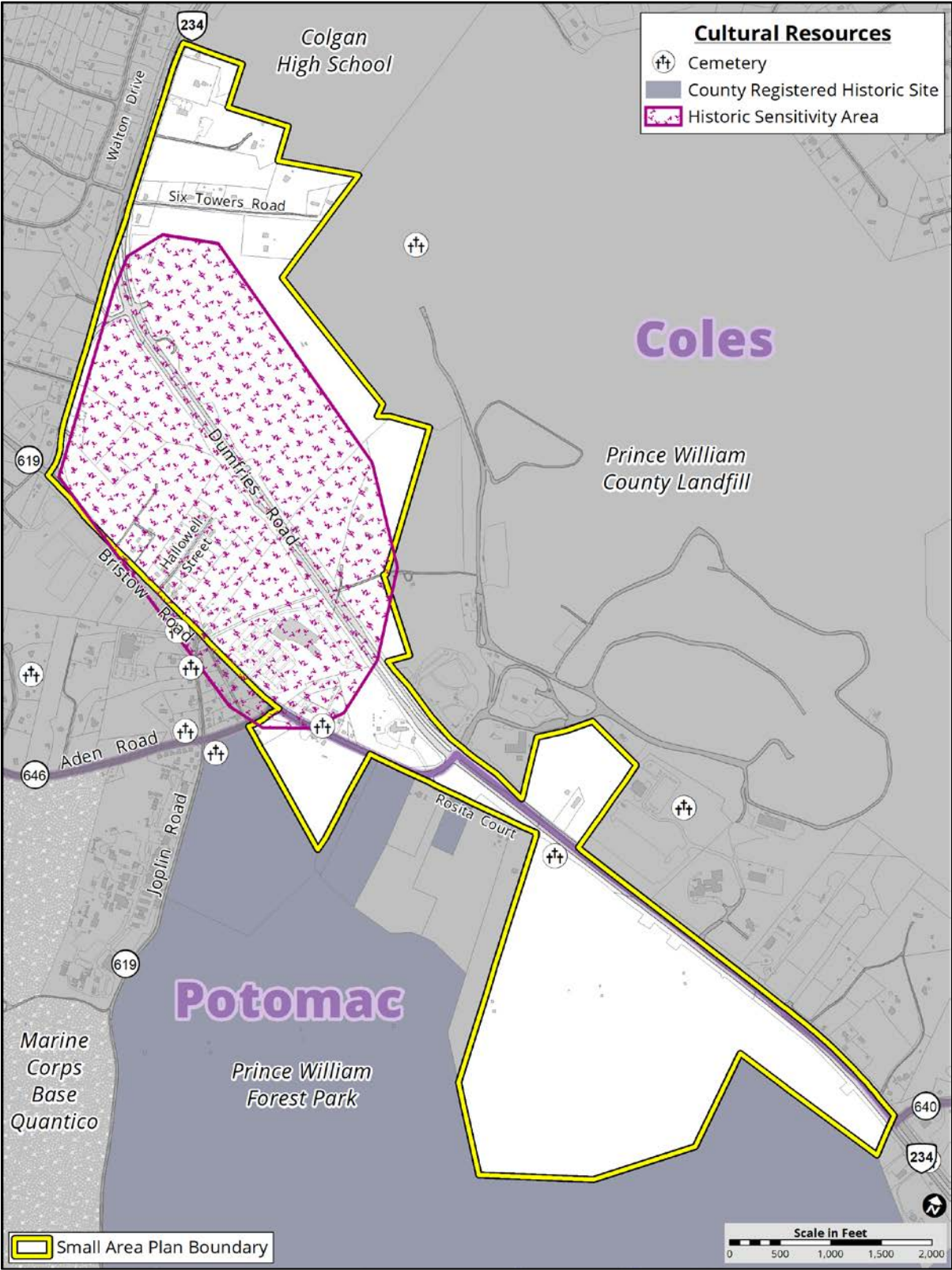


Figure 16: Cultural Resources

Commercial Community Indicators

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

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

Education and training play a large role in producing the local labor force. According to Census estimates, 94.7% of the residents earned at least a high school diploma; which exceeds both the state of Virginia (89%), and the national average (87.3%). Strong graduation rates can relate to a robust workforce. Also, more than half (63.9%) the local working age population is employed.

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

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

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

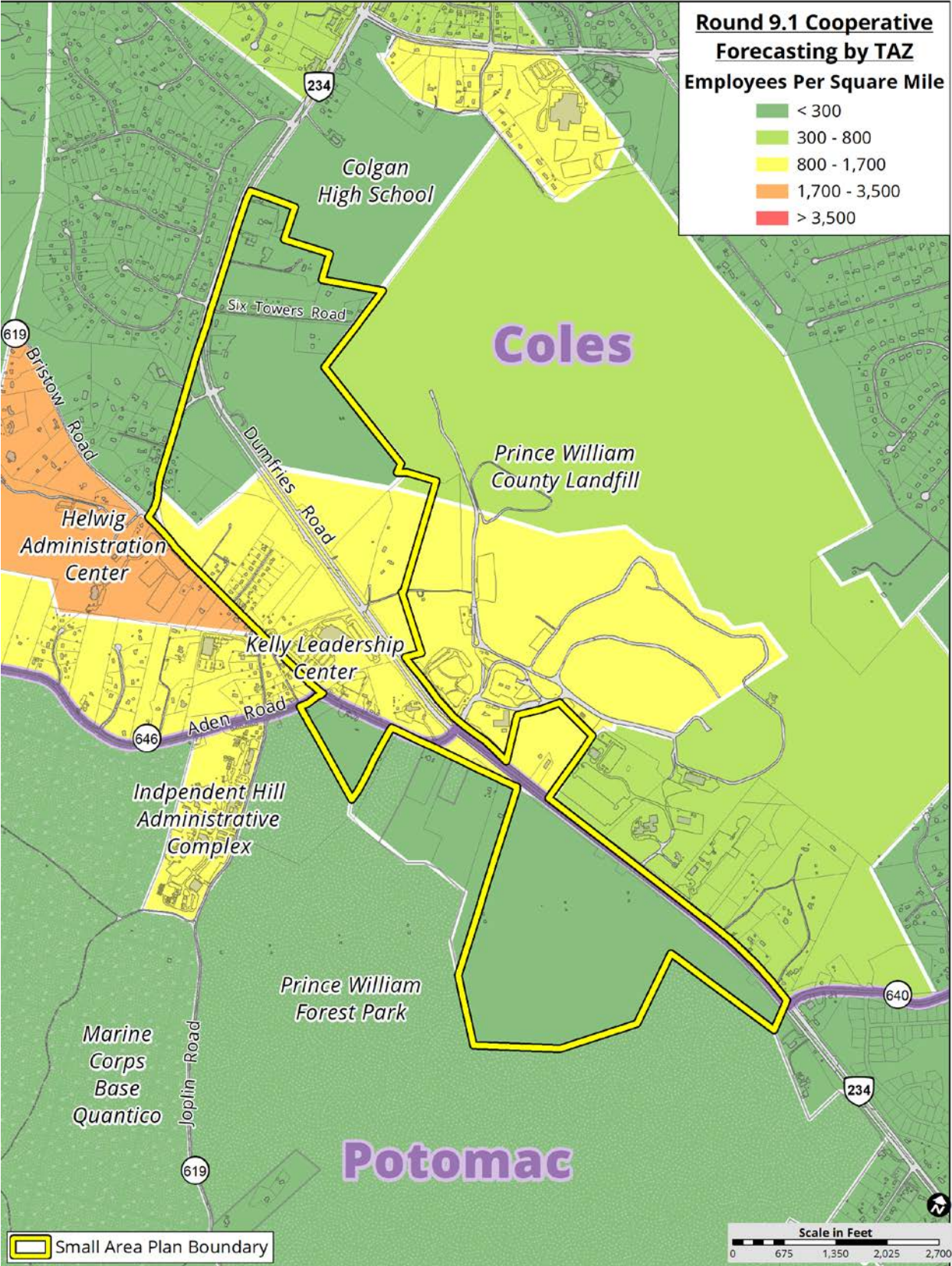


Figure 17: Employees per Square Mile

Residential Community Indicators

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

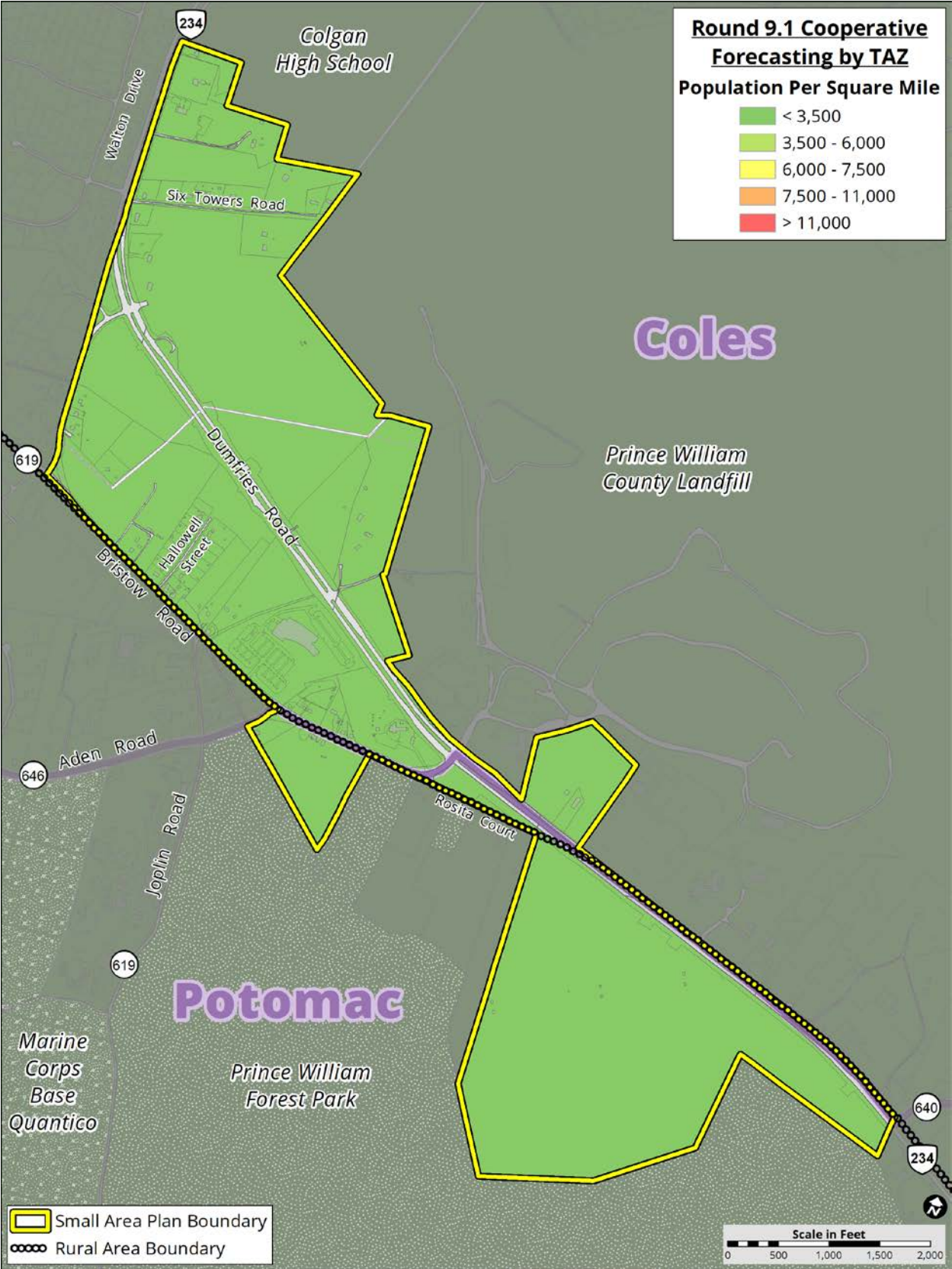


Figure 18: Population per Square Mile

PRIOR PLANNING EFFORTS

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

Public Participation in the Small Area Plan Process

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

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

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

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

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



Figure 19: Independent Hill Charrette Activity, May 28 & 29, 2019

VISION AND THEMATIC PRINCIPLES

The vision for the Independent Hill Small Area Plan will be implemented through a series of goals and action strategies that are introduced in the following paragraphs and woven throughout the Plan's recommendations.

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



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



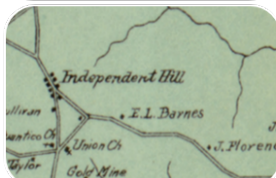
MOBILITY: Create a multimodal network that leverages and builds upon existing pedestrian and bicycle infrastructure to develop a complete mobility network connecting to the area's commercial, recreational, and community amenities.



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



GREEN INFRASTRUCTURE: Ensure a robust ecosystem with a connected system of greenways, trails, and open spaces that protect the area's environmental assets.



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



ECONOMIC DEVELOPMENT: Create a community that capitalizes on the abundance of open space, recreational and educational assets, while building a vibrant pedestrian-friendly village and employment center, attracting desirable uses including neighborhood commercial, office and light industrial tech/flex development that is compatible and supportive of a distinct sense of place.



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

Figure 20: Vision and Thematic Principles

LAND USE PLAN

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

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

Future Land Use Map

Figure 21 illustrates the proposed long-range land use classifications for the Independent Hill Small Area Plan. New long-range land use designations are proposed to implement the vision and goal of the Plan to create a sense of place with a village designation and to capitalize on the extensive environmental resources. The proposed land use designations align with the designated transects and provide a concept for future development in the study area.

Recommendations in the Plan connect the series of surrounding parks and open spaces with the remainder of the neighborhood to enhance connectivity to the area's environmental assets and provide a place to play and relax for residents, visitors and employees in the area.

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

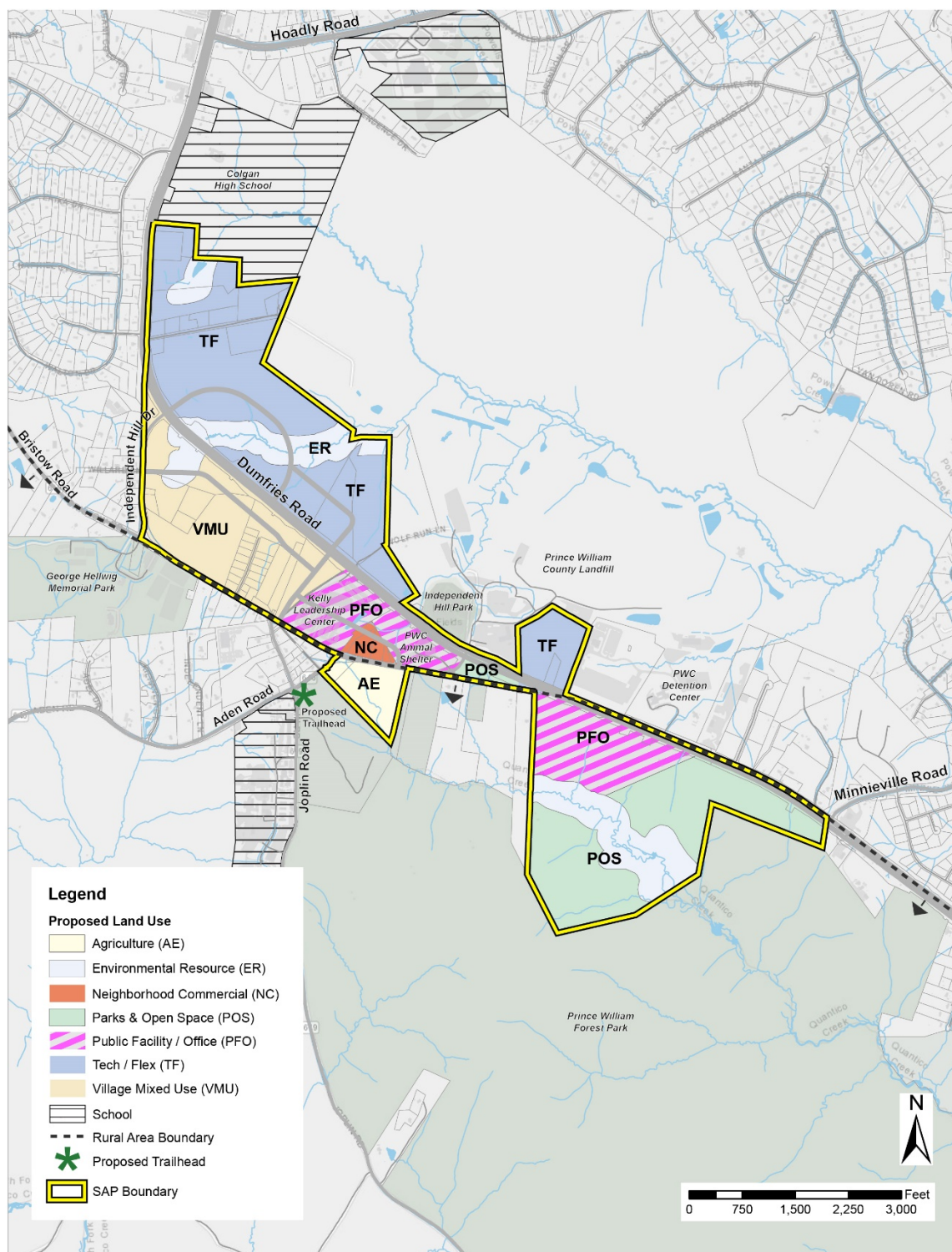


Figure 21: Future Land Use Plan

DESCRIPTION	Village Center	Technology/Flex	Public Facility/Office
			
	<p>Provides for mixed use development where residential and neighborhood commercial uses are intermingled on small lots laid out in a traditional street grid. Streets are interconnected and multimodal with parking located behind buildings and alleys to provide service access. Short blocks with shallow setbacks and on-street parking are appropriate.</p>	<p>Technology/Flex Industrial areas provide opportunities for production, flex office/warehouse space, warehousing/distribution/logistics uses, manufacturing for outdoor recreation companies, and creative commercial recreational uses such as rock climbing gyms, indoor bike, or skate parks, etc. that do not require large outdoor storage or produce nuisances such as noise, dust or vibration. They are less hazardous with limited impacts on surrounding areas compared to heavy manufacturing. Buildings in this area have medium to deep setbacks and larger block sizes. Surface parking is acceptable.</p>	<p>Consists of both government facilities (i.e. schools, libraries, offices, public safety stations, military bases, museums, post offices) and general office uses that provide services to the general public and function as focal points in our communities.</p>

Figure 22: Land Use Descriptions

		Village Center	Technology/Flex	Public Facility/Office
USES	Primary Uses	<ul style="list-style-type: none"> Retail & Service Commercial Single-family (attached and detached) Multi-Family Residential Multi-Family Residential above first floor Office 	<ul style="list-style-type: none"> Information Communications Technology Research & Development Flex Space Light Industrial Warehousing & Logistics Advanced Manufacturing 	<ul style="list-style-type: none"> Government Facilities Community Services Center Office
	Secondary Uses	<ul style="list-style-type: none"> Civic, Cultural, Community Institutional Hotel 	<ul style="list-style-type: none"> Retail & Service Commercial Office Institutional Indoor Recreation Trade/Technology School 	<ul style="list-style-type: none"> Civic, Cultural, Community Institutional Recreation
FORM & CHARACTER	Use Pattern	East: Vertical mixed use development West: Transitional residential uses integrated with larger community spaces	Separate Uses Based on street typology	N/A
	Target Residential Density	Overall 4 -8 du/acre	N/A	N/A
	Target Non-Residential & Vertical Mixed Use FAR	0.23 -0.57	T-2 – Up to 0.23 T-3 – Up to 0.57	T-2 – Up to 0.23 T-3 – Up to 0.57
	Target Land Use Mix	Residential: 50-80% Non-Residential: 20-50% Civic: 5% +	Residential: 0% Non-Residential 100% Civic: 0% +	Residential: 0% Non-Residential 0% Civic: 100%
	Target Building Height	Up to 3 stories Up to 4 stories for mixed use only buildings	T-2 – Up to 3 stories T-3 – Up to 4 stories	T-2 – Up to 3 stories T-3 – Up to 4 stories
	Minimum Open Space/Public Space	20% of site as open space 5% of site as public Space	T-2 - 20% of site T-3 – 15% of site	T-2 – 30% of site T-3 – 20% of site

Figure 23: Land Use Form, Character, and Use

Transect and Activity Density Framework

The framework of this plan uses the core concept of Transect Zones (or “T-Zones”). Transect Zones are a way to describe the range of natural and built environments from the countryside to the center of the city as a continuum of density and development typologies (Figure 24). Each Transect Zone defines a consistent scale of density and intensity of development and the entire complement of streets, buildings, and open space that goes along with that level of intensity. This table of Transect Zone densities and typical characteristics was developed through an analysis of real Virginia places, ranging from large urban downtowns to rural village centers. Figure 25 shows the relationship between the Transect Zones and Activity Density.

Activity Density is simply a way to combine the density of existing or future population and jobs in an area to allow them to be classified more simply. Activity Density for an area is the sum of people and jobs in the area divided by the acreage, yielding a total density of jobs plus people per acre. The Transect is a relatively common way of describing density and intensity of development in the urban planning profession.

This Plan identifies specific Transect Zones for the Independent Hill area and has been used to define building densities and disposition.

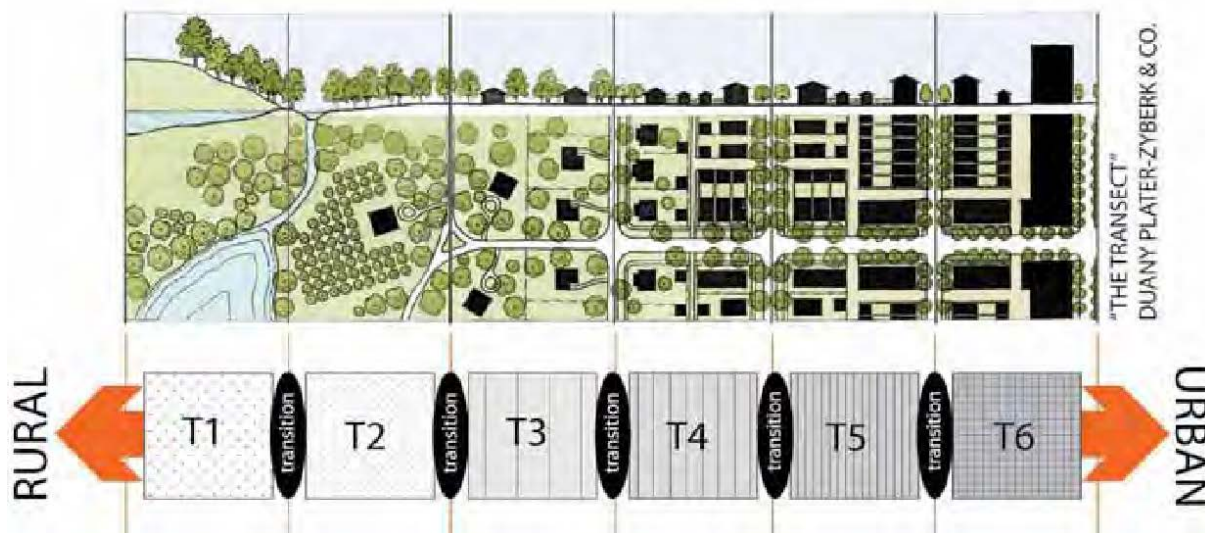


Figure 24: Transect Zones

TRANSECT ZONE INTENSITY			
Transect Zone	Activity Density (Jobs + People/acre)	Gross Development FAR (residential + non-residential)	Net Development FAR (residential + non-residential)
T-1	1 or less	0.01 or less	0.02 or less
T-2	1 to 10	0.01 to 0.15	0.02 to 0.23
T-3	10 to 25	0.15 to 0.37	0.23 to 0.57
T-4	25 to 60	0.37 to 0.9	0.57 to 1.38
T-5	60 to 100	0.9 to 1.49	1.38 to 2.3
T-6	100 or more	1.49 or more	1.38 to 2.3

Figure 25: Transect Zone Intensity Measures

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

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

- The T-3 Transect Zone includes the Village Center, Public Facility/Office and Technology/Flex areas designated in the land use plan. This zone represents areas that will have enough density of jobs and people to support fixed-route bus transit. This transect is designated in the core of the Small Area Plan.
- The T-2 Transect Zone includes portions of the Technology/Flex designations in the land use plan, as well as the Public Facility/Office use sites. These zones should be connected to the other zones to create a walkable neighborhood with multi-modal access.
- The T-1 Transect Zone corresponds with the lowest density use in the study area, which are the parcels designated as agriculture, south of Bristow Road in the land use plan. Connectivity should be maintained to these parcels.
- Figure 26 identifies the T-Zones for the planned land uses and densities in the Independent Hill Plan area. A walkshed walking radius, which surrounds the village center in the Plan, is used in the development of the transect to ensure that the relationship between land use, density, and access to transit is considered.

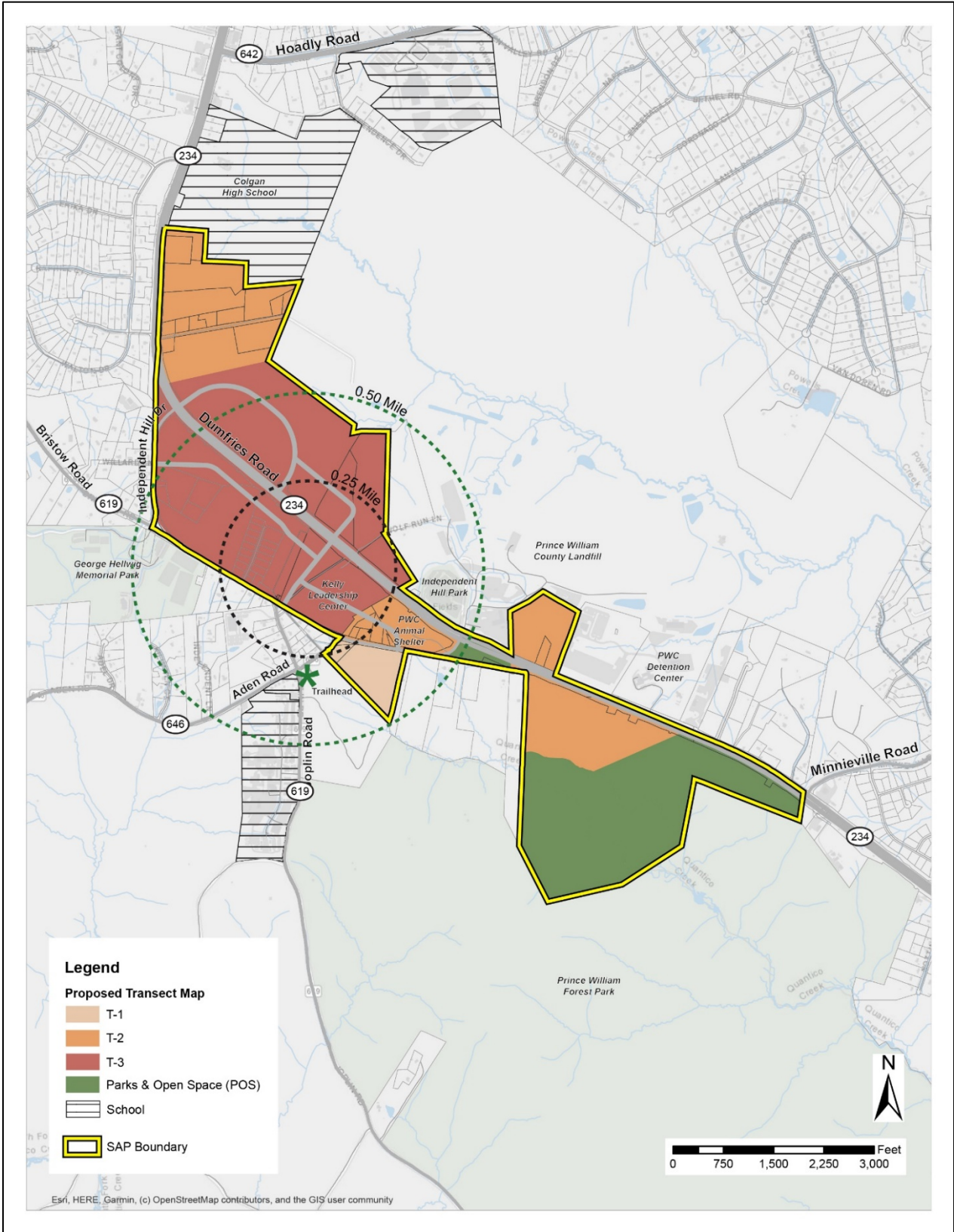


Figure 26: T-Zones for Planned Land Uses & Densities

Areas of Transformational Change

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

The County recognizes the need for multi-modal levels of service through the Strategic Plan's Mobility Goal to "have an accessible, comprehensive, multi-modal network of transportation infrastructure that supports local and regional mobility." Developing a robust economy and providing more job opportunities within the County will help reduce commute times and congestion issues. Developing Independent Hill as a desirable place to live and work targeting context appropriate industries like outdoor recreation will help achieve this goal. To implement the goals of the Independent Hill Small Area Plan, the County needs new performance measures to measure accessibility, economic development, sustainability and livability. This requires less reliance on achieving a specific Level of Service and more reliance on creating a sense of place with measures related to economic, social and environmental outcomes, where people live, work and play in the same geographic area.

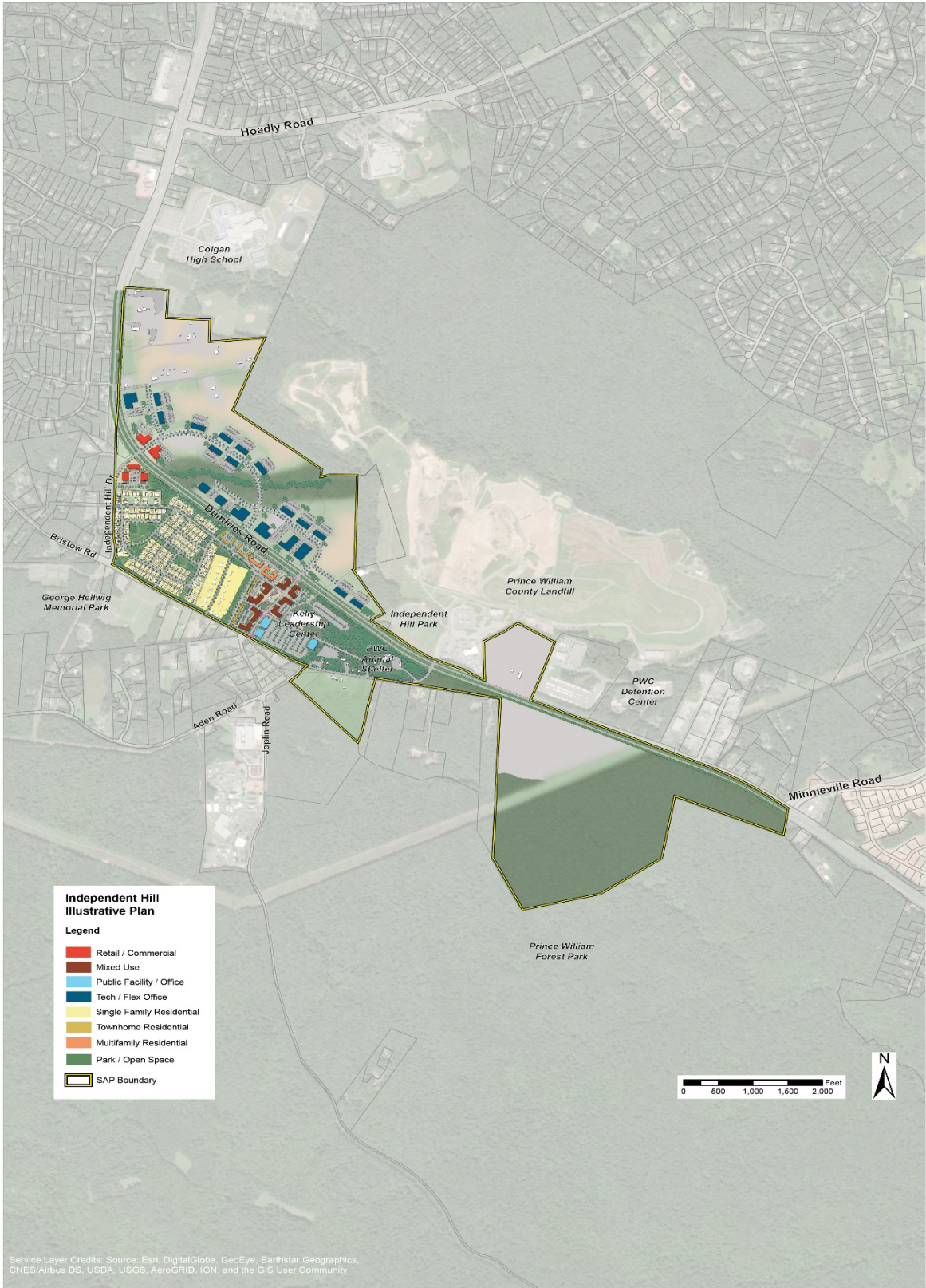
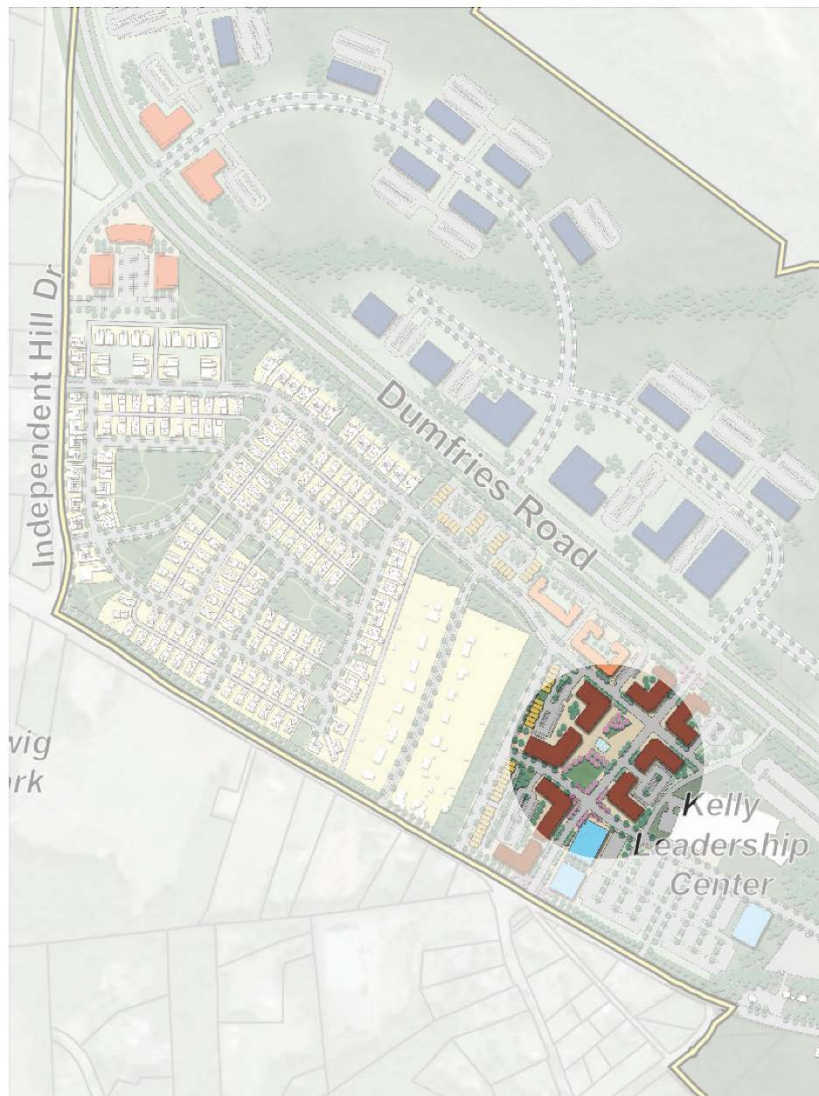


Figure 27: Illustrative Plan



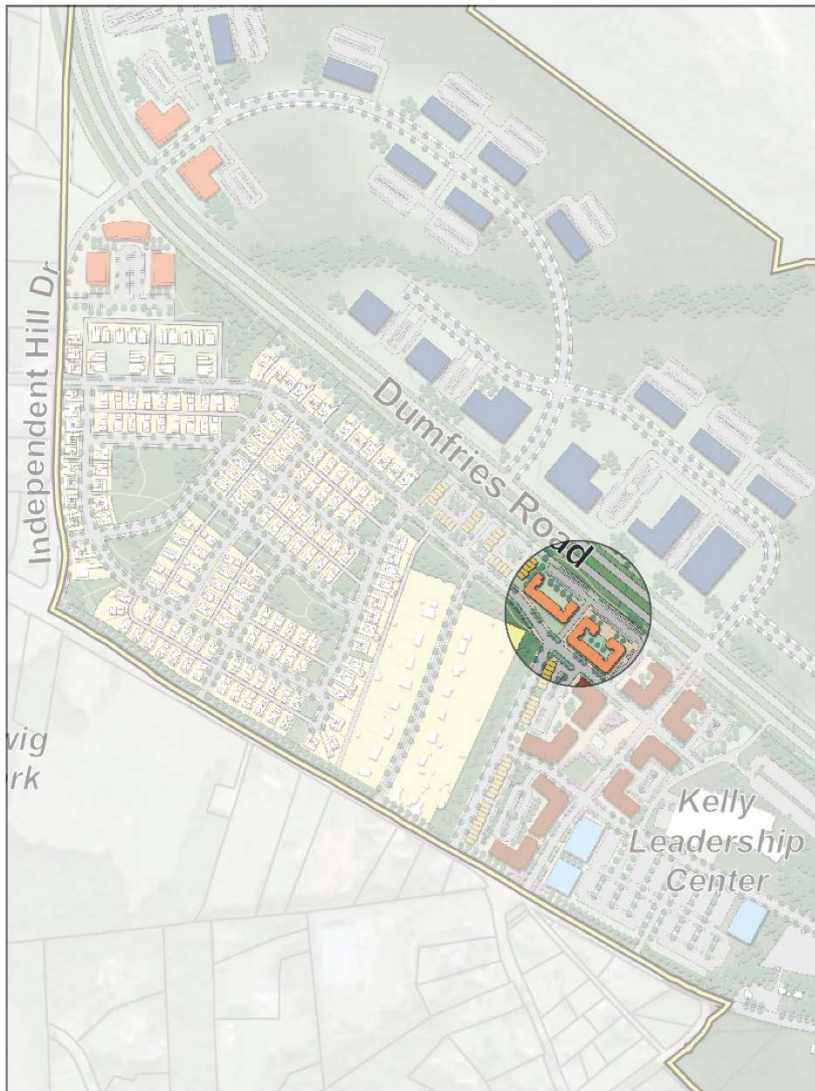
Village Center

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

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



Figure 28: Village Center Concept



Multi-Family Residential

The multi-family development is envisioned as three story apartments/condos designed around courtyards with outdoor recreational amenities for the residents.

The multi-family will be located in close proximity to the Village Center, creating a walkable and pedestrian friendly residential neighborhood with convenient access to services and entertainment.



Villas of Worley, London, ON

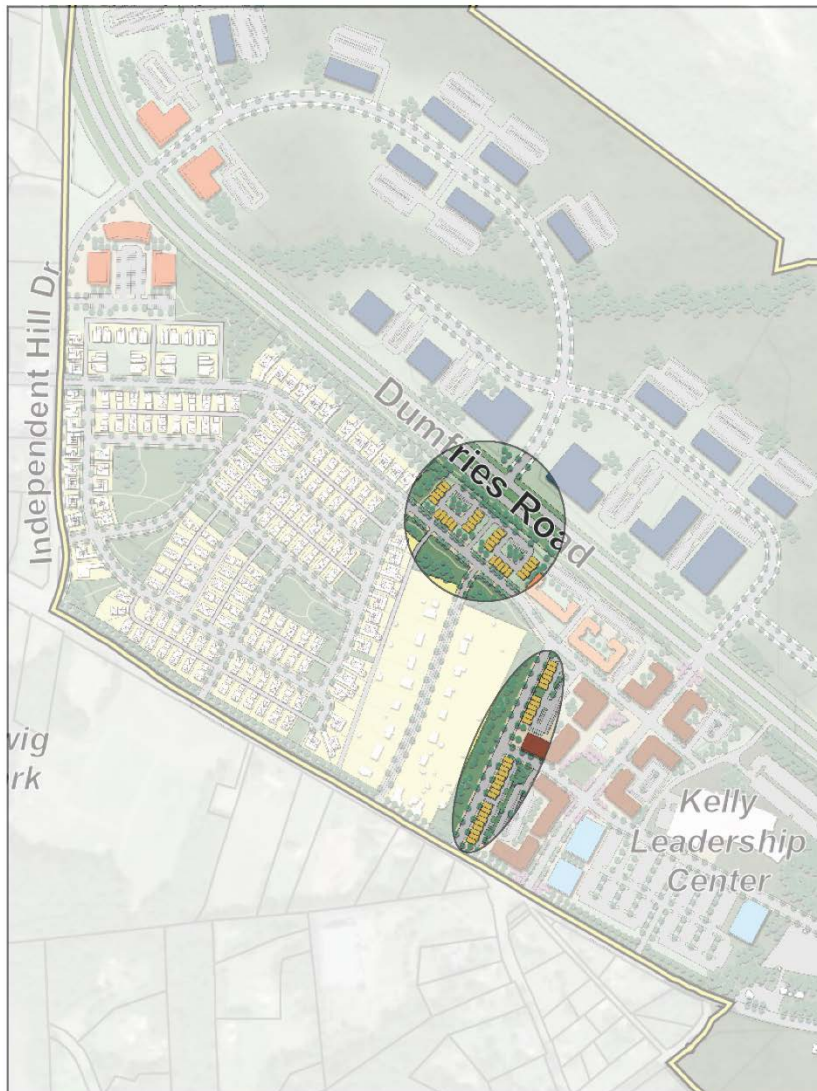


Indicative Multi-family Housing Development



Indicative Multi-family Housing Development

Figure 29: Multi-Family Concept



Single Family Attached

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

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



Figure 30: Single Family Attached Concept



Single Family Residential Detached Housing

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

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



Glenriding Heights, Edmonton, Alberta, Canada



Indicative Single Family Residential Neighborhood



Indicative Single Family Residential Streetscape

Figure 31: Single Family Detached Concept

Multimodal Planning

Prince William County is implementing multimodal planning using the methodology developed by the Department of Rail and Public Transportation (DRPT). The *Multimodal System Design Guidelines (2013)* established a process to facilitate the coordination of integrated multimodal transportation systems throughout Virginia. This process includes analysis of existing and future population and employment density, designation of multimodal districts and corridors, determination of modal emphasis, and ultimately, the planning for specific street cross sections within activity centers. Although this Plan is not intended to be reviewed under the DRPT system, by using the guidelines future incorporation of the Plan into a Multimodal System should be seamless. The DRPT Multimodal Design Guidelines define **Activity Density** as (population + jobs)/acre. Prince William County will determine the activity density for each small area plan district by calculating the potential number of jobs and population expected with planned residential and non-residential development of the planning area. The table below provides detail on the activity density for the Independent Hill Small Area Plan (a multimodal district) consistent with the Transect Zones, Future Land Use map, and the Form and Character guidelines. The planned activity density for Independent Hill is between 7 and 18 activity units per acre, which corresponds on the high end to a P-3 Medium Town or Suburban Center type according to the DRPT Multimodal System Design Guidelines.

District (Small Area Plan)	Independent Hill Estimates		
	Low	Medium	High
Non-residential (Potential GFA)	1,241,250	2,305,344	3,369,437
Total Jobs	3,375	5,807	8,237
Dwelling Units	246	433	620
People	754	1,326	1,898
Total People + Jobs	4,129	7,133	10,135
Total Land Area	564 acres		
Activity Density	7.32	12.65	17.97
Density Classification	P-3	P-3	P-4

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

MOBILITY

GOAL: The goal of the plan is to create a multimodal network that leverages and builds upon existing pedestrian, bicycle, and trail infrastructure to develop a complete mobility network connecting to the area's commercial, recreational, and community amenities.

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

Pedestrian and cycling linkages are identified around the study area to tie into the school campus area, the path located in the PWC landfill property, and to loop around the village. These linkages are the highest priority of the mobility elements in the plan and will facilitate safe, inviting, and sustainable car-free access to the nascent amenities and economic opportunities in the area. These linkages form the backbone of a system that will be further refined, improved, and added to with community input as Independent Hill develops.

Highlighted in the exhibit below are the key multi-modal principles that have been incorporated into the Plan. The green ribbons in the exhibit below illustrate the need for a non-motorized connection between features of the small area plan.



Figure 32: Independent Hill Opportunities Map

Road and Highway Network

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

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

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

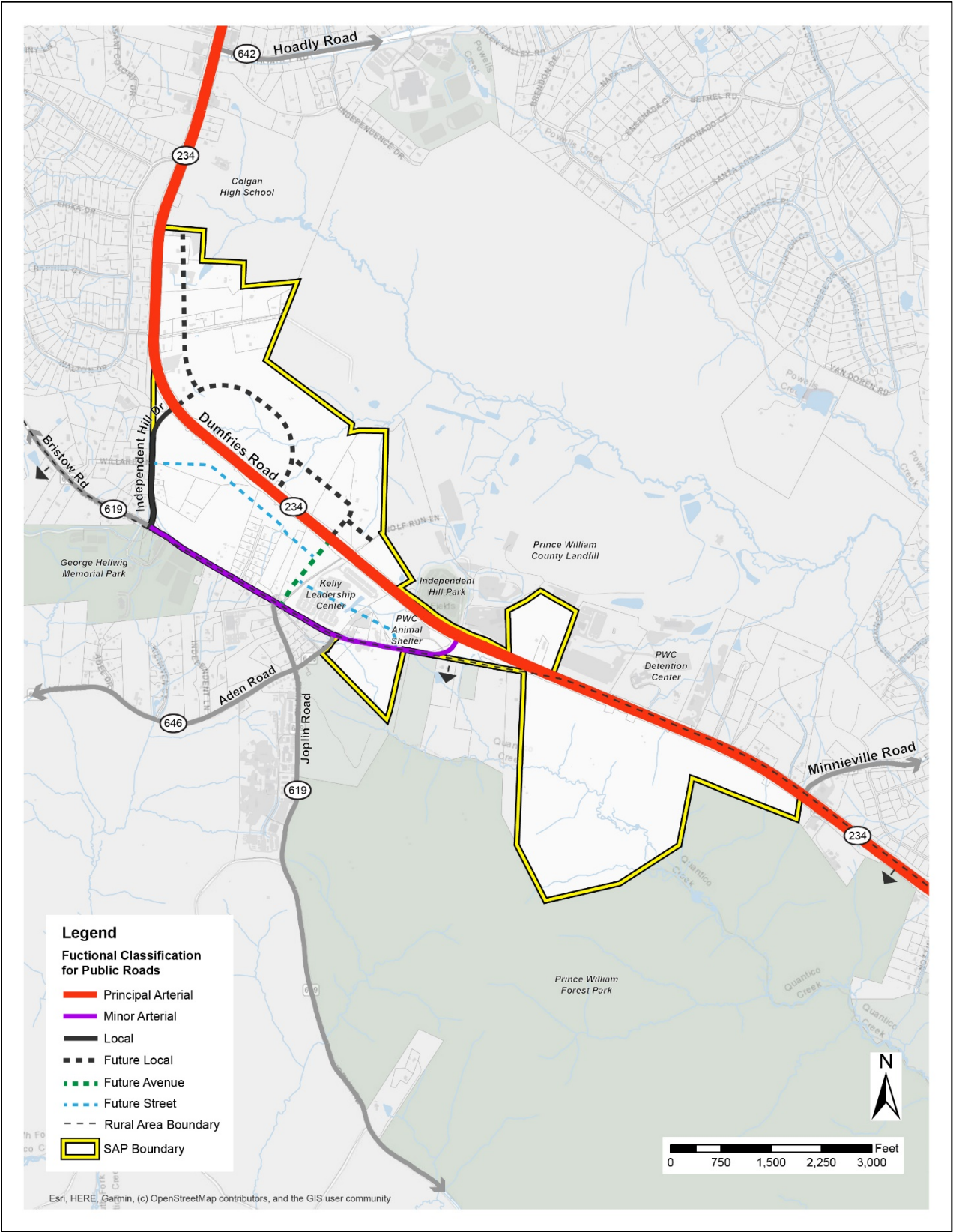


Figure 33: Functional Road Classification

Street Sections

Functional classification is the process by which streets and highways are grouped together into systems according to the character of service they provide or are intended to provide. Street designs are based on anticipated site traffic generation, existing and projected future traffic and providing adequate levels of service.

- **Local Street:** A local street represents the lowest category of the functional classification system. Its sole function is to provide direct access to individual abutting parcels. Its traffic is local in nature and extent, rather than intra-county, intercounty, or regional. Generally, traffic volume should not exceed one thousand (1,000) vehicles per day.
- **Arterial Street:** An arterial street is designed to convey major movements of traffic within or through the County. It interconnects the principal traffic generators within the County and, in extremely rare instances, provides direct access to individual abutting parcels. There are two (2) types of arterial classifications:
 - **Minor Arterial:** A street designed for intra-county circulation and designation of neighborhood boundaries. It generally does not penetrate identifiable neighborhoods. Access to neighboring development is achieved by good design and the appropriate intersection spacing established in this section. Generally, traffic volumes exceed fifteen thousand (15,000) vehicles per day.
 - **Principal Arterial:** A street designed primarily for through traffic and intra and intercounty movement. Access to the abutting land is minimized and is consolidated into service roads, shared accesses and designated intersections. Almost all fully and partially controlled access facilities are part of this functional class. Principal arterials also include a sidewalk/shared use path for non-motorized traffic. Generally, traffic volume exceeds fifteen thousand (15,000) vehicles per day.
- **Urban Streets:** Streets that are designed to create safe movement for all users including transit, motor vehicles, bicycles, and pedestrians within urban centers of the County. All urban streets in urban centers shall be designed to accommodate the needs of users who want to access or pass through the community, neighborhood, surroundings or areas planned as urban centers (Town Centers or Villages).
 - **Boulevard:** A Boulevard has the highest density of destinations, activity, and mix of modes. Because of the close proximity of destinations, pedestrians and street activity are common. It is intended to have on-road bicyclists and pedestrian crossings; therefore traffic should move at a lower speed than on a Through Boulevard.
 - **Avenue:** An Avenue serves to connect Boulevards and Streets to Through Boulevards. It provides access to businesses and residential areas as a primary function.
 - **Street:** A Street connects to Avenues, Boulevards, or Through Boulevards and is intended for more residential urban areas with lower traffic volumes than the Avenue.

- Private Side Street: A Private Side Street is intended for urban residential areas with on street parking and choker islands for landscaping. These streets will not be maintained by VDOT.
- Alleyway: a privately maintained travelway primarily designed to provide a secondary access to the side or rear of properties whose primary frontage is on another street. Alleys may be allowed on single family residential, multi family, townhouse/single family attached, and commercial uses of village center developments.

Principal Arterial (Route 234 / Dumfries Road)

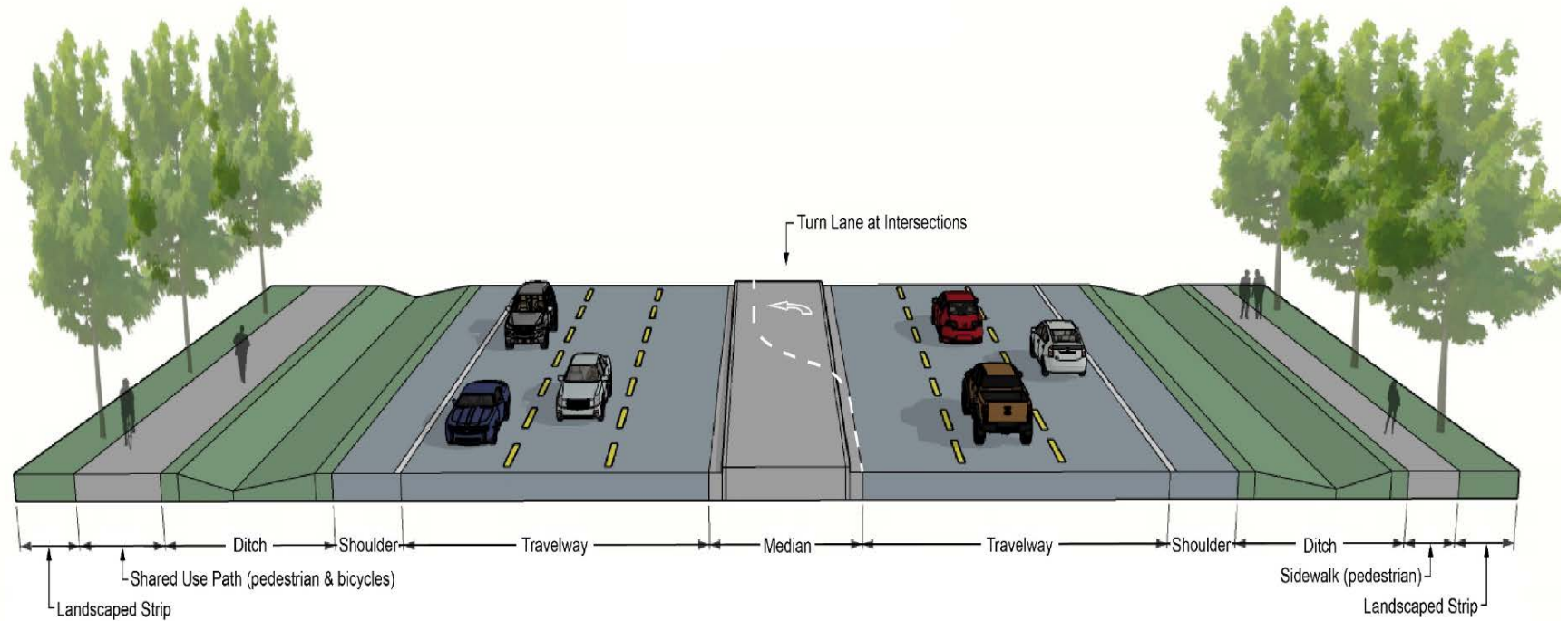


Figure 34: Principal Arterial Street Section

2-Lane Minor Arterial

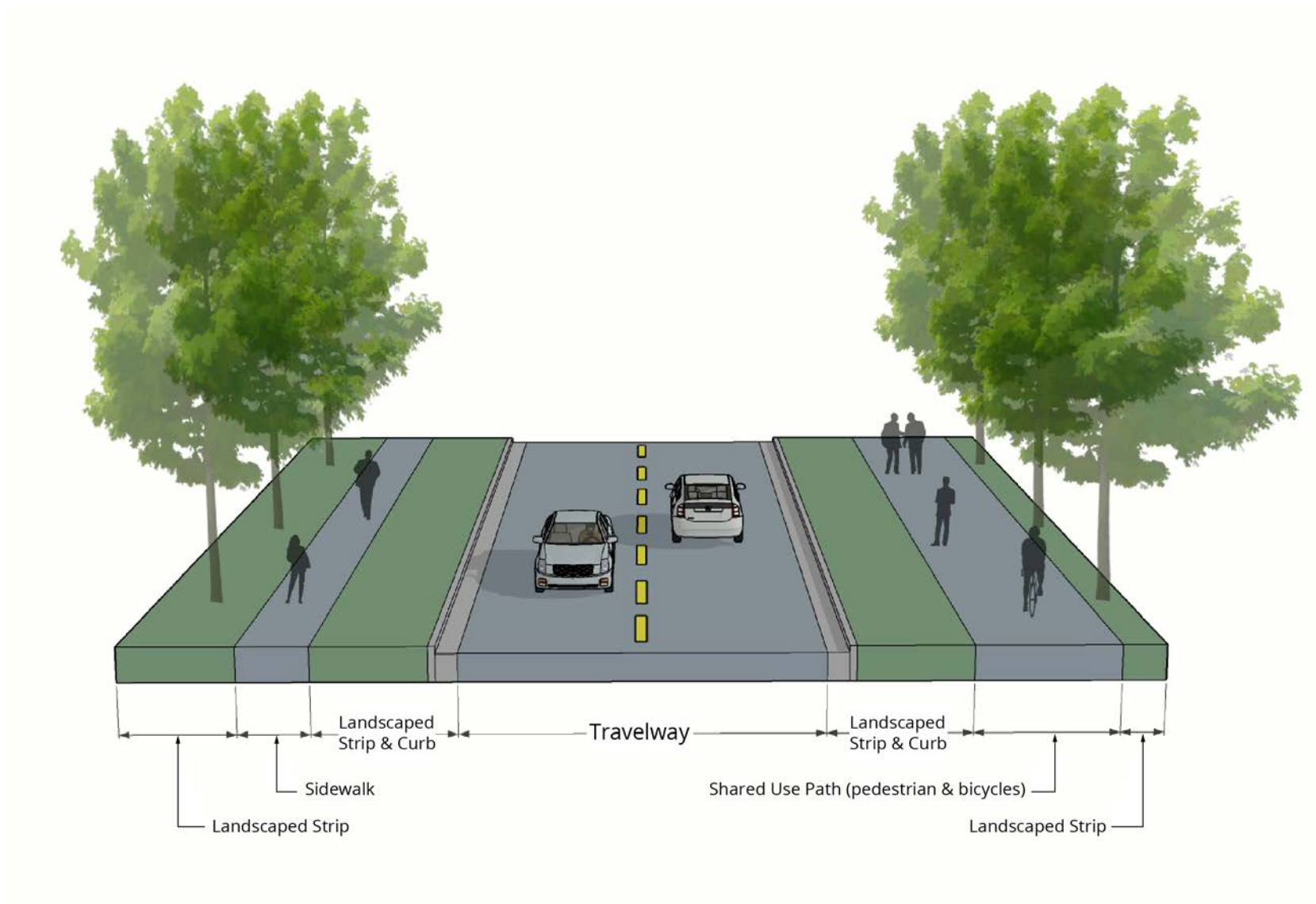


Figure 35: 2-Lane Minor Arterial Street Section

Urban Boulevard

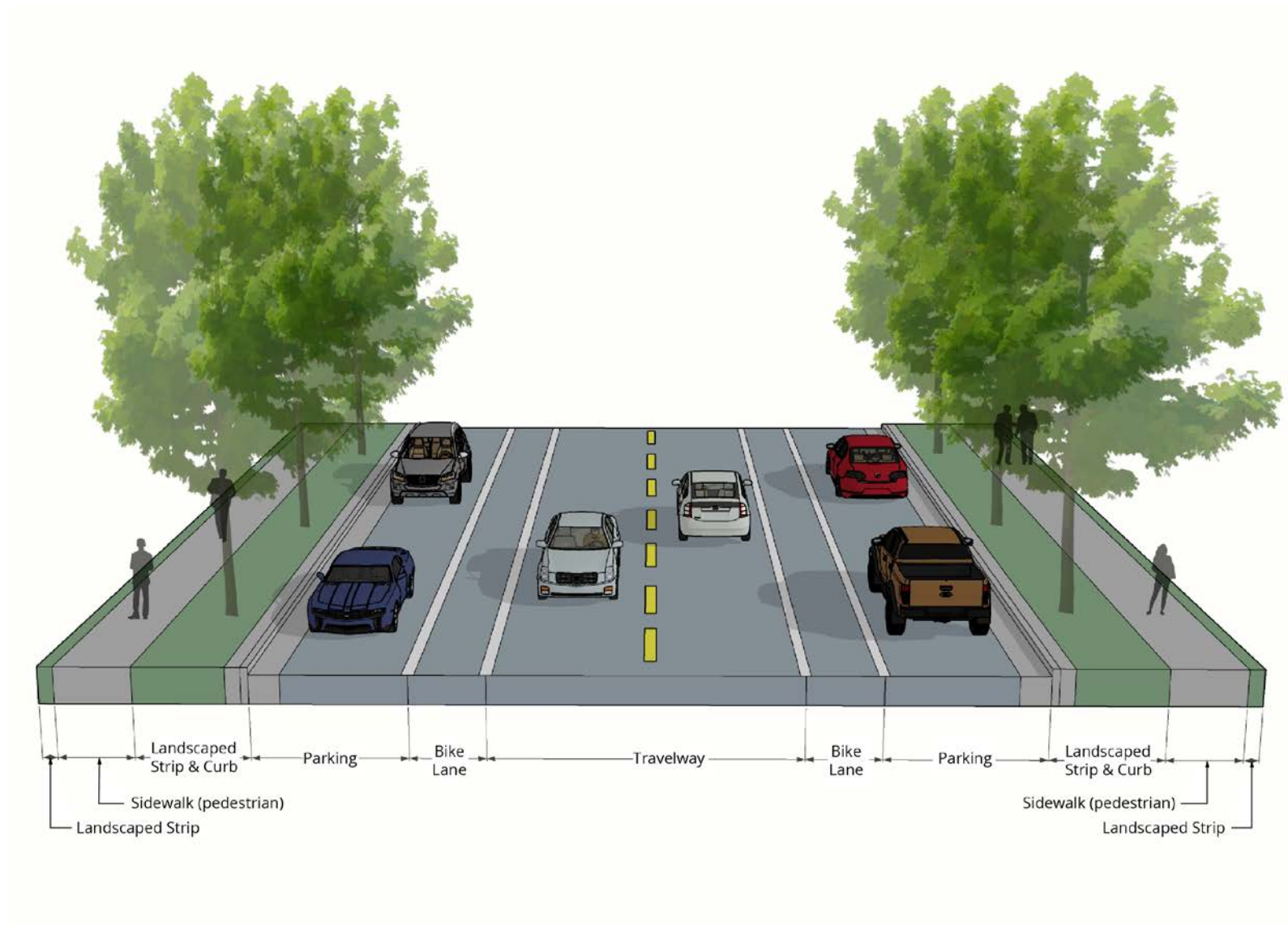
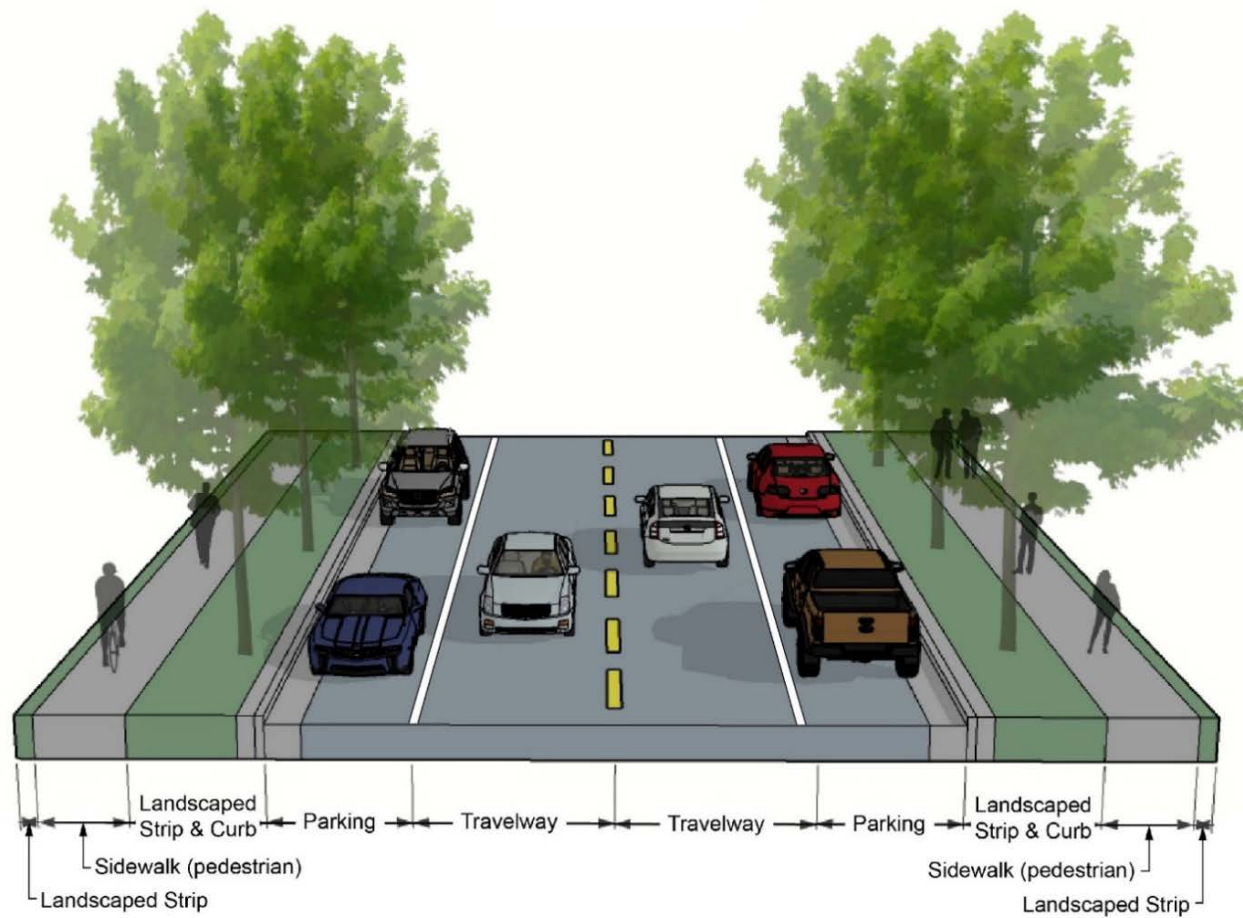


Figure 36: Urban Boulevard Street Section

Urban Avenue/Street*



*Street classification based on traffic volumes.

Figure 37: Urban Street Section

Independent Hill Drive

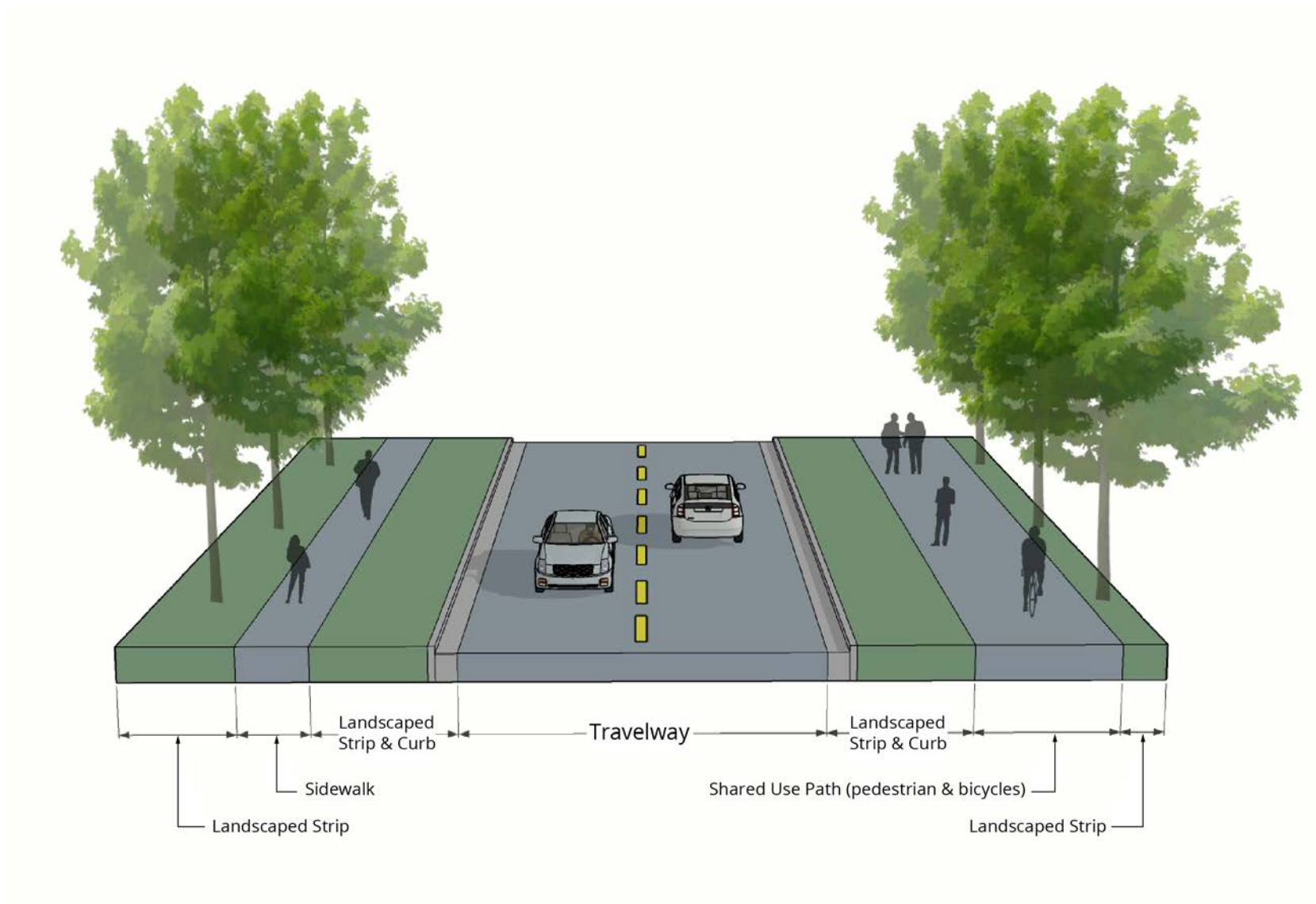


Figure 38: Independent Hill Drive Street Section

Local Street

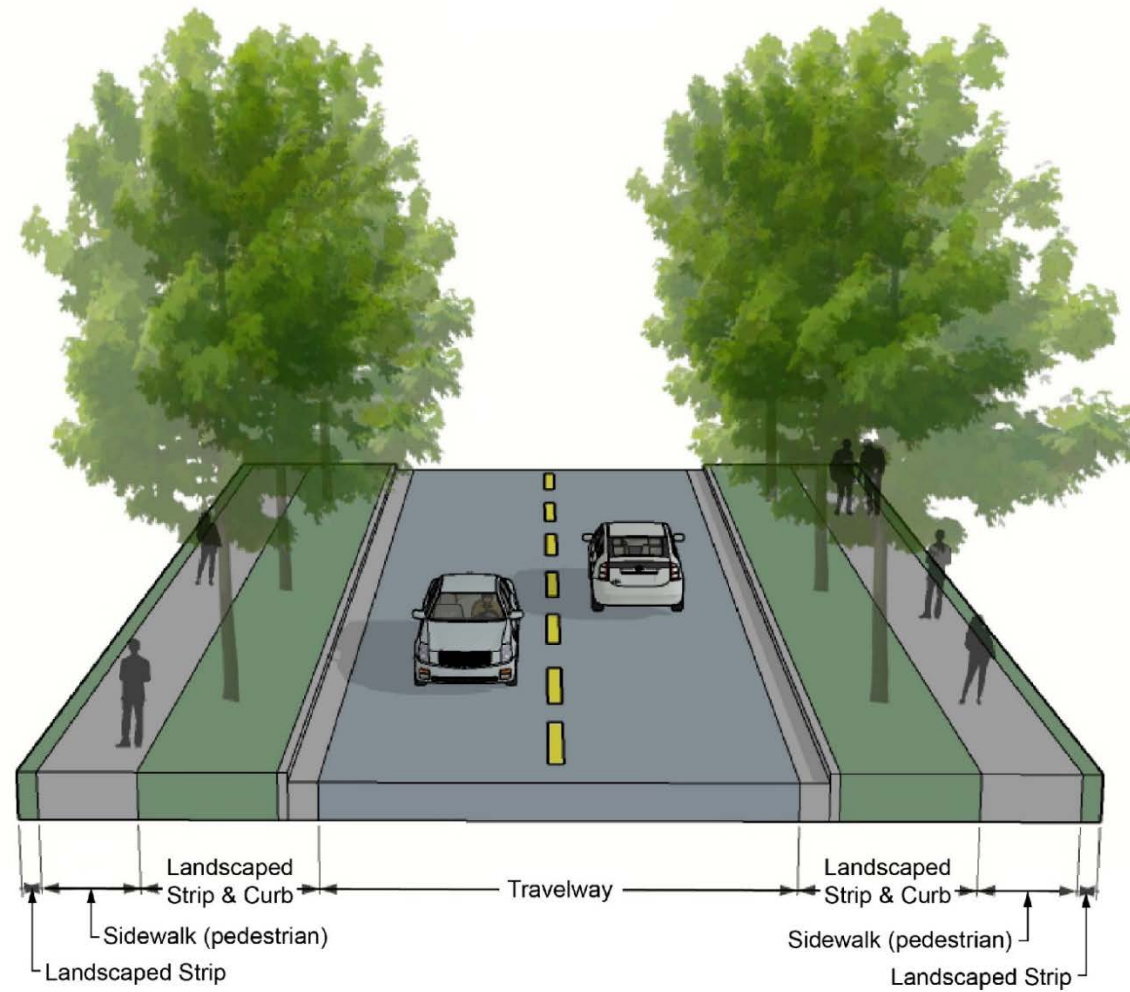


Figure 39: Local Street Section

Private Side Street

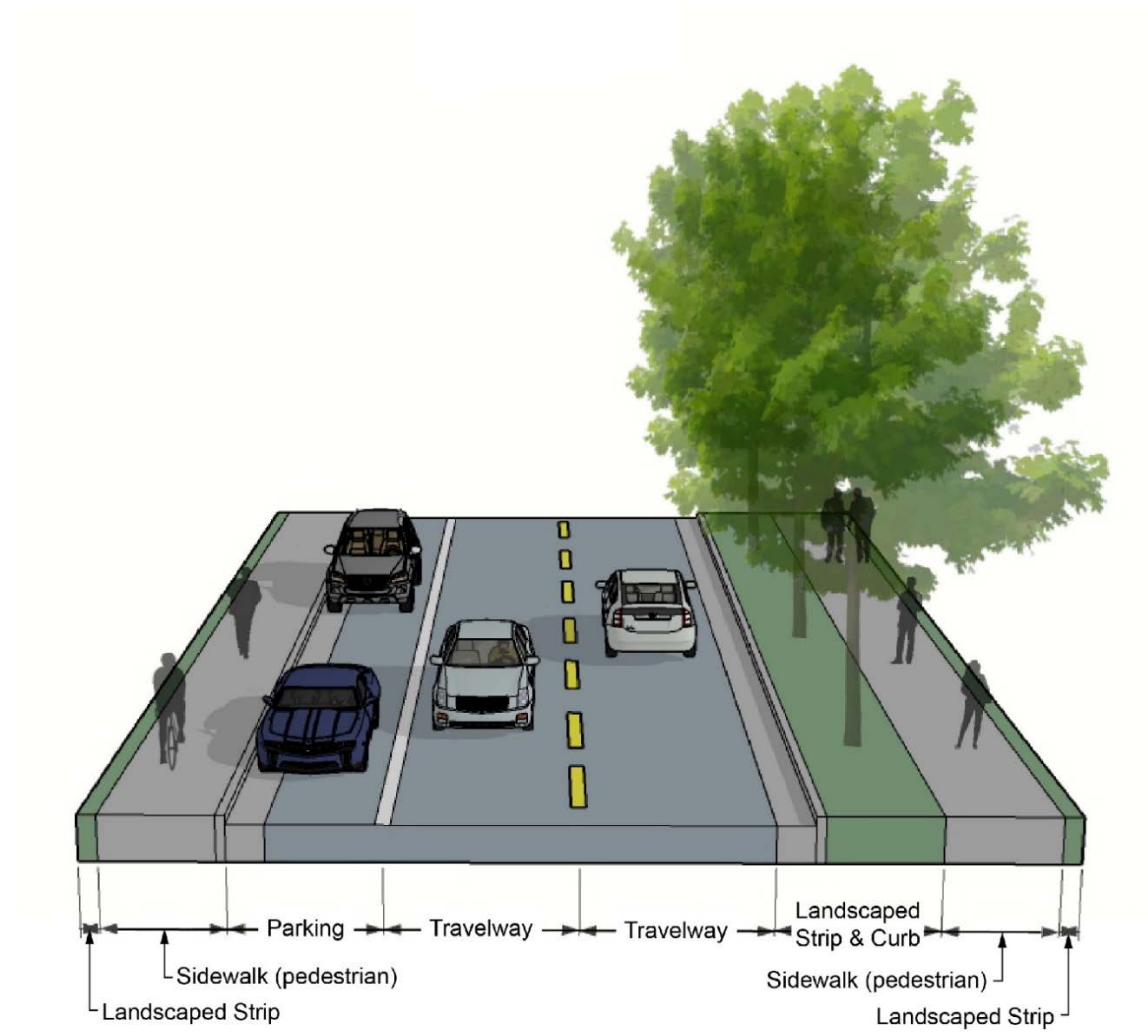


Figure 40: Private Side Street Section

Private Alley

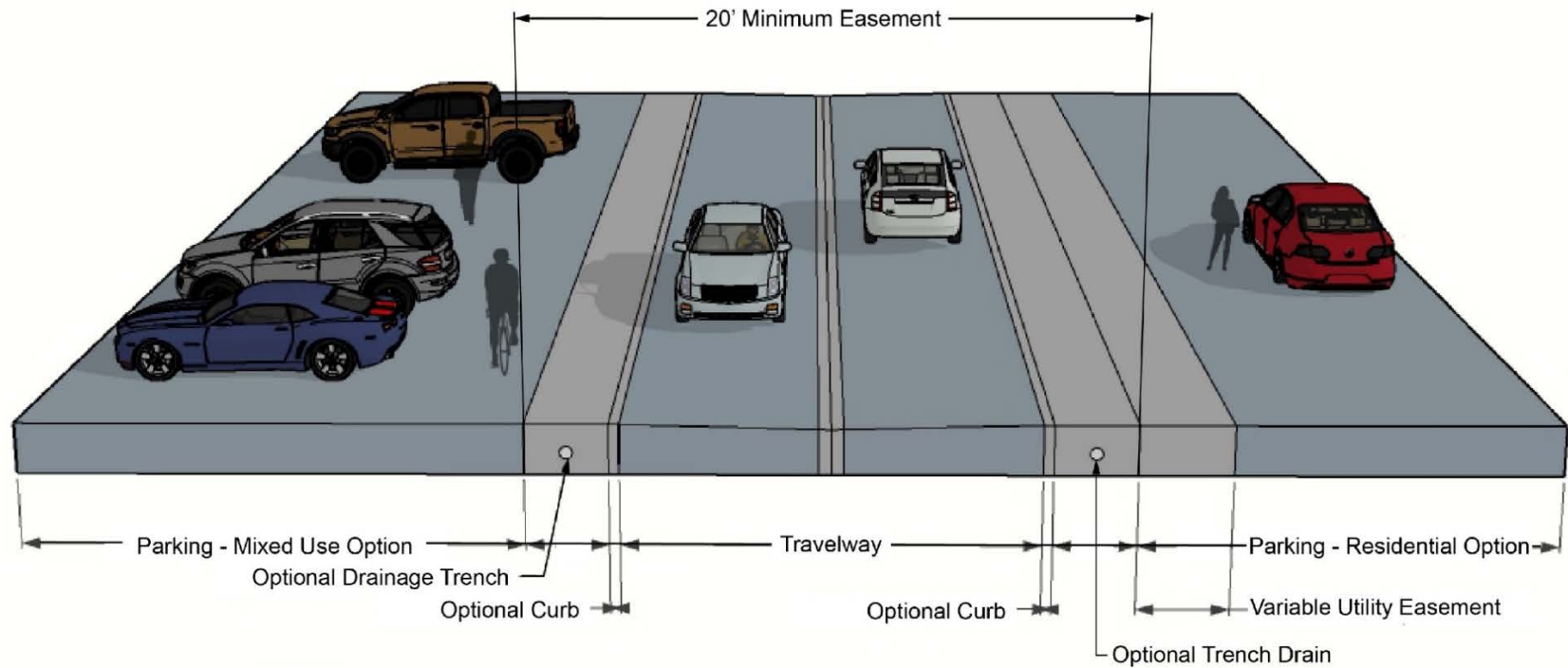


Figure 41: Private Alley Street Section

Transit Network

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

The North-South Route 234 Corridor serves as a connector between activity centers in and around Woodbridge, Manassas, Gainesville, and areas surrounding Dulles International Airport (IAD). Route 234 connects to I-66 which connects to Reagan National Airport (DCA). Both airports are approximately 20 miles away. The Manassas Regional Airport, the largest regional airport in Virginia, is located about 8 miles north of the small area plan.

The Potomac and Rappahannock Transportation Commission (PRTC) is a multi-jurisdictional agency representing and operating bus service, OmniRide, in Prince William, Stafford and Spotsylvania counties and the cities of Manassas, Manassas Park and Fredericksburg. The nearest commuter lots are located 5-6 miles from the center of the Study Area: one at Rte. 234 at Stockbridge Drive and other at Exeter Drive with only 53 and 86 parking spaces each. The closest large commuter lot is on US1 at Rte. 234 approximately nine miles from the Study Area and consists of 875 parking spaces. These commuter lots will provide transit opportunities to residents in the small area plan.

In the greater Gainesville and Haymarket area, during the morning commute, PRTC provides through its OmniRide Express eastbound commuter bus service from the Haymarket Heathcote Commuter Lot, the Gainesville Limestone Commuter Lot and the Cushing Road Commuter Lot. Future commuter lots include a facility at the intersection of Rt. 29 and University Blvd. and at Balls Ford Road and Century Park Blvd. to serve the future High Occupancy Toll (HOT) lanes being constructed on I-66.

PRTC's OmniRide Local also offers local bus services in Prince William County and the cities of Manassas and Manassas Park through its OmniLink and Cross County-Connector services. There is no OmniLink service currently in Western Prince William County. Extension of bus service to this study area is a recommendation of this small area plan.

Proposed Bicycle and Pedestrian Network

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

The County's 2008 Comprehensive Plan includes a goal to create and sustain an integrated non-motorized transportation network that safely and efficiently serves the transportation needs of

county residents. Policies include improving service levels and the capacity of facilities while supporting and complementing natural and cultural resources and the quality of life.

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

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

The gap analysis map reflects the need for shared use and bicycle infrastructure along all roads that are classified as collectors and above. There are numerous gaps in the bicycle and pedestrian network in the study area with existing sidewalks sporadic and generally narrow (approximately 4 feet in width). Crossings of Route 234 are challenging for pedestrians and cyclist alike.

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

Shared use paths are planned as 10-foot wide asphalt paths providing access for both pedestrians and bicyclists separate from vehicular traffic. A shared use path exists along the southwest side of Dumfries Road, connecting several of the area's assets. This path is heavily used by the community and by County residents outside of the area as it is one of the few protected bicycle facilities in PWC.

Shared use paths and sidewalks are proposed throughout the remainder of Independent Hill to connect to the various uses in the area, as well as to the series of environmental resources and parks in and around the study area.

There are no comprehensive plan heritage corridors in the plan area though it is immediately adjacent to the PHNST, Potomac Heritage National Scenic Trail.

The existing powerline easements in the southern portion of the plan offer an opportunity to create a system of trails connecting to existing and proposed trails within the small area plan and the surrounding area.

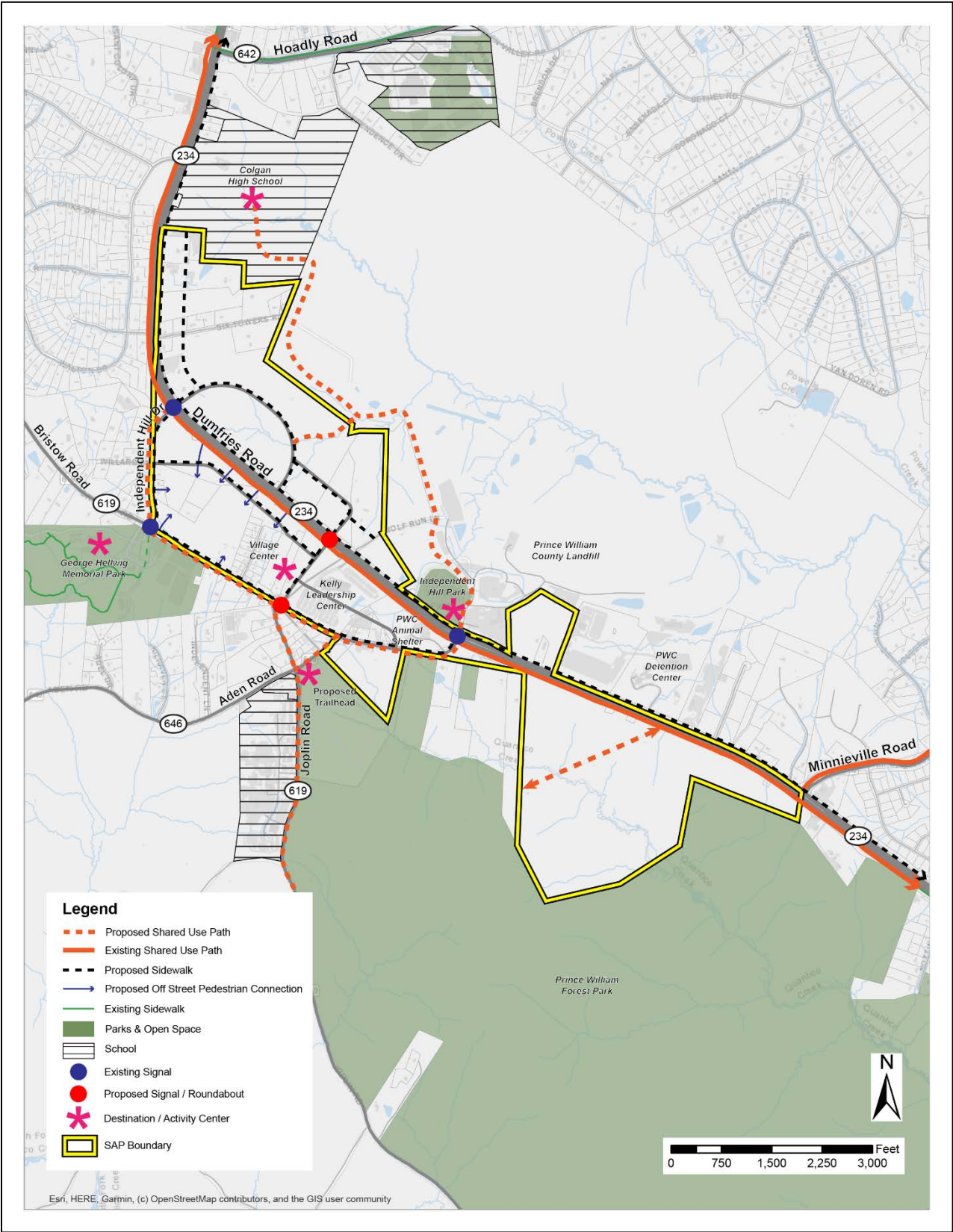


Figure 42: Proposed Bicycle and Pedestrian Network

Example Bicycle & Pedestrian Facility Images

Shared Use Path - Shared Use Paths are 10' wide asphalt trails designed for walking, jogging, and bicycling. Shared use paths may be located adjacent to a roadway or separated, near a stream, wetland, or other natural area. Shared use paths are considered one of the most comfortable bicycle facilities, suitable for riders of all skill levels.



Figure 43: Examples of shared use paths

Sharrows - Also called Shared Lane markings, sharrows⁵ indicate a shared lane environment for bicycles and motor vehicles. They reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning within the travel lane.



Figure 44: Sharrows

Sidewalks/Trails - These are paved walkways and travel ways exclusively for pedestrians and cyclists at the sides of a street. Sidewalks are required to be a minimum of 5 feet in width though 6'-8' is preferred. Paved trails are 10 feet wide.

⁵ Sources: <http://blog.tstc.org/2017/03/15/uber-sharrow-transportation-options/>,
<http://iamtraffic.org/engineering/behaviors-and-risk/>

GREEN INFRASTRUCTURE

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

The main objective is to protect the robust ecosystem of the Independent Hill area by developing a connected system of greenways, trails, and open space that protect, complement, and enhance the area's environmental assets; including the headwaters and watersheds of Powells Creek and Quantico Creek, large areas of wooded vegetation, Chesapeake Bay RPA, Prince William Forest Park, George Hellwig Memorial Park, and Independent Hill Park Landfill Eco-Park. The Plan's green infrastructure is made up of the area's public and private parks and open spaces, trails, and stream corridors. These elements represent both sensitive areas that must be avoided by development and green assets that can be integrated into future developments to enhance the look and function of new residential and commercial places.

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

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

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

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

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

Natural Resource Areas

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

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

Plazas/Open Spaces

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

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

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

Streetscape

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

Urban streetscapes will include the following:

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

Suburban streetscapes will include the following:

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

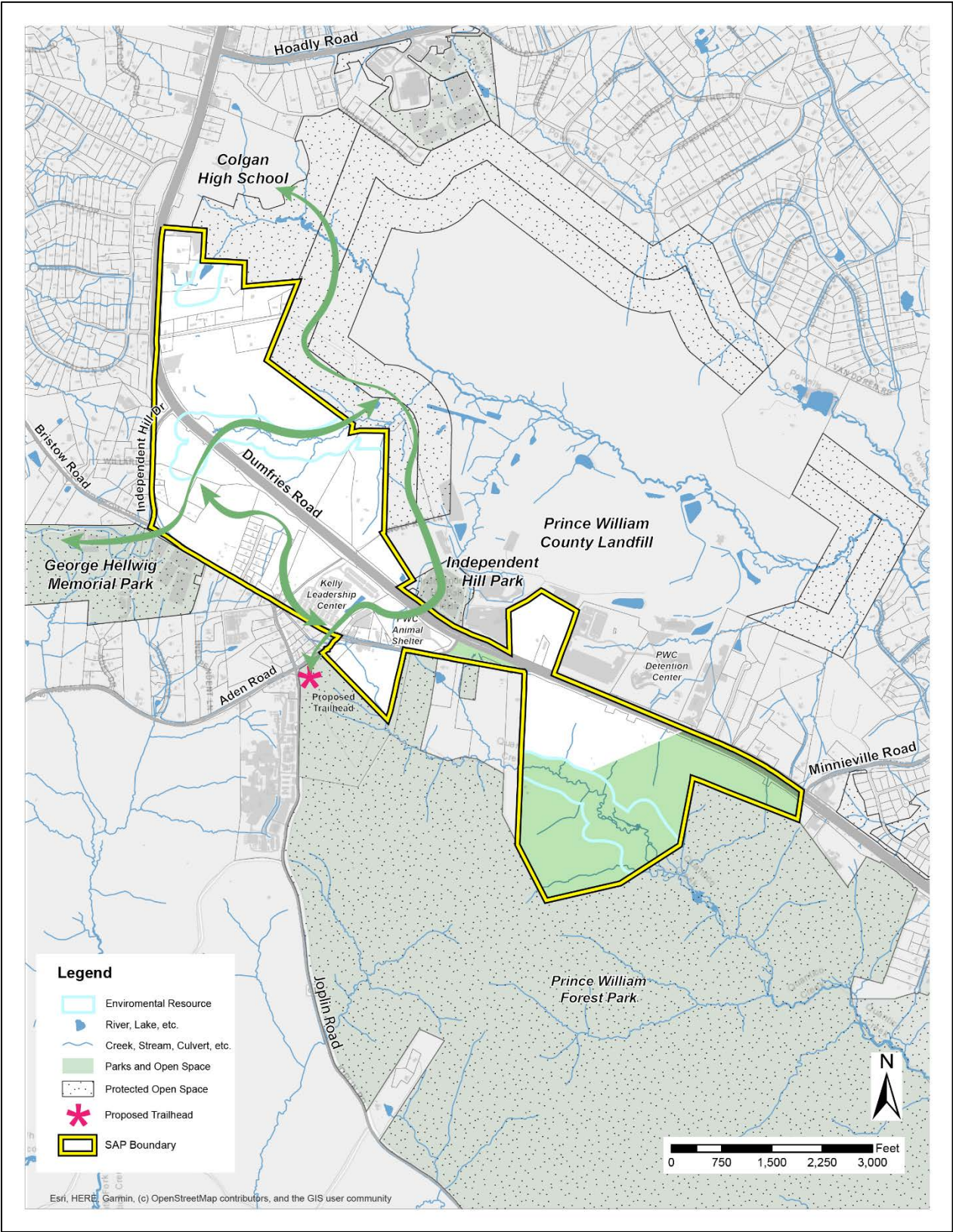


Figure 45: Green Infrastructure Plan

CULTURAL RESOURCES

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

Cultural resources are those tangible elements of our shared history left behind by previous inhabitants. They are found in individual architectural and archaeological sites, historic districts, cemeteries, battlefields, cultural landscapes, museum objects, and archival materials. The intent of this section is to facilitate the identification, research, preservation or documentation, and interpretation of the history of this small area plan.

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

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

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

Cultural resource surveys and research is still necessary on undeveloped portions of the small area plan. Historical maps and aerial photography show many resources that have not been recorded during a survey^{9, 10, 11}. Efforts to link and interpret cultural resources within the small

⁶ Dutton and Smith 2018

⁷ Jirikowic et al 2004

⁸ VCRIS 2019

⁹ 1864 Gilmore

¹⁰ Brown 1901

¹¹ USACE 1925M and Scheel 1992

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

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

Policies and Action Strategies

Policy - Identify, document or preserve, and interpret pre-contact Native American archaeology sites, historic archaeology sites, and minority sites and history.

- Require, on undeveloped land in the plan area, during the rezoning and special use permit review process, Phase I cultural resource surveys to search for evidence of pre-contact, historic period and minority sites. Phase II evaluation should strongly be considered on all sites found. Sites recommended as significant should be considered for preservation in-situ or subject to Phase III Data Recovery.
- Preserve human burials in-situ in accord with Section 32-250.110 Preservation of Existing Cemeteries, or, if proposed for exhumation and reburial, secure a burial permit from the Virginia Department of Historic Resources. Where cemeteries are located on private land, cultivate partnerships with landowners to conduct research prior to site plan submission.
- Identify sources, such as grants (matching or fully funded), to finance archaeological surveys. Cultivate private and public partnerships to conduct archaeological research.
- Conduct research and if warranted prepare documentation on displacement of citizens into the Independent Hill area off land that became Prince William Forest Park.
- Consider graduate internships to complete cultural resource action strategies in this plan by cultivating partnerships with graduate colleges and universities.
- Partner with the Architectural Review Board, the Historical Commission, the Planning Office and the Historic Preservation Division on internship programs and projects in the small area plan.
- Consider archaeological research on what was architectural site 076-0471.
- Cultivate a partnership to construct a trail connecting the Kelly Leadership Building with the Prince William County School complex on Joplin Road and to a planned trail head on Joplin Road for the Prince William Forest Park.

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

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

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

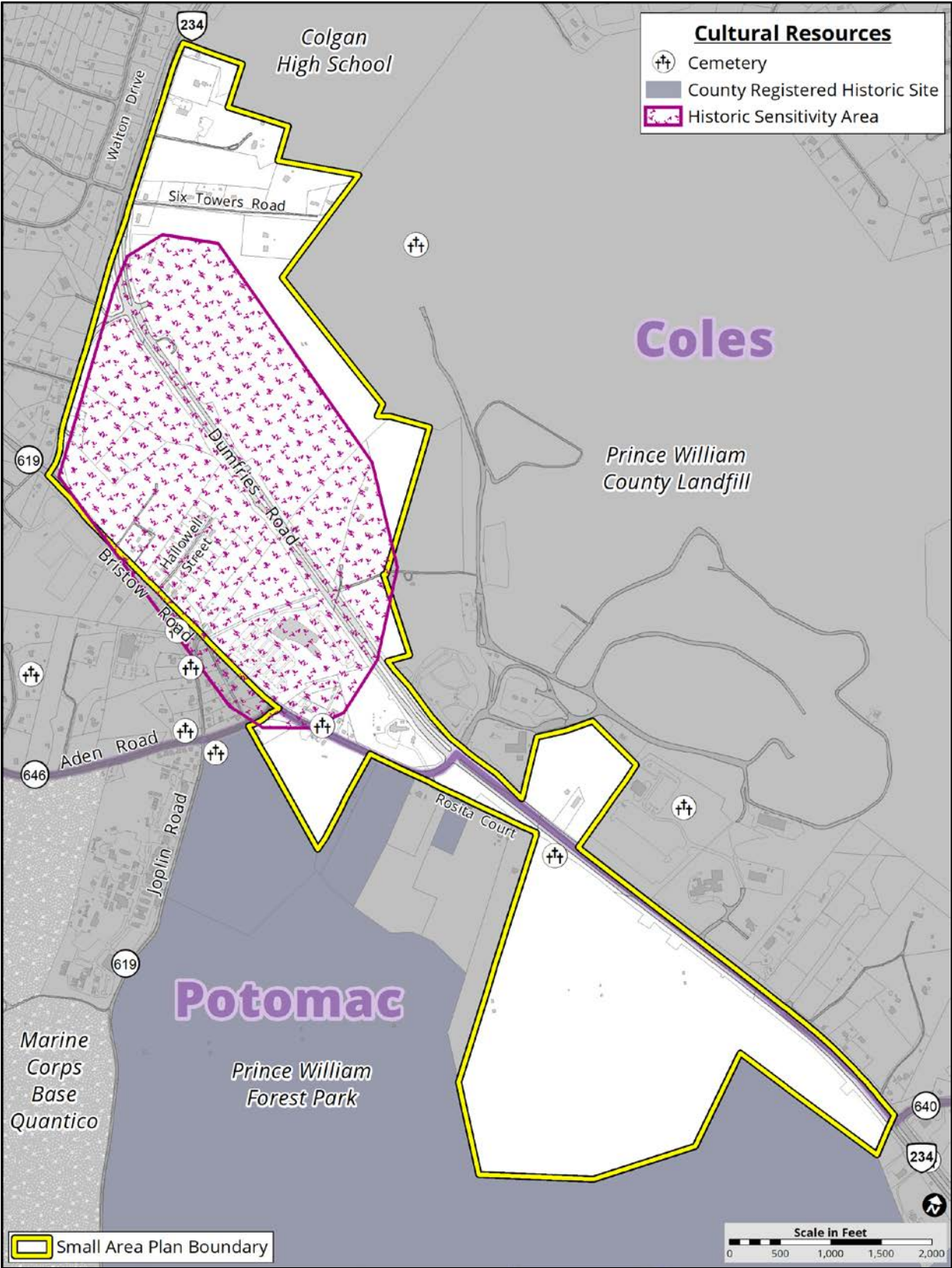


Figure 46: Cultural Resources

ECONOMIC DEVELOPMENT

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

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

To promote further growth throughout the county, and prioritize time and resources, Prince William County commissioned an in-depth Targeted Industry Study to identify industry targets and assess the workforce demand and needs characteristics within those targets. The Targeted Industry Study findings include identification of five clusters to consider throughout the county, including the Independent Hill study area. These five clusters include Advanced Manufacturing, Federal Government Contracting, Healthcare, Information Communications Technology (ICT), Life Sciences and Logistics. Additionally, opportunities for Outdoor Recreation Industries and Tourism exist in the Independent Hill Small Area Plan.

The Independent Hill Small Area Plan is intended to identify certain desired economic development, continue support of existing assets within the study area boundary, including existing business and retail spaces, and identify vacant parcels with development potential that may support certain targeted clusters that are particularly well suited for the area. Location factors included in the target cluster analysis only include those unique to the area, such as zoning, transportation, infrastructure, and proximity to assets, and not necessarily assets/constraints that are equal throughout the county such as workforce, access to capital, and available economic development incentives. The Independent Hill Small Area Plan responds to several regional, countywide, and local economic development considerations that include the following.

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

Existing economic development assets include:

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

Kelly Leadership Center.

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

Opportunities and limitations for targeted industries within the study area –

- **Outdoor Recreation:** Contributing over \$22 billion dollars and 197,000 jobs annual to the state's economy, the outdoor recreation industry is growing rapidly and helping communities develop a sense of place and quality of life as well as an economic engine. Outdoor companies seek to locate manufacturing, design, and distribution services in areas that provide not only readily developable sites with highway and utility access like the planned technology/flex development, but more critically, access to public lands, recreation infrastructure such as parks, trails, and rural roads, and communities with established populations of outdoor recreationalists to build a customer and tester base. Opportunities for public-facing commercial operations that would require warehouse space, such as climbing gyms, spinning studios, or indoor bike and skate parks, also exist in the land uses proposed in the Plan. Independent Hill sits at the intersection of these factors and offers an ideal location to begin development of Prince William County's Outdoor Recreation economy.
- **Tourism:** Prince William County's tourism industry is thriving and ranks ninth in overall visitor spending in the Commonwealth with a unique mix of history, heritage, culture, parks, trails, retail, entertainment/nightlife and open space in the Metropolitan D.C. area. With its robust mix of active and passive recreation opportunities and central, easily-accessible location, Independent Hill is well positioned for increased sports tourism and agri-tourism priorities.
- **Advanced Manufacturing:** With the water and sewer capacity in Independent Hill and access to a regional transportation network, Independent Hill may be a location of Advanced Manufacturing. The Plan provides for an area of technology/flex development on the northeast portion of the plan area. Route 234, a Virginia Corridor of Statewide Significance, provides a linkage between I-95 and I-66.
- **Federal Government Contracting:** Proximity to the MCB Quantico may provide incentive to develop office space with IT infrastructure for companies engaging in Federal Government Contracting work.
- **Healthcare:** Without a clear connection to major institutions, Independent Hill may not be a prime location for those in the healthcare industry, but future population growth in the area could create demand for local serving medical services.

- Information Communications Technology: Independent Hill area does have infrastructure and available parcels that would be attractive to Information Communications Technology cluster companies. A change in zoning regulations could make this area much more attractive to ICT companies.
- Life Sciences: Efforts by the PWC Landfill, located immediately to the north of the small area plan, to attract universities to join in establishing an environmental education program provides potential opportunities for Life Sciences related companies to partner with of this effort. The surrounding natural environmental parks and open space areas provide a potential lab environment for life science related programs and research.
- Logistics: The arterial roads have been upgraded for trucking, there are large undeveloped parcels, and connections to highway transportation infrastructure makes Independent Hill an area to consider for Logistics companies.

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

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

Economic Development as a Guiding Principle

Action Strategies:

1. Each legislative application (such as a rezoning, proffer amendment or special use permit), should consider and address the extent of which the application contributes to furthering the economic development goal of the Independent Hill Small Area Plan.
2. Focus on the importance of supporting existing businesses and develop a robust Business Retention & Expansion (BR&E) program.

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

Economic Development Tools & Incentives

Prince William County already offers competitive incentives to attract target industries and businesses to the county. They include competitive tax rates, the Prince William County Economic Development Opportunity Fund and Low Business Tangible Personal Property Tax Rates. The focus will be on public intervention and capital improvements to encourage more intensive mixed-use and walkable development, support existing uses, attract complementary uses, and strengthen accessibility. Assistance in sharing the costs of new and upgraded public infrastructure such as open space and structured parking are examples of improvements that can facilitate increment financing, business improvement districts, partnerships, and other programming. If necessary, proposals for development within the small area plan should include a plan for use of economic development tools, including, but not limited to, the tools and incentives discussed below.

Virginia Office of Outdoor Recreation

As stated above, the outdoor recreation economy contributes nearly \$22 billion annually to the Virginia economy and employs more than 197,00 people statewide. To develop this economic force further, Governor Northam established the Virginia Office of Outdoor Recreation in August of 2019. It is tasked with growing the outdoor recreation economy in Virginia through industry promotion, coordination and recruitment focusing on manufacturers of outdoor products and gear to create jobs, drive private investment, and create outdoor tourism partnerships and

opportunities. As a new office, the incentive program is not formalized, but Independent Hill is uniquely positioned to partner with the new office and leverage its pad-ready construction sites, access to a major highway, and proximity to public lands and a robust community of cyclists, runners, and outdoor recreationalists of all stripes to drive economic development that fits the context of the area's green infrastructure and community input received through this planning process.

Tourism Grants

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

Tax Increment Financing

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

Business Improvement Districts

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

Strategic Rezoning

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

Public/Private Partnerships

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

GoVirginia Support and Grant Programs

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

State-Level Grant Programs and Incentives

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

Discretionary Incentives

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

Commonwealth's Development Opportunity Fund

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

Infrastructure Assistance

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

Economic Development Access Program

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

Transportation Partnership Opportunity Fund

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

LEVEL OF SERVICE PLAN

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

Safe and Secure Community

Fire and Rescue

The level of service standards for fire and rescue services are measured as travel times and workload capacity. This Small Area Plan is primarily serviced by the Coles Fire and Rescue Station 6 which provides substantial conformance to both the four-minute travel time for fire suppression and basic life support (BLS) and the eight-minute travel time for advanced life support (ALS) standards. Fire and Rescue Station 6 was recently reconstructed at the same address with expanded office space, sleeping quarters, apparatus areas, and hazmat storage. The impact of additional incidents proposed in this plan is not expected to exceed the capacity of the new station.

Projected Fire and Rescue Facility by Existing and Projected Population		
	Existing (2019)	Additional Need by 2040
Fire and Rescue Stations	1	0
Incidents (per year)	63	234

Police

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

Projected Police Facility Needs by Existing and Projected Population		
Facility Type	Existing (2019)	Additional Need by 2040
Police Station	1	0.01
Satellite Field Offices	0	1
Administrative Support Facilities	0	323 sq. ft.
Animal Control	1	50 sq. ft.
Public Safety Training Center	0	318 sq. ft.

Criminal Justice

The level of service standards for criminal justice primarily address the need for adequate space for the PWC Sheriff's Office. The proposed population growth would translate to a need less than one new sheriff deputy. The facility demand generated by the proposed plan should be incorporated into future expansion of Sheriff's Office facilities. Additionally, current policy encourages public safety satellite field offices in Commercial/Mixed-Use areas, as a ground floor use in a vertically mixed-use building, to increase public safety and sheriff visibility. It is recommended that a public safety satellite field office (for Police and/or Sheriff) be located in the Village Center.

Projected Criminal Justice Facility Needs by Existing and Projected Population		
Facility Type	Existing (2019)	Additional Need by 2040
Sheriff's Office	0	54 sq. ft.
Satellite Field Offices	0	1
Administrative Support Facilities	0	12 sq. ft.

Education

Schools

The primary need for new or improved schools relates to the number of students generated by new residential development. The number of projected students varies between different housing unit types, for example single-family houses typically generate more students than multi-family units. Each housing type has a Student Generation Factor that can be applied to predict the number of students that will be generated. This Small Area Plan primarily lies within 3 school districts: the Coles Elementary School, Benton Middle School, and Colgan High School. Based on current school design standards the growth in residential population proposed in the plan indicates an increase in student generation that would equate to a little more than a-tenth of an elementary school, and a minimal increase in the need for both middle and high schools.

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

Projected School Facility Needs by Existing and Projected Population		
Type of School	Existing (2019)	Additional Need by 2040
Elementary	1	0.11
Middle	1	0.03
High	1	0.02

Libraries

The need for library space is based on several operating criteria related to material circulation, as well as a planning criterion related to facility size per capita. The area within the Independent Hill Small Area Plan is currently served by the Independent Hill Neighborhood Library which is located in Hellwig Park west of the small area plan. The projected growth would suggest minimal need for additional Library facilities. However, additional expansion of the Independent Hill Library could address future facility needs and provide community space in the area.

Projected Library Facility Needs by Existing and Projected Population		
Library Needs	Existing (2019)	Additional Need by 2040
Sq. Ft. per Capita	0	1,500 sq. ft.
Books per Capita	0	3,125

Parks and Recreation

The primary focus of the Independent Hill Small Area Plan is establish a distinct, pedestrian friendly village that builds on the abundance of open space and recreational assets in Independent Hill to create a destination for recreational activities, while building a vibrant pedestrian friendly village and employment center. The small area plan design incorporates neighborhood park areas that could be connected to the existing and proposed trail system in the area providing pedestrian access to nearby recreational amenities and services.

This small area plan is surrounded by several parks in the immediate vicinity. To the south lies Prince William Forest Park which is a federal property and encompasses approximately 12,230 acres in Prince William County. Additionally, the Independent Hill Ball Fields, a community park located on the PWC Landfill site is 11 acres, and the George Hellwig Memorial Park is a regional park located west of the small area plan and is 132 acres in size. Each of these parks offer a variety of amenities for the residents of the small area plan.

The Village Center design is intended to incorporate public spaces, pocket parks, and trail connectivity throughout the small area plan to enhance the sense of community through the incorporation of environmental features and design. This focus will encourage the connectivity to and utilization of the surrounding parks. Based on the current policy the projected population suggests the need for a total of 20.7 acres of parkland. However, the Parks, Recreation, and Tourism plan is currently being updated. Changes to this plan and the level of service standards could affect the projected facility needs.

Projected Park Facility Needs by Existing and Projected Population		
Park Type	Existing (2019)	Additional Need by 2040
Neighborhood	0 acres	1.4 acres
Community	0 acres	5.5 acres
Regional	0 acres	8.3 acres
Linear/Resource	0 acres	5.5 acres
Total	0 acres	20.7 acres

Broadband Needs and Wireless Communications Gaps

Large portions of the Small Area Plan are currently undeveloped providing opportunities to incorporate improved broadband and wireless communications infrastructure as development occurs. Throughout the study area, new development provides an opportunity to ensure that wireless communication infrastructure implementation follows Section 15.2 of the Code of Virginia as amended by Chapter 835 of the 2018 Virginia Acts of Assembly.

Transportation

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

IMPLEMENTATION MATRIX

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

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

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

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
Ongoing	Cultural Resources	Require, on undeveloped land in the plan area, during the rezoning and special use permit review process, Phase I cultural resource surveys to search for evidence of pre-contact, historic period and minority sites. Phase II evaluation should strongly be considered on all sites found. Sites recommended as significant should be considered for preservation in-situ or subject to Phase III Data Recovery.	PWC	
Ongoing	Cultural Resources	Preserve human burials in-situ in accord with Section 32-250.110 Preservation of Existing Cemeteries, or, if proposed for exhumation and reburial, secure a burial permit from the Virginia Department of Historic Resources. Where cemeteries are located on private land, cultivate partnerships with landowners to conduct research prior to site plan submission.	PWC	
Ongoing	Cultural Resources	Consider graduate internships to complete cultural resource action strategies in this plan by cultivating partnerships with graduate colleges and universities.	PWC, Colleges, Universities	

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
Ongoing	Cultural Resources	Partner with the Architectural Review Board, the Historical Commission, the Planning Office and the Historic Preservation Division on internship programs and projects in the small area plan.	PWC, ARB-HC, Colleges, Universities	
Ongoing	Cultural Resources	Continue to conduct research and install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division. Where possible, collocate interpretive elements with planned open spaces and parks or on private land with willing landowners.	PWC, Private sector	
Ongoing	Cultural Resources	Require developers to use the plan area's history in placemaking.	PWC, Private sector	
Ongoing	Cultural Resources	Where appropriate, plan and install interpretive trails in the plan area and connect trails to residential trails and areas outside the plan area.	PWC, Private sector	
Ongoing	Cultural Resources	Cultivate partnerships for trail easements and connections across private land.	PWC, Private sector	

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

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

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
Short Term	Green Infrastructure	Acquire or work with the Prince William Forest Park to acquire environmentally sensitive areas around the headwaters of the Quantico Creek.	PWC, US National Park Service	
Short Term	Green Infrastructure	Acquire land identified as environmentally sensitive north of Route 234 within the study area.	PWC	
Medium Term	Green Infrastructure	Establish public parks in new development areas and connect them with new trails to existing parks and trails.	PWC, Private Sector	
Medium Term	Green Infrastructure	Use environmentally sensitive areas as opportunities to integrate pedestrian and cycling corridors and to connect activity centers.	PWC, Private Sector	
Medium Term	Green Infrastructure	Educate and inform the community and business community about the role Independent Hills' environmentally sensitive areas play in PWC's larger ecological systems.	PWC, Private sector	

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
Short Term	Implementation	Develop design guidelines for roadway sections for inclusion in the Design and Constructions Standard Manual that promote mixed-use, pedestrian-friendly development for the Neighborhood land use districts.	PWC	
Short Term	Implementation	Develop regulatory tools that implement the recommendations of the Plan to encourage development and investment in Independent Hill.	PWC	
Short Term	Implementation	Support existing historic and cultural businesses in the development of regulatory tools.	PWC, Private Sector	
Short Term	Implementation	Rezone land use to promote greater economic diversity and resiliency.	PWC, Private Sector	
Short Term	Implementation	Encourage the consolidation of parcels to enable coordinated development projects that support the recommendations of the plan.	PWC	
Short Term	Land Use	Create a diversity and mixture of land uses to promote a vibrant village center that incorporates a variety of housing, retail, and public spaces.	PWC	

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
Medium Term	Land Use	Discourage heavy industrial businesses that contribute to environmental or aesthetic pollution and businesses that create heavy truck traffic volume outside designated Industrial Employment areas.	PWC	
Medium Term	Level of Service	Protect historic and cultural resources in the immediate and expanded study area.	PWC, Private Sector	
Medium Term	Level of Service	Ensure a high level of connectivity (pedestrian, bicycle, and vehicular) to the existing community facilities	PWC, VDOT, Local Community Facilities	
Short Term	Mobility	Provide a parallel road along the north side of Rt. 234 connecting the parcels between Colgan High School and the entrance to the Prince William County Landfill.	PWC, Private Sector	Work with the property owners to coordinate an alignment that considers the current use of the land and would best serve future development.
Short Term	Mobility	Install pedestrian crossing facilities at the intersections of Rt. 234 and Independent Hill Road and Rt. 234 and Bristow Road.	PWC, VDOT, Private Sector	

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
Short Term	Mobility	Install pedestrian crossing facilities at the intersection of Independent Hill Road and Bristow Road.	PWC, VDOT, Private Sector	
Short Term	Mobility	Connect the PWC Landfill to Colgan High School with a multi-use recreation corridor.	PWC, Department of Public Works	
Short Term	Mobility	Construct pedestrian and bike infrastructure along Independent Hill Road and Bristow Road to ensure safety and encourage multi-modal transportation.	PWC, VDOT, Private Sector	
Medium Term	Mobility	Encourage the development of a pedestrian-friendly network of residential blocks and streets between Hamowell Street and Independent Hill Road.	PWC, Private Sector	Work with the land owners and potential developers to consolidate land parcels and ownership allowing for greater flexibility in planning future street networks.
Medium Term	Mobility	Encourage the development of a pedestrian-friendly network of streets between the Kelly Leadership Center and Hamowell Street.	PWC, Private Sector	Work with the land owners and potential developers to consolidate land parcels and ownership allowing for greater flexibility in planning future street networks.

Implementation Matrix				
Timeframe	Goal	Action Item	Coordinating Agencies	Implementation Strategies
Long Term	Mobility	Provide bus routes to and from the Independent Hill area and other activity centers throughout PWC and Northern Virginia.	PWC, Transit Partners	

INFRASTRUCTURE AND FACILITIES

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