



City of Manassas, Virginia
City Council Meeting

AGENDA

City Council Regular Meeting
Council Chambers
9027 Center Street
Manassas, VA 20110
Monday, October 27, 2025

Call to Order - 5:30 p.m.

Roll Call

Invocation and Pledge of Allegiance

Council Time

Mayor Time

City Manager Time

Administrative Reports

Annual Report: Historic Resources Board

[PRES FY2025 Historic Resources Board Annual Report](#)
[FY2025 Historic Resources Board Annual Report](#)

Annual Report: Parks and Recreation Committee

[FY2025 Parks & Recreation Committee Annual Report](#)

Annual Report: Planning Commission

[FY2025 Planning Commission Annual Report](#)

Annual Report: Architectural Review Board

[FY2025 Architectural Review Board Annual Report](#)

Annual Report: Board of Zoning Appeals
[FY2025 Board of Zoning Appeals Annual Report](#)

Annual Report: Local Board of Building Code Appeals
[FY2025 Local Board of Building Code Appeals Annual Report](#)

1. Presentations

1.1 MCPS School Presentation - Jennie Dean Elementary School
(Staff: Ed Stephenson, PhD, Principal - Introduced by Suzanne Seaberg, MCPS School Board Chair)
[MCPS School Presentation - Jennie Dean Elementary School](#)

1.2 Annual Report: Historic Resources Board
[PRES FY2025 Historic Resources Board Annual Report](#)
[FY2025 Historic Resources Board Annual Report](#)

1.3 Proclamation - Veterans Month
[Proclamation - Veterans Day and Month](#)

1.4 Proclamation: Domestic Violence Awareness Month
[Proclamation - Domestic Violence Awareness Month 2025](#)

1.5 Proclamation: National Disability Employment Awareness Month
[Proclamation - National Disability Employment Awareness Month 2025](#)

2. Consent Agenda

All matters listed under the consent agenda are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and considered separately.

SUGGESTED MOTION: "I move that the Consent Agenda be approved and the readings of the ordinances be dispensed."

SUGGESTED MOTION #2: "I move that Items # and # be removed from the Consent Agenda and be added as Items # and #, respectively, and that the remaining Consent Agenda items be approved as it now appears and the readings of the ordinances be dispensed."

2.1 Approval of September City Council Meeting Minutes
(Staff: Eric W. Smith II, City Clerk)
[2025-09-22 City Council Meeting Minutes](#)

2.2 Proclamation: National Disability Employment Awareness Month
[Proclamation - National Disability Employment Awareness Month 2025](#)

2.3 Proclamation: Domestic Violence Awareness Month

[Proclamation - Domestic Violence Awareness Month 2025](#)

2.4 Proclamation - Veterans Month
[Proclamation - Veterans Day and Month](#)

2.5 Resolution #R-2026-334: Adopting 2026 Legislative Priorities
(Staff: Steve Burke, City Manager)
[RES R-2026-334: Adopting 2026 Legislative Priorities](#)
[Draft 2026 Legislative Agenda](#)

3. Public Hearing

- 3.1 Public Hearing: Appeal of a Denial by the Architectural Review Board for a Certificate of Appropriateness for 9229 Portner Avenue**
(Staff: Benjamin Walker, Planner II)
[2026-325 Staff Report](#)
[ATTH01 April 15, 2025 Meeting Staff Report with Attachments](#)
[ATTH02 April 15, 2025 Meeting Minutes](#)
[ATTH03 August 19, 2025 Meeting Staff Report with Attachments](#)
[ATTH04 August 19, 2025 Meeting Minutes](#)
[ATTH05 Notification of Denial](#)
[ATTH06 Historic District Design Guidelines - Residential Windows and Doors](#)
[ATTH07 Affidavit of Publication](#)
[PRES City Council Presentation](#)
- 3.2 Public Hearing: Ordinance #O-2026-323, Consider an Uncodified Ordinance Granting a Franchise to SummitIG, LLC for the Purpose of Installing, Operating, and Maintaining a Telecommunications Conduits, Facilities, and Equipment in the Public Rights-of Way Within the Corporate Limits of the City of Manassas, Virginia**
(Staff: Matt Arcieri, AICP, Assistant City Manager / Director of Planning & Community Development)
[ORD O-2026-323 City of Manassas Fiber Franchise - SummitIG](#)
[ATTH01 Exhibit A](#)
[ATTH02 Exhibit B](#)
[ATTH03 Exhibit C](#)
[ATTH04 Exhibit D](#)
[ATTH05 Affidavit of Publication](#)

4. Ordinances and Resolutions

- 4.1 Ordinance #O-2026-323: Consider an Uncodified Ordinance Granting a Franchise to SummitIG, LLC for the Purpose of Installing, Operating, and Maintaining a Telecommunications Conduits, Facilities, and Equipment in the Public Rights-of Way Within the Corporate Limits of the City of Manassas, Virginia**
(Staff: Matt Arcieri, AICP, Assistant City Manager / Director of Planning & Community Development)

[ORD O-2026-323 City of Manassas Fiber Franchise - SummitIG](#)
[ATTH01 Exhibit A](#)
[ATTH02 Exhibit B](#)
[ATTH03 Exhibit C](#)
[ATTH04 Exhibit D](#)

- 4.2 Resolution #R-2026-209: Manassas 2045 Comprehensive Plan Technical Update (Staff: Matt Arcieri, AICP, Assistant City Manager / Director of Planning & Community Development)**
[RES R-2026-209 Manassas 2045 Comprehensive Plan](#)
[ATTH01 Draft 2045 Comprehensive Plan](#)
[ATTH02 Comprehensive Plan Changes Since Planning Commission Hearing](#)
[ATTH03 Final Mobility Master Plan \(2026-2030\)](#)

- 4.3 Resolution #R-2026-301: Street Name Assignment - Aviator Avenue (Staff: Matt Arcieri, AICP, Assistant City Manager / Planning & Community Development Director)**
[RES R-2026-301 Aviator Avenue](#)
[ATTH01 Aviator Avenue Map](#)

- 4.4 #O-2026-336: Real Estate and Personal Property Tax Relief for the Elderly and Disabled**

(Staff: Tim Demeria, Commissioner of the Revenue)
[ORD #O-2026-336- Tax Relief Elderly-Disabled](#)
[Redlined Ordinance #O-2026-336- Tax Relief Elderly-Disabled](#)

5. Public Comment

The Public Comment portion of the agenda is set aside for those residents who wish to address the Council for less than three minutes each. Residents need not give prior notice to the City to speak during the Public Comment portion of the agenda. Residents may address the Council for longer than three minutes if they ask the City Manager for a place on the agenda at least four working days before the meeting.

6. Authorize A Closed Meeting

- 6.1 Resolution R-2026-340 Authorizing a Closed Meeting (Staff: Craig Brown, City Attorney)**
[RES R-2026-340 Authorizing a Closed Meeting](#)

7. Certify the Closed Meeting

- 7.1 Resolution #R-2026-341 Certifying a Closed Meeting (Staff: Craig Brown, City Attorney)**
[RES R-2026-341 Certifying a Closed Meeting](#)

Adjournment



City Council Agenda Item Report

Agenda Item No.

Submitted by: Eric Smith

Submitting Department: City Clerk

Meeting Date: October 27, 2025

Item Title

Annual Report: Historic Resources Board

Suggested Action and/or Recommendation

Accept the Report as submitted.

Suggested Motion

Item Type Other

Submitting Department City Clerk

Meeting Body City Council

Item ID 2026-231

Drafter Eric Smith

Meeting Date October 27, 2025

ATTACHMENTS

- [PRES FY2025 Historic Resources Board Annual Report](#)
- [FY2025 Historic Resources Board Annual Report](#)

2025 Annual Report

Historic Resources Board

October 27, 2025



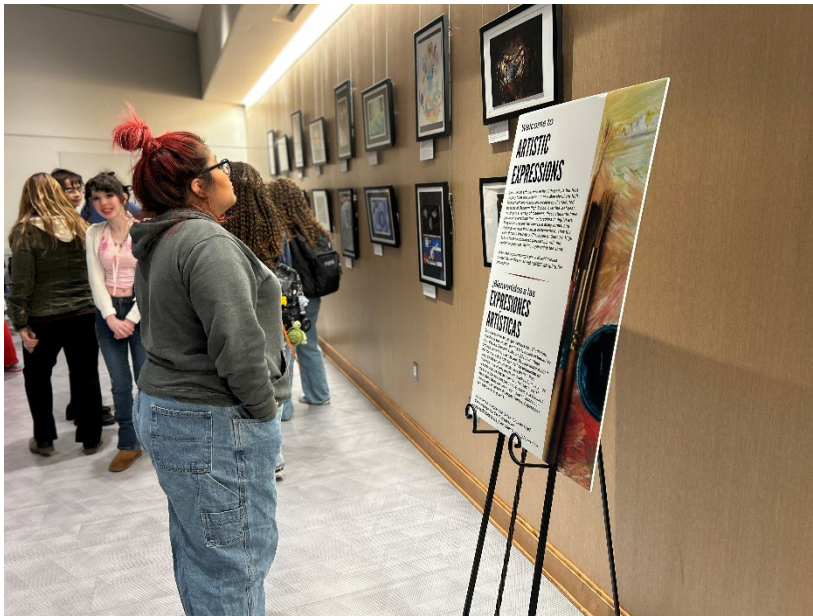
Manassas Museum System



Collections Report



Exhibitions



A Look Ahead





Historic Resources Board

FY2025 ANNUAL REPORT
ADOPTED September 2, 2025

Table of Contents

Introduction.....	3
Responsibilities	3
Activities.....	4
Collections.....	4
A Look Ahead	4
Membership.....	5
Attendance Report	5

Introduction

The Manassas Historical Committee was established by a resolution adopted by the Manassas City Council on August 27, 1973, and reestablished with an expanded mission by Council Resolution R-90-48 on June 11, 1990. The Committee was reconstituted as the Historic Resources Board (“HRB” or “Board”) by Resolution R-99-154, adopted by the City Council on June 14, 1999. It is an advisory body pursuant to Virginia Code § 15.2-1411 and subject to City of Manassas Code § 2-301 and City Council Policies related to advisory bodies.

Responsibilities

The purposes of the Board are as follows:

1. To advise the City Council as appropriate on matters of historical interest to the City. These include, but are not limited to, historic preservation, educational and cultural programs, and tourism promotion.
2. To act as an advisory board to The Manassas Museum. In this capacity, the Board shall formulate policy recommendations for approval by the City Council. These include, but are not limited to, strategic planning, admission and other policies, business planning, programming, and the accession/de-accession of artifacts.
3. To work in cooperation with such community organizations as the City of Manassas Architectural Review Board, Historic Manassas, Inc., Manassas Business Council, Manassas Museum Associates, Old Town Business Association, and other groups for the general benefit of the citizens of Manassas.
4. To foster wider awareness of the City’s historic legacy and promote responsible stewardship of historic resources both public and private.
5. To consider and comment on other matters of general community interest as requested by the City Council and, or other organizations or groups as listed above.

Activities

In FY25, the Historic Resources Board (HRB) supported the museum's exhibits, programs, and work at our historic sites. Specifically, board members helped staff Liberia House on the weekends, spoke at exhibit openings, and supported the ongoing maintenance projects at Annaburg, Cannon Branch, and Mayfield Fort. The HRB also continued their work preparing the Museum for accreditation by the American Alliance of Museums (AAM). Work in this area included the review and approval of the updated Collections Policy and the Disaster and Emergency Preparedness Plan.

Collections

A primary responsibility of the HRB is to approve potential donations of artifacts to the Museum's permanent collection, and to deaccession those that are no longer appropriate. In FY25, the Committee considered offers from 8 different donors totaling 98 individual artifacts. The Committee accepted 60 artifacts while 38 were declined. Donations of particular significance include the Liberia schoolmaster's math book dated 1843, a mid-20th century wooden milk crate from the Birmingham Dairy, and a ribbon worn by Miss Walser Conner when she served as a delegate to the Eighth Annual Young Democratic Club meeting held in Roanoke in 1939.

A Look Ahead

During the year ahead, the Board will focus their attention on adopting a new Long-Range Plan. In addition to this important work, the Board will also support the project to move the Model Cottage back to the original campus of the Manassas Industrial School. Finally, the Board will continue its support of ongoing efforts to improve and maintain our historic sites around the City.

As always, the Board extends its appreciation to the Council for its continued support of the Manassas Museum, and looks forward to a successful year in FY26.

Membership

<u>Member</u>	<u>Term Expiration</u>	<u>Member</u>	<u>Term Expiration</u>
James Cubbage	June 30, 2028	George Odom	June 30, 2027
Bill Backus	June 30, 2029	Warwick Steer	June 20, 2027
Dave Button*	June 30, 2025	Melyssa Stratton	June 30, 2028
Chris Harrover	June 30, 2025	Martha Wilson	June 30, 2026

Alternate Member

Vacant

Attendance Report

Board Members	Meetings	Present	Absent
Bill Backus	6	5	1
Dave Button	5	4	1
Chris Harrover	6	5	1
Melyssa Stratton	6	5	2
George Odom	6	5	2
Laura Smith	6	6	0
Warwick Steer	6	5	1
Martha Wilson	6	5	1

Note: The HRB did not meet in January 2025 due to weather.

Sincerely,



Bill Backus, Chair

9/2/2025

Date



City Council Agenda Item Report

Agenda Item No.

Submitted by: Eric Smith

Submitting Department: City Clerk

Meeting Date: October 27, 2025

Item Title

Annual Report: Parks and Recreation Committee

Suggested Action and/or Recommendation

Accept the Report as submitted.

Suggested Motion

Item Type Other

Submitting Department City Clerk

Meeting Body City Council

Item ID 2026-232

Drafter Eric Smith

Meeting Date October 27, 2025

ATTACHMENTS

- [FY2025 Parks & Recreation Committee Annual Report](#)



Parks & Recreation Committee

FY2025 ANNUAL REPORT
Adopted September 10, 2025

Table of Contents

Introduction.....	3
Responsibilities	3
Activities	3
A Look Ahead	4
Membership.....	5
Attendance Report	6

Introduction

The City Council for the City of Manassas made and approved the formation of the Parks & Recreation Committee on March 27, 2017. It is an advisory body pursuant to Virginia Code § 15.2-1411 and subject to City of Manassas Code § 2-301 and City Council Policies related to advisory bodies.

Responsibilities

The purposes of the Board are as follows:

1. To develop long and short-term plans for the acquisition, development, implementation and evaluation of park and recreation facilities, services and programs based upon identified and anticipated needs of the residents of the City of Manassas.
2. To advocate for the preservation, development, implementation and evaluation of park and recreation facilities, services and programs according to long and short-term plans.
3. To encourage and develop community awareness, appreciation, involvement, and the use of the City's recreation and park facilities, services and programs.
4. To pursue and encourage the development of recreation and park facilities, services and programs in cooperation with neighboring jurisdictions.
5. To annually review and provide recommendations to the proposed five-year Capital Improvement Program budget and fees for facilities and programs.

Activities

In FY25, the City of Manassas Parks and Recreation Committee worked diligently to expand recreation opportunities, strengthen community engagement, and support the City's strategic vision. The committee served as a bridge between residents, partners, and City leadership, ensuring that our parks remain vibrant spaces for all.

Early in the year, the committee launched the Plan Your Park initiative at Winterset Park, canvassing the neighborhood to speak directly with residents about their priorities for future amenities. Families were invited to share ideas for new features, while committee members explained the planning process and encouraged broad

participation. This direct outreach reinforced the committee's commitment to shaping parks that reflect community needs.

The committee also joined forces with the Mayor and City Council to celebrate the ribbon cutting at Dean Park, where new amenities—including pickleball and basketball courts—were unveiled. Committee members led tours of the improved park, highlighting the new recreational spaces that will serve residents for years to come.

In addition to these milestones, the committee participated in community conversation events at the City of Manassas Community Center. These gatherings allowed members to hear firsthand what residents would like to see in future park projects and programming. Strengthening these listening channels has proven vital to guiding the City's recreation planning.

The committee also worked closely with other City committees, most notably supporting the Manassas Arts Committee in hosting events on the historic grounds of Annaburg. By partnering across committees, the Parks and Recreation Committee expanded cultural offerings in public spaces and demonstrated how the City's parks can serve as both recreational and cultural hubs.

Partnerships with local organizations remained central to the committee's efforts. Throughout the year, the committee welcomed presentations from the Alloy K. Boys & Girls Club of Manassas, Manassas City Public Schools, and the Don Bosco Center. These conversations provided valuable updates and strengthened relationships with community stakeholders who play an important role in youth development and recreation.

One of the most successful programs this year was Play All Day, which drew over 200 participants. Partnering with the Art Factory and the Manassas City Library, the event offered opportunities for families to explore park spaces while engaging in creative and physical activities. This initiative embodied the committee's focus on accessibility, health, and year-round engagement. The Don Bosco Center gave away Park Packs (a backpack with a ball, park map and other sports items) to nearly 0100 children at Dean Park during Play All Day.

Supporting the City's broader Strategic Plan, the committee developed the Events Catalyst Fund, an initiative designed to provide sponsorships to local vendors. This fund promotes inclusivity, diversifies programming, and transforms parks into dynamic gathering spaces for cultural expression and community building.

In sum, FY25 was a year of growth, innovation, and collaboration for the Parks and Recreation Committee. From neighborhood canvassing to ribbon cuttings, community forums to cross-committee partnerships, the committee played a pivotal role in

increasing park usage and promoting physical activity across the City's parks. These efforts not only enriched the quality of life for Manassas residents but also strengthened the sense of community that parks uniquely foster. As the committee looks ahead to FY26, it remains committed to building on these successes, deepening partnerships, and ensuring that the City's parks continue to serve as inclusive, accessible, and vibrant spaces for all.

A Look Ahead

In the upcoming fiscal year, the Parks and Recreation Committee will collaborate closely with City staff to promote new programs and expanded facilities at the City of Manassas Community Center. The committee will continue engaging the community around upcoming park improvement projects and will actively encourage public feedback as part of the Parks and Recreation Master Planning efforts. This includes gathering input on park usage and hosting a ribbon-cutting ceremony for the reopening of the skate park at Dean Park.

Collaboration with the Beautification Committee will remain a key focus, particularly in launching citywide cleanup initiatives in parks. The committee is also committed to expanding the Events Catalyst Fund to ensure the continued growth of diverse and unique community offerings.

In addition, strengthening the partnership with the Greater Prince William Trails Coalition will remain a priority, as both groups work to improve citywide connectivity through an enhanced trail network.

The Parks and Recreation Committee extends its sincere gratitude to the Manassas City Council for its ongoing support and looks forward to continuing to help the Council achieve its goals in FY2026 and beyond.

Membership

FY2025

<u>Member</u>	<u>Term Expiration</u>
Brendan Cwalina	June 30, 2026
Brian Cuffee	June 30, 2025
Mike Freeland	June 30, 2028
Dianne Lane	June 30, 2026

Amy McCracken	June 30, 2027
Andrew Morris	June 30, 2028
Zachary Murphy	June 30, 2027
John Scancella	June 30, 2026
Robert Settle	June 30, 2025

<u>Alternate Member</u>	<u>Term Expiration</u>
Aykeisha Latouche	June 30, 2025
Luis Loarte**	June 30, 2027
Zachary Murphy*	June 30, 2027

Attendance Report – FY2025

Committee Members	Meetings	Present	Absent
Brendan Cwalina	5	3	2
Brian Cuffee	5	3	2
Mike Freeland	5	5	0
Dianne Lane	5	4	1
Amv McCracken	5	4	1
Andy Morris	5	5	0
Zachary Murphy*	2	2	0
John Scancella	5	4	1
Robert Settle	5	4	1
Alternate Members	Meetings	Present	Absent
Aykeisha Latouche	5	3	2
Luis Loarte**	2	2	0
Zachary Murphy*	3	3	0

*Zachary Murphy alternate member; became a member November 25, 2024

**Luis Loarte was appointed alternate member starting March 12, 2025

Note: The P&R Committee has 6 meetings held every other month. January 8, 2025 meeting cancelled due to inclement weather.

Sincerely,

Andrew Morris, Chair

Date



City Council Agenda Item Report

Agenda Item No.

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Annual Report: Planning Commission

Suggested Action and/or Recommendation

Suggested Motion

Item Type Reports / Presentations
Submitting Department Community Development
Meeting Body City Council

Item ID 2026-318
Drafter Christen Miller
Meeting Date October 27, 2025

ATTACHMENTS

- [FY2025 Planning Commission Annual Report](#)



Planning Commission

FY2025 ANNUAL REPORT

Table of Contents

Introduction	3
Responsibilities	3
Activities.....	3
A Look Ahead	4
Subcommittees & Commissioner Assignments	5
Membership.....	5
Attendance Report.....	6
Attachments.....	6
Commissioner Biographies	7

Introduction

The City of Manassas Planning Commission fulfills the appointed duty of advising the City Council on new development, land use, zoning issues, Capital Improvement Program (CIP) recommendations, and planning issues in the City. This report details the land use actions reviewed by the Planning Commission in FY25 reporting period (July 1, 2024 to June 30, 2025) and outlines actions identified for FY25.

Responsibilities

The Planning Commission serves in an important advisory capacity to the City Council as required by Sec. 15.2-2210 of the Code of Virginia. The Planning Commission exists “to promote the orderly development of such political subdivision and its environs.” The duties and responsibilities of the Commission as set forth in the State Code include:

- Making recommendations and an annual report concerning the operation of the Planning Commission and status of planning within the City.
- Preparing, publishing, and distributing reports, ordinances, and other material relating to its activities.
- Approving new public facilities.
- Reviewing and making recommendations on special use permit and rezoning applications.

In addition to their statutory responsibilities, the Planning Commissioners seek to promote sound community planning through active participation in events happening within the community.

Activities

The Planning Commission met in six (6) regular meetings to review and act on land use cases. The Planning Commission acted on:

Development Review:

- A rezoning for REM Investment Group at 9700 Capital Court to align the current office uses with the appropriate zoning district.
- A rezoning and zoning text amendment for Annaburg Park & Historic Site at 9201 Maple Street to add the site to the Historic Overlay District and to add the structure to the adopted list of historic landmarks and historic survey.
- A rezoning for Signal Hill Condominium Association at 9161 Liberia Court to align the current office uses with the appropriate zoning district.
- A special use permit for Manassas Subaru to expand their existing automobile dealership at 9018 and 9020 Liberia Avenue.
- A special use permit for Pierce Funeral Home to add a two-story columbarium to their existing funeral home at 9605 Center Street.
- A special use permit for Pathways Vineyards Church for a place of assembly at 9329 Main Street.

- A special use permit for Pennington Traditional School to expand the existing school at 9305 Stonewall Road
- A special use permit for AccessStar Community Living Services – Beacon II for an adult day care facility at 8705 Stonewall Road, Units 1C and 2C.

Long Range Planning:

- The Comprehensive Plan Committee discussed the 2045 Comprehensive Plan update over eight meetings and provided guidance.
- The draft of the 2025 Capital Improvement Plan (CIP).
- Implementation of the 2040 Comprehensive Plan is ongoing. Since the Plan’s adoption in 2020, 65 strategies are In Progress or Completed. This is the final update for the current plan.

Code Updates:

- Code updates were not undertaken in FY2025. A code update to address technical updates will be undertaken in FY2026.

The following table provides a summary of land use cases submitted and acted upon in FY2025. Note that the number of cases acted upon includes cases submitted prior to FY2025 that have carried over. A detailed listing of the Planning Commission actions (including the final City Council action) is attached to this report.

Type of Application (Case)	Input		Output		Total Cases Carried Over to FY26
	Prior Cases Awaiting Action	FY25 New Cases	Total Cases Acted Upon	Total Cases Withdrawn	
Special Use Permit	3	4	5	0	2
Rezoning	0	3	3	0	0
Zoning Text Amendments	0	1*	1	0	0

*Annaburg Landmark Designation

A Look Ahead

In FY25, the Planning Commission will continue to implement the 2040 Comprehensive Plan, but with the possible adoption of the 2045 Comprehensive Plan, the implementation of new goals will be a priority. ZORC will review proposed ordinances to address accessory dwelling units, data centers, cannabis manufacturing and sales, with Planning Commission review occurring in fall 2025. A technical update to the zoning ordinance will also take place in winter and spring of 2026.

Three Planning Commissioners are scheduled to attend the Certified Planning Commissioner Program in FY26.

Subcommittees & Commissioner Assignments

Zoning Ordinance Review Committee (ZORC): Dheeraj Jagadev, Chair; Eric Brescia, Vice-Chair; Leah Hermiller-Sanders

The Zoning Ordinance Review Committee did not meet during FY25. The Committee will meet during FY26 to discuss zoning ordinance updates.

Capital Improvements Program (CIP) Committee: Dheeraj Jagadev, Chair; Miguel Pires; Jeremy Rood

The CIP Committee met in January to review the City Manager's proposed plan for consistency with the adopted Comprehensive Plan.

Comprehensive Plan: Elaine Trautwein, Chair; Jeremy Rood, Vice-Chair; Miguel Pires; Robert Keller

The Committee met five (5) times during FY25 to review the 2045 Comprehensive Plan update and provide guidance.

Manassas Regional Airport Commission Liaison: Dheeraj Jagadev

Parks and Recreation Liaison: Miguel Pires

School Board Liaison: Eric Brescia

Sustainability Task Force: Elaine Trautwein

Membership

<u>Member</u>	<u>Term Expiration</u>
Dheeraj Jagadev	June 30, 2029
Leah Sanders	June 30, 2026
Elaine Trautwein	June 30, 2025
Robert Keller	June 30, 2026
Eric Brescia	June 30, 2027
Miguel Pires	June 30, 2027
Jeremy Rood	June 30, 2027

Elaine Trautwein attended her last Planning Commission meeting and ended her term in June 2025. The Commission thanks Commissioner Trautwein for her outstanding service and dedication to the City.

Attendance Report

Attendance for regular meetings is shown below.

Commissioner	Meetings	Present	Absent
Elaine Trautwein, Chair	6	5	1
Dheeraj Jagadev, Vice-Chair	6	6	0
Eric Brescia	6	6	0
Leah Sanders	6	4	2
Robert Keller	6	6	0
Miguel Pires	6	6	0
Jeremy Rood	6	6	0

Attachments

1. Special Use Permit Case Listing
2. Rezoning Case Listing
3. 2040 Comprehensive Plan Implementation Status

Commissioner Biographies

ELAINE TRAUTWEIN, CHAIRPERSON

Elaine Trautwein has lived in Manassas for over 25 years. She established her own law practice shortly after moving to the City with her two children, and currently practices juvenile and family law as a sole practitioner. In addition, Ms. Trautwein is certified by the Virginia Supreme Court as guardian ad litem for children and has represented their best interests before local courts for many years. She has been active in her community and profession and has previously served as a director of the Prince William County Bar Association. She holds a Bachelor's Degree in Urban Affairs from Virginia Tech and graduated with honors from George Washington University Law School. Ms. Trautwein served as Chair of the Planning Commission and as Chair of the Comprehensive Plan Committee. Ms. Trautwein is a Certified Virginia Planning Commissioner.

DHEERAJ JAGADEV, VICE-CHAIRPERSON

Dheeraj "DJ" Jagadev moved to the greater Manassas area in 1996 and has been living in the City of Manassas since 2004. Currently serving as the Chief Deputy Registrar in the City's Office of Voter Registration and Elections, DJ has been an educator with Manassas City Public Schools and has been active in the community in multiple ways. Prior to joining the Planning Commission in 2021, Mr. Jagadev served on the Advisory Board for Family Services and the Local Board of Building Code Appeals. He also served as an election official from 2005-2021 at city voting precinct on election days. More recently, he has been a Virginia Medical Reserve Corps volunteer with the Greater Prince William chapter, playing a supporting role in pandemic mitigation and vaccination efforts. Mr. Jagadev holds a Bachelor of Arts degree in History and a Master of Public Policy degree, both from the College of William and Mary. He also holds a graduate certificate in Advanced Biomedical Sciences from George Mason University and Georgetown University Medical Center. Mr. Jagadev is a Certified Virginia Planning Commissioner.

ROBERT KELLER

Robert (Bob) Keller was born and raised in Muncie, Indiana. Bob majored in Communications and minored in Business Administration at Ball State University. Robert (Bob) Keller and his wife, Eileen, moved to the City of Manassas in the summer of 2007. After 35 years with the Federal Bureau of Investigation (FBI), Bob retired in 2017 as a Senior Forensic Examiner. Since moving to Manassas, he has volunteered with numerous organizations within the community, always in search of ways to enhance the quality of life for the families within the City.

In 2010, Bob was chosen to lead the City's new Community Emergency Response Team (CERT). In the four years that he held this position the CERT increased its volunteer membership from seven to twenty-five members. During this time, he also was an Associate member of the Manassas Volunteer Fire Department.

In 2016, the Manassas City Council appointed Bob to the Manassas Historical Resource Board where he served as its Vice Chairman until the summer of 2024. He was appointed by Council in 2018 to the City's Parks & Recreation Committee where he also served as its Vice Chairman. Bob served on the PRC until his resignation in 2020. From October 2020 to October 2023, Bob represented the City of Manassas on the Prince William County's Community Criminal Justice Board. In October of 2023, Bob was appointed as a Commissioner on the City of Manassas' Planning Commission. Bob has been representing the City of Manassas within the Prince William County Judicial System as a Jury Commissioner since the spring of 2023.

The City of Manassas gained a new Library in the spring of 2021. In support of the Library, The Friends of Manassas City Library, a non-profit 501c organization, was established to finance programs at the Library. Bob is currently the Treasurer of the Friends.

Mr. Keller is scheduled to attend the Certified Virginia Planning Commissioner Program in January 2026.

MIGUEL PIRES

Miguel Pires is the owner and operator of Great Eats Hospitality, a collection of restaurant and hospitality businesses based in the City of Manassas. He earned a Bachelor of Business Administration with a concentration in Entrepreneurship, Innovation, and Technology from James Madison University. A resident of Manassas since 1984, Miguel is actively involved in the community, currently serving as President of the Virginia Portuguese Community Center and on the Prince William County Chamber of Commerce Board of Directors. He has previously served on various local organizations, including Historical Manassas, Inc., the Manassas Economic Development Authority, and the Manassas Business Council.

In addition to his entrepreneurial endeavors, Miguel is a commercial real estate agent with Weber Rector. Outside of his professional commitments, he enjoys playing ice hockey. Miguel and his wife reside in a historic 1900 home in Old Town Manassas with their four energetic sons. Together, they relish exploring new places and spending quality time with family and friends. Mr. Pires is a Certified Virginia Planning Commissioner.

ERIC BRESCIA

Eric Brescia has lived in Northern Virginia for almost 20 years, and works as a housing economist at Fannie Mae. He analyzes and forecasts regional and national housing market trends. Prior to moving to Manassas in 2018, he served on the Arlington County Housing Commission and chaired the Arlington Civic Federation's housing policy committee. He holds a Bachelor's degree in Quantitative Economics from Providence College and a Master's degree in Economics from George Mason University. Mr. Brescia and his wife Sara have three young children, he is a member of the Baldwin Elementary PTO, and volunteers as a career mentor for Osbourn HS CTE students. Mr. Brescia is a Certified Virginia Planning Commissioner.

LEAH HERMILLER SANDERS

Leah Hermiller Sanders grew up in Prince William County, graduating from Osbourn Park High School in 2006. She moved back to Manassas in 2022, where she resides with her husband, Chris Sanders, and rescue dog, Rocky. Leah has 15+ years of leadership performance in business, program management, legal, and military organizations. She is the CEO of D&G Support Services, a Washington Business Journal Best Place to Work three years in a row. She is a 2022 Washington Business Journal Diversity in Business Awardee and has been featured in Attorney at Law Magazine. In 2018, Leah was honored as the North Carolina Charles F. Blanchard Outstanding Young Lawyer of the Year.

Mrs. Sanders is a long-time volunteer with Special Olympics and currently sits on the NOVA Young Professionals Board. In her spare time, Leah enjoys volunteering with Homes for Our Troops, taking her dog Rocky to visit local nursing home residents, and reading a good book at a local coffee shop. She is conversational in Spanish and Arabic.

Mrs. Sanders is scheduled to attend the Certified Virginia Planning Commissioner Program in January 2026.

JEREMY ROOD

Mr. Rood was born and raised in the Manassas area and recently moved back to the City of Manassas in 2019. With over 15 years in the commercial real estate industry, Mr. Rood currently works for Cushman & Wakefield as their East Region Director for their financial consulting team. Over the past 10 years, he has been involved in over 500 real estate transactions globally valued at over US\$5 billion. Mr. Rood holds a Bachelor of Science in Economics and a Bachelor of Science in Business with a concentration in Real Estate and Urban Land Development from Virginia Commonwealth University. He also holds a Master of Professional Studies in Real Estate with a focus on Finance from Georgetown University. Mr. Rood is a Certified Virginia Planning Commissioner.

Respectfully submitted,



Elaine Trautwein, Chairperson



Dheera Jagadev, Vice-Chair



Eric Brescia



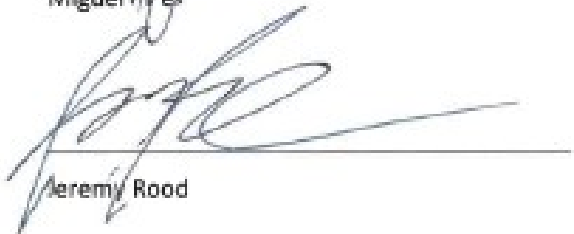
Robert Keller



Miguel Pires



Leah Hermler Sanders



Jeremy Rood

Attachment 1: FY2025 Special Use Permit (SUP) Cases

CASE #	DATE RECEIVED	APPLICANT	PROPERTY LOCATION	USE REQUESTED	ZONING	PLANNING COMMISSION ACTION/DATE	CITY COUNCIL ACTION/DATE
SUP-2023-0001	7/1/2022	Josefine Engel-Banks	9522 Fairview Avenue	Educational Facility (Primary or Secondary); Day Care	R-1	On Hold	On Hold
SUP-2024-0002	3/1/2024	Safford Auto / Gramm SB Properties	9018 & 9020 Liberia Avenue	Auto Dealership (Expansion)	B-4	Recommended Approval 10/2/2024	Approved 12/9/2024
SUP-2024-0003	5/31/2024	Pierce Funeral Home	9605 Center Street	Outdoor Columbarium	I-1	Recommended Approval 4/2/2025	Approved 7/14/2025
SUP-2025-0001	10/9/2024	Pathways Vineyard Church	9329 Main Street	Place of Assembly (50 or more persons)	B-3	Recommended Approval 2/5/2025	Approved 3/10/2025
SUP-2025-0002	10/11/2024	Pennington Traditional School - Prince William County Public Schools	9305 Stonewall Road	Educational Facility (Primary or Secondary)	R-1	Recommended Approval 6/4/2025	Approved 7/28/2025
SUP-2025-0003	12/3/2024	Beacon II	8705 Stonewall Road	Adult Day Care	B-1	Recommended Approval 4/2/2025	Approved 4/28/2025
SUP-2025-0004	3/14/2025	Kingdom Ambassador Center and Ministry	8802 Sudley Road	Place of Assembly (50 or more persons)	B-1	On Hold	On Hold

Attachment 2: FY2025 Rezoning (REZ) Cases

CASE #	DATE RECEIVED	APPLICANT	PROPERTY LOCATION	USE REQUESTED	ZONING	PLANNING COMMISSION ACTION/DATE	CITY COUNCIL ACTION/DATE
REZ-2025-0001	12/12/2024	City of Manassas	9700 Capital Court	Rezoning from I-1 to B-1	I-1	Recommended Approval 3/5/2025	Approved 4/14/2025
REZ-2025-0002	2/26/2025	City of Manassas	9201 Maple Street	Inclusion into HOD district and addition to Historic Preservation List	R-1	Recommended Approval 5/7/2025	Approved 7/28/2025
REZ-2025-0003	3/4/2025	City of Manassas	9161 Liberia Avenue	Rezoning from I-1 to B-1	I-1	Recommended Approval 4/5/2025	Approved 5/12/2025

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	STRATEGY							
	LAND USE							
LU 3.1	Balanced Land Use							
LU 3.1.1	Preserve opportunities for commercial and manufacturing growth that provide high-quality jobs and do not negatively impact established residential areas.	x		x	x	Ongoing		
LU 3.1.2	Maximize the City's open space in an increasingly dense urban environment by protecting existing open spaces and identifying opportunities for new open space when infill, new, or redevelopment is approved.		x		x	Ongoing	In Progress	Acquisition of Marsteller completed in FY2024, preserving existing open space
LU 3.1.3	Preserve and enhance existing residential areas while promoting infill development that is consistent with, and contributes to, that neighborhood's character.	x				Ongoing		
LU 3.1.4	Promote increased residential densities in the Downtown and Mathis areas through the use of mixed-use, transit-oriented development.	x		x		Ongoing	In Progress	Acquisition of the Mathis Avenue Shopping Center, Olde Towne Inn and MIFCO properties and planning for redevelopment of these properties underway
LU 3.1.5	Continue to build upon and enhance partnerships with Prince William County and Manassas Park by exploring the shared border areas for land use planning and zoning that address joint land use goals, promote connectivity of a multimodal transportation network, and address overlapping environmental impacts.	x	x		x	Ongoing		
LU 3.2	Redevelopment							
LU 3.2.1	Encourage the relocation of commercial and manufacturing uses that are inconsistent with the character area.	x				Ongoing		
LU 3.2.2	Elevate the community's appearance and contribute to the area's character by encouraging investments in older neighborhoods and along aging commercial corridors.	x		x	x	Ongoing		
LU 3.2.3	Utilize redevelopment opportunities to enhance open space and pedestrian, bicycle, and vehicular connectivity and mobility.		x		x	Ongoing		
LU 3.2.4	Eliminate industrial zoning from residential and Downtown character area and remove heavy industrial zoning throughout the city by working proactively with property owners to initiate rezonings. Limit negative impacts (e.g., height) of existing industrial zoning in the Downtown character area through a zoning text amendment.	x				Ongoing	In Progress	In FY24, Dean Elementary School rezoned a portion of the school from I-2 to R-1. In FY25 Signal Hill Condominium Association rezoned from I-2 to B-1.
LU 3.3	Design Quality and Character							
LU 3.3.1	Review the Zoning Ordinance and Design and Construction Standards Manual, and update as necessary, to ensure that new development, infill development, and redevelopment occur according to standards and guidelines that implement the character area design principles and protect the integrity of surrounding uses, while providing appropriate buffers and transitions.	x	x	x	x	Short Term	Complete	Technical updates to the zoning ordinance reflecting the 2040 Comprehensive Plan completed January 2021, July 2022, and July 2023
LU 3.3.2	Review the Architectural Review and Historic Overlay regulations, and update as necessary, to ensure that new development, infill development, and redevelopment occur according standards and guidelines that implement the character area design principles and protect the integrity of surrounding uses.	x		x		Short Term	Complete	Update ARB design guidelines were adopted in April 2022.
LU 3.3.3	Evaluate all land use applications against the applicable character area intent, focus priorities, and design principles and applicable City regulations, and provide guidance to the development community to improve compliance.	x				Ongoing		
LU 3.3.4	The edges of character areas should be considered transitional so that any change to the development pattern between the areas is gradual. The transition should be accomplished through building orientation, height step-downs and landscaping; however, the use limitations of each character area should be maintained.	x				Ongoing		
LU 3.3.5	All non-residential sites should be designed to address potential negative impacts to surrounding residential uses. Required parking and landscaped open space, consistent with adjacent residential uses, should be accommodated on-site. Lighting and signage should be limited in quantity, scale, and intensity to reduce overlighting and other negative impacts on surrounding residential character areas.	x				Ongoing		
LU 3.4	Adequate Infrastructure							
LU 3.4.1	Generally, utility extensions required within any character area should be designed to serve the same capacity levels as the rest of the character area. When land use decisions require upgrades to handle increased density, efforts to reduce demand should be explored and incorporated in redevelopment.	x			x	Ongoing		
LU 3.5	Gateways and Corridors							
LU 3.5.1	Apply the Gateways and Corridors guidelines to critical public rights-of-way and incorporate these improvements in the CIP in order to take advantage of available public grants.	x	x			Long Term		
LU 3.5.2	Apply the guidelines to land use applications located at the recognized gateways and along the specified corridors.	x	x			Ongoing		
	HOUSING & NEIGHBORHOODS							
HOU 4.1	Neighborhood Vitality							
HOU 4.1.1	Continue to support and reinforce neighborhoods through neighborhood-oriented revitalization, safety services and other programs, including code enforcement, recreation, and community policing.	x			x	Ongoing		
HOU 4.1.2	Improve pedestrian and bike mobility within and across neighborhoods by providing safe and comfortable connections to key activity areas, such as Downtown, schools, and parks.		x		x	Ongoing	In Progress	Ongoing expansion of bike network, mixed use paths, and pedestrian paths.
HOU 4.1.3	Increase availability of community space and neighborhood amenities that foster connections, invoke community pride, and improve quality of life.	x	x	x	x	Ongoing		
HOU 4.1.4	Develop policies and programs that reinforce the link between City schools and local neighborhoods, and establish school facilities and grounds as centers for community activity.		x		x	Long Term		
HOU 4.1.5	Continue to hold public meetings in neighborhoods as a means to engage citizens and encourage face-to-face customer service. Broaden the publicity of these meetings.		x			Ongoing		
HOU 4.1.6	Using the Downtown South Neighborhood Plan as a pilot, implement neighborhood-level studies to facilitate a targeted approach to revitalization, preservation, and neighborhood improvement strategies.	x		x	x	Short Term		
HOU 4.2	Neighborhood Partnerships							
HOU 4.2.1	Encourage the creation and maintenance of neighborhood organizations.		x	x	x	Long Term		

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	STRATEGY							
HOU 4.2.2	Build neighborhood leadership capacity and foster better neighborhood relations through outreach, guides, resources, and training for neighborhood representatives.				x	Ongoing		
HOU 4.2.3	Build positive relationships with community partners to foster understanding between diverse neighbors and neighborhoods. Proactively identify solutions to issues facing neighborhoods.			x	x	Ongoing		
HOU 4.2.4	Promote community pride and engagement by developing and promoting civic beautification awards.			x		Short Term		
HOU 4.2.5	Update and maintain an online, user-friendly clearinghouse of programs and public assistance available to neighborhoods and households, including those provided by nonprofit organizations and through state and federal programs.				x	Short Term	In Progress	Links to City, state and federal programs can be found at www.manassasva.gov/housing
HOU 4.2.6	Conduct neighborhood-oriented outreach programs to educate the community on the planning and zoning process, environmental sustainability, and building code regulations. Offer technical support to neighborhood planning initiatives.	x			x	Short Term	In Progress	Outreach programs under development.
HOU 4.3	Neighborhood Character							
HOU 4.3.1	Continue strong code enforcement in neighborhoods. Connect property owners with violations to housing rehabilitation resources. Track code violations on a quarterly basis to keep track of trends and allow more efficient targeting of staff resources.	x			x	Ongoing		
HOU 4.3.2	Incentivize home landscaping, painting, energy efficiency, and general upkeep by establishing a curb appeal matching grant program. Use the program to provide small matching grants to residents and rental property owners who undertake curb appeal projects.			x	x	Long Term		
HOU 4.3.3	Enhance the City's matching grant program for neighborhood organizations to improve their ability to finance major improvements like fence repairs, repaving, and recreation amenities.			x		Long Term		
HOU 4.3.4	Develop streetscape plans to improve walkability and aesthetics, resulting in a higher quality of life for existing residents and encouraging private investment. Tie streetscape improvements into other capital improvement projects to reduce costs.		x		x	Ongoing		
HOU 4.3.5	Implement character area design principles to ensure that infill, rebuilds, and expansions are compatible with, and enhance, neighborhood character. Use guidelines to encourage the use of contextual building materials, establish uniform build-to lines for consistent setbacks, ensure that building heights and upper floor step backs are compatible with existing structures, discourage dead-end streets and cul-de-sacs to facilitate neighborhood connectivity, encourage short blocks for improved walkability, allow on-street parking, and locate parking lots behind buildings to improve aesthetics and walkability.	x	x	x	x	Short Term	In Progress	Character Area Design Principles being implemented through SUP and Rezone application process.
HOU 4.4	Housing Affordability and Quality							
HOU 4.4.1	Modify the City's Community Development Block Grant (CDBG) program, and work with Habitat for Humanity, which has its own housing rehabilitation program, to implement a targeted approach to housing rehabilitation that includes rental rehabilitation in neighborhoods most in need of home repairs.	x		x	x	Short Term		
HOU 4.4.2	Leverage CDBG funds to make energy efficiency improvements and lower utility costs for qualifying residents.	x			x	Short Term		
HOU 4.4.3	Identify a suitable development partner, such as a nonprofit, to acquire tax credit properties upon their expiration to reduce the risk of losing affordable units to market-rate conversions. An appropriate development partner would have the ability to acquire the property, secure financing, and maintain affordability.	x		x	x	Long Term		
HOU 4.4.4	Provide a comprehensive housing assistance guide for households struggling to cover housing costs. Work with the City's Social Services Department, partner organizations, and other area nonprofits to develop a Manassas-specific housing resource guide that can be available in print and online and distributed to area schools, libraries, homeowner associations, and social service agencies.	x			x	Short Term	In Progress	Housing guide is under development and will be completed in FY26.
HOU 4.4.5	Consider expanding the City of Manassas's nonprofit Housing Trust Fund to assist low- and moderate-income families with homeownership through funding from CDBG and the Virginia Housing Development Authority.	x			x	Long Term	In Progress	A Housing Investment Fund has been established with \$2 million to implement its goals. The City has also implemented a building fee waiver program for affordable housing development
HOU 4.5	Housing Balance							
HOU 4.5.1	Implement land use and zoning tools that encourage higher-density residential in the Mathis and Downtown character areas and implement character area design principles to ease parking issues and enhance neighborhood character and walkability.	x	x	x	x	Short Term	Complete	Housing Technical Amendments completed July 2023.
HOU 4.5.2	Explore the potential of an affordable dwelling unit ordinance, which encourages developers to create affordable units in exchange for density bonuses in areas appropriate for more high-density residential development (e.g. in the Mathis and Downtown character areas) or in redevelopment of property with existing affordable housing units.	x				Long Term		
HOU 4.5.3	Encourage the development of higher-end housing to capture a market segment that is currently underrepresented in Manassas. Reposition the City's housing market within the larger regional context and allow families to "move up" to larger, modern homes without leaving the City.	x				Long Term		
HOU 4.5.4	Explore new kinds of housing opportunities that can accommodate emerging needs of residents, such as the use of accessory dwelling units, which may provide a missing middle unit type, especially for young or elderly family members who need assistance with housing affordability. Consideration should be given to address minimum lot sizes, parking, and traffic impacts to ensure neighborhood compatibility.	x			x	Long Term		
HOU 4.5.5	Facilitate the reconstruction of substandard and underutilized residential developments to provide additional housing opportunities, including utilizing the City's Economic Development Authority as a tool for acquiring properties and providing financing for residential redevelopment in qualified areas.	x			x	Long Term		
	ECONOMIC DEVELOPMENT							
ED 5.1	Promotion							
ED 5.1.1	Utilize electronic media, social media, collateral materials, and targeted advertising to highlight community success, vibrancy, economic growth, and tourism.		x	x		Ongoing		The Department uses social media and paid advertising routinely and produces a bi-weekly eNewsletter. Collateral materials are available on the ChooseManassas website under Reports & Resources.

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
ED 5.1.2	Execute a targeted outreach effort focused on potential business startup and relocation markets.	x		x	x	Ongoing		This is done in partnership with the state economic development agency and through earned and unearned media. The City also partners with GMU, CenterFuse, 1Million Cups, the Chamber of Commerce and others.
ED 5.2	Business Attraction and Expansion							
ED 5.2.1	Implement an adaptive business development program that responds to market and business trends.	x		x	x	Short Term	In Progress	This initiative addresses the business attraction, retention and expansion aspects of the ED program. Results and highlights can be found annually in the City's Budget documents and the Department's Annual Report.
ED 5.2.2	Create and foster business incubation, startup, and small business development support services.	x		x	x	Ongoing		CenterFuse, 1Million Cups, and the SBDC are used to meet this goal as well as individual support services. Partnerships with Community Development on the Business Resource Guide, expedited permitting, and the review of governing documents like the Zoning Ordinance are critical.
ED 5.2.3	Identify and assist businesses poised for growth.	x		x	x	Ongoing		Economic Development runs an existing business call program that meets with more than 120 businesses annually and also interacts through events and partnerships.
ED 5.2.4	Support the retention, growth, and expansion of existing businesses as a core element of the City's economic development efforts.	x		x	x	Ongoing		This is done through the call program and in partnership with other City agencies.
ED 5.3	Development and Redevelopment							
ED 5.3.1	Identify capital improvement projects that strategically facilitate private redevelopment investment in conformance with the character area design principles, while also improving the City's infrastructure and services.			x	x	Long Term	Ongoing	The Grant Avenue Streetscape project is under construction and Mathis is in design.
ED 5.3.2	Expand and apply a toolkit for development, redevelopment, and revitalization, to include specific support services and incentives.	x		x	x	Short Term	Complete	The City has a comprehensive toolkit that is updated as new programs become available for use. This includes support services such as CARES Act funds which were used to make grants to small businesses.
ED 5.3.3	Collaborate with the private sector to leverage the Airport, Godwin Technology, and Sudley Medical character areas to develop major employment centers focused on aviation, technology, and health care.	x		x	x	Long Term	Ongoing	This is accomplished through attracting and supporting companies like Electra.Aero, Rapid Flight and even WaWa to invest in the community.
ED 5.3.4	Collaborate with the private sector to leverage the Downtown and Mathis character areas to attract investments that offer unique shopping, dining, lodging, and entertainment opportunities. Support Prince William County's ongoing implementation of the Courthouse Master Plan and to promote legal services around the Courthouse Complex.	x		x	x	Long Term	Ongoing	The success of Historic Downtown is evident in the results of the Citizen Satisfaction Survey. Mathis is a work in progress.
ED 5.3.5	Maintain the Department of Economic Development as the ombudsman responsible for facilitating new development projects.	x		x	x	Ongoing		
ED 5.3.6	Utilize the City's Economic Development Authority (EDA) as a tool for acquiring properties and providing financing for redevelopment in qualified areas.	x		x	x	Long Term	Ongoing	The City used the EDA to acquire the Olde Towne Inn and Mathis Shopping Center
ED 5.4	Workforce Development							
ED 5.4.1	Recognize the Manassas School System as a crucial component of the City's sustained economic development. Provide the support required to continue the School System's success in providing an educated, skilled workforce to fill the community's needs.				x	Ongoing		Programs like GRADUATE!, GROW Manassas, and a close partnership with SkillSource, NVCC, private employers, and the MCPS CTE program are ongoing
ED 5.4.2	Support programs and partnerships with major employers and educators to improve the transition from school to work and provide a skilled local workforce.				x	Ongoing		GROW Manassas and internship programs accomplish this as well as linking major employers with the school system
ED 5.4.3	Work with existing businesses to identify employment gaps and with the School System, the Northern Virginia Community College, and George Mason University to provide programs to address these gaps.				x	Short Term	In Progress	The Department engages with employers through its Existing Business Visitation Program and works closely with its education and workforce development partners.
ED 5.4.4	Identify and support alternative education paths, including apprenticeships and technical training, to ensure a well-balanced and skilled workforce.				x	Short Term	In Progress	The Economic Development Department is actively engaged in local and regional workforce development initiatives. The City's ELEVATE! And GRADUATE! Programs are examples of Department initiatives.
ED 5.5	Tourism							
ED 5.5.1	Promote the Downtown as a tourism, cultural, and entertainment destination to attract visitors, residents, and new businesses.	x		x	x	Ongoing		
ED 5.5.2	Continue to implement the Virginia Main Street approach to guide initiatives that support the preservation, revitalization, and expansion of the Downtown.	x		x	x	Ongoing		
ED 5.5.3	Create and foster strong relationships with tourism partners and stakeholders.			x	x	Ongoing		
ED 5.5.4	Create and support events, festivals, and parades that appeal to residents and visitors.			x		Ongoing		
ED 5.5.5	Enhance and maintain venues, area attractions, and historic sites that appeal to residents and visitors.			x		Ongoing		

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	MOBILITY							
MOB 6.1	Regional Network							
MOB 6.1.1	Coordinate with regional transportation planning partners to ensure orderly development and access to various transportation funding sources.		x		x	Ongoing	In Progress	The City is an active participant on the NVTa RJACC and TPB Technical Committee. Since Plan adoption, the City has also been awarded \$44.9M from various funding sources for transportation improvements.
MOB 6.1.2	Advocate and support regional transportation improvements that promote the efficient flow of through traffic, such as the Godwin Drive extended/Route 28 corridor improvements and Bus Rapid Transit along the Route 28 corridor.		x		x	Long Term	In Progress	The City was a stakeholder in NVTa's Bus Rapid Transit Planning Working Group to develop NVTa's BRT Action Plan which includes a BRT route along the Route 28 corridor. The City is also coordinating with Prince William County for the Comprehensive Plan Amendment to reflect the cancellation of the Route 28 Bypass project and the inclusion of the Route 28 widening.
MOB 6.1.3	Improve access to regional and local transit services for all residents by supporting the expansion of OmniRide and Virginia Railway Express as cost-effective alternatives to driving and to accommodate the City's growing transportation needs. Support implementation of the OmniRide strategic plan, including relocation of its transit hub to Downtown Manassas, and the Virginia Railway Express 2040 system plan, including the Broad Run and Manassas station expansions.		x		x	Long Term	In Progress	The City is coordinating with VRE regarding the Manassas VRE station project. In February 2025, the City initiated the Downtown Mobility Hub Study in partnership with VRE and OmniRide.
MOB 6.1.4	Promote the Manassas Regional Airport as a vital component of the region's transportation system and the City's economy. Work with neighboring jurisdictions to improve access to the airport's facilities. Continue to improve facilities to enhance safety, comply with Virginia Railway Express design standards, and accommodate greater numbers of aircraft and passenger under a broader range of conditions.		x		x	Ongoing	In Progress	City Council has approved the expansion of the Manassas Regional Airport to accommodate passenger airline service by 2026. The City is working with PWC to enhance its roadway network to accommodate increased capacity and access to the expanded airport such as the PWP at Cloverhill intersection improvements project.
MOB 6.1.5	Coordinate with Prince William County, the City of Manassas Park, and other Northern Virginia localities to create a regional bikeway and trail network connecting to the National Capital Trail, Potomac Heritage National Scenic Trail, U.S. Bicycle Route 1, East Coast Greenway, and any other significant regional and national trails. Partner with Norfolk Southern for rails-with-trails opportunities.		x		x	Long Term	In Progress	The City continues to expand its trail network. In March 2025, the City initiated a Rail-with-Trail feasibility study in partnership with the City of Manassas Park and Prince William County for a rail-with-trail project along the VRE line between Downtown Manassas and Bull Run Trail.
MOB 6.1.6	Update and adopt a revised traffic calming policy to diminish the impacts of through-traffic on existing residential neighborhoods and Downtown.		x		x	Short Term	Complete	Included in DCSM Article 9 which was updated in May 2022.
MOB 6.2	Multimodal Connectivity							
MOB 6.2.1	Implement Complete Streets designs in accordance with the City's complete streets typology guide. When implementing these designs, emphasize the safety and convenience of all users including pedestrians, bicyclists, public transit riders, and motor vehicle drivers. This includes providing facilities so that even the most vulnerable can travel safely and comfortably within the public right-of-way.		x		x	Long Term	Complete	Included in DCSM Article 9 which was updated in May 2022.
MOB 6.2.2	Improve the safety and comfort of the pedestrian and bicyclist environment by removing or relocating existing obstructions, such as utility poles and overgrown vegetation, and providing trees, shade, lighting, street furniture, and designs that improve pedestrian and bicyclist safety and comfort.		x		x	Ongoing	In Progress	Undergrounding of utility poles around the city is ongoing. Replacement of Sternberg light poles in Downtown area is underway.
MOB 6.2.3	Implement an aggressive maintenance plan to ensure that all on-street lane markings, crosswalks, signals, and safety and wayfinding signs are clear and visible.		x		x	Long Term		
MOB 6.2.4	Develop and implement pedestrian-oriented connections and transitions within and between the Downtown and the Mathis Avenue character areas.		x		x	Short Term	In Progress	Quarry St. Sidewalk completed in Spring 2023. Sudley/Route 28 Roundabout and Mathis Streetscape projects are in the right-of-way acquisition phase.
MOB 6.2.5	Enhance connectivity within and between neighborhoods by providing connector trails between cul-de-sacs or through environmental corridors. These facilities should be implemented in coordination with neighborhoods.		x		x	Long Term	In Progress	Various trails were built to connect neighborhoods to parks and schools (Metz, Tudor, and Osborn trails; Wellington/Fairview Connection)
MOB 6.2.6	Develop and implement a crosswalk policy and intersection standards that improve pedestrian and bike safety by heightening visibility, denoting a clear right-of-way, and reducing conflict between vehicles and more vulnerable road users through the use of pavement markings, specialized signals, and other improvements.		x		x	Short Term	Complete	Included in DCSM Article 9 which was updated in May 2022.
MOB 6.2.7	Continue to study and implement, where feasible, innovative mobility programs to provide mobility options (e.g. improved local transit, autonomous shuttle, bicycle and micromobility friendly accommodations, dedicated pick-up and drop-off zones for ridesharing, Transportation Demand Management strategies).		x		x	Long Term	In Progress	Bird scooters were available citywide for three years. Between April 2021 and April 2024, 19,691 rides were taken for a total of 22,529 miles – average trip length was 1 mile.
MOB 6.2.8	Expand bicycle parking facilities and accommodations (e.g., repair stations and locker/shower facilities) across the city to encourage use and to support the future implementation of a bike share program and the designation of bike friendly community. Create a "request a bike rack" program to provide businesses and citizens a tool to help identify and implement additional bike parking facilities.		x		x	Short Term	Complete	Funding is now dedicated annually for the installation of bike parking facilities. The City was designated as a Bicycle Friendly Community at the Bronze level by the League of American Bicyclists in May 2023. Bike racks can now be requested via the Manassas Connect App.

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	STRATEGY							
MOB 6.2.9	Plan for self-driving and connected vehicles by monitoring national and regional trends and best practices, investing in new technology (e.g. roadside equipment to provide signal phase and timing data to the vehicles), and considering opportunities and impacts of future roadway design, parking demand, and pedestrian-oriented spaces.		x		x	Long Term		
MOB 6.2.10	Update, as needed, comprehensive automobile parking policies that meet the needs of the residents, business community, commuters, civic organizations, and visitors.		x		x	Ongoing		
MOB 6.3	Local Network							
MOB 6.3.1	Implement the prioritized transportation capital improvement projects according to the Transportation Master Plan, which balances the flow of traffic, multimodal access, and safety throughout the City.	x	x		x	Long Term	In Progress	The project development fund (T-90) develops concept for new projects recommended by the City's long-range plans to be added into the CIP. Once the concept is developed, initial public input received, and funding identified, projects will be assigned a specific project number and advance to design and construction.
MOB 6.3.2	Update the City's design standards to incorporate the Complete Streets Typology map, typical cross sections, and intersection standards to ensure that new construction and redevelopment projects provide improvements that promote multimodal access and safety.		x		x	Short Term	Complete	Included in DCSM Article 9 which was updated in May 2022.
MOB 6.3.3	Update the City's Capital Improvement Program to implement the Plan's short and long-term intersection improvements to maintain operations at existing internal signalized intersections at a Level of Service "C" or better, or "D" or better along the Liberia Avenue and Godwin Drive corridors. Research and implement additional performance measures (e.g. vehicle miles traveled) that more comprehensively measure roadway and intersection operations.		x		x	Long Term	In Progress	The planning phase for the Liberia 3rd lane improvement project was completed in FY23 and the project is funded for design and construction. The design phase will start in FY26.
MOB 6.3.4	Review and update traffic signal timing at least every five years to maximize efficiency of the existing road network and adjust for changing traffic patterns and growth.		x		x	Long Term	Complete	The last upgrade was completed in FY20. The signal optimization project is currently on-going. New timing plans are expected by the end of the year.
MOB 6.3.5	Implement the City's long-range bike network plan and pedestrian network plan by prioritizing links to schools, parks, jobs, and transit. Implement sidewalk infill projects to ensure that all streets have sidewalk on at least one side of the street.		x		x	Long Term	In Progress	In FY25, the Wellington Trail (except the railroad crossings), the Grant Avenue shared-use path, and the Dumfries cycle track were implemented.
MOB 6.3.6	Ensure that multimodal improvements, such as sidewalk and bike facilities, are included in the Capital Improvement Program and street repaving plan, and identify additional funding sources to complete and maintain projects.		x		x	Ongoing	In Progress	Jackson sidewalk, Centreville sidewalk; Nokesville Trail, Rail-with-Trail are in concept development (T-090). Dean Drive Bike Lanes Phase II (T-039), Stonewall Park Trail Extension (T-052), Dumfries Cycle Track (T-058), Longstreet Sidewalk (T-084), Dumfries Sidewalk (T-093), Sudley Sidewalk (T-094), Godwin Trail (North) (T-096), and Sudley Road Bike Facilities (T-098) are all funded and included in the CIP.
MOB 6.3.7	Review and adjust requirements for new construction and redevelopment projects to upgrade access management provisions, such as inter parcel connectivity and limits on location and number of curb cuts, to improve the flow of traffic on higher volume streets and support the character area design principles.	x	x		x	Short Term		
MOB 6.3.8	Update the transportation database developed as part of the Transportation Master Plan and expand its inventory of transportation facilities and features to include a crosswalk inventory and bicycle and pedestrian counts.		x		x	Long Term		
MOB 6.3.9	Review and update the Transportation Master Plan at least every five years to maximize efficiency of the existing transportation network and adjust for changing trends, patterns, and growth.		x		x	Long Term	Complete	A draft Mobility Master Plan for FY2026-FY2030 can be found on the website. The next update is also fully funded.
MOB 6.4	Safety and Resiliency							
MOB 6.4.1	Use data on transportation crash rates to guide infrastructure investments that minimize rates of injuries and accidents.		x		x	Ongoing		
MOB 6.4.2	Consider adoption of a Vision Zero program that seeks to reduce and eliminate traffic fatalities and severe injuries among all road users.		x			Long Term		
MOB 6.4.3	Conduct walking audits to improve signage, shelters, pedestrian crosswalks and signaling, road markings, lighting, and sidewalk design. Ensure that pedestrians, bicyclists, motorists, and disabled persons using assistive devices, such as canes, walkers, and wheelchairs feel safe and comfortable at all times when traveling in Manassas. Prioritize designated safety improvement areas as part of this program.		x		x	Short Term		
MOB 6.4.4	In conjunction with the City's Emergency Operations Plan, invest in facilities and improve traffic management capabilities that optimize the transportation system's ability to execute emergency responses, including evacuation when necessary.		x		x	Ongoing		
MOB 6.4.5	Promote Crime Prevention through Environmental Design practices.				x	Ongoing		
MOB 6.5	Sustainability							
MOB 6.5.1	Respect and accommodate historic, cultural, and natural resources throughout the transportation planning and construction process.		x	x	x	Ongoing		
MOB 6.5.2	Increase solar electricity and energy efficiency technologies and consider ways to encourage electric vehicles by developing electric vehicle charging station policies or requiring them in redevelopment.		x		x	Long Term	In Progress	MWCOG was awarded Round 1 for the Charging and Fueling Infrastructure (CFI) grant in August 2024. The application was on behalf of 7 localities including the City. This will allow the expansion of the City's EV charging stations network by adding stations at Dean and Stonewall Parks and the Public Safety Facility.
MOB 6.5.3	Reduce vehicle emissions by regularly optimizing citywide traffic signals, promoting innovative intersections, and encouraging alternative-fuel vehicles, non-motorized travel, public transit, carpooling, telecommuting, and other Transportation Demand Management strategies.		x		x	Long Term	In Progress	The City promotes Car Free Day and Bike to Work Day annually as part of the regional event.

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	STRATEGY							
MOB 6.5.4	Minimize the creation of additional impervious surface area for streets and other transportation facilities, and manage the collection and release of runoff in an effective and environmentally sensitive manner.		x		x	Ongoing		
	COMMUNITY FACILITIES & INFRASTRUCTURE							
CFI 7.1	General and Administration							
CFI 7.1.1	Maintain, modernize, and adapt existing facilities to meet current and projected resource demands and evolving customer needs, including: renovating City Hall, Public Works and Utilities, and the former DMV for offices, and providing permanent school central office facilities.	x			x	Short Term	Complete	City Hall Renovation Completed
CFI 7.1.2	Whenever feasible, incorporate multi-purpose rooms into public facilities to meet the growing community demand for spaces to host community groups and events.	x	x			Ongoing	In Progress	Spaces provided as part of renovated museum and City Hall
CFI 7.1.3	Design public facilities to be a distinguishing feature of the community, conforming to the specific character area design principles and using sustainable materials, context-sensitive design, and attractive architectural features.	x			x	Ongoing		
CFI 7.1.4	Design new public facilities to be safe, functional, and efficient to persons with diverse abilities, reflect the physical character of the surrounding community, and maximize the broader social and cultural roles the facility can play in the community.	x	x			Ongoing		
CFI 7.1.5	Support continued use of existing public facilities through ongoing capital asset replacement, renovation, modernization, and adaptive reuse, particularly where facilities play an important role in social and economic activities of the local community or are historically significant.	x	x			Ongoing		
CFI 7.1.6	Strategically locate facilities where they can serve the community efficiently and effectively.	x			x	Ongoing		
CFI 7.1.7	Coordinate and support internal, local, and regional partnerships for shared services, infrastructure, and facilities that benefit City residents and ensure the long-term sustainability of such services.	x			x	Ongoing		
CFI 7.1.8	Incorporate Leadership in Energy and Environmental Design principles and design elements into City facilities and operations, to the extent feasible, to provide efficient and cost-effective operations throughout the facility lifecycle, allowing for maximum utilization and optimum service.	x			x	Long Term		
CFI 7.1.9	Evaluate all surplus public land and/or facilities for possible public reuse prior to any sale. For example, the soon-to-be vacated police headquarters space should be considered for office and outdoor open space uses.	x	x			Long Term		
CFI 7.2	Education							
CFI 7.2.1	Ensure planning for all new development and redevelopment provides for education facilities that meet or exceed adopted level of service standards.	x				Ongoing		
CFI 7.2.2	Provide permanent facilities and eliminate temporary classrooms at public schools by supporting the replacement of Dean Elementary, construction of classroom additions, and reconfiguration of existing space to increase efficiency per the Manassas City Public Schools' School Facility Plan 2020-2030.	x				Long Term	In Progress	Dean Elementary School replacement under construction.
CFI 7.2.3	Prepare an updated set of recommendations and priorities for capital improvements, including building design standards that facilitate learning, promote safety, and include adaptive spaces that can accommodate a variety of career paths, including non-college careers. Recommendations should also address resources and enabling policies to fund these improvements.	x			x	Long Term		
CFI 7.3	Public Safety							
CFI 7.3.1	Ensure planning for all new development and redevelopment provides resources for public safety facilities that meet or exceed adopted level of service standards.	x			x	Ongoing		
CFI 7.3.2	Complete construction of the new public safety facility to consolidate police headquarters, public safety logistics, 911 center, emergency operations, Fire & Rescue administration, and other services.	x			x	Short Term	Complete	Public Safety Facility completed in Spring of 2023.
CFI 7.3.3	Complete construction of Fire and Rescue Station #21 to provide enhanced four-minute emergency response times for the southern portion of the City.	x			x	Short Term	Complete	Fire Station #21 was completed in May 2021.
CFI 7.3.4	Plan for fire and rescue services based on growth forecasts and the adopted level of service standards, and update the capital facility plans to meet these needs. Complete planning and site selection studies for the replacement of Station 1 and determine the optimal location for a third station to meet the city-wide level of service standard.	x			x	Long Term		
CFI 7.3.5	Enhance the City's disaster preparedness, mitigation, and response by maintaining the City's Emergency Operations Plan, protecting critical infrastructure assets, and coordinating emergency plans with adjacent jurisdictions, regional authorities, local churches, civic and volunteer organizations.				x	Ongoing		
CFI 7.3.6	Promote public safety engagement services and programs, such as community policing and community risk reduction, to encourage cooperation between public safety officials and citizens.		x		x	Ongoing		
CFI 7.3.7	Enhance efficient and effective public safety and emergency response through the implementation of appropriate development standards, such as Crime Prevention Through Environmental Design and interconnected streets that provide adequate access for emergency apparatus.	x	x		x	Ongoing		
CFI 7.3.8	Enhance safety at the Manassas Regional Airport through the continued use of aircraft rescue and firefighting equipment and the provision of adequate equipment staffing.				x	Ongoing		
CFI 7.3.9	Continue participation in regional mutual aid agreements that enhance the City's ability to provide quick response to fire and rescue emergencies and hazardous material incidents.				x	Ongoing		
CFI 7.4	Infrastructure							
CFI 7.4.1	Identify future public utility needs based on growth forecasts and prepare plans and cost estimates for meeting these needs. Prioritize these recommendations in the Capital Improvement Program consistent with this Plan.				x	Ongoing		
CFI 7.4.2	Safeguard the quality of the City's drinking water by monitoring the water quality in Lake Manassas and its tributaries and coordinating with Prince William County to ensure compatible land use practices within the lake's watershed.				x	Ongoing		

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	STRATEGY							
CFI 7.4.3	Complete upgrades to the water treatment plant, distribution system, and storage facilities to increase available water supply, reduce loss during transmission, and increase system redundancy.				x	Short Term	In Progress	Construction of Dean Drive water tank completed May 2021; treatment plant upgrades ongoing; transmission line replacement under way.
CFI 7.4.4	Continue to work in partnership with adjacent jurisdictions and the Upper Occoquan Sewage Authority to coordinate plans, investments, and needs to ensure that wastewater capacity does not become a constraint to development.				x	Ongoing		
CFI 7.4.5	Recapture critical wastewater treatment capacity by replacing aging infrastructure with properly-sized lines and new materials, and rehabilitating lines to eliminate infiltration and inflow.				x	Ongoing		
CFI 7.4.6	Ensure that the projected wastewater demand from new development does not exceed wastewater capacity and encourage major users to provide on-site treatment or other measures to reduce system impacts.	x			x	Ongoing		
CFI 7.4.7	Invest in, maintain, and improve storm sewer and stormwater management facilities to improve flood control, prevent erosion, and preserve water quality. Utilize creative, cost-effective, and land-efficient best management practices where feasible to achieve or exceed required pollutant load reductions and conserve valuable land. Develop a priority ranking system for stormwater sewer infrastructure replacement and rehabilitation.				x	Long Term		
CFI 7.4.8	Provide appropriate upgrades and maintenance to the electric supply and distribution system, including investing in new substations and battery storage, and pursuing opportunities for incorporating renewable energy sources into the City's energy portfolio.				x	Long Term		
CFI 7.4.9	Place all utilities underground wherever possible to improve service reliability and aesthetics of the surrounding areas.				x	Ongoing		
CFI 7.4.10	Systematically upgrade street lights to increase safety, efficiency, reliability, and visual consistency within corridors, neighborhoods, and commercial areas.				x	Long Term		
CFI 7.4.11	Coordinate utility improvements with transportation and repaving projects to reduce cost, delays, and impacts to residents.		x		x	Ongoing		
CFI 7.4.12	Maintain tree trimming on a three-year cycle and install animal protection equipment on vulnerable components of the overhead electric system as facilities are added.				x	Ongoing		
CFI 7.5	Solid Waste							
CFI 7.5.1	Continue to provide curbside and drop-off recycling services, and implement cost effective improvements. Actively pursue opportunities to expand recycling and composting where feasible.				x	Ongoing		
CFI 7.5.2	Actively promote and encourage residential, commercial, industrial, and institutional participation in recycling programs.				x	Ongoing		
CFI 7.6	Telecommunications							
CFI 7.6.1	Continue to promote the use of City structures (e.g., buildings, water towers) as telecommunications sites to minimize the proliferation of single use towers.		x			Ongoing		
CFI 7.6.2	Continue implementation and expand, as feasible, high-quality City-provided Wi-Fi access in Downtown and at public facilities, such as parks and cultural sites.		x			Short Term	In Progress	Wi Fi at the Museum and Marsteller was upgraded and expanded as part of the renovation projects.
	ENVIRONMENTAL SUSTAINABILITY & HEALTH							
ESH 8.1	General							
ESH 8.1.1	Develop a holistic sustainability plan that inventories natural resources and provides a blueprint for creating a thriving, sustainable community. Consider implementing an assessment tool, such as Leadership in Energy and Environmental Design (LEED) for Cities and Communities, to set goals and measure progress.				x	Long Term	In Progress	The City partnered with GMU and ICLEI to develop its first Climate Action Plan (CAP). The draft CAP was completed in Summer 2023 (Phase 1) which will be incorporated into the Comprehensive sustainability plan (Phase 2).
ESH 8.1.2	Coordinate with regional partners, such as the Metropolitan Council of Governments, Northern Virginia Regional Commission, and the Prince William Health District, to align priorities and resources for maximum impact.				x	Short Term	In Progress	The City partnered with MWCOG to apply for the Charging and Fueling Infrastructure (CFI) grant and was awarded funding for charging stations at 3 additional locations.
ESH 8.1.3	Create an environmental and health review checklist for land use applications and support development plans that demonstrate a commitment to sustainable development practices.	x			x	Short Term	Complete	Checklist integrated into SUP and Rezone Application checklists.
ESH 8.1.4	Expand resources for residents, business owners, and property managers to promote environmental stewardship, including topics such as tree planting and maintenance, installation of renewable energy, recycling, and waste prevention.	x			x	Long Term		
ESH 8.2	Vegetation and Tree Canopy							
ESH 8.2.1	Update the City's urban tree canopy study and establish targeted goals to increase coverage.				x	Short Term		
ESH 8.2.2	Establish an aggressive urban tree planting program with dedicated funding for planting and replacing trees on public land and public rights-of-way.				x	Long Term		
ESH 8.2.3	Strengthen development standards impacting vegetation and tree canopy, such as reevaluating standards for preserving mature trees, providing incentives to developers that protect or replant trees beyond what the zoning standards require, and formally adopting a list of specimen or champion trees to be preserved.	x			x	Short Term		
ESH 8.2.4	Ensure the City qualifies for and maintains its status as a Tree City USA community.				x	Ongoing		
ESH 8.2.5	Plant and promote the use of regionally-adapted, native, and drought tolerant plants, including turf-to-forest conversions and pollinator gardens.				x	Ongoing		
ESH 8.2.6	Support the conservation of local and regional biodiversity by promoting the protection and enhancement of native plant communities, and pollinator and wildlife habitats while managing invasive plant and animal species.				x	Ongoing		
ESH 8.3	Green Infrastructure							
ESH 8.3.1	Protect, restore, and connect natural areas and enhance access to natural open space in all development, redevelopment, and capital projects.	x	x		x	Ongoing		

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	STRATEGY							
ESH 8.3.2	Encourage conservation easements and other programs that protect sensitive environmental areas, such as wetlands, flood plains, stream buffers, and steep slopes, to maintain or enhance the beneficial ecosystem services these areas provide.	x	x		x	Ongoing		
ESH 8.3.3	Preserve and increase vegetated buffer areas along streams, wetlands, and floodplains, integrating trails and passive recreation opportunities in an environmentally-sound manner where appropriate.		x		x	Ongoing		
ESH 8.3.4	Strengthen buffer standards and consider their expansion as they apply to incompatible uses, such as protecting natural open space in public parks from negative impacts of adjacent land uses.	x	x		x	Short Term		
ESH 8.4	Water Resources							
ESH 8.4.1	Review City water resource management practices and policies and recommend improvements that promote sustainable stormwater management, encourage the use of green infrastructure, and protect water and habitat quality.				x	Short Term	In Progress	DCSM Article 8 which was updated in June 2025
ESH 8.4.2	Reduce loss of open waterways and natural stream habitats by discouraging additional underground piping of city streams and encouraging daylighting of piped streams.		x		x	Ongoing		
ESH 8.4.3	Enhance the protection of streams and natural wetlands by updating development standards to protect and restore buffer areas, exploring the use of erosion hazard setbacks from streams, and considering public acquisition of natural areas along waterways for linear parks and open space.		x		x	Short Term		
ESH 8.4.4	Encourage developers to incorporate environmentally-sensitive approaches to stormwater management into site planning, including low impact development techniques and preservation and restoration of natural land forms.				x	Ongoing		
ESH 8.4.5	Limit the extent of impervious surfaces by encouraging the use of semi-pervious or pervious surfaces in new development or redevelopment projects in order to minimize storm water runoff.	x			x	Ongoing		
ESH 8.4.6	Protect the City's floodplains by ensuring floodplain maps are updated and maintained. Consider amending allowable development density calculations to exclude floodplains.	x			x	Short Term	In Progress	Revisions to City flood plain maps are ongoing.
ESH 8.4.7	Educate, encourage, and incentivize property owners to implement water resources stewardship practices, with a focus on retrofitting sites that lack adequate stormwater treatment with rain gardens and other low impact development measures.	x			x	Long Term		
ESH 8.4.8	Implement measures to improve pollution prevention and contingency planning for hazardous substances that may pose a threat to surface and groundwater quality, and ensure these practices and policies are also implemented at all City facilities as an integral component of City operations.				x	Short Term		
ESH 8.5	Air Quality and Emissions							
ESH 8.5.1	Encourage new development to design, construct, and operate with a reduced emissions footprint by encouraging high performance, green buildings, green sites, and green neighborhood standards and practices such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program, Earthcraft, Energy Star, or other similar systems.	x			x	Ongoing		
ESH 8.5.2	Create policy and financial incentives to encourage increased building and site performance that reduces greenhouse gas emissions and the City's overall carbon footprint.	x			x	Long Term		
ESH 8.5.3	Promote compact block and street networks and a built environment that facilitates walking, biking, and bus riding to provide alternatives to the use of single occupancy vehicles and reduce greenhouse gas emissions.	x	x		x	Ongoing		
ESH 8.5.4	Encourage the use of renewable energy by reducing regulatory barriers and providing resources for the installation of solar and geothermal equipment.	x			x	Long Term		
ESH 8.5.5	Reduce vehicle-related emissions through increased fuel efficiency, reduced vehicle miles traveled, fleet downsizing, anti-idling efforts, and use of alternative fuel sources.				x	Long Term		
ESH 8.5.6	Support the use of energy-efficient transportation by encouraging the siting of, and promoting the availability of, electric vehicle charging stations and expanding the availability of bicycle facilities throughout the City.		x		x	Long Term	In Progress	MWCOG was awarded Round 1 for the Charging and Fueling Infrastructure (CFI) grant in August 2024. The application was on behalf of 7 localities including the City. This will allow the expansion of the City's EV charging stations network by adding stations at Dean and Stonewall Parks and the Public Safety Facility. The City was designated as a Bicycle Friendly Community at the Bronze level by the League of American Bicyclists in May 2023.
ESH 8.5.7	Encourage citywide waste prevention, recycling, and composting to reduce greenhouse gas emissions by expanding education and outreach programs, encouraging the purchase and use of recycled products, and requiring recycling plans for commercial and multifamily residential projects.				x	Long Term		
ESH 8.6	Noise and Light Pollution							
ESH 8.6.1	Apply special use permit conditions and accept rezoning proffers that limit lighting and noise impacts on adjacent properties and the City as a whole. Support development standards that address lighting and noise pollution.	x				Ongoing		
ESH 8.6.2	Continue to work with the Manassas Regional Airport and railroad authorities to minimize noise from air and rail traffic while maintaining the vitality of each.	x				Ongoing		
ESH 8.6.3	Require new development adjacent to the airport or railroad to assess noise impacts and provide reasonable noise mitigation for residential units.	x				Ongoing		
ESH 8.7	Public Health							
ESH 8.7.1	Leverage the City's status as a "Healthy Eating Active Living" (HEAL) Community to implement policies and programs that improve community health.				x	Ongoing		
ESH 8.7.2	Participate with community health agencies in developing a comprehensive community health needs assessment and integrate with HEAL policies and programs to improve the health of Manassas residents.				x	Short Term		

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
	STRATEGY							
ESH 8.7.3	Create convenient and safe opportunities for physical activity for residents of all ages, abilities, and income levels.				x	Ongoing		
ESH 8.7.4	Explore partnerships to ensure housing and neighborhoods are safe and sanitary, and develop systems for rapid response and remediation when unsanitary conditions, such as rodents, arise.				x	Long Term		
ESH 8.7.5	Plan for access to healthy, affordable, locally-grown foods for all neighborhoods by supporting urban agriculture and considering the creation of community gardens on public lands.				x	Long Term		
ESH 8.7.6	Encourage the expansion of medical and health services in the City, particularly within the Sudley Medical character area.				x	Long Term		
ESH 8.7.7	Create a more equitable transportation system for those with disabilities by implementing Complete Streets and making streets and rights-of-way safe and accessible for everyone.	x	x			Long Term		
	PARKS, CULTURE, & RECREATION							
PCE 9.1	Facilities and Amenities							
PCR 9.1.1	Develop and implement master plans for community use of all park and cultural resource sites that balance areas and facilities for active recreation, unstructured play, quiet enjoyment, contemplation, and the preservation of important natural and cultural resources.	x	x		x	Long Term		
PCR 9.1.2	Prioritize implementation of the Dean Park and Stonewall Park Master Plans to address critical level of service deficiencies identified in the 2016 Parks, Recreation, and Cultural Needs Assessment and Facilities Plan.		x			Short Term	Complete	Dean Park completed. Renovation to Stonewall Park to upgrade sports courts complete.
PCR 9.1.3	Provide an improved ballfield complex through renovation or replacement of the E.G. Smith Baseball complex.		x			Short Term	Complete	Renovations and repairs to existing fields, fencing, and other safety improvements complete.
PCR 9.1.4	Update the 2016 Parks, Recreation, and Cultural Needs Assessment and Facilities Plan following the 2020 Census. The revised plan should consider the impact of privately-owned, publicly-accessible open space and homeowner associations' facilities when proposing new amenities.		x			Short Term		
PCR 9.1.5	Evaluate the potential of undeveloped City-owned properties, flood plains, and easements for recreation, preserved open space, and designated wildlife areas and corridors in accordance with citizen needs and level of service standards.	x	x			Long Term		
PCR 9.1.6	Beautify parks and cultural resource sites with enhanced landscaping and design elements that highlight the scenic value of parks, open space, and historic properties.		x	x		Ongoing		
PCR 9.1.7	Retrofit and upgrade existing stormwater facilities within parks and publicly-owned land with innovative best management practices that provide opportunities for recreation, beautification, and enhanced environmental benefits.		x		x	Long Term	In Progress	Upgrades to Winter's Branch and Lucasville SWM ponds complete. Upgrades to Round SWM pond under construction.
PCR 9.1.8	Update agreements with the City school system to expand the use of facilities for compatible recreation activities and community space, maximizing their use and cost efficiency and improving service to residents.		x			Short Term	Complete	MOU updated in 2024 to include public access to the athletic fields at Metz Middle School.
PCR 9.1.9	Integrate accessibility and safety into park and facility design to ensure that parks and playgrounds are safe and inclusive for all users.				x	Ongoing		
PCR 9.1.10	Incorporate consistent signage and wayfinding throughout City parks and historic sites to help connect residents and visitors to available amenities and natural resources.		x	x		Ongoing		
PCR 9.1.11	Support community partnerships that activate parks and provide expanded amenities, such as recreation programming and community gardens.		x	x		Ongoing		
PCR 9.1.12	Expand availability of small-scale turf fields in neighborhoods that increase opportunity for unscheduled play.	x				Short Term	Complete	Updates to the City field usage manual/policies completed December 2022.
	Historic Preservation							
PCR 9.2.1	Prepare a master plan and historic structures report for Annaburg Manor.		x	x		Short Term	Complete	Master plan for Annaburg adopted December 2021.
PCR 9.2.2	Tell the story of our community and neighborhoods, piloting this effort with a history trail that includes south-side neighborhoods of Downtown and the Manassas Industrial School for Colored Youth at Dean Park.		x	x		Short Term	Complete	Installation of African American history trail markers is complete.
PCR 9.2.3	Continue to renovate and maintain publicly-owned historical resources. Consider the potential for adaptive reuse as appropriate and protect archaeological resources.		x	x		Ongoing		
PCR 9.2.4	Continue to work with, support, and provide incentives for private-sector investment and use of historic properties.		x	x		Ongoing		
PCR 9.2.5	Continue educating property owners about the legal responsibilities that come with owning historic structures, and discourage demolition of historic structures.			x		Ongoing		
PCR 9.2.6	Update the City's historic and cultural resources surveys to identify any new resources from the City's later historic periods that should be considered for preservation.			x		Long Term		
PCR 9.2.7	Encourage the restoration and maintenance of existing landmark and historic structures.			x		Ongoing		
PCR 9.2.8	Ensure that new development within historic districts is sensitive to the character and context of these areas and protects any archaeological resources found during the construction process.	x		x		Ongoing		
	Maintenance and Reinvestment							
PCR 9.3.1	Make strategic investments in facilities and amenities that expand the use or service life of existing assets and/or correct level of service deficiencies.		x		x	Ongoing		
PCR 9.3.2	Improve maintenance of existing facilities by implementing a comprehensive maintenance and waste management plan that calls for annual park inspections and provides consistent standards for the ongoing maintenance of all City parks and amenities.		x		x	Ongoing		
PCR 9.3.3	Provide enhanced landscaping and maintenance of vegetated areas along public rights-of-way and entrances to all parks and historic sites to improve community and park appearance and safety.		x	x		Ongoing		
PCR 9.3.4	Enhance park and cultural resource beautification, maintenance, and cleanliness by engaging public-private partnerships and community volunteer organizations in Adopt-A-Park programs and capital maintenance projects.		x		x	Ongoing		
	Development and Redevelopment							
PCR 9.4.1	Ensure that public and private development does not reduce the available park amenities and parkland within the City of Manassas.	x	x			Ongoing		

	STRATEGY	BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION	FY25 Status	Actions/Progress
PCR 9.4.2	Ensure that planning for all new development and redevelopment provides for trails, open space, parks, and recreational land that meet or exceed adopted level of service standards.	x	x			Ongoing		
PCR 9.4.3	Recognize that while private recreation facilities may partially address level of service needs, new development should also contribute to public parks and recreation facilities per the adopted level of service standards.	x	x			Ongoing		
PCR 9.4.4	Ensure that adequate public park space and recreation facilities are available within a 15-minute walking radius of all new residential development.	x	x			Ongoing		
PCR 9.4.5	Ensure that every school provides recreation facilities that are available to the public after school hours.		x			Ongoing	Complete	MOU with schools in place and updated to add Metz in 2023
PCR 9.5	Greenways and Trails							
PCR 9.5.1	Connect the community through an effective trails system by developing five miles of new trails in the next five years per the Mobility Chapter of this Plan.		x			Long Term		
PCR 9.5.2	Require multi-use paths consistent with the requirements of the Mobility Chapter and the Design and Construction Standards Manual during the construction of road and frontage improvements.		x			Short Term	Complete	DCSM Article 9 was updated in May 2022.
PCR 9.5.3	Evaluate all stormwater management upgrades and stream restoration projects for natural surface trails and additional environmental benefits such as wetlands mitigation, bird sanctuaries, and wildlife corridors.		x		x	Long Term		
PCR 9.6	Culture and Arts							
PCR 9.6.1	Promote tourism and economic vitality in the city through the artistic design of beautiful public spaces, including maximizing use of the public rights-of-way by incorporating public art, landscaping, and street furnishings.			x		Ongoing		
PCR 9.6.2	Renovate the existing Manassas Museum to provide a state-of-the-art visitor experience and facilities for community benefit. An expanded museum will incorporate space for community programs and offer opportunity for more frequently-changing exhibits and display of affiliate collections.			x		Short Term	Complete	Renovated Museum opened July 2023.
PCR 9.6.3	Enhance visitor facilities throughout the museum system's sites to promote tourism.			x		Ongoing		
PCR 9.6.4	Provide facilities that expand opportunities for the visual and performing arts for both residents and visitors.			x		Ongoing		
PCR 9.6.5	Ensure that new development integrates public art and civic spaces that enhance the visual environment and commemorates the City's rich history.			x		Ongoing		
PCR 9.6.6	Support partnerships with local agencies and organizations and cooperate with museum partners to provide new and unique cultural events and venues that promote the City of Manassas, draw tourists and visitors, and promote a sense of community among our residents.			x		Ongoing		
PCR 9.6.7	Prioritize reinvestment in library facilities based on the results of the City's joint service agreement and needs assessment. Library services to the community should be maintained through a continuation of the joint service agreement or the creation of a new facility within Manassas' boundaries.			x		Long Term		
PCR 9.6.8	Promote private museums not in the Manassas Museum System and cultural facilities, and assist in the relocation of such facilities, as appropriate.			x		Long Term		



City Council Agenda Item Report

Agenda Item No.

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Annual Report: Architectural Review Board

Suggested Action and/or Recommendation

Suggested Motion

Item Type Reports / Presentations

Submitting Department Community Development

Meeting Body City Council

Item ID 2026-319

Drafter Christen Miller

Meeting Date October 27, 2025

ATTACHMENTS

- [FY2025 Architectural Review Board Annual Report](#)



Architectural Review Board

FY2025 ANNUAL REPORT

Table of Contents

Introduction	2
Responsibilities	2
Activities.....	3
A Look Ahead	4
Additional Notes	5
Membership.....	5
Attendance Report.....	6
Board Members Biographies	7
Case Listings	12

Introduction

The City of Manassas Architectural Review Board has established procedures to review and process applications for Certificate of Appropriateness pursuant to Section 130-405 of the Code of Manassas and suggest regulations and boundary lines adjustment of existing and proposed Historic Overlay Districts in accordance with Section 130-402 of the Code of Manassas. This report details the actions reviewed by the Architectural Review Board in FY25 reporting period (July 1, 2024 to June 30, 2025) and outlines some actions to be undertaken in FY26.

Responsibilities

The Architectural Review Board offers advice to property owners and tenants on questions of historical preservation and restoration. The Board is also tasked with cooperating with and enlisting assistance from the Virginia Department of Historic Resources and the City Council to promote and preserve the historic structures within the overlay districts. The duties and responsibilities of the Architectural Review Board include:

- Issue or deny Certificate of Appropriateness for construction, reconstruction, substantial exterior alteration, and demolition or relocation within the Historic Overlay District.
- Assist and advise the City Council, the Planning Commission, other City departments and agencies, property owners and individuals in matters involving historic resources.
- Review and propose additional areas or structures to be included in or removed from an HOD or designated as a Historic Landmark.
- From time to time conduct, or cause to be conducted, a survey of historic resources.
- Upon request of the City Council, Planning Commission, or interested citizens, conduct studies deemed necessary to consider additional historic overlay districts, and means of preservation and utilization of historic assets in the City.
- Develop, adopt, and from time to time modify design guidelines for the City's historic overlay districts, to be considered by the ARB in granting or denying Certificates of Appropriateness.
- Cooperate with, and enlist assistance from, the Virginia Department of Historic Resources, the National Trust for Historic Preservation, and other interested parties, both public and private, in its effort to preserve, restore, and conserve historic sites, landmarks, buildings, and structures within the City.

Activities

The Architectural Review Board's focus in FY25 was maintaining consistency with its decisions on all applications in accordance with the Historic District Design Guidelines and to preserve and protect the community's history and historic structures. During the period of this report, the Board met a total of twelve (12) times. The Board held eleven (11) regular meetings and three (3) work sessions. The case activity is as follows:

In total, twenty (20) applications were received in FY25, three (3) applications were carried over from FY24.

- 23 cases came before the Board for action (down from 25 in FY24):
 - 15 cases were approved as submitted
 - 5 cases were approved with modifications
 - 2 applications were denied
 - 1 was deferred with final action in FY26

In the 20 cases that were approved or approved with modifications, the Architectural Review Board diligently worked to meet the needs of the applicants while maintaining the purpose and intent of the Historic Overlay District and the Historic District Design Guidelines. The vast majority of the applications that came before the Board continue to be for minor exterior alterations and signage.

This year, the Board reviewed signage for multiple commercial businesses on Center Street and elsewhere in the commercial core. The Board provided feedback to applicants, and worked with several of them to grant approvals for new signage. Consequently, multiple new and existing businesses in the City were able to install signage that advertises their businesses in a manner that fits with the character of Historic Manassas.

The Board also approved applications for exterior alterations at several residential properties, allowing home owners to maintain and improve their homes. These applications include two properties at 9323 West Street (2025-0013) and 9518 Main Street (2025-0020) where existing houses will undergo restoration work and be expanded with historically appropriate rear additions.

In addition to regular case reviews, the Board also continued their efforts to establish a Historic Overlay District at Annaburg Park & Historic Site. On February 18, 2025, the ARB passed a resolution supporting a single-site HOD at the property. Following the initiation of the rezoning and zoning text amendment processes by the Planning Commission on March 5, 2025, Staff worked with the ARB to develop Design Guidelines which went out for public review and

comment in May 2025. The proposal went before City Council for a public hearing on June 23rd, 2025, and was adopted the following month after the second reading. The efforts spearheaded by the Board have resulted in the City's newest Historic Overlay District. The Board would also like to recognize the significant efforts and achievement of City Staff for the establishment of the new HOD.

As always, the Board extends its appreciation to the City Council for its continued support in the preservation of the City's historic districts and looks forward to a successful year in FY26. The Board remains committed to exercising its jurisdiction on all matters related to application of the guidelines in the Historic District. Through our mutual efforts, a distinctive appearance is sustained in the historic districts which instills a personal pride within our residents and has a positive impact on tourism and commercial interest.

A Look Ahead

With the approval of the rezoning and zoning text amendment creating the single-site Historic Overlay District at Annaburg Park & Historic Site, as well as the adoption of Design Guidelines for Annaburg, new and continued efforts will include:

- Working with developers and designers to ensure future infill development in the Historic Downtown is in keeping with the Design Guidelines and compatible with the community;
- Revise and update the HOD and ARB webpages;
- Launch a new GIS Web-based Application for public lookup of property designations;
- Update the ARB Staff Report template; and
- Identify funding sources—including city budget funds and state & federal grants—for the purposes of conducting a comprehensive architectural survey update of the local historic district, pursuant to the duties assigned to the ARB and city code; and
- Continued review of and improvements to communications to business and property owners.

While several of the above projects are already underway, the Board anticipates future projects to include a comprehensive architectural survey update for properties within the local historic district, enhancements to the GIS Web-based Application to include survey and photographic information, as well as continued review of the Design Guidelines standards and identify public outreach opportunities.

Additional Notes

The Community Development staff continued the annual mailing of the Historic District notifications this fiscal year with changes in how they are delivered. During the fiscal year, several Board members attended CLG Camp Training offered by NAPC & DHR, and attended the Town of Leesburg's Preservation Day. Staff will continue to work with the Board on the identification of training opportunities for Board members.

Membership

* Denotes term expired or resigned.

<u>Member</u>	<u>Term Expiration</u>
Jan Alten*	June 30, 2025
Robert Carter	June 30, 2026
Marci Settle	June 30, 2026
Myra Buchanan Brent	June 30, 2027
Sean Porter	June 30, 2028
Stephen Hersch	June 30, 2028
Timothy Conrow	June 30, 2029
Kenneth Jones	June 30, 2029
Delbert Parks (Alternate)*	June 30, 2027 <i>(Resigned February 25, 2025)</i>

Staff would like to recognize Jan Alten, a dedicated citizen who served over 9 years on the Architectural Review Board. Mrs. Alten served as Chair for over 7 years and played a huge role in the City's Historic District Design Guideline update, which received the Old Dominion Innovative Approaches Award during the American Planning Association's Annual Conference in July of 2023.



The Architectural Review Board at the meeting on June 18, 2025.

Attendance Report

Board Members	Meetings	Present	Absent
Jan Alten	12	12	0
Myra Buchanan Brent	12	9	3
Robert Carter	12	11	1
Kenneth Jones	12	12	0
Stephen Hersch	12	10	2
Sean Porter	12	10	2
Marci Settle	12	10	2
Delbert Parks - Alternate	8	6	3

Board Members Biographies

JAN ALTEN, CHAIR

TERM EXPIRED: JUNE 30, 2025

Jan Alten was appointed to the ARB as an alternate member in February 2016 and was appointed as a regular member in early 2017. She has been a resident of the City of Manassas since June 1977. She has long been involved with the City as a volunteer in several organizations and on City citizen committees looking for ways to improve the quality of life in Manassas. In 2015, Mrs. Alten retired and closed her successful business, The Opera House Gourmet, located in Historic Manassas. She served as judge for the Virginia Governor's Cup Wine Awards and the Eastern Seaboard Wine Competition for several years. The Opera House Gourmet won state-wide recognition twice when it was chosen as Virginia Wine Retailer of the Year. Mrs. Alten is currently on the Board of Directors at the ARTfactory, and is a member of Manassas Historic Landmarks Preservation and the Old Town Business Association. In retirement, Mrs. Alten is a certified yoga teacher and a supporter of the Hylton Performing Arts Center.

MARCI SETTLE, VICE-CHAIR

TERM EXPIRES: JUNE 30, 2026

Marci Settle was appointed to the ARB in 2018 as a regular member. Mrs. Settle moved to Manassas in 1988 to live and raise her family and couldn't imagine living anywhere else. She moved into the City a year before she began working at the Center for the Arts at the Candy Factory, now known as the ARTfactory from 2005 - 2012. Mrs. Settle obtained her Real Estate License and enjoyed helping people in that regard until 2018, when she retired. She still maintains her real estate license on a referral basis.

Mrs. Settle served on the Manassas City Public Schools Education Foundation Board for 11 years and has served on the Manassas City Cemetery Committee for the past 4 years. She worked hard for 6 years in Toastmasters International, achieving the Distinguished Toastmaster award in 2020. She has been honored to serve the ARB as Vice-Chair for one year, and is currently serving as Chair. Mrs. Settle and her husband love traveling and seeing how other areas are honoring their architectural heritage and striving to bring beauty to their communities.

STEPHEN HERSCH**TERM EXPIRES: JUNE 30, 2028**

Steve Hersch was appointed as a regular member of the ARB in July 2021, and was elected Vice-Chair in 2025. Mr. Hersch grew up in Manassas, where he returned in 2010 after careers in investment banking and as an officer in the US Navy. His ties to the Manassas area span five generations of his family, who operated a farm just outside the City limits. In the area of finance, Mr. Hersch has an extensive credit background encompassing investment analysis and risk management for structured products and proprietary equity investments. As a banker he directly underwrote and managed a multi-billion-dollar portfolio of asset-backed commercial paper facilities, and led teams that originated, structured and placed fixed income securities, primarily Collateralized Debt Obligations (CDOs). As a US Navy officer, he served onboard ship as a Surface Warfare Officer, and also led units and detachments in Naval Coastal Warfare, Undersea Surveillance and the US Marine Corps, retiring after 22 years of service. Mr. Hersch previously served as Vice-Chair of the City of Manassas Board of Zoning Appeals (BZA), as a member of the City's Citizens Advisory Committee on Solid Waste, and on the board of the Manassas Museum. With a life-long interest in historic preservation, he co-founded Manassas Historic Landmarks Preservation Corp., which successfully nominated the 1914 Manassas Water Tower for listing on the National Register of Historic Places, and has restored several historic properties for both residential and commercial uses. Mr. Hersch holds an undergraduate degree in Foreign Affairs (Eastern Europe concentration) and a Master of Business Administration degree, both from the University of Virginia. He lives in the downtown area of Manassas.

ROBERT M. CARTER**TERM EXPIRES: JUNE 30, 2026**

Robert Carter was appointed to the ARB in 2018 and has been a resident of the City of Manassas since 1985. Upon completing military service in the U.S. Air Force, Mr. Carter graduated from Ferrum College and The American University with degrees in Business, Fine Arts and Design. He specialized in creating interior spaces for upscale retirement communities, seaside resorts and a chain of physical therapy centers. He also operated an antique business with his family in Manassas and Middleburg, Virginia where he was afforded the opportunity to assist in the restoration of farm estates located in Middleburg and the Shenandoah areas. Mr. Carter is now retired and serves as a Master Gardener volunteer for the county of Prince William and the City of Manassas. He has played a major role in numerous significant projects in Manassas to include the 9300 Prescott House, the Annaburg Park Master Plan, the renovations to the Manassas Museum, the Historic District Guidelines update, the formal garden at the Liberia Manor House and many more.

MYRA BUCHANAN BRENT**TERM EXPIRES: JUNE 30, 2027**

Myra B. Brent was appointed to the ARB in 2017. She was born and raised in the City of Manassas and has lived in the city for over 60 years. Ms. Brent has served in many public service positions including: Chief Election Official, City of Manassas, and Prince William County; Board of Directors/Lay Member, Blue Cross and Blue Shield of Virginia; Board Member/First Vice Chair, American Red Cross, Prince William County Chapter; Board of Directors, Jubilee Association of Maryland Inc; Board of Directors/Historian, Hammond Institute of Music and Fine Arts; and Board of Directors, Hammond Scholarship Foundation. Ms. Brent is a retiree of IBM and Lockheed Martin.

Ms. Brent is a Jennie Dean High School graduate and attended Franklin School of Science and Arts, Philadelphia, PA., and Sherwood Institute, where she studied Medical Terminology and Physiology. She is a Certified Pharmacy Technician (CPhT) and is retired.

SEAN PORTER**TERM EXPIRES: JUNE 30, 2028**

Sean Porter is the owner of Loveless Porter, LLC, a full-service architecture and engineering firm in the City of Manassas, Virginia. A graduate of Catholic University of America in 1993 with a BS and 1995 with his BA. In 2007, after Sean joined Robert Loveless Architects in 2005, became a partner creating Loveless Porter Architects or LPA. In 2014, Sean became the sole owner of the firm with Robert's retirement. Loveless Porter's work can be seen throughout Northern Virginia, including the iconic designs of the Loy E. Harris Pavilion in Manassas and the Sweeney Barn in Prince William County. Mr. Porter gives to his community through his philanthropic work. He has worked with Boys and Girls Club, ACTS, Serve, Semper K9, Habitat for Humanity, Fraternal Order of Police, Northern Virginia Family Service, Seton School and All Saints Catholic Church. His passion as a board member for Court Appointed Special Advocate Children's Intervention Services, or CASA-CIS since 2017 helps abused and neglected children in the community by providing court appointed special advocates to represent the children's best interests in court cases.

Mr. Porter was appointed to the ARB in 2020. He has been involved with and on the board of professional organizations like the Manassas Business Council, Historic Manassas Inc, Prince William Chamber of Commerce, Leadership Prince William, National Council of Architectural Registration Boards and Leadership in Energy and Environmental Design. As a Community Leader that practices Architecture, he continues to grow professionally and personally as he navigates the world of being a business owner, entrepreneur and philanthropist.

KENNETH JONES**TERM EXPIRES: JUNE 30, 2029**

Ken Jones was appointed to the ARB in October 2022. Mr. Jones moved from Alabama to Manassas in 1981 after graduating from Alabama A&M being commissioned as an Army Officer stationed at Fort Belvoir and his wife employed by IBM in Manassas. He served in the military for 3 years and worked for the Department of Defense Night Vision Laboratory for 36 years, where he retired in 2020. Since retiring, he has been actively involved in the Virginia Cooperative Extension Master Gardeners Program as a master gardener. He has lived in Manassas for over 42 years with his wife. He has two children and both attended Manassas City Public Schools. He and his wife are active members of First Baptist Church in Old Town Manassas.

DELBERT PARKS**RESIGNED: FEBRUARY 5, 2025**

Delbert Parks is the Vice President and Site Executive of Micron Technology Virginia, Micron's premier 300mm high-tech manufacturing facility for leading DRAM, NAND and NOR memory products. The Manassas site employs more than 1,600 team members and is one of the largest exporters in the Commonwealth of Virginia. Delbert's career started off at Philips Electronics, where he managed both engineering and manufacturing teams. In 2004, he moved to Texas Instruments, where he started the new 200mm/300mm bump facility and later took on increasing leadership responsibilities including site manager over multiple factories. Delbert holds a master's degree and a bachelor's degree in physics and mathematics from Stephen F. Austin State University. Delbert serves in the community including on the Board of Visitors for Norfolk State University, Boards of the Greater Washington Boys and Girls Club, George Mason University Foundation, Northern Virginia Tech Council, Virginia Microelectronics Consortium, Virginia Business Higher Education Council, GO VA Northern Virginia Council, Opportunity Scholars, DMV Congress, and the Northern Virginia Community College President's Business Advisory Council. Delbert currently lives in Manassas, Virginia and enjoys being involved in the community.

Sincerely,



Jan Allen, Chair



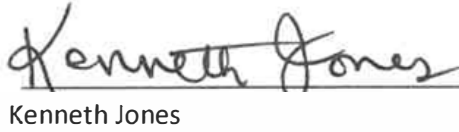
Marci Settle, Vice-Chair



Myra Buchanan Brent



Robert Carter



Kenneth Jones



Sean Porter



Stephen Hersch



Delbert Parks

ARB CASE LIST JULY 2024 – JUNE 2025

ARB Case #	Date of Application	Applicant Name	Address	Project/Proposal	Meeting Date	Final Action
2024-0002	7/14/2023	Alice Pires	9403 Battle Street	Exterior Alterations	8/20/2024	Approved
2024-0011	2/26/2024	Stan & Terri Dorsey	9301 Prescott Avenue	Exterior Alterations	11/19/2024	Approved
2024-0012	2/28/2024	Aead Odeh	9204 Douglas Street	Addition	10/15/2024	Approved w/ Modification
2025-0001	7/1/2024	John Hicks	9029 Center Street	Exterior Alterations	7/16/2024	Approved
2025-0002	7/18/2024	Sean Brown	9306 Main Street	Exterior Alterations	8/20/2024	Denied
2025-0003	8/30/2024	Chris Branigan	9000 Grant Avenue	Addition	9/17/2024	Approved
2025-0004	9/26/2024	Jonathan Kibben	9406 Battle Street	Exterior Alterations	10/15/2024	Approved
2025-0005	10/30/2024	Nicholas Zimbro	9110 Center Street	Public Mural	11/19/2024	Approved
2025-0006	11/26/2024	Amalfi Arias	9300 Prescott Avenue	Exterior Alterations	1/21/2025	Approved w/ Modification
2025-0007	11/26/2024	Larry Linton	8898 Center Street	Exterior Alterations	1/21/2025	Approved
2025-0008	12/2/2024	Lauren Long / Lennar Homes	9327 Main Street	Signs & Painting	1/21/2025	Approved
2025-0009	1/23/2025	Hummam Salman	9507 Grant Avenue	Accessory Structure	2/18/2025	Approved
2025-0010	1/29/2025	S2R Architects	9509 Grant Avenue	New Construction	2/18/2025	Approved w/ Modification
2025-0011	1/29/2025	Suhei Lakhani	9119 Church Street	Sign & Awning	2/18/2025	Approved
2025-0012	2/19/2025	Vince Edivan/ARA Church Street LLC	9113 Church Street	Exterior Alterations	3/18/2025	Approved
2025-0013	2/26/2025	Mitch Reddington	9323 West Street	Exterior Alterations & Addition	3/18/2025	Approved
2025-0014	3/20/2025	C.P. Leopold	9123 Center Street	Sign	4/15/2025	Approved
2025-0015	3/20/2025	Chris Lawrence	9229 Portner Avenue	Exterior Alterations	4/15/2025	Deferred
2025-0016	4/24/2025	Highland Title	9326 Main Street	Sign	5/20/2025	Approved
2025-0017	5/6/2025	City of Manassas	9419 Battle Street	Exterior Alterations	5/20/2025	Approved w/ Modification

ARB CASE LIST JULY 2024 – JUNE 2025

2025-0018	5/28/2025	Amy Stanley	9251 Lee Avenue	Public Mural	6/17/2025	Denied
2025-0019	6/2/2025	Mitch Reddington	9324 Battle Street	Exterior Alteration	6/17/2025	Approved
2025-0020	6/20/2025	John Heltzel	9518 Main Street	Addition	7/15/2025	Approved w/ Modification



City Council Agenda Item Report

Agenda Item No.

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Annual Report: Board of Zoning Appeals

Suggested Action and/or Recommendation

Suggested Motion

Item Type Reports / Presentations
Submitting Department Community Development
Meeting Body City Council

Item ID 2026-320
Drafter Christen Miller
Meeting Date October 27, 2025

ATTACHMENTS

- [FY2025 Board of Zoning Appeals Annual Report](#)



Board of Zoning Appeals

FY2025 ANNUAL REPORT

Table of Contents

Introduction	3
Authority	3
Mission	3
Activities	3
Coordination and Staff Support	4
Membership	4
Training and Certifications	4
Closing	4
Member Profiles	6
BZA Case Report – FY2025	8

Introduction

The Code of Virginia § 15.2-2308(c) and Section 130-525 of the City of Manassas Code of Ordinances requires that the Board of Zoning Appeals submit an annual report of their actions. In accordance with these requirements, the following report has been prepared for your benefit.

Authority

The Board of Zoning Appeals of the City of Manassas is a quasi-judicial body established and mandated by Title 15.2 of the Code of Virginia. The Board Members are appointed by the Chief Judge of the 31st Judicial Circuit Court upon recommendation of City Council and serve a five-year term at the pleasure of the Court.

Mission

The Board of Zoning Appeals is charged with a specific limited mission as defined under § 15.2-2308 of the Code of Virginia. The Board may hear and decide appeals from any order, requirement, decision, or determination made by an administrative officer in the administration or enforcement of those items covered under the City of Manassas Zoning Ordinance.

In addition to this review authority, the Board may grant certain variances from requirements of the City of Manassas Zoning Ordinance, provided strict application of the zoning ordinance would unreasonably restrict the utilization of the property or that the granting of the variance would alleviate a hardship, as narrowly defined under § 15.2-2309 of the Code of Virginia.

The Board endeavors to discharge all matters before it in a manner consistent with this mission and authority.

Activities

In the period of this report (July 1, 2024 to June 30, 2025) the Board held three (3) meetings. During that time, there were four (4) cases that came before the BZA.

- The Board held an annual organizational meeting in July 2024 to elect officers and conduct other administrative business.
- In March 2025, the Board held a public hearing for variances associated with lot area and setbacks for the construction of two single-family homes at 9203 Centreville Road and 9303 Maple Street. The Board approved the requested variances.
- In July 2024, the Board held a public hearing for a variance associated with lot area and setbacks for the construction of a single-family home at 9509 Grant Avenue. The Board approved the requested variance.

- In September 2024, the Board held a public hearing for an appeal of the Zoning Administrator’s decision to deny a driveway modification at 8576 Yoder Street. The Board overturned the Zoning Administrator’s decision and directed the Zoning Administrator to approve the driveway modification.

Coordination and Staff Support

There continues to be outstanding cooperation among the Board members and the Zoning Administrator. Cooperation of this nature results in timely exchange of necessary information and well-prepared and well-executed staff reports, memoranda, and orders.

The Board is appreciative of the Clerk to the BZA and wants to commend her for her thorough and well-prepared minutes and service to the Board.

Membership

<u>Member Name</u>	<u>Office</u>	<u>End of Term</u>
Robert L. Fox	Chairman	June 30, 2028
Ben Walters	Vice-Chair	June 30, 2028
John Lassiter	Secretary	June 30, 2026
Michael Turchetti	Member	June 30, 2029
Axell T. Bautista	Alternate Member	June 30, 2028
Charles Sweet	Alternate Member	June 30, 2027
Tregg Mays	Member	June 30, 2027

Training and Certifications

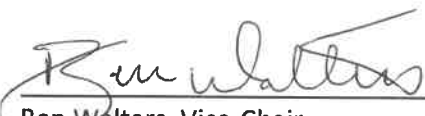
No member participated in training or certifications during FY25.

Closing

In closing, it has been a privilege to serve the City Council and the citizens of the City of Manassas. We strive to maintain a standard of excellence in the commission of duties entrusted to us.

Respectfully submitted,


Robert L. Fox, Chair


Ben Walters, Vice-Chair


John Lassiter, Secretary


Tregg Mays


Axell T. Bautista


Charles Sweet


Michael Turchetti

Member Profiles

ROBERT L. FOX, CHAIR

TERM EXPIRES: JUNE 30, 2028

Mr. Fox was first appointed to the BZA in 2008 as an alternate member and was appointed to regular membership in 2011. He has resided in the City for over 20 years in the Wellington neighborhood. He works for the U.S. Army Corps of Engineers on military construction projects and in support of the FEMA disaster relief programs. Mr. Fox is a registered Professional Civil Engineer and a certified Project Management Professional. His background and experience in land development design/construction projects give him a strong working knowledge of land use and community issues. He completed the Virginia Certified Boards of Zoning Appeals Program in 2014.

BENJAMIN WALTERS, VICE-CHAIR

TERM EXPIRES: JUNE 30, 2028

Mr. Walters, a resident of Manassas since 2021, is the Vice-Chairman of the Board of Zoning Appeals. Additionally, Walters volunteers for the Manassas Community Emergency Response Team, a program through FEMA that trains citizens in disaster response and first aid skills. Mr. Walters works for the National Electrical Manufacturers Association in Rosslyn, VA. He lives in Old Town with his wife Marianne who is on the Solid Waste Committee and Keep Manassas Beautiful. The family recently welcomed their first child, Mollie in December of 2022. He successfully completed the Virginia Certified Boards of Zoning Appeals Program in 2023.

JOHN LASSITER, SECRETARY

TERM EXPIRES: JUNE 30, 2026

Mr. Lassiter has been a resident of Manassas for about 25 years and has served the community in many capacities. Retired from local government planning and zoning, Mr. Lassiter is a member of the American Institute of Certified Planners. He previously served on the Planning Commission from 2002-2008. He holds a bachelor's degree from NC A&T State University and a master's degree from the University of Georgia (Go Dawgs; 2022 NCAA National Football Championship). Mr. Lassiter is active in the Prince William County Fair and has a lifetime tally of 16 Best of Show Awards and over 300 individual ribbons. Personal pursuits include travelling; gardening; sharing his harvest with neighbors and the needy; and friends and family. He successfully completed the Virginia Certified Boards of Zoning Appeals Program in 2023.

TREGG MAYS

TERM EXPIRES: JUNE 30, 2027

Mr. Mays, became a Manassas City resident in 2015 after serving our country in the U.S Army. Tregg made the beautiful town of Manassas his permanent residence due to its convenient location, hometown feel, and historical heritage. Originally from a small town in Florida, Mr. Mays has always been appreciative of small-town dynamics and community. He is a Political Science major who studied at Florida A&M

University. His sense of duty to others has shined through when he was awarded medals for service in South Korea and Kentucky. He brings technical expertise to the board, by having worked as a Tech contractor for the past 12 years. He wants to make the already great city a better place to live for its residents.

AXELL BAUTISTA

TERM EXPIRES: JUNE 30, 2028

Mr. Bautista became a Manassas City resident in 2020, moving from Fairfax County, where he was involved in serving his community, serving people of all ages, the elderly with mobility as an all-around helping hand, but mostly the at-risk children in the neighborhood, training and molding kids to be obedient children to their parents, respectful students at school, and good citizens in their community. Axell is a philanthropist through his time, talent, treasure, and any resource he can use for the welfare of others. He became a realtor in 2021, to help support the financial needs of his local church, and has since helped multiple families find homes. Axell is a dental assistant at an orthodontic office, and runs a dental prosthetics business on the side. He continues to be a philanthropist in Manassas City, and was appointed to the Board of Zoning Appeals in July 2023, looking forward to serving his community in any way he can.

CHARLES SWEET

TERM EXPIRES: JUNE 30, 2029

Pending

MICHAEL TURCHETTI

TERM EXPIRES: JUNE 30, 2029

Mr. Turchetti has been a proud resident of Manassas, VA since 2022. He lives in the Oakenshaw neighborhood with his wife, Natalie, and two children. He has been a member of the Board of Zoning Appeals since 2024. Mr. Turchetti is a senior director of public policy at Eli Lilly and has over a decade experience working on complex health care policy and regulatory topics.

BZA Case Report – FY2025

BZA Case Number	Applicant	Street Address	Action
BZA #2024-0004	Shrutee Shah	9509 Grant Avenue	Variance APPROVED on July 10, 2025. Reduction of lot area.
BZA #2025-0001	Jason E. Hickman	8576 Yoder Street	Appeal of Zoning Administrator decision to deny driveway modification OVERTURNED on September 11, 2025.
BZA #2025-0002	Carmen Lizeth Elvir	9203 Centreville Road	Variance APPROVED on March 12, 2025. Reduction of lot area, lot width and side setbacks.
BZA #2025-0003	Patrick Cowne	9303 Maple Street	Variance APPROVED on March 12, 2025 Reduction of lot area, lot width and side setbacks.



City Council Agenda Item Report

Agenda Item No.

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Annual Report: Local Board of Building Code Appeals

Suggested Action and/or Recommendation

Suggested Motion

Item Type Reports / Presentations

Submitting Department Community Development

Meeting Body City Council

Item ID 2026-321

Drafter Christen Miller

Meeting Date October 27, 2025

ATTACHMENTS

- [FY2025 Local Board of Building Code Appeals Annual Report](#)



MEMORANDUM

CITY OF MANASSAS

Local Board of Building Code Appeals

DATE: July 24, 2025

TO: Mayor and Council

FROM: Members of the Local Board of Building Code Appeals

SUBJECT: Annual Report of the Local Board of Building Code Appeals

The Local Board of Building Code Appeals (LBBCA) reports on its activities for the last fiscal year as required by the City Council. This letter is submitted in accordance with those requirements for Fiscal Year 2025 (July 1, 2024 to June 30, 2025). In FY 2025, no new applications came before the Board. A regular meeting was held on July 11, 2024 and the Board elected officers and conducted other administrative business. One new application was received in May and was withdrawn; the appellant was able to secure a permit and resolve the violation.

The Local Board of Building Code Appeals strives to maintain a standard of excellence in the commission of the duties entrusted to us. It continues to be a privilege to serve the City Council and the citizens of the City of Manassas.

Respectfully submitted,

Robert Fox, Chair

Edward Spall

Brian Pace, Vice-Chair

Alex Iszard

Robert Mauldin



City Council Agenda Item Report

Agenda Item No. 1.1

Submitted by: Eric Smith

Submitting Department: City Clerk

Meeting Date: October 27, 2025

Item Title

MCPS School Presentation - Jennie Dean Elementary School

(Staff: Ed Stephenson, PhD, Principal - Introduced by Suzanne Seaberg, MCPS School Board Chair)

Suggested Action and/or Recommendation

Suggested Motion

Item Type Reports / Presentations

Submitting Department City Clerk

Meeting Body City Council

Item ID 2026-229

Drafter Eric Smith

Meeting Date October 27, 2025

ATTACHMENTS

- [MCPS School Presentation - Jennie Dean Elementary School](#)

Jennie Dean Elementary School

October 27, 2025

Manassas City Council Meeting

Ed Stephenson, PhD
Principal



What Makes Jennie Dean Great? - S.W.I.M

Success through
Working together with
Integrity and
Motivation



What Makes Jennie Dean Great? – Teachers and Staff



What Makes Jennie Dean Great? – Students



What Makes Jennie Dean Great?

Student Learning and Family/Community Support



What Makes Jennie Dean Great? - Legacy & History



Jennie Dean Elementary School

October 27, 2025

Manassas City Council Meeting

Ed Stephenson, PhD
Principal





City Council Agenda Item Report

Agenda Item No.

Submitted by: Eric Smith

Submitting Department: City Clerk

Meeting Date: October 27, 2025

Item Title

Annual Report: Historic Resources Board

Suggested Action and/or Recommendation

Accept the Report as submitted.

Suggested Motion

Item Type Other

Submitting Department City Clerk

Meeting Body City Council

Item ID 2026-231

Drafter Eric Smith

Meeting Date October 27, 2025

ATTACHMENTS

- [PRES FY2025 Historic Resources Board Annual Report](#)
- [FY2025 Historic Resources Board Annual Report](#)

2025 Annual Report

Historic Resources Board

October 27, 2025



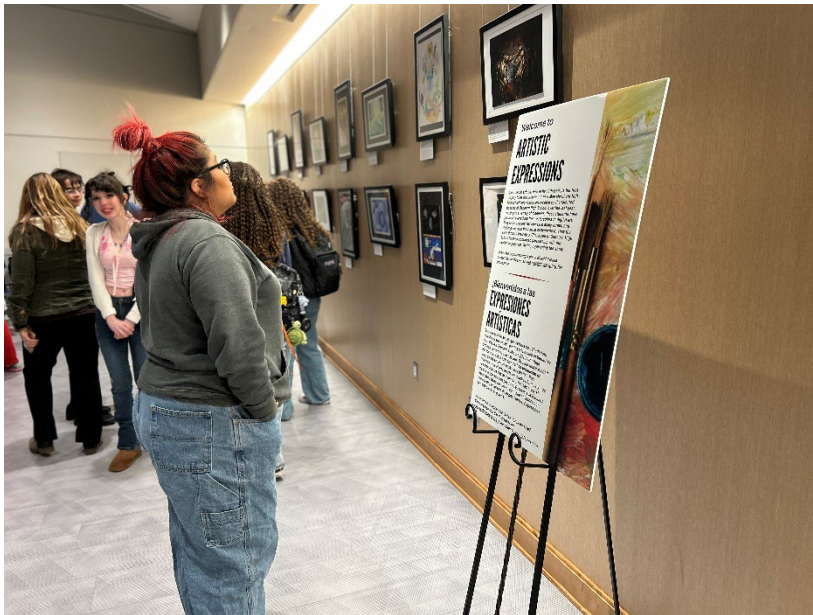
Manassas Museum System



Collections Report



Exhibitions



A Look Ahead





Historic Resources Board

FY2025 ANNUAL REPORT
ADOPTED September 2, 2025

Table of Contents

Introduction.....	3
Responsibilities	3
Activities.....	4
Collections.....	4
A Look Ahead	4
Membership.....	5
Attendance Report	5

Introduction

The Manassas Historical Committee was established by a resolution adopted by the Manassas City Council on August 27, 1973, and reestablished with an expanded mission by Council Resolution R-90-48 on June 11, 1990. The Committee was reconstituted as the Historic Resources Board (“HRB” or “Board”) by Resolution R-99-154, adopted by the City Council on June 14, 1999. It is an advisory body pursuant to Virginia Code § 15.2-1411 and subject to City of Manassas Code § 2-301 and City Council Policies related to advisory bodies.

Responsibilities

The purposes of the Board are as follows:

1. To advise the City Council as appropriate on matters of historical interest to the City. These include, but are not limited to, historic preservation, educational and cultural programs, and tourism promotion.
2. To act as an advisory board to The Manassas Museum. In this capacity, the Board shall formulate policy recommendations for approval by the City Council. These include, but are not limited to, strategic planning, admission and other policies, business planning, programming, and the accession/de-accession of artifacts.
3. To work in cooperation with such community organizations as the City of Manassas Architectural Review Board, Historic Manassas, Inc., Manassas Business Council, Manassas Museum Associates, Old Town Business Association, and other groups for the general benefit of the citizens of Manassas.
4. To foster wider awareness of the City’s historic legacy and promote responsible stewardship of historic resources both public and private.
5. To consider and comment on other matters of general community interest as requested by the City Council and, or other organizations or groups as listed above.

Activities

In FY25, the Historic Resources Board (HRB) supported the museum's exhibits, programs, and work at our historic sites. Specifically, board members helped staff Liberia House on the weekends, spoke at exhibit openings, and supported the ongoing maintenance projects at Annaburg, Cannon Branch, and Mayfield Fort. The HRB also continued their work preparing the Museum for accreditation by the American Alliance of Museums (AAM). Work in this area included the review and approval of the updated Collections Policy and the Disaster and Emergency Preparedness Plan.

Collections

A primary responsibility of the HRB is to approve potential donations of artifacts to the Museum's permanent collection, and to deaccession those that are no longer appropriate. In FY25, the Committee considered offers from 8 different donors totaling 98 individual artifacts. The Committee accepted 60 artifacts while 38 were declined. Donations of particular significance include the Liberia schoolmaster's math book dated 1843, a mid-20th century wooden milk crate from the Birmingham Dairy, and a ribbon worn by Miss Walser Conner when she served as a delegate to the Eighth Annual Young Democratic Club meeting held in Roanoke in 1939.

A Look Ahead

During the year ahead, the Board will focus their attention on adopting a new Long-Range Plan. In addition to this important work, the Board will also support the project to move the Model Cottage back to the original campus of the Manassas Industrial School. Finally, the Board will continue its support of ongoing efforts to improve and maintain our historic sites around the City.

As always, the Board extends its appreciation to the Council for its continued support of the Manassas Museum, and looks forward to a successful year in FY26.

Membership

<u>Member</u>	<u>Term Expiration</u>	<u>Member</u>	<u>Term Expiration</u>
James Cabbage	June 30, 2028	George Odom	June 30, 2027
Bill Backus	June 30, 2029	Warwick Steer	June 20, 2027
Dave Button*	June 30, 2025	Melyssa Stratton	June 30, 2028
Chris Harrover	June 30, 2025	Martha Wilson	June 30, 2026

Alternate Member

Vacant

Attendance Report

Board Members	Meetings	Present	Absent
Bill Backus	6	5	1
Dave Button	5	4	1
Chris Harrover	6	5	1
Melyssa Stratton	6	5	2
George Odom	6	5	2
Laura Smith	6	6	0
Warwick Steer	6	5	1
Martha Wilson	6	5	1

Note: The HRB did not meet in January 2025 due to weather.

Sincerely,



Bill Backus, Chair

9/2/2025

Date



PROCLAMATION

WHEREAS, Veterans Day, formerly known and celebrated as Armistice Day, was first observed on November 11, 1954, when President Dwight D. Eisenhower requested that the day be set aside to “solemnly remember the sacrifices of all those who fought so valiantly on the seas, in the air, and on foreign shores, to preserve our heritage of freedom;” and

WHEREAS, on Veterans Day we come together to pay tribute, not only to the men and women who have so valiantly risked their lives to preserve the liberty of our Nation as members of the Armed Forces, but also to those unsung heroes who have served in the military and continue to serve as our first responders as police, rescue and firefighters and emergency medical technicians; and

WHEREAS, these dedicated heroes continue to risk their own safety to protect us and they are the first and best defense against all emergencies that threaten our communities; and

WHEREAS, from national disasters to personal tragedies, these valiant first responders continue to sacrifice their time and their lives for those in peril and deserve the highest degree of respect for their selfless acts of heroism; and

WHEREAS, we need to be ever mindful that the continued desire to serve others is the motivator that instills such honor and dedication; and

WHEREAS, in 2025, three branches of the Armed Forces of the United States will commemorate their semiquincentennials, marking 250 years of service, sacrifice, and dedication in defense of our Nation; and

WHEREAS, on Veterans Day, November 11th, we have an opportunity to not only honor those who have answered the call when asked to protect and defend our Nation and its Allies, but also those unsung brave heroes who continue to answer the call as a first responder after their military career is at an end.

NOW THEREFORE, I, Michelle Davis-Younger, Mayor of the City of Manassas, Virginia and on behalf of the Manassas City Council, does hereby recognize November 11, 2025 as:

VETERANS DAY and November 2025 as VETERANS MONTH

in the City of Manassas and urge all citizens to fly our flag and to recognize the importance of our veterans and their service in the military and as first responders and the significance of the sacrifice these remarkable individuals provide, not only on November 11th, but also throughout the month of November and the entire year.

ATTEST:

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

Eric W. Smith II City Clerk



City Council Agenda Item Report

Agenda Item No. 1.4
Submitted by: Eric Smith
Submitting Department: City Clerk
Meeting Date: October 27, 2025

Item Title

Proclamation: Domestic Violence Awareness Month

Suggested Action and/or Recommendation

Approve

Suggested Motion

Approve

Item Type Proclamations
Submitting Department City Clerk
Meeting Body City Council

Item ID 2026-254
Drafter Eric Smith
Meeting Date October 27, 2025

Advisory Board/Committee Review

N/A

Fiscal Impact

N/A

Executive Summary and Background Information

Elisa Castillo - Director for Domestic Violence Services

Gigi McMillan - Founder, Purple Runway

ATTACHMENTS

- [Proclamation - Domestic Violence Awareness Month 2025](#)



PROCLAMATION

WHEREAS, domestic violence affects individuals and families across every community, including the City of Manassas; and

WHEREAS, family and intimate partner homicides account for more than one-third of all homicides in Virginia, and cycles of violence often continue without intervention; and

WHEREAS, access to trauma-informed care, supportive services, and safe pathways are vital to preventing and ending domestic violence; and

WHEREAS, in Fiscal Year 2025, ACTS (Action in Community Through Service) provided life-saving support to 67 individuals sheltered, 1,271 clients assisted in court, 2,630 participants engaged in counseling, and 519 high-danger interventions conducted with law enforcement; and

WHEREAS, ACTS also reached over 2,600 community members through prevention and education programs, helping residents recognize warning signs and connect survivors with resources; and

WHEREAS, Purple Runway, a survivor-led organization, serves as a vital community partner advancing holistic healing and advocacy for individuals impacted by domestic and intimate partner violence, reaching 1,189 community members and an additional 454 through evidence-based research and outreach across the Commonwealth; and

WHEREAS, through its programs, events, and initiatives, Purple Runway blends practitioners' guidance with holistic care leaders who help survivors rebuild confidence, resilience, and emotional wellness strategies for community members; and

WHEREAS, Domestic Violence Awareness Month unites advocates, agencies, and residents to honor survivors, remember lives lost, and renew our shared commitment to safety and healing.

NOW, THEREFORE, I, Michelle Davis-Younger, Mayor of the City of Manassas, Virginia and on behalf of the Manassas City Council, hereby proclaim the month of October 2025 as:

Domestic Violence Awareness Month

In the City of Manassas, and encourage all residents to support the efforts of ACTS, Purple Runway, and other community partners working to end domestic violence and support survivors on their path to healing.

ATTEST:

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

Eric Smith City Clerk



City Council Agenda Item Report

Agenda Item No. 1.5
Submitted by: Parisa Attayi
Submitting Department: City Clerk
Meeting Date: October 27, 2025

Item Title

Proclamation: National Disability Employment Awareness Month

Suggested Action and/or Recommendation

Approve

Suggested Motion

Approve

Item Type Proclamations
Submitting Department City Clerk
Meeting Body City Council

Item ID 2026-256
Drafter Parisa Attayi
Meeting Date October 27, 2025

Advisory Board/Committee Review

N/A

Fiscal Impact

N/A

Executive Summary and Background Information

Rachel Payne - Didlake VP of Advocacy and Public Policy

ATTACHMENTS

- [Proclamation - National Disability Employment Awareness Month 2025](#)



PROCLAMATION

WHEREAS, October 2025 marks the 80th anniversary of National Disability Employment Awareness Month (NDEAM), celebrating the many contributions of America’s workers with disabilities and raising awareness about inclusive employment practices; and

WHEREAS, the City of Manassas recognizes that inclusive workplaces strengthen our economy, enrich our communities, and reflect the values of dignity, equity, and opportunity for all; and

WHEREAS, this year also marks the 60th anniversary of Didlake, Inc., a Manassas-based nonprofit that has created pathways to employment and community inclusion for people with disabilities since 1965; and

WHEREAS, Didlake began as a school founded by local families and evolved to focus on employment as a means of empowerment and independence, now providing opportunities for more than 1,000 individuals across 40 federal, state, and commercial sites; and

WHEREAS, through its Employment Services and Day Support Programs, Didlake connects more than 1,500 individuals to meaningful jobs and community engagement, embodying the spirit of NDEAM through leadership and advocacy;

NOW THEREFORE, I, Michelle Davis-Younger, Mayor of the City of Manassas, Virginia and on behalf of the Manassas City Council, do hereby proclaim October 2025 as:

National Disability Employment Awareness Month

and honor **Didlake, Inc.** on its 60th anniversary for advancing disability inclusion and employment. The City of Manassas encourages all organizations to recognize the value and talent that people with disabilities bring to our workplaces and community.

ATTEST:

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

Eric Smith City Clerk



City Council Agenda Item Report

Agenda Item No. 2.1
Submitted by: Eric Smith
Submitting Department: City Clerk
Meeting Date: October 27, 2025

Item Title

Approval of September City Council Meeting Minutes
(Staff: Eric W. Smith II, City Clerk)

Suggested Action and/or Recommendation

Approval as part of the Consent Agenda

Suggested Motion

Item Type Minutes
Submitting Department City Clerk
Meeting Body City Council

Item ID 2026-333
Drafter Eric Smith
Meeting Date October 27, 2025

ATTACHMENTS

- [2025-09-22 City Council Meeting Minutes](#)



Manassas City Council

Regular Meeting – Manassas City Hall – Council Chambers September 22nd, 2025 – 5:30 pm

A Regular Meeting of the Council of the City of Manassas, Virginia was held in the Council Chambers of Manassas City Hall on the above date with the following present on roll call: Mayor Michelle Davis-Younger, Vice Mayor Mark Wolfe, Council Members Tom Osina, Ralph J. Smith, Sonia Vasquez Luna and Ashley Hutson.

Approval of Participation in the City Council Meeting by Remote Electronic Communication: Council Member Theresa Coates Ellis

Motion: Wolfe
Second: Vasquez Luna
Vote: PASSED

Mayor Davis-Younger requested to amend the agenda to move Item 4.1 to take place following the consent agenda.

Vice Mayor Wolfe was excused at 6:45 Pm.

4.1 Uncodified Ordinance# O-2026-064: Establishing the Annual Salary of the Mayor and Members of the City Council (Second Reading)

Motion: Wolfe
Second: Osina
Vote: PASSED (4-2 Ellis, Smith opposed)

COUNCIL TIME

Council Member Osina highlighted the Fire Department's ongoing smoke detector installations in the Georgetown South neighborhood and encouraged residents to explore the valuable information available on the City's website.

Council Member Vasquez Luna shared positive updates from Manassas City Schools and expressed appreciation to everyone attending the meeting in person and those watching via live stream. She also mentioned the upcoming opening of the Manassas Park VRE parking garage and other community events taking place across the City.

Council Member Hutson reflected on the feedback received from residents regarding the Comprehensive Plan and thanked the community for their engagement in the process.

MAYOR TIME

Mayor Davis-Younger discussed recent events she attended throughout the month to include ribbon cuttings and a car show.

CITY MANAGER TIME

Mr. Burke discussed upcoming events in the city.

PRESENTATIONS

Proclamation: Fire Prevention Week

Mayor Davis-Younger presented the proclamation to Fire Chief Ed Mills. Chief Mills made brief remarks.

Northern Virginia Food Rescue Presentation

Dr. Megan Franco made a presentation regarding the Food Rescue Program and its impact in the City of Manassas.

Council thanked Dr. Franco for the service they provide.

Fire Staffing Update

Chief Mills presented an update on Engine 501 staffing, outlining current personnel levels and recent lateral transfers from peer municipalities. He also provided an overview of overtime and mandatory overtime within the department.

Fire and Rescue Department Promotion Recognition

Chief Mills recognized new employees and those staff that had received promotions.

Commendation: 25th anniversary of Panorama Latino TV Show and Stephanie Williams

Mayor Davis-Younger presented the proclamation to Stephanie Williams. Ms. Williams made brief remarks.

2. CONSENT AGENDA

- 2.1. Proclamation: Fire Prevention Week
- 2.2. R-2026-182
- 2.3. R-2026-183
- 2.4. R-2026-210
- 2.5. O-2026-9
- 2.6. Approval of City Council Meeting Minutes

<i>Motion:</i>	<i>Vasquez Luna</i>
<i>Second:</i>	<i>Hutson</i>
<i>Vote:</i>	<i>PASSED</i>

3. PUBLIC HEARING

- 3.1 Public Hearing: Manassas 2045 Comprehensive Plan Technical Update

Mayor Davis-Younger opened the Public Hearing.

Planning Commission Chair Dheeraj Jagadev introduced the staff members presenting the item.

Planning Manager Christian Samples provided an overview of the Comprehensive Plan Technical Update, explaining that it was a targeted effort with the majority of the plan remaining unchanged.

Economic Development Director Patrick Small followed with a discussion on the designated economic development incentive areas.

<i>Motion:</i>	<i>Vasquez Luna</i>
<i>Second:</i>	<i>Hutson</i>
<i>Vote:</i>	<i>PASSED (Wolfe excused)</i>

Motion to move vote to October 27th

Motion: Vasquez Luna
Second: Osina
Vote: PASSED (Wolfe excused)

4. ORDINANCES AND RESOLUTIONS

4.2 Resolution# R-2026-233: Public Private Partnership Proposal Acceptance

Mr. Small provided an overview of the proposal, followed by Deputy City Attorney Amelia May, who outlined the legal process, associated timelines, and notice requirements.

Council Members clarified that the action before them was solely to accept the proposal, not to approve the project itself.

Motion: Osina
Second: Vasquez Luna
Vote: PASSED (Wolfe excused)

5. PUBLIC COMMENT

Jane Jones, Grant Avenue

Former president of the Manassas Old Town Association, spoke on the importance of the hotel development proposed for Old Town and expressed her appreciation to City Council for their service to the community.

Janet Plevniak, Manassas City Resident

Expressed disappointment with the recent vote to increase City Council salaries and shared concerns about other forthcoming changes she does not support.

Closed Meeting

6.1 AUTHORIZE A CLOSED MEETING

Motion: Smith
Second: Vasquez Luna
Vote: PASSED (Wolfe excused)

7.1 CERTIFY THE CLOSED MEETING

Motion: Smith
Second: Osina
Vote: PASSED (Wolfe excused)

ADJOURNMENT

Mayor Davis-Younger declared the meeting adjourned at 8:14 pm.

Mayor Davis-Younger

City Clerk



City Council Agenda Item Report

Agenda Item No. 1.5
Submitted by: Parisa Attayi
Submitting Department: City Clerk
Meeting Date: October 27, 2025

Item Title

Proclamation: National Disability Employment Awareness Month

Suggested Action and/or Recommendation

Approve

Suggested Motion

Approve

Item Type Proclamations
Submitting Department City Clerk
Meeting Body City Council

Item ID 2026-256
Drafter Parisa Attayi
Meeting Date October 27, 2025

Advisory Board/Committee Review

N/A

Fiscal Impact

N/A

Executive Summary and Background Information

Rachel Payne - Didlake VP of Advocacy and Public Policy

ATTACHMENTS

- [Proclamation - National Disability Employment Awareness Month 2025](#)



PROCLAMATION

WHEREAS, October 2025 marks the 80th anniversary of National Disability Employment Awareness Month (NDEAM), celebrating the many contributions of America’s workers with disabilities and raising awareness about inclusive employment practices; and

WHEREAS, the City of Manassas recognizes that inclusive workplaces strengthen our economy, enrich our communities, and reflect the values of dignity, equity, and opportunity for all; and

WHEREAS, this year also marks the 60th anniversary of Didlake, Inc., a Manassas-based nonprofit that has created pathways to employment and community inclusion for people with disabilities since 1965; and

WHEREAS, Didlake began as a school founded by local families and evolved to focus on employment as a means of empowerment and independence, now providing opportunities for more than 1,000 individuals across 40 federal, state, and commercial sites; and

WHEREAS, through its Employment Services and Day Support Programs, Didlake connects more than 1,500 individuals to meaningful jobs and community engagement, embodying the spirit of NDEAM through leadership and advocacy;

NOW THEREFORE, I, Michelle Davis-Younger, Mayor of the City of Manassas, Virginia and on behalf of the Manassas City Council, do hereby proclaim October 2025 as:

National Disability Employment Awareness Month

and honor **Didlake, Inc.** on its 60th anniversary for advancing disability inclusion and employment. The City of Manassas encourages all organizations to recognize the value and talent that people with disabilities bring to our workplaces and community.

ATTEST:

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

Eric Smith City Clerk



City Council Agenda Item Report

Agenda Item No. 1.4
Submitted by: Eric Smith
Submitting Department: City Clerk
Meeting Date: October 27, 2025

Item Title

Proclamation: Domestic Violence Awareness Month

Suggested Action and/or Recommendation

Approve

Suggested Motion

Approve

Item Type Proclamations
Submitting Department City Clerk
Meeting Body City Council

Item ID 2026-254
Drafter Eric Smith
Meeting Date October 27, 2025

Advisory Board/Committee Review

N/A

Fiscal Impact

N/A

Executive Summary and Background Information

Elisa Castillo - Director for Domestic Violence Services

Gigi McMillan - Founder, Purple Runway

ATTACHMENTS

- [Proclamation - Domestic Violence Awareness Month 2025](#)



PROCLAMATION

WHEREAS, domestic violence affects individuals and families across every community, including the City of Manassas; and

WHEREAS, family and intimate partner homicides account for more than one-third of all homicides in Virginia, and cycles of violence often continue without intervention; and

WHEREAS, access to trauma-informed care, supportive services, and safe pathways are vital to preventing and ending domestic violence; and

WHEREAS, in Fiscal Year 2025, ACTS (Action in Community Through Service) provided life-saving support to 67 individuals sheltered, 1,271 clients assisted in court, 2,630 participants engaged in counseling, and 519 high-danger interventions conducted with law enforcement; and

WHEREAS, ACTS also reached over 2,600 community members through prevention and education programs, helping residents recognize warning signs and connect survivors with resources; and

WHEREAS, Purple Runway, a survivor-led organization, serves as a vital community partner advancing holistic healing and advocacy for individuals impacted by domestic and intimate partner violence, reaching 1,189 community members and an additional 454 through evidence-based research and outreach across the Commonwealth; and

WHEREAS, through its programs, events, and initiatives, Purple Runway blends practitioners' guidance with holistic care leaders who help survivors rebuild confidence, resilience, and emotional wellness strategies for community members; and

WHEREAS, Domestic Violence Awareness Month unites advocates, agencies, and residents to honor survivors, remember lives lost, and renew our shared commitment to safety and healing.

NOW, THEREFORE, I, Michelle Davis-Younger, Mayor of the City of Manassas, Virginia and on behalf of the Manassas City Council, hereby proclaim the month of October 2025 as:

Domestic Violence Awareness Month

In the City of Manassas, and encourage all residents to support the efforts of ACTS, Purple Runway, and other community partners working to end domestic violence and support survivors on their path to healing.

ATTEST:

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

Eric Smith City Clerk



PROCLAMATION

WHEREAS, Veterans Day, formerly known and celebrated as Armistice Day, was first observed on November 11, 1954, when President Dwight D. Eisenhower requested that the day be set aside to “solemnly remember the sacrifices of all those who fought so valiantly on the seas, in the air, and on foreign shores, to preserve our heritage of freedom;” and

WHEREAS, on Veterans Day we come together to pay tribute, not only to the men and women who have so valiantly risked their lives to preserve the liberty of our Nation as members of the Armed Forces, but also to those unsung heroes who have served in the military and continue to serve as our first responders as police, rescue and firefighters and emergency medical technicians; and

WHEREAS, these dedicated heroes continue to risk their own safety to protect us and they are the first and best defense against all emergencies that threaten our communities; and

WHEREAS, from national disasters to personal tragedies, these valiant first responders continue to sacrifice their time and their lives for those in peril and deserve the highest degree of respect for their selfless acts of heroism; and

WHEREAS, we need to be ever mindful that the continued desire to serve others is the motivator that instills such honor and dedication; and

WHEREAS, in 2025, three branches of the Armed Forces of the United States will commemorate their semiquincentennials, marking 250 years of service, sacrifice, and dedication in defense of our Nation; and

WHEREAS, on Veterans Day, November 11th, we have an opportunity to not only honor those who have answered the call when asked to protect and defend our Nation and its Allies, but also those unsung brave heroes who continue to answer the call as a first responder after their military career is at an end.

NOW THEREFORE, I, Michelle Davis-Younger, Mayor of the City of Manassas, Virginia and on behalf of the Manassas City Council, does hereby recognize November 11, 2025 as:

VETERANS DAY and November 2025 as VETERANS MONTH

in the City of Manassas and urge all citizens to fly our flag and to recognize the importance of our veterans and their service in the military and as first responders and the significance of the sacrifice these remarkable individuals provide, not only on November 11th, but also throughout the month of November and the entire year.

ATTEST:

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

Eric W. Smith II City Clerk

MOTION:

October 27, 2026

SECOND:

**Regular Meeting
Res. No. R-2026-334**

RE: RESOLUTION ADOPTING 2026 LEGISLATIVE PRIORITIES

WHEREAS, the City Council of Manassas, Virginia seeks to establish clear legislative priorities to guide the City's legislative advocacy efforts during the 2026 Virginia General Assembly session; and

WHEREAS, the City Council has identified key priorities in the areas of Community Vitality, Economic Prosperity, Advancing Mobility, Educational Success, and Sustaining Excellence; and

NOW, THEREFORE, BE IT RESOLVED by the Council for the City of Manassas, Virginia that the Council hereby adopts the 2026 Legislative Priorities as follows:

Community Vitality:

We support enabling municipalities to utilize cameras linked to microphones to capture video records of vehicles conducting noise violations due to modifications to exhaust systems similar to that established in Maryland.

We support establishment of a Commonwealth income tax credit for disabled veterans' payment of Real Property taxes to localities, similar to that in West Virginia.

We support allowing faith-based organizations increased development of their properties in conformance with local zoning and building codes to provide additional affordable housing opportunities.

We support local control over land use decisions, including planning, zoning, and mitigating the impacts of new development on our residents, schools and other infrastructure.

We support elimination of the annexation moratorium as the Commonwealth continues to deemphasize funding obligations to cities like funding for local police departments (HB 599).

We support more resources from the Commonwealth to increase home ownership such as down payment assistance and low-interest loans.

We support the increased use of Advanced Technology programs such as License Plate Readers (LPR's), Photo Red Light and Photo Speed Enforcement programs to improve the safety of our communities and roadways.

We support increased state general funding for community-based public health programs, to include programs such as Healthy Families, Comprehensive Health Investment Project (CHIP) of Virginia, Smart Beginnings, and Resource Mothers. These are critical investments in programs that ensure a strong start for children, and can help reduce the need for costlier interventions later in life.

We support increased efforts to address substance dependency, and these programs must be comprehensive and coordinated with localities. The state should develop and support evidence-based prevention initiatives and should continue to improve access to treatment.

We support changes in the law enforcement decertification process to ensure confidentiality of Internal Affairs and personnel files during the decertification application process.

We support the continuation of the grandfathering of the City of Manassas' use of Lake Manassas as a grandfathered water withdrawal facility based on our 5-year average use. The limitation of withdrawal proposed by DEQ would impinge on the City's full use of the lake for City residents (MH20).

Economic Prosperity:

We support removal of data center equipment exemption for bank-owned data center equipment from personal property tax payment established by Va Code §58.1-1202.

We support supplemental funding from the Commonwealth to localities to offset Federal funding reductions to social services and education programs.

We support funding for education and workforce development particularly for Career and Technical Education and the strengthening of economic development incentives that spur job creation and retention.

We support additional funding for Fast Forward, internships, career placement, and other workforce development programs managed by the Virginia Community College System.

We support local flexibility in the promotion of economic development.

Advancing Mobility:

We support the continued equitable funding of transportation projects by VDOT in the Northern Virginia district in the same manner as projects are funded in other regions of the Commonwealth.

We support increased funding for public transit, multi-modal, active transportation, and alternative mass transit solutions.

We support amending Virginia Code Section 15.2-1901 to authorize the use of eminent domain for transportation improvements on property contiguous to, but outside the city boundaries.

Educational Success:

The City of Manassas provides more than two times the required local funding for Manassas City Public Schools. We support actions by the General Assembly to recognize and fund the true costs of public education and significantly increase funding for K-12 education, prekindergarten (Pre-K), career and technical education, special education, alternative education, and teacher compensation.

We request reconsideration of the bill vetoed in 2024 that would allow municipalities to adopt a 1% Sales Tax for school construction if voters approve the tax in a referendum.

We support funding formulas that provide additional resources to school divisions with high percentages of English Language Learners.

We support divisions in their efforts to provide universal free breakfast and lunch programs.

We support changes to the Standards of Quality (SOQ) funding formulas that have been recommended by the Joint Legislative Audit and Review Commission's (JLARC) K-12 Funding Formula study.

Sustaining Excellence:

We support efforts to strengthen and maintain the principles of sovereign and qualified immunity for local governments and their officials.

We support expansion of local revenue sources and increased local authority over revenues like the Machinery and Tools Tax and the Business and Professional Occupational License Fee.

We support local control over municipal utilities as local regulation of municipal utilities should be provided by local officials who are accountable to the utility customer.

We support holding public safety officials accountable to the 21st Century Policing strategies and not the creation of unfunded criminal justice legislation.

Virginia Municipal League: We support the 2026 VML Legislative Program.

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

ATTEST:

Eric W. Smith, II City Clerk

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:



Educational Success

- The City of Manassas provides more than two times the required local funding for Manassas City Public Schools. We support actions by the General Assembly to recognize and fund the true costs of public education and significantly increase funding for K-12 education, pre-kindergarten (Pre-K), career and technical education, special education, alternative education, and teacher compensation.
- We request reconsideration of the bill vetoed in 2024 that would allow municipalities to adopt a 1% Sales Tax for school construction if voters approve the tax in a referendum.
- We support funding formulas that provide additional resources to school divisions with high percentages of English Language Learners.
- We support divisions in their efforts to provide universal free breakfast and lunch programs.
- We support changes to the Standards of Quality (SOQ) funding formulas that have been recommended by the Joint Legislative Audit and Review Commission's (JLARC) *K-12 Funding Formula* study.



Advancing Mobility

- We support the continued equitable funding of transportation projects by VDOT in the Northern Virginia district in the same manner as projects are funded in other regions of the Commonwealth.
- We support increased funding for public transit, multi-modal, active transportation and alternative mass transit solutions.

- We support amending Virginia Code Section 15.2-1901 to authorize the use of eminent domain for transportation improvements on property contiguous to, but outside the city boundaries.

CITY OF MANASSAS COUNCIL

Mayor Michelle Davis-Younger
mdavis-younger@manassasva.gov
703-895-4485

Vice Mayor Mark Wolfe
mwolfe@manassasva.gov
703-257-1702

COUNCIL MEMBERS

Theresa Coates Ellis
tellis@manassasva.gov
571-247-6729

Ashley Hutson
ahutson@manssasva.gov
571-676-8949

Sonia Vasquez Luna
sluna@manassasva.gov
571-762-3498

Tom Osina
tosina@manassasva.gov
571-621-4069

Ralph Smith
rsmith@manassasva.gov
703-303-8530



CITY OF MANASSAS LEGISLATIVE AGENDA 2026



Community Vitality

- We support enabling municipalities to utilize cameras linked to microphones to capture video records of vehicles conducting noise violations due to modifications to exhaust systems similar to that established in Maryland.
- We support establishment of a Commonwealth income tax credit for disabled veterans' payment of Real Property taxes to localities, similar to that in West Virginia.
- We support allowing faith-based organizations increased development of their properties in conformance with local zoning and building codes to provide additional affordable housing opportunities.
- We support local control over land use decisions, including planning, zoning, and mitigating the impacts of new development on our residents, schools and other infrastructure.
- We support elimination of the annexation moratorium as the Commonwealth continues to de-emphasize funding obligations to cities like funding for local police departments (HB 599).
- We support more resources from the Commonwealth to increase home ownership such as down payment assistance and low-interest loans.
- We support the increased use of Advanced Technology programs such as License Plate Readers (LPR's), Photo Red Light and Photo Speed Enforcement programs to improve the safety of our communities and roadways.

- We support increased state general funding for community-based public health programs, to include programs such as Healthy Families, Comprehensive Health Investment Project (CHIP) of Virginia, Smart Beginnings, and Resource Mothers. These are critical investments in programs that ensure a strong start for children, and can help reduce the need for costlier interventions later in life.
- We support increased efforts to address substance dependency, and these programs must be comprehensive and coordinated with localities. The state should develop and support evidence-based prevention initiatives and should continue to improve access to treatment.
- We support changes in the law enforcement decertification process to ensure confidentiality of Internal Affairs and personnel files during the decertification application process.
- We support the continuation of the grandfathering of the City of Manassas' use of Lake Manassas as a grandfathered water withdrawal facility based on our 5-year average use. The limitation of withdrawal proposed by DEQ would impinge on the City's full use of the lake for City residents (MH20).



Economic Prosperity

- We support removal of data center equipment exemption for bank-owned data center equipment from personal property tax payment established by Va Code §58.1-1202
- We support supplemental funding from the Commonwealth to localities to offset Federal funding reductions to social services and education programs.

- We support funding for education and workforce development, particularly for Career and Technical Education and the strengthening of economic development incentives that spur job creation and retention.
- We support additional funding for Fast Forward, internships, career placement, and other workforce development programs managed by the Virginia Community College System.
- We support local flexibility in the promotion of economic development.



Sustaining Excellence

- We support efforts to strengthen and maintain the principles of sovereign and qualified immunity for local governments and their officials.
- We support expansion of local revenue sources and increased local authority over revenues like the Machinery and Tools Tax and the Business and Professional Occupational License Fee.
- We support local control over municipal utilities as local regulation of municipal utilities should be provided by local officials who are accountable to the utility customer.
- We support holding public safety officials accountable to the 21st Century Policing strategies and not the creation of unfunded criminal justice legislation.



We support the 2026 VML Legislative Program.



City Council Agenda Item Report

Agenda Item No. 3.1

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Public Hearing: Appeal of a Denial by the Architectural Review Board for a Certificate of Appropriateness for 9229 Portner Avenue
(Staff: Benjamin Walker, Planner II)

Suggested Action and/or Recommendation

Close public hearing and action on Resolution #R-2026-325 be scheduled for the next regular City Council meeting

OR;

close public hearing and Resolution #R-2026-325 be scheduled for discussion at the November 17, 2025 City Council Worksession.

Suggested Motion

I move that the public hearing be closed and action on Resolution #R-2026-325 be scheduled for the next regular City Council meeting

OR;

I move that the public hearing be closed and Resolution #R-2026-325 be scheduled for discussion at the November 17, 2025 City Council Worksession.

Item Type Public Hearings

Submitting Department Community Development

Meeting Body City Council

Item ID 2026-325

Drafter Christen Miller

Meeting Date October 27, 2025

Advisory Board/Committee Review

Architectural Review Board unanimously deferred application on April 15, 2025.

Architectural Review Board unanimously denied Certificate of Appropriateness on August 19, 2025.

Fiscal Impact

N/A

Executive Summary and Background Information

To consider an appeal of the denial by the Architectural Review Board's (ARB) August 19, 2025 decision to deny a Certificate of Appropriateness application for the replacement of windows.

ATTACHMENTS

- [2026-325 Staff Report](#)

- [ATTH01 April 15, 2025 Meeting Staff Report with Attachments](#)
- [ATTH02 April 15, 2025 Meeting Minutes](#)
- [ATTH03 August 19, 2025 Meeting Staff Report with Attachments](#)
- [ATTH04 August 19, 2025 Meeting Minutes](#)
- [ATTH05 Notification of Denial](#)
- [ATTH06 Historic District Design Guidelines - Residential Windows and Doors](#)
- [ATTH07 Affidavit of Publication](#)
- [PRES City Council Presentation](#)

CITY OF MANASSAS CITY COUNCIL STAFF REPORT

ARB #2025-0015
9229 PORTNER AVENUE
OCTOBER 27, 2025



Request: To consider an appeal of the denial by the Architectural Review Board's (ARB) August 19, 2025 decision to deny a Certificate of Appropriateness application for the replacement of windows. The property is a two-story residential building located on the south side of Portner Avenue between West Street and Weir Alley. The property is zoned R1, Single-Family Residential, and is categorized as a Historic Landmark within the City's Historic Overlay District.

Parcel Address: 9229 Portner Avenue

Existing Zoning: R-1 Low Density, Single-Family Residential; Historic Overlay District (HOD)

Parcel Size: ±0.05-acre parcel

Comprehensive Plan Designation: Downtown

Type of Structure: Landmark

Public Notice: This case has been advertised in accordance with requirements of the Code of Virginia and the City of Manassas, including newspaper advertisement, adjacent property owner notification and public hearing signs posted on the property. No comments have been received to date.

ARCHITECTURAL REVIEW BOARD RECOMMENDATION

The Architectural Review Board held a public meeting on April 15, 2025, at which time the Board recommended deferral of the application unanimously (6-0). The Architectural Review Board held a public meeting on August 19, 2025, at which the applicant returned with a revised proposal. The Board recommended denial unanimously (6-0).

STAFF RECOMMENDATION

Pursuant to Sec. 130-410(g), City Council also has the following options for the appeal:

- 1) To affirm the decision of the ARB to deny the Certificate of Appropriateness for the window replacement;
- 2) Reverse the decision and approve the installation of the vinyl windows;
- 3) Modify the decision (see below); or
- 4) Remand back to the ARB for reconsideration of the decision of the ARB, in whole or in part.

Option to Modify Decision

Pursuant to the Design Guidelines and the Standards of Review as set forth in Sec. 130-406, the ARB acted accordingly in the denial of the vinyl material for the replacement windows. While the window replacement material (vinyl) does not meet the guidelines, the windows do meet other aspects of the guidelines. The replacement windows follow the same light pattern and window type as the originals, those being one-over-one double-hung sash. Additionally, all of the replacement windows are approximately the same size as the originals, as they were measured and custom ordered to fit the original window openings.

Staff recommends that the City Council affirm the decision of the ARB to deny the use of the vinyl material for windows in a landmark structure.

Should the City Council wish to consider an alternative to replacing all vinyl windows with wood windows pursuant to the Design Guidelines, in lieu of remanding back to the ARB, Staff would recommend that the City Council approve replacement of the front two windows with wood windows, consistent with the Design Guidelines. Additionally, all other windows be replaced with Harvey Majesty aluminum-clad wood windows. Aluminum-clad wood windows are an alternative material accepted in the Historic District for historic structures not listed as Landmarks.

Staff Recommendation:

1. The Public Hearing be closed and the appeal scheduled for action on November 10, 2025, **OR**
2. The Public Hearing be closed and the appeal scheduled for worksession on November 17, 2025.

Staff: Benjamin Walker, CZO, Planner II

Contact Information: 703-257-8247, bwalker@ci.manassas.va.us

Attachments:

1. April 15, 2025 ARB Staff Report & Attachments
2. April 15, 2025 ARB Meeting Minutes
3. August 19, 2025 ARB Staff Report & Revised Proposal Attachment
4. August 19, 2025 ARB Meeting Minutes
5. Notification of ARB Denial
6. Historic District Design Guidelines for Residential Windows & Doors

STAFF ANALYSIS

Background and History

On March 3, 2025, the wood windows at 9229 Portner Avenue were replaced with new vinyl windows without ARB approval or a Building Permit, at which time Code Enforcement issued a Notice of Violation. The applicant contacted Staff to state they were unaware of the need for ARB approval, and submitted an ARB application seeking retroactive approval of the window replacement. Staff advised the applicant that the replacement of wood windows with vinyl windows does not meet the Historic District Design Guidelines, and that Staff would consequently be unable to recommend approval of the vinyl windows. The applicant decided to move forward with bringing the vinyl windows before the Board. They indicated that the original windows were painted shut and leaking, and that the purpose of the replacement was in part to mitigate the fire hazard presented by the painted shut windows, and to allow them to be able to wholly enjoy their home by having fully operable new windows.

The applicant's case first came before the ARB on April 15, 2025. The wood windows were replaced with new Window Nation, Grand View, one-over-one, double-hung vinyl windows. Staff's recommendation to the ARB at that April meeting was deferral to give the applicant additional time to explore alternative window options. The Board provided feedback to the applicant and made a unanimous motion to defer the application (6-0).

The applicant explored alternative window options and returned to the Board at the August 19, 2025 meeting with a revised proposal for the windows. The revised proposal entailed removing the vinyl windows that were installed without ARB approval, and replacing them with Harvey, Majesty aluminum-clad-wood, one-over-one, double hung windows. The applicant proposed two options for the scope of the installation of these new replacement windows. Option 1, which was the applicant's preferred option, was to replace only the front two vinyl windows with the new Harvey Majesty windows, and leave the rest of the vinyl windows in place. Option 2, which the applicant expressed their wish to avoid, was to replace all eleven vinyl windows with the new Harvey Majesty windows.

While the Design Guidelines indicate that aluminum-clad wood windows are not appropriate for Landmark Structures, Staff are of the opinion that in this particular case, the proposal is not entirely unreasonable. While aluminum-clad wood windows are not a restoration of the original wood windows, they are more historically appropriate and compatible with historic structures than the vinyl windows that were installed. Staff felt that this proposal was an appropriate and reasonable compromise, and therefore supported the installation of aluminum-clad wood windows in this specific case. Staff's recommendation to the ARB at the August meeting was approval of the applicant's proposed Option 2 for the aluminum-clad wood windows, and denial of Option 1.

The Board noted that they are responsible for applying the guidelines consistently, and that their review is bound by not only the Design Guidelines, but by the full Standards of Review as set forth in Sec. 130-406. The Board made a unanimous motion for denial (6-0) of ARB #2025-0015. A notification of denial was sent to the applicant the following day.

ARB 2025-0015
9229 Portner Avenue
April 15, 2025



Summary of Request: Exterior Alterations (Window Replacement)

Applicant(s): Christopher Lawrence & Margo Pareja

Site Owner(s): Christopher Lawrence & Margo Pareja

Site Address: 9229 Portner Avenue

Site Location: South side of Portner Avenue between Weir Alley and West Street

Year Built: ca. 1905

Age of Structure: approx. 120

Type of Structure: Landmark; Contributing

ARB 2025-0015
9229 Portner Avenue
April 15, 2025



Photo taken 04/01/2025

PROPERTY INFORMATION

Historical Significance – The building at 9229 Portner Avenue, built ca. 1905, is significant as one of four identical houses that form an intact row that was developed in the early twentieth century. The brick masonry houses, with simple Queen Anne detailing, were constructed at the same time by Donation Libeau, a Manassas builder who emigrated from New Zealand in the late 1890s. Considered an eccentric by many, Libeau set the houses unusually close together to make use of small narrow lots. Houses such as these were more typical in dense urban areas in the early twentieth century, but were uncommon in smaller towns like Manassas. The four houses were built for brick workers who were employed in Libeau's brickyard to the north. The property is designated both a landmark and contributing structure to the local historic district.

9229 Portner Avenue is a two-story, three-bay, cross-gable vernacular dwelling with simple Queen Anne detailing that includes decorative brickwork and barge boards. Set on a parged stone foundation, the house is of painted brick masonry construction, laid in a 6-course common bond, and capped by a standing-seam metal roof. The building features decorative string courses in the gable ends above the first and second stories. Alternating rowlock bricks at the base of each string course mimic dentils. Fenestration consists of one-over-one double-hung windows with rowlock sills and segmental arch lintels. The main entrance consists of a single-leaf door with a modern Colonial Revival surround. A two-story shed roof addition, located at the rear of the east elevation, is clad in hardie board siding and features one-light casement windows.

ARB 2025-0015
9229 Portner Avenue
April 15, 2025



Surrounding Properties –

Address	Designation	Notes
9227 Portner Avenue	Landmark; Contributing	Libeau Row
9231 Portner Avenue	Landmark; Contributing	Libeau Row
9302 West Street	Contributing	
9228 Portner Avenue	NA	Outside HOD
9230 Portner Avenue	NA	Outside HOD

REQUEST/PROPOSAL

The applicant is seeking retroactive approval for the replacement of the original one-over-one, double-hung wood windows. The new windows are Window Nation, Grand View one-over-one, double-hung vinyl windows. All of the new windows were custom ordered to fit the original window openings.

STAFF ANALYSIS

The guidelines for windows on residential buildings are stated on pages 88-91 of the design guidelines document. Relevant guidelines include:

- Repair rather than replace original windows and doors and reuse serviceable hardware and locks.
- Windows and doors should only be replaced when they are missing or are beyond repair. Reconstruction should be based on physical evidence or historic photo documentation, or surveys of the structure or similar structures of the same time period.
- Avoid changing the architectural appearance of windows and doors by using inappropriate materials or finishes which radically change the sash, depth of reveal, and muntin configuration, the reflective quality or color of the glazing, or the appearance of the frame.
- Consider replacing only the sash when the historic windows are too deteriorated for repair.
- If window replacement is necessary, new windows should fit the original opening (generally within a ½ inch on each side). Undersized windows that don't properly fit should not be used as they can alter the character of windows and thus the building.

The windows were replaced on March 3, 2025 without ARB approval or a Building Permit, at which time Code Enforcement issued a Notice of Violation. The applicant contacted Staff to state they were unaware of the need for ARB approval or permitting, and applied seeking retroactive approval. The applicant has indicated that the original windows were painted shut and leaking, and the purpose of the replacement was in part to mitigate the fire hazard presented by the painted shut windows, and to allow them to be able to wholly enjoy their home by having fully operable new windows.

While the window replacement does not meet the guidelines for materials, they do meet other aspects of the guidelines for windows. The replacement windows follow the same light pattern and window type as the originals, those being one-over-one double-hung sash. Additionally, all of the replacement windows are approximately the same size as the originals, as they were measured and custom ordered to fit the original window openings. This was done to avoid undersized windows that would have required framing in portions of the window openings which would further altered the character of the windows and building as a whole.

ARB 2025-0015
9229 Portner Avenue
April 15, 2025



Regarding the material of the replacement windows, the Design Guidelines state that vinyl and other synthetic windows are not appropriate for contributing and landmark structures in the historic district. The dwelling at 9229 Portner Avenue is designated both a Landmark and Contributing structure to the local historic district. It is one of four (originally identical) freestanding single-dwellings constructed ca. 1905 as a single development known as Libeau Row. Consequently, Staff does have concerns about the change in material from wood windows to vinyl.

Staff would normally recommend repairing existing wood windows (i.e. remove them from the frame, strip paint, repair and re-putty, repaint, and reinstall), but since this is a retroactive application, the original windows are lost. Staff does recognize that the repair of original wood windows is not always feasible, either due to deterioration of the windows or because it is cost-prohibitive. However, there are other material alternatives for replacement windows that are more appropriate than vinyl, such as Aluminum Clad Wood or Fiberglass.

Staff recommends deferral of the application to give the applicant time to explore these alternatives. Staff would also request the Board provide additional feedback on the proposal to give the applicant additional direction so they can return to the Board with a more appropriate option for the windows that meets the design guidelines.

STAFF RECOMMENDATION

Staff recommends **DEFERRAL** of the application as submitted.

Staff: Benjamin Walker, Planner II

Contact Information: 703-257-8247, bwalker@ci.manassas.va.us

Attachments:

1. Application
2. Project Details
3. Historical Surveys



CITY OF MANASSAS
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING & DEVELOPMENT
9027 Center Street
Manassas, VA 20110
Phone: 703-257-8223 Fax: 703-257-5831
Email: ARB@manassasva.gov

FOR STAFF USE ONLY

ARB #: 2025-0015

DATE: 03/20/2025

ARCHITECTURAL REVIEW BOARD APPLICATION CHECKLIST

SUBMISSION REQUIREMENTS	
All Applications:	
Completed Application	☒
Special/Limited Power of Attorney Form (when applicant acts on behalf of the property owner)	☐
One electronic copy of the application package should be sent to ARB@manassasva.gov	☐
Application fee (see Fee Schedule for amount)	☐
Payment of delinquent taxes and fees on the property	☐
Exterior Alteration (i.e. door/window/siding/roof replacement/fence/etc.):	
Clear and labeled photographs of the site depicting the area impacted by the alterations (<u>Att 2</u>)	☒
Exterior elevation drawings (if applicable)	☐
Site plan or scaled location survey showing location and dimensions of alterations such as fences (if applicable)	☐
Manufacturer's specifications for materials (<u>Contract?</u>)	☒
Material Samples	☐
Color Samples (commercial structures only)	☐
Completed Window/Door or Metal Roof Information Sheet (if applicable)	☐
Signage (Commercial Only)	
Dimensioned drawing of proposed signage identifying materials, colors, attachment & illumination (if applicable)	☐
Drawing identifying location of sign	☐
Dimensions of existing signs to remain (if applicable)	☐
Dimensions of building wall on which sign is to be installed (if applicable)	☐
Material Samples	☐
Completed Sign Information Sheet	☐
Painting (Commercial Only)	
Color Samples (Paint Swatches)	☐
Labeled photographs or schematic of painting scheme	☐



CITY OF MANASSAS
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING & DEVELOPMENT
9027 Center Street
Manassas, VA 20110
Phone: 703-257-8223 Fax: 703-257-5831
Email: ARB@manassasva.gov

FOR STAFF USE ONLY

ARB #: 2025-0015

DATE: 03/20/2025

ARCHITECTURAL REVIEW BOARD WINDOW/DOOR INFORMATION SHEET

Refer to pages 88-91 and 126-129 of the
Design Guidelines document for
Residential and Commercial Windows
& Doors guidelines

Site Address: 9229 Portner Ave. 1

Brand: GrandView

Model: GrandView

Material(s): Vinyl

Type of Window(s):

- ☒ Double-Hung ☐ Single-Hung ☐ Casement ☐ Awning
☐ Fixed/Picture ☐ Bay ☐ Other: _____

Type of Door(s):

- ☐ Single-Leaf ☐ Double-Leaf ☐ French ☐ Other: _____
☐ Garage ☐ Sidelight(s) and/or Transom included

Dimensions of Proposed Windows/Doors: Custom per window

Number of Lites/Panes: 1/1

Colors (if applicable): Same as original

Window/Door Trim (material, width, etc.): ~~Wood~~ Vinyl

Window/Door Hardware (Contributing/Landmark structures only): _____

Description of existing windows/doors being replaced (type, material, dimensions, etc.)

(See Attachment: Parts of a Historic Window)

Applicant Signature _____

Date _____

8198 Terminal Rd #105
Lorton, VA 22079
License #: 2705109436



Date of Agreement:
January 25, 2025
Customer ID: PR1514757
Sales: 866-446-2846
Service: 866-217-9582

PRODUCT SPECIFICATIONS

--	--	--

Work Order Details:

5

Model: GrandView W:27.0" H: 59.0" Location: 2nd Floor, Bathroom Quantity: 1

Style: Double Hung
Color: Interior White > Exterior White
Configuration: Standard Sash Configuration
Grids: No Grids
Glass: Triple Silver Glass > Tempered Full > Not OBS
Screen: Half Screen

6

Model: GrandView W:27.0" H: 59.0" Location: 2nd Floor, Bedroom Quantity: 2

Style: Double Hung
Color: Interior White > Exterior White
Configuration: Standard Sash Configuration
Grids: No Grids
Glass: Triple Silver Glass > Standard > Not OBS
Screen: Half Screen

Additional Items:
(11) EPA Lead Containment Install - Window (Per Opening)

8198 Terminal Rd #105
Lorton, VA 22079
License #: 2705109436



Date of Agreement:
January 25, 2025
Customer ID: PR1514757
Sales: 866-446-2846
Service: 866-217-9582

ORDER SUMMARY

--	--	--

Order Summary:

GrandView

9 - Double Hung

Color: Interior White > Exterior White
Configuration: Standard Sash Configuration
Grids: No Grids
Glass: Triple Silver Glass > Standard > Not OBS
Screen: Half Screen

GrandView

2 - Double Hung

Color: Interior White > Exterior White
Configuration: Standard Sash Configuration
Grids: No Grids
Glass: Triple Silver Glass > Tempered Full > Not OBS
Screen: Half Screen

Additional Items:

(11) EPA Lead Containment Install - Window (Per Opening)

8198 Terminal Rd #105
Lorton, VA 22079
License #: 2705109436



Date of Agreement:
January 25, 2025
Customer ID: PR1514757
Sales: 866-446-2846
Service: 866-217-9582

ORDER SUMMARY

--	--	--

Total Order Summary of Units: 11

Installation Details:

Window Removal Type: Wood Exterior Trim: G8 Exterior Trim Color: Glacier White Sealant: OSI Quad Max Insulation Around Window: OSI Quad Foam Clean Up and Haul Away: Yes	Additional products needed in the future: No Customer agrees to allow Window Nation to post a yard sign until 30 days after install: Yes Year house was built: 1910 EPA Lead Containment Required: Yes EPA Lead Testing Required: No HOA Approval Required: No
---	---

GRANDVIEW

WINDOWS



WINDOW NATION

WINDOWS • SIDING • DOORS

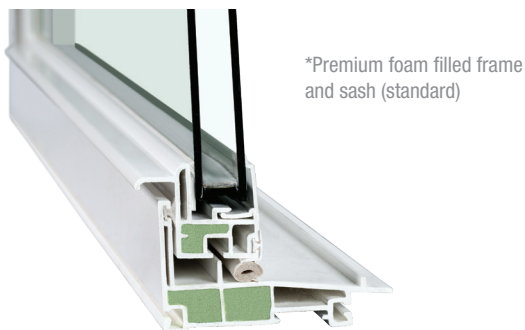


Double Hung

The modern design and durability of our Grand View windows gives you the advantage of easy, convenient cleaning. The tilt-in sashes of our double hung window make cleaning a breeze. Unique thermal construction and the highest quality materials reduce your heating and cooling bills.

DuraTex™ Spacer System

All IGUs are not created equal! Our versatile, flexible warm edge technology spacer system helps you save on your energy bills by:



- Insulating frame and edge of glass up to 90% better than other spacer systems.
- Improving performance of gas-filled IGUs and Low-E glass.
- Reducing conductivity and total window U-value (heat transfer).
- Improving resistance to condensation.

Premium Foam Insulation

Grand View exclusive insulation system increases the R-value-resistance to heat flow. Premium energy foam is standard in the frames and sashes of your Grand View windows.*

Stainless Steel Constant Force Balances

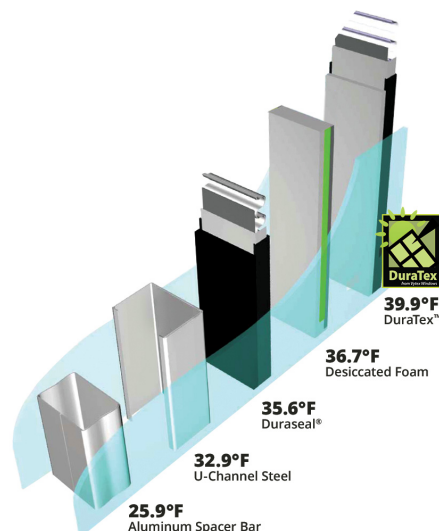
Constant Force balance system gives you fingertip window operation.



The Grand View window incorporates a unique hooded lock that completely covers the keeper for security and a clean appearance.

High Performance & Dependability

The DuraTex™ spacer system dependably delivers high performance including excellent resistance to ozone, weathering, water and aging, while maintaining its flexibility through wide changes in temperature and barometric pressure.



Envirosealed™ Technology

Grand View Envirosealed energy-efficient windows can lower energy bills and ensure a greener future for the planet. Envirosealed's DuraTex™ warm edge spacer technology offers:

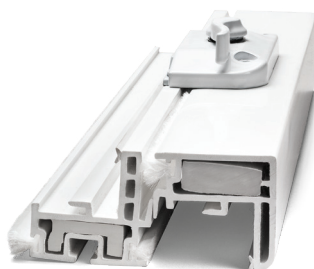
Reduced environmental impact—Improve the environment indoors and out by reducing greenhouse gas emissions.

Grand View windows are made with Envirosealed technology, the most energy-efficient spacer system as measured by the u-value and edge of glass temperatures.

Located between the glass panes, the DuraTex™ spacer provides for the warmest edge of glass temperature possible, saving you hundreds of dollars or more a year in energy costs.

Envirosealed Windows utilize encapsulated air chambers to achieve superior thermal performance, keeping homes warmer in the winter and cooler in the summer.

ThermaCore reinforcement™



Grand View with ThermaCore Reinforcement performs

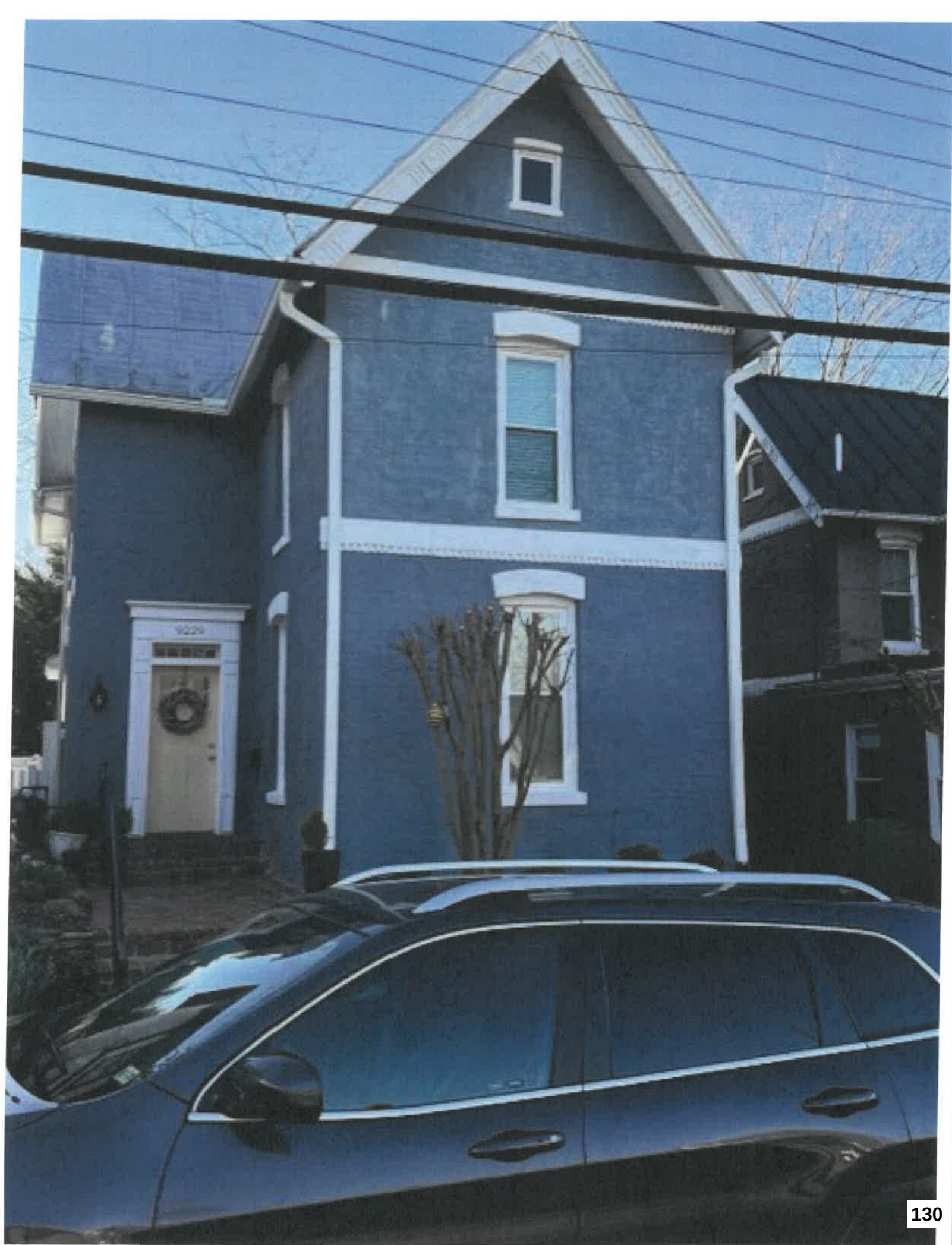
533 X better than Aluminum
160 X better than Steel

Eliminates heat and cold transfer through the window.

Double Hung— Window Specifications



1. Premium Foam filled frames and sashes for greater insulating value.
2. Envirosealed Technology; DuraTex™ warm edge spacer system has been approved by LEED as a "Green" product.
3. DuraTex™ system reduces heat and cold transfer.
4. ThermaCore™ meeting rail reinforcement.
5. Triple fin weatherstripping at all sealing locations decreases air and water infiltration.
6. Special formula PVC never needs painting, makes cleaning a snap, and prevents scratching or denting.
7. Fusion welded sash and frame corners guarantee structural integrity.
8. Elegant, sculpted exterior for superior curbside appeal.
9. Custom designer sash profile closely resembles a real wood window sash.
10. Integral lift rail makes your window easy to open and close.
11. Integral interlock keeps windows closed tight for added security & weatherproofing.
12. Sloped sill allows easy water run-off and provides a sleek appearance.
13. Top and bottom sashes tilt in for easy cleaning.
14. Stainless Steel Constant Force balance system allows years of easy, carefree window operation.
15. Cam-type lock and keeper pulls and keeps your window sashes tightly together for a complete weather tight seal.
16. Integral tilt-latch makes the window easy to tilt in and leaves a smooth window appearance.
17. Deluxe limit lock provides added security while using the window for ventilation.
18. Full 3/4" sealed Insulated Glass Unit for increased insulating power.
19. Double Strength Glass Standard.
20. DP-45 rating — 164 mph wind load (170% stronger than industry minimum).
21. Air Infiltration Rating - 0.04 cfm









City of Manassas

Manassas

Reconnaissance Level Survey

DHR Id # 155-0119-0003

Resource Identification

Tax Parcel: 101/01 00/ 343/ / /

Other Id#: 155-0161-0176

GPIN # 7795-59-3739

Property Name(s): Libeau Row #3 {Historic}, House, 9229 Portner Avenue {Current}

Property Date: circa 1905

Address(s): 9229 Portner Avenue {Current}

County/Independent City: Manassas

City: Manassas

State, Zip: Virginia, 20108

USGS Quad Name: MANASSAS

Surrounding Area: City

National Register Eligibility Status

Property is Historic (50 years or Older)

Property is associated with the Local Manassas Historic District

Contributing Property to Local Historic Landmarks List

Property is associated with the National Register Manassas Historic District [district]

Resource Description

Ownership Status: Private

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Interior	Brick	Corbelled Cap
Chimneys	N/A	N/A	N/A
Foundation	Solid	Stone	Block
Roof	Gable, Cross	Metal	Standing-Seam
Porch	N/A	N/A	N/A
Structural System	Masonry	Brick	6-course American Bond
Windows	Double-Hung	Wood	1/1
Windows	Fixed	Wood	1-light

Site Description: Facing north, this single dwelling is sited on a grassy sloping lot with landscaping and mature trees and shrubs. A wood fence encloses the rear yard. A prefabricated shed is located to the rear of the house in the southwest corner of the property.

WUZIT Count:

No.	Wuzit Types	Historic?
1	Single Dwelling	Historic

NR Resource Count:

#	NR Resource Type	Contributing Status
1	Building	Contributing

Individual Resource Information

WUZIT: Single Dwelling

Est. Date of Construction: ... circa 1905

Primary Resource? Yes

Architectural Style: Colonial Revival

Interior Plan Type: Unknown

Accessed? No

Number of Stories: 2.5

Condition: Good

Threats to Resource: None Known

Description:

Set on a stone block foundation, this two-and-a-half-story, three-bay Colonial Revival-style building is a single dwelling. It is masonry construction of 6-course American-bond brick. The structure features a flat stucco soldier course with dentils. It is covered by a cross gable roof clad in standing-seam metal. The gable ends have fixed 1-light wood windows. The bottom of the gable ends have a flat cornice with dentils. Fenestration consists of 1/1 double-hung wood windows with rowlock sills and segmental arches and a new Colonial Revival-style door surround. A transitional Queen Anne-style window with diamond panes in the upper sash pierces the first story of the façade. A two-story shed roof addition has been constructed on the east elevation. It is clad in vertical-board siding and features 1-light casement windows. A one-story shed roof addition on the rear elevation is not visible from the street.

Cemetery Information**National Register Eligibility Information (Intensive Level Survey)***Historic Context(s):* Architecture/Community Planning, Domestic*Time Period(s):* Reconstruction and Growth (1865 to 1914)*Significance Statement:*

The building at 9229 Portner Avenue, dating from circa 1905, is representative of the late-nineteenth-century and early-twentieth-century growth in Manassas that followed after the relocation of the county seat of Prince William County in 1892. The dwelling, designed in the Colonial Revival style, has details such as the diamond-paned upper sash of the first-story window that is reminiscent of the Queen Anne style, which was losing favor about the turn of the twentieth century. This house is one of four houses on West Street built at the same time by Donation Libeau, a Manassas builder who emigrated from New Zealand in the late 1890s. Considered an eccentric by many, Libeau set the houses unusually close together, as they are designed to make maximum use of their small, narrow lots. Houses such as these were found in more urban areas in the early twentieth century, but were unusual in Manassas. The four houses were built for brick workers, who were employed in Libeau's brickyard to the north. This property is a contributing property to Local Historic Landmarks List. This property is a contributing property to National Register Manassas Historic District. As an intact example of the Colonial Revival style, and one of four dwellings constructed by builder Donation Libeau, the house at 9229 Portner Avenue is Ranked Contributing.

Ownership Information

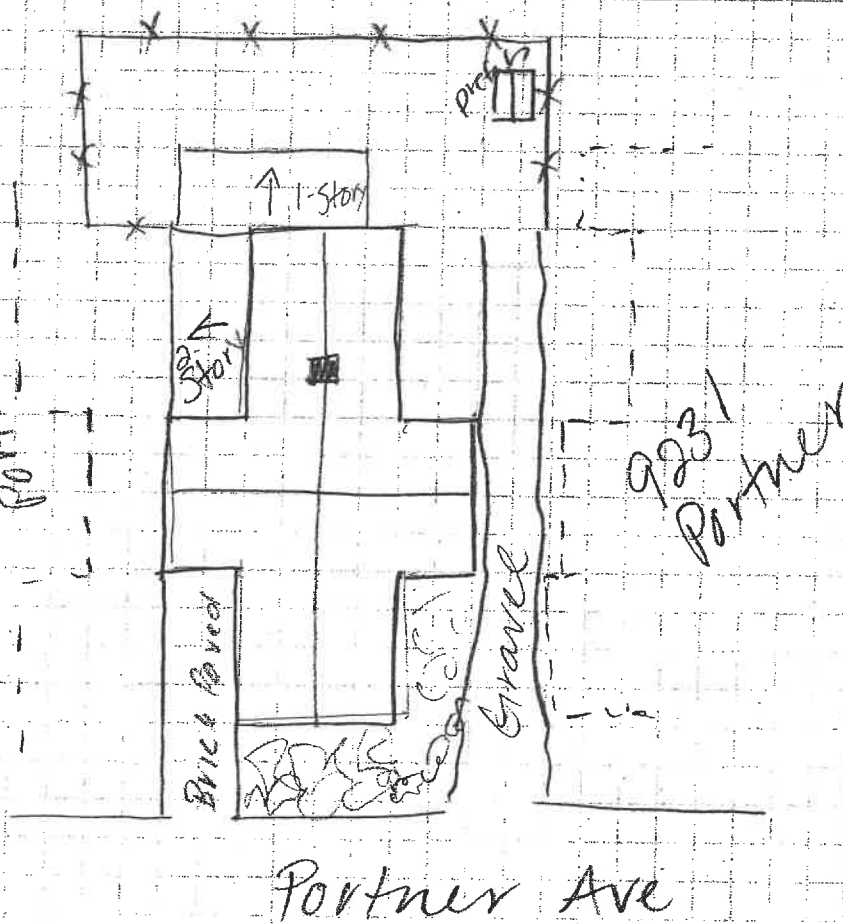
Burkhart, Alicia E. & Glenn R.

Graphic Media Documentation

Medium	Photo Roll	Negative Number	Photo Date
BW 35mm Photos	EHT 28	3-4	12/14/2005
Digital Photos	EHT 28	3-4	12/14/2005

CRM Event

Reconnaissance Survey EJ: EHT Tracerics, Inc. September 20, 2005



N↓

I.D. # (s) 1795-59-3739

Address 9229 Portner Avenue

7795-59-3739



VIRGINIA HISTORIC LANDMARKS COMMISSION

File no. 155-119
Negative no(s). 4926

SURVEY FORM

Historic name County/Town/City Manassas Street address or route number 9300 West St., 9227-9231 Portner Ave., Manassas, VA 22110 USGS Quad Manassas Original owner See individual survey sheets Original use attached Present owner Present owner address Present use Acreage	Common name Libeau Row Date or period c1905 Architect/builder/craftsmen Donation Libeau (builder? and architect?) Source of name Residents Source of date Architectural evidence; land records. Stories 2 stories Foundation and wall const'n Brick foundations and walls Roof type Metal-covered gable roofs.
State condition of structure and environs See individual survey sheets attached.	
State potential threats to structure Note any archaeological interest	
Should be investigated for possible register potential? yes ___ no ___	
Architectural description (Note significant features of plan, structural system and interior and exterior decoration, taking care to point out aspects not visible or clear from photographs. Explain nature and period of all alterations and additions. List any outbuildings and their approximate ages, cemeteries, etc.) The four houses on Portner Ave. built by Donation Libeau are being treated as a single site, because they were all built at the same time, they are adjacent, and, except for the different restoration and rehabilitation approaches, differences in present condition, and the different types of additions made to the houses, they are basically similar. Ownership details, changes made to each building, and statement of condition are provided for each house on a separate, attached survey sheet. The four houses, all two-story brick with metal-covered gable roofs, sit on the south side of Portner Ave., near West Street, facing north. Each house is designed on a cross plan, with each bay one room deep. Though the exteriors now show the individual owners' approaches, the houses when first built were probably unpainted. Each originally had brick segmental arches covered with stone over the 2/2 sliding sash windows and doors. The most striking exterior decorative features were the brick sawtooth design in the gable, stone belt courses with dentils, pedimented gables, and moulded vergeboards. In each of these houses those exterior decorative elements still predominate, though in varying degrees. In the house at the corner of Portner and West, No. 1, the exterior has been painted yellow and shutters have been added, but the rounded arches, the belt courses, and sawtooth gable decoration were retained. In No. 2, the second house from the corner, a dramatic effect has been produced through the application of stucco to the exterior and the use of wooden members to create a Tudor, or half-timber, effect. While the belt courses have been concealed, the linear qualities of the belt courses are reproduced through half-timbering. Note that the decorated vergeboards have been retained. The house is painted in contrasting colors, brown and tan. The third house from the corner, 9229 Portner Ave., is painted gray and, except for the reproduction Federal-style entrance, its exterior has been little changed. Landscaping and the addition of brick interior inspected? (Continued)	
Historical significance (Chain of title: individuals, families, events, etc., associated with the property.) Donation Libeau, the builder, and possibly also architect, of these four rowhouses, was an immigrant from New Zealand who came to Manassas with his brother, Alixes, in the late 1890's. Libeau had earlier lived in England and France. A religious fanatic, Teetotaler, champion walker and bicycle racer, Libeau was considered an eccentric by many. Libeau was responsible for bringing Carry Nation to Manassas. He lived on South Main Street and owned a brickyard on Old Lake Jackson Road. Bricks from his brickyard were generally thought to be of poor quality and an orange-pink color. Besides several other houses in Manassas, namely the addition to the W. Hill Brown House and others that have been demolished, Libeau also built brick swimming pools and brick-lined tunnels. Donation and Alixes purchased a 60'x225' lot on Portner Ave., bounded on the east by West Street and on the west by an alley, in 1902 from E. Wood Weir. In 1907, Donation purchased Alixes' interest in the property, and it is probable that the four houses were built at about that time. According to a map of Manassas dated 1895, the area where the Libeau houses are was not built up at that time. This property lay between the Manassas Institute and Grant Avenue on the west and the entrance to the Portner estate, "Annaburg," on the east, Portner Ave., from Main Street to Grant Ave., was an extension of one of the main entrances to Annaburg. A Portner gatehouse is located on the northeast corner of Portner and Main.	

ARCHITECTURE (Cont.)

LIBEAU ROW
(Cont.)

steps have improved the house's appearance. House #4 in Libeau Row, painted a dull green, has probably changed the least of the four houses, except for the several one-story additions on both sides and on the rear. This house has not been extensively renovated, and it clearly needs some maintenance and repairs. The original exterior decorative features, including the belt coursing, the moulded vergeboards, the sawtooth design in the gable are all intact.

These four row houses are probably unique in Manassas. Set unusually close together, they are designed to make maximum use of their small, narrow lots. Townhouses such as these, built at the same time, are found in Washington, D.C., Alexandria, and other more heavily urbanized areas. Manassas residences built in the early 1900's are characteristically built of wood, not brick, they are larger, and their lots have more space. According to one informant, house #2 was built for the foreman of the brickyard Libeau owned.

Published sources (Books, articles, etc., with bibliographic data.)

Primary sources (Manuscript documentary or graphic materials; give location.)

Names and addresses of persons interviewed E.R. Conner, Manassas Museum; R.J. Ratcliffe, P.O. Box 548, Manassas, VA 22110; Mrs. Wanda Wiedmeier, 9227 Portner Ave., Manassas, VA 22110.

Plan (Indicate locations of rooms, doorways, windows, alterations, etc.)

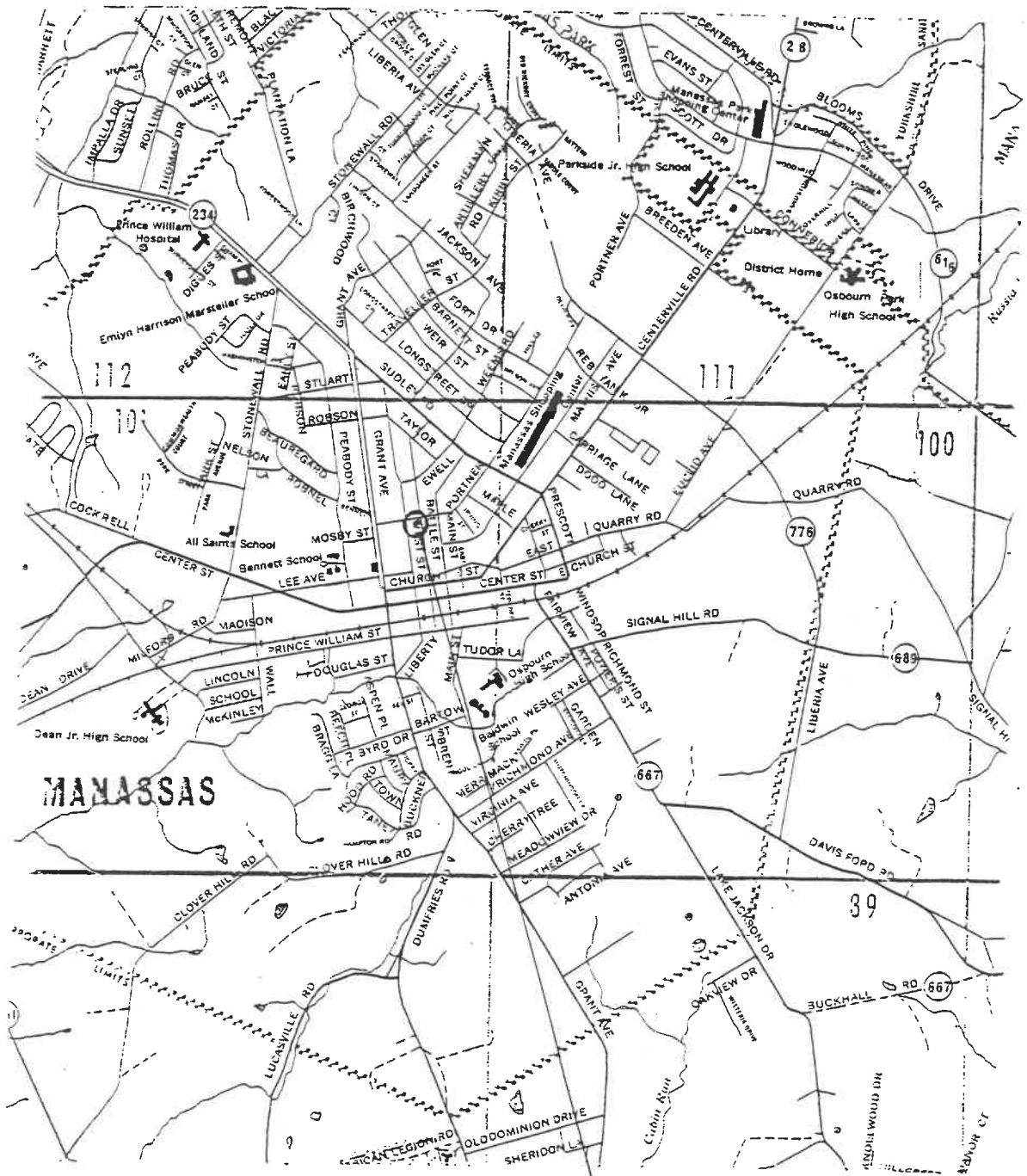
[illegible]

Site plan (Locate and identify outbuildings, dependencies and significant topographical features.)

A hand-drawn map on a grid background. The map shows the intersection of Portner Ave. and West St. Portner Ave. is a horizontal line, and West St. is a vertical line. Four numbered markers (1, 2, 3, 4) are placed along Portner Ave. to the left of West St. A north arrow points towards the top right.

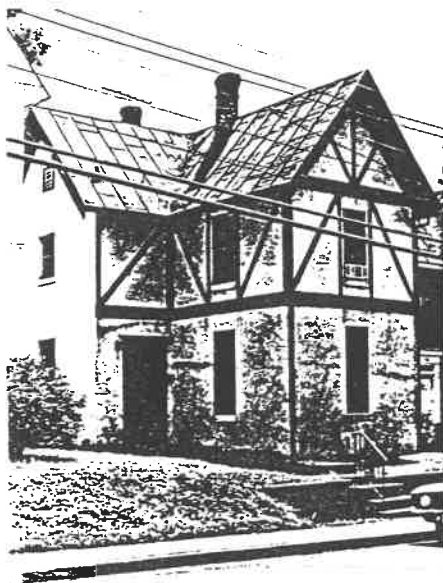
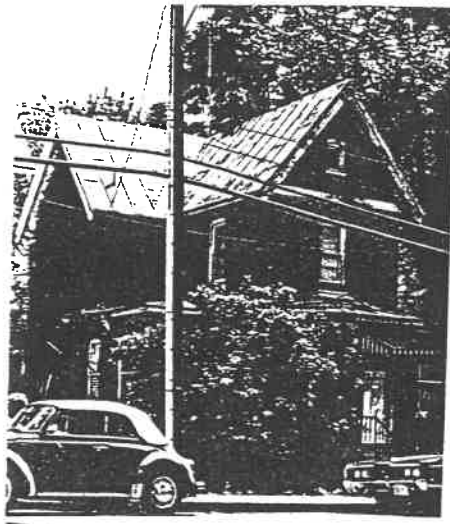
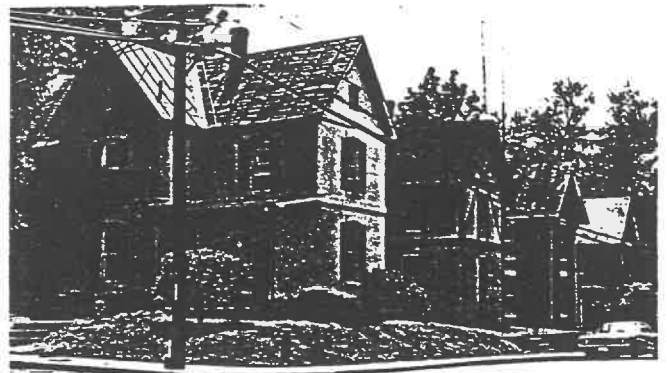
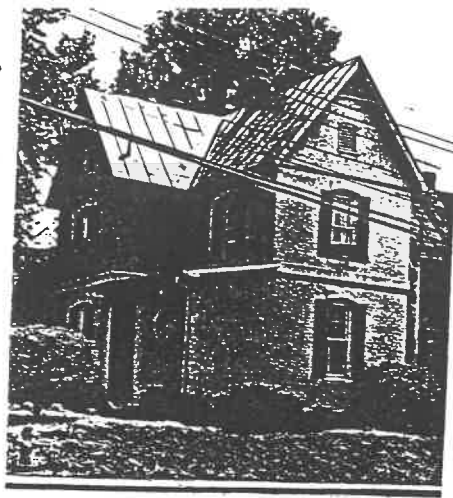
Name, address and title of recorder Frances Jones, Architectural
Historical Surveyor, NYPOC

Date **SEP** 1980



MANASSAS QUAD

LIBEAU ROW 155-119





**VIRGINIA
HISTORIC LANDMARKS COMMISSION**

File no. 155-119-03
Negative no(s). 4926

SURVEY FORM

Historic name	Common name	Libeau Row #3
County/Town/City	Manassas	
Street address or route number	9229 Portner Ave., Manassas, VA 22110	
USGS Quad	Manassas	Date or period
Original owner	Unknown	c1905
Original use	Residence	Architect/builder/craftsmen
Present owner	Gregory H. & Betty K. Huddle-	Donation Libeau (Builder? and Architect?)
Present owner address	9229 Portner Ave. ston	Source of name
	Manassas, VA 22110	Residents
Present use	Residence	Source of date
Acreage	1 lot	Architectural evidence; land records.
		Stories
		2 stories
		Foundation and wall const'n
		Brick foundation; brick walls.
		Roof type
		Metal-covered gable roof.
State condition of structure and environs	House and grounds are in good condition.	
State potential threats to structure		
Note any archaeological interest		
Should be investigated for possible register potential?	yes ____ no ____	
Architectural description (Note significant features of plan, structural system and interior and exterior decoration, taking care to point out aspects not visible or clear from photographs. Explain nature and period of all alterations and additions. List any outbuildings and their approximate ages, cemeteries, etc.)		
This house is apparently the least changed of the four row houses. It is painted gray with white trim. The front entrance has been replaced with a reproduction Federal-style door and doorway. According to one informant the original woodwork, including one mantel, is still intact.		
Interior inspected?		
Historical significance (Chain of title; individuals, families, events, etc., associated with the property.)		
From 1954 to 1973 the house was owned by Willie and Eunice Davis. The present owners Gregory and Betty Huddleston purchased the property in 1975 from Paul W. Wise, who had bought it in 1974.		

City Hall – Community Conference Room
9027 Center Street, Manassas, Virginia 20110

1. Call to Order

Chairperson Alten called the meeting to order at 5:30 pm.

2. Roll Call

Members Present

Chairperson, Jan Alten
Myra Brent
Robert Carter
Stephen Hersch
Kenneth Jones
Sean Porter

Members Absent

Vice Chair, Marci Settle

Staff Present

Benjamin Walker
Jean Jensen

3. Remote Participation (if applicable)

No requested remote participation.

4. Approval of Minutes

4.1 Approval of Meeting Minutes for March 18, 2025

Stephen Hersch requested to amend the minutes for item 6.2 under ARB Discussion, second paragraph:

[Existing language to be retained]

Mr. Hersch commented that he is not opposed to the Fypon polyurethane millwork surrounds in this particular case. He noted for the record that this building has...

[followed by revised/new language as follows]

...some replacement windows with grills between the glass for which there is no record of approval by the ARB and which would not be permitted under the current Design Guidelines. He stated that preservation of the original bay windows on the front of the building was very important.

Myra Brent made a motion to **APPROVE** the minutes with suggested changes on the March 18, 2025 minutes.

Motion: *Brent* **Second:** *Carter*

Vote: *Passed Unanimously, 6-0*

Ayes: *Brent, Carter, Alten, Hersch, Jones, Porter*

Nays: *None*

5. Public Comment

Chairperson Alten opened the floor for public comment for items not listed on the agenda. There was none.

6. New Business

6.1 ARB #2025-0014, 9123 Center Street (Sign)

(Staff: Benjamin Walker, CZO, Planner II)

City Planner, Benjamin Walker, gave a presentation of the proposal for installation of a new wall sign at 9123 Center Street. He explained that the new sign will be approximately 17.26 square feet and will consist of thick black acrylic letters that read "CITY CENTER MARKET". Mr. Walker noted his concerns about the shiny finish of the acrylic as the design guidelines do not support finishes that appear shiny or look like plastic and suggested that the applicant consider a matte finish for the black acrylic letters instead. Material samples were available to the Board and the applicant was available for feedback and questions.

ARB Discussion:

Myra Brent suggested that the letters be matte and not glossy.

Stephen Hersch asked if they considered a thicker material. The applicant said they would have to fabricate the letters out of a different material.

Sean Porter commented that he likes the style of the letters.

Robert Carter made a motion to **APPROVE** ARB #2025-0014 as submitted using matte lettering.

Motion: *Carter* **Second:** *Hersch*

Vote: *Unanimous, 6-0*

Ayes: *Carter, Hersch, Brent, Alten, Jones, Porter*

Nays: *None*

6.2 ARB #2025-0015, 9229 Portner Avenue (Exterior Alterations)

(Staff: Benjamin Walker, CZO, Planner II)

City Planner, Benjamin Walker, gave a presentation of the proposal for retroactive approval for the replacement of the original one-over-one, double-hung wood windows. He explained that all of the new windows were custom ordered to fit the original window openings and installed without ARB approval or a building permit. Mr. Walker shared that the applicant indicated that the original windows were painted shut and leaking and the purpose of the replacement was to mitigate the fire hazard presented by the painted shut windows, and to allow them to be able to wholly enjoy their home by having fully operable new windows. Material samples were available to the Board and the applicant was available for feedback and questions.

The applicant introduced himself to the Board and expressed how much they enjoy the City of Manassas. He stated that he was not aware that he needed to submit this to the ARB before replacing windows. He had replicated the windows to appear as the original windows had and the reason he replaced the windows was because they would not open, heat and cold came through the single pane glass, and he felt that it created a fire hazard if the windows would not open. He noted that there are three Libeau houses that do have the vinyl windows.

Stephen Hersch pointed out that there is some inconsistency in the Historic District and the mentioned homes would have been done prior to these guidelines were in place. He said this is a landmark structure, which carries stricter guidelines and agreed that notification should be given at purchase, but noted that a mailing is sent out annually.

Sean Porter agreed that realtors should make potential buyers aware and said an alternative suggestion may be to replace with wood windows over a set time period to offset the initial cost.

Chairperson Jan Alten asked if other options had been suggested from Window Nation of the windows. She also noted that a building permit should have been acquired. Ms. Alten recognized and showed appreciation for his effort to replicate the original windows.

Stephen Hersch said Window Nation should have asked to pull a permit and known that this was a historic home and offered you other options.

Myra Brent stated that the guidelines need to be followed.

Stephen Hersch made a motion to DEFER ARB #2025-0015 as submitted.

Motion: *Hersch* **Second:** *Porter*
Vote: *Passed, 6-0*
Ayes: *Hersch, Porter, Alten, Brent, Carter, Jones*
Nays: *None*

7. Other Business

**7.1 Annaburg Park & Historic Site Historic Overlay District Design Guidelines
(Staff: Benjamin Walker, CZO, Planner II)**

The Board discussed the Draft Design Guidelines. Mr. Walker opened the floor for discussion.

**7.2 Administrative & Enforcement Update
(Staff: Benjamin Walker, CZO, Planner II)**

Mr. Walker opened the floor for discussion.

8. Adjournment

Myra Brent made a motion to ADJOURN.

Motion: *Myra Brent* **Second:** *Kenneth Jones*
Vote: *Unanimous, 6-0*
Ayes: *Alten, Brent, Carter, Hersch, Jones, Porter*
Nays: *None*

The meeting was adjourned at 6:50 P.M.


Jan Alten, Chair


Christen Miller, Clerk

5/20/2025
Date Approved

ARB 2025-0015
9229 Portner Avenue
August 19, 2025



Summary of Request: Exterior Alterations (Window Replacement)

Applicant(s): Christopher Lawrence & Margo Pareja

Site Owner(s): Christopher Lawrence & Margo Pareja

Site Address: 9229 Portner Avenue

Site Location: South side of Portner Avenue between Weir Alley and West Street

Year Built: ca. 1905

Age of Structure: approx. 120

Type of Structure: Landmark; Contributing

ARB 2025-0015
9229 Portner Avenue
August 19, 2025



Photo taken 04/01/2025

PROPERTY INFORMATION

Historical Significance – The building at 9229 Portner Avenue, built ca. 1905, is significant as one of four identical houses that form an intact row that was developed in the early twentieth century. The brick masonry houses, with simple Queen Anne detailing, were constructed at the same time by Donation Libeau, a Manassas builder who emigrated from New Zealand in the late 1890s. Considered an eccentric by many, Libeau set the houses unusually close together to make use of small narrow lots. Houses such as these were more typical in dense urban areas in the early twentieth century, but were uncommon in smaller towns like Manassas. The four houses were built for brick workers who were employed in Libeau's brickyard to the north. The property is designated both a landmark and contributing structure to the local historic district.

9229 Portner Avenue is a two-story, three-bay, cross-gable vernacular dwelling with simple Queen Anne detailing that includes decorative brickwork and barge boards. Set on a parged stone foundation, the house is of painted brick masonry construction, laid in a 6-course common bond, and capped by a standing-seam metal roof. The building features decorative string courses in the gable ends above the first and second stories. Alternating rowlock bricks at the base of each string course mimic dentils. Fenestration consists of one-over-one double-hung windows with rowlock sills and segmental arch lintels. The main entrance consists of a single-leaf door with a modern Colonial Revival surround. A two-story shed roof addition, located at the rear of the east elevation, is clad in hardie board siding and features one-light casement windows.

ARB 2025-0015
9229 Portner Avenue
August 19, 2025



Surrounding Properties –

Address	Designation	Notes
9227 Portner Avenue	Landmark; Contributing	Libeau Row
9231 Portner Avenue	Landmark; Contributing	Libeau Row
9302 West Street	Contributing	
9228 Portner Avenue	NA	Outside HOD
9230 Portner Avenue	NA	Outside HOD

REQUEST/PROPOSAL

The applicant was previously before the ARB in April 2025 seeking retroactive approval for the replacement of original one-over-one, double-hung wood windows with new Window Nation, Grand View one-over-one, double-hung vinyl windows. The Board made a motion to defer the applicant's proposal at that time since vinyl windows do not meet the Design Guidelines.

The applicant has taken the Board's feedback into consideration and is back before the Board with a revised proposal for the windows. The updated window proposal calls for the removal of the vinyl windows that were installed, and their replacement with new Harvey, Majesty aluminum-clad-wood, one-over-one, double hung windows. The applicant is proposing two options for the installation of these new replacement windows. Option 1, which is the applicant's preferred option, is to replace only the front two vinyl windows with the new Harvey Majesty windows, and leave the rest of the vinyl windows in place. Option 2, which the applicant has expressed their wish to avoid, is to replace all eleven vinyl windows with the new Harvey Majesty windows.

STAFF ANALYSIS

The guidelines for windows on residential buildings are stated on pages 88-91 of the design guidelines document. Relevant guidelines include:

- Repair rather than replace original windows and doors and reuse serviceable hardware and locks.
- Windows and doors should only be replaced when they are missing or are beyond repair. Reconstruction should be based on physical evidence or historic photo documentation, or surveys of the structure or similar structures of the same time period.
- Avoid changing the architectural appearance of windows and doors by using inappropriate materials or finishes which radically change the sash, depth of reveal, and muntin configuration, the reflective quality or color of the glazing, or the appearance of the frame.
- Consider replacing only the sash when the historic windows are too deteriorated for repair.
- If window replacement is necessary, new windows should fit the original opening (generally within a ½ inch on each side). Undersized windows that don't properly fit should not be used as they can alter the character of windows and thus the building.

The original wood windows were replaced with new vinyl windows on March 3, 2025 without ARB approval or a Building Permit, at which time Code Enforcement issued a Notice of Violation. The applicant contacted Staff to state they were unaware of the need for ARB approval or permitting, and applied seeking retroactive approval. The applicant has indicated that the original windows were

ARB 2025-0015
9229 Portner Avenue
August 19, 2025



painted shut and leaking, and the purpose of the replacement was in part to mitigate the fire hazard presented by the painted shut windows, and to allow them to be able to wholly enjoy their home by having fully operable new windows.

The applicant has taken into consideration the recommendations and feedback of the Board, and have revised the material for the window replacement from vinyl to aluminum-clad-wood, specifically the Majesty line double-hung windows from Harvey Windows & Doors. Staff supports the installation of aluminum-clad wood windows as they adhere to the Design Guidelines for windows and are found throughout the historic district. In this specific case, while they do not restore the original wood windows, aluminum-clad wood windows are more historically appropriate and compatible with historic structures than vinyl. Like the vinyl windows, the aluminum-clad wood windows will be custom ordered to fit the original window openings so as to avoid undersized windows that would require farming in portions of the window openings to fit.

While the applicant has expressed their preference for Option 1—installing aluminum clad wood windows in only the front two window openings—that option would leave the majority of the current vinyl windows in place as installed earlier this year. As discussed by the Board during the applicant’s original proposal for vinyl windows, the Design Guidelines state that vinyl and other synthetic windows are not appropriate for contributing and landmark structures in the historic district. The dwelling at 9229 Portner Avenue is designated both a Landmark and Contributing structure to the local historic district. It is one of four (originally identical) freestanding single-dwellings constructed ca. 1905 as a single development known as Libeau Row. Consequently, Staff does have concerns about only replacing the two vinyl windows in the front and leaving the rest of the vinyl windows in place.

Although the applicant has indicated that they are not in favor of Option 2, which calls for removing all of the vinyl windows that were previously installed and replacing them with new aluminum-clad wood windows, it is the only option proposed that completely adheres to the design guidelines for Windows, and it is a more appropriate material relative to vinyl. Staff supports Option 2, though would request that the Board provide the applicant with additional feedback regarding both options proposed to the Board.

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of Option 2 to replace all of the vinyl windows with Harvey Majesty aluminum-clad wood windows; and **DENIAL** of Option 1 to replace only the front two vinyl windows.

Staff: Benjamin Walker, Planner II

Contact Information: 703-257-8247, bwalker@ci.manassas.va.us

Attachments:

1. Application
2. Revised Window Proposal
3. Initial Vinyl Window Proposal
4. Historical Surveys



Colonial Contracting, Inc.
 11517 Robertson Drive
 Manassas, VA 20109
 Phone: 703-754-9551
 Fax: 703-743-5377

Estimate for Harvey Majesty wood windows

05/06/2025
 Claim Information

All Windows Section

Majesty DH ,
 Size Options = Custom Size, Replacement
 Double Glazed, Double Low-E 366 RS, Argon Filled
 ENERGY STAR® Performance Packages = SunShield PLUS (South - Central),
 Performance Package = SunShield PLUS, Overall DP Rating=DP35
 Natural Pine , Unit Color = White, Prefinished Unit = No, Jamb Liner Color =
 Standard-Almond

	Qty	Unit	Per Unit Charge	Price
Replace 1 window	1.00	EA	\$1,320.25	\$1,320.25
Window in staircase				
Replace 10 windows	10.00	EA	\$1,366.52	\$13,665.18
taxes	1.00	EA	\$420.91	\$420.91
				\$15,406.34

2 Front Windows Section

Majesty DH ,
 Size Options = Custom Size, Replacement
 Double Glazed, Double Low-E 366 RS, Argon Filled
 ENERGY STAR® Performance Packages = SunShield PLUS (South - Central),
 Performance Package = SunShield PLUS, Overall DP Rating=DP35
 Natural Pine , Unit Color = White, Prefinished Unit = No, Jamb Liner Color =
 Standard-Almond

	Qty	Unit	Per Unit Charge	Price
Front 2 windows	2.00	EA	\$1,366.52	\$2,733.03
Taxes	1.00	EA	\$77.11	\$77.11
				\$2,810.14

Starting at **\$300/month** with **Acorn** • [APPLY](#)

Note:

- Estimate is for the following
- Remove and dispose of old windows
- Install New windows
- Clean up and remove any debris from property



Majesty Double Hung

When the look of genuine wood is preferred, Majesty is your best choice.

The Majesty wood double hung window offers many design options – grids, hardware, and exterior colors – to fit in beautifully with your remodeling or new construction plans.

Because Majesty windows are custom made, that means no additional carpentry is required (unlike with other wood windows!) allowing for a more efficient installation and just the right fit.

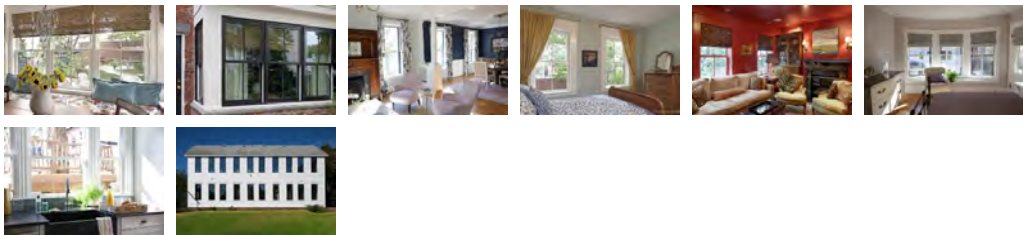
GET HOMEOWNER GUIDE

IMAGES



We use cookies to improve your browsing experience. By using this site, you accept our use of cookies.

ACCEPT & CLOSE



FEATURES



Fiberglass screen included; VIEWS screen and other options available

Energy efficient glass options available

Solid pine interior/Aluminum clad exterior

Our high-quality prefinished option eliminates the need to paint or provides an ideal base to add custom paint color post-installation

Easy to operate, pre-calibrated block and tackle balance system never needs adjustment

Both sashes tilt in for easy cleaning

Recessed hardware for unobstructed views

You May Also Like

We use cookies to improve your browsing experience. By using this site, you accept our use of cookies.

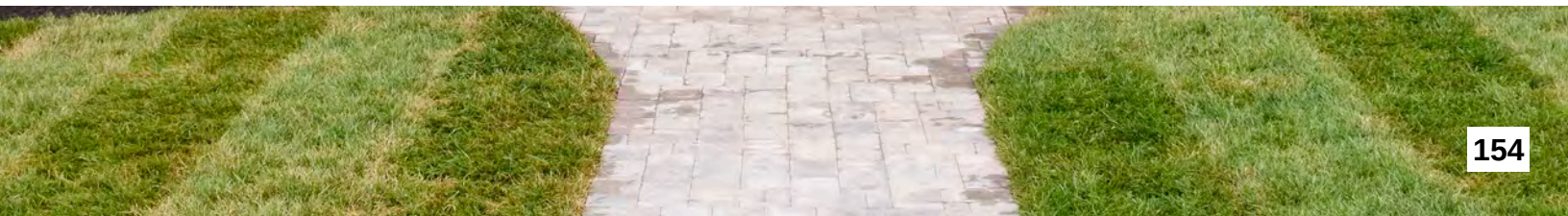
ACCEPT & CLOSE



HARVEY
WINDOWS + DOORS



MAJESTY WOOD PRODUCTS GUIDE



MAJESTY WINDOW FEATURES



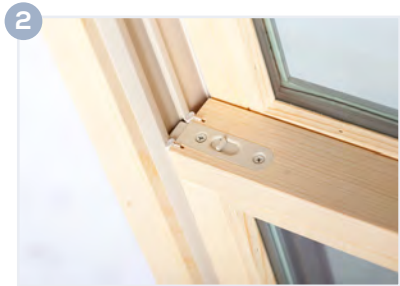
AT A GLANCE

- ▶ The solid Ponderosa Pine wood components of Majesty products have been specially treated to resist rot, degradation, splitting, warping, and mildew.
- ▶ The extruded aluminum exterior cladding is precision formed to protect the sashes from outdoor conditions, and includes attractive beveling to match the aesthetics of wood windows. The aluminum on the frame provides extra strength.



MAJESTY COMPONENTS

- 1 Majesty weatherseals are designed to perform over a wide range of temperatures and weather conditions. A lightweight polypropylene stiffener additive, which does not absorb water or collect mold, creates an airtight seal that does not distort over time. The seal ensures a consistent barrier from external conditions and allows for smooth window operation. An average of 300 inches of custom designed Foam-Tite® compression bulb seals encase the full perimeter of the sash of Majesty windows – similar to seals you see on dishwashers or refrigerators.
- 2 The rigid non-compression Jamb Liner adds strength, stability and reduces air infiltration, while its special beveled design allows the sash to open and tilt easily.
- 3 An electrostatic paint process adheres paint evenly onto exterior surfaces for an extremely durable finish that resists fading.



CUSTOMIZATION OPTIONS

MAJESTY FINISHES

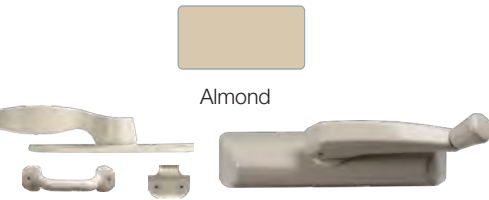
Majesty Wood windows and patio doors feature a precision molded aluminum exterior that protects wood components from environmental conditions.

An electrostatic paint process adheres color evenly onto the aluminum clad surfaces, ensuring an extremely durable finish that resists fading. Majesty products come in your choice of 5 exterior finishes, at no additional charge.

The interior can be left as warm, unfinished pine to be painted or stained after installation, or professionally prefinished in white for no mess or hassle post-installation.

Interior	Exterior	
		
Prefinished White*	White	Almond
		
Pine	Black	Dark Bronze
		
	Forest Green	

STANDARD HARDWARE FINISHES



PREMIUM HARDWARE FINISHES



MAJESTY WOOD DOUBLE HUNG



Superb architectural details include a refined 45° glazing bead, overlapping grids, and elegant recessed hardware to provide a traditional and sleek look. The top and bottom sash have weatherstripping around them that prevents air infiltration and both tilt in for easy cleaning.

RECESSED SASH LOCK



LIFT OPTIONS



Routed Bottom Sash



Hook and Loop

FEATURES

Solid pine interior with aluminum clad exterior

Recessed hardware provides unobstructed views and elegant, streamlined appearance

Jamb liner is standard in Almond; also available in White

MORE OPTIONS & FEATURES

Grids come in 5/8" and 1" sizes

Custom grid configurations plus oriel & cottage sash options

Obscured, Bronze or Tempered glass available

Full size screens

Interior options include warm, unfinished pine or professionally prefinished white (includes 10-year paint warranty)

OPTIONS

GLASS PACKAGES

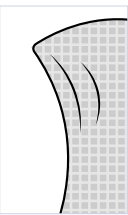


SunShield PLUS
SunShield



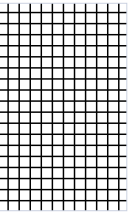
ThermaLock

SCREEN | FRAME

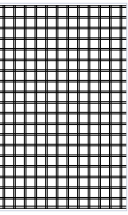


FlexScreen

SCREEN | MESH

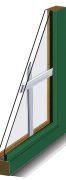


VIEWS

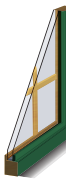


Fiberglass

GRID | TYPE



GBG

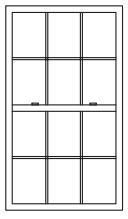


Exterior
Applied/
Interior
Snap-in

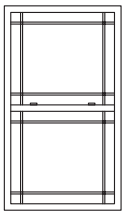


SDL

GRID | STYLE



Colonial



Prairie

COLORS | INT./EXT.



Int. Pine or White



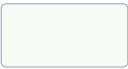
Ext. Almond



White



Coppertone



Ext. White



Ext. Black



Brushed Nickel



Oil-Rubbed
Bronze



Ext. Forest
Green



Ext. Dark
Bronze

STANDARD

PREMIUM

City Hall – Community Conference Room
9027 Center Street, Manassas, Virginia 20110

1. Call to Order

The Clerk called the meeting to order at 5:32 p.m.

2. Roll Call

Members Present

Chairperson, Marci Settle
Vice-Chair, Stephen Hersch
Myra Brent
Robert Carter
Kenneth Jones
Sean Porter

Members Absent

Tim Conrow

Staff Present

Greg Bokan
Benjamin Walker
Christen Miller

3. Remote Participation

Chairperson Settle moved to allow Stephen Hersch to participate in the meeting by remote electronic communication. **Myra Brent** seconded. **THE MOTION PASSED BY VOICE VOTE.**

4. Approval of Minutes

4.1 Approval of Meeting Minutes for July 15, 2025

Myra Brent asked that it is noted that she declined the nomination for Vice-Chair.

Robert Carter made a motion to **APPROVE** the meeting minutes for July 15, 2025 as amended.

Motion: *Carter* **Second:** *Jones*
Vote: *Passed Unanimously, 6-0*
Ayes: *Carter, Jones, Settle, Hersch, Brent, Porter*
Nays: *None*

5. Public Comment

Chairperson Settle opened the floor for public comment for items not listed on the agenda. There was none.

6. New Business

**6.1 ARB 2026-0001, 9319 Main Street (Exterior Alterations)
(Staff: Benjamin Walker, CZO, Planner II)**

Benjamin Walker gave a presentation of the applicant's proposal of replacing a historic paneled wood single-leaf door with a new ProVia Legacy smooth steel single-leaf door. He noted all new door hardware will have a brass finish and the existing wood door surround will remain in place.

The applicant introduced themselves and explained their concerns of the functionality and security of the door. They commented that they are open to working with the Board in any capacity to upgrade their home.

The applicant was present and informed the Board that the vendor, Fast Signs, did the current sign and they will be designing and installing.

ARB Discussion:
There was none

Sean Porter made a motion to **APPROVE** ARB #2026-0004 as submitted.

Motion: *Porter* **Second:** *Jones*
Vote: ***Passed Unanimously, 6-0***
Ayes: *Porter, Jones, Settle, Hersch, Brent, Carter*
Nays: *None*

7. Old Business

7.1 ARB 2025-0015, 9229 Portner Avenue (Exterior Alterations)
(Staff: Benjamin Walker, CZO, Planner II)

Benjamin Walker gave a presentation of the applicant's proposal, explaining that the applicant was previously before the ARB in April 2025 for replacement of windows and the Board made a motion to defer the applicant's proposal at that time since vinyl windows do not meet the Design Guidelines. Mr. Walker said the applicant has taken the Board's feedback into consideration and is back before the Board with a revised proposal for the windows.

Applicants were present and available for questions. They explained that they were unable to open the windows and they were beyond repair. They didn't know they had to come to the ARB or the process and suggested that notification is sent to the new homeowners.

ARB Discussion:

Sean Porter commented that he understands the situation and that it is unfortunate. He suggested that the applicants work with City Staff to replace windows over a period of time, so that it isn't done all at one time.

Vice-Chair Hersch thanked the applicants for working with the Board and said he understands the situation. He explained that the Board is responsible for applying the guidelines consistently and they are to mirror the requirements of the Secretary of the Interior's Standards.

The applicants commented that they understand the Boards position and argued that more effort should be made to notify new home owners via certified mail when they buy in the historic district.

Greg Bokan made a statement and agreed that process can always be improved and commented that Staff is aware of the challenge for home owners to keep up with requirements. Mr. Bokan noted the City has made changes to the annual notification materials the past 2 years to make them more noticeable to owners when received. Mr. Bokan explained the ARB appeal process.

Myra Brent made a motion to **DENY** ARB 2025-0015 as submitted.

Motion: *Brent* **Second:** *Porter*
Vote: ***Passed Unanimously, 6-0***
Ayes: *Brent, Porter, Settle, Hersch, Carter, Jones*
Nays: *None*

7.2 Annaburg Park & Historic Site HOD Design Guidelines (Staff: Benjamin Walker, CZO, Planner II)

Benjamin Walker presented the final guidelines for Annaburg Park & Historic Site and opened the floor for feedback from the Board.

Vice-Chair Hersch noted that he requested edits to the first paragraph and asked that the final draft reflect his request. Mr. Walker said he will make the edits to the final draft.

Robert Carter made a motion to **APPROVE** the HOD Design Guidelines for Annaburg Park & Historic Site as amended.

Motion: *Carter* **Second:** *Jones*
Vote: ***Passed Unanimously, 6-0***
Ayes: *Carter, Jones, Settle, Hersch, Brent, Porter*
Nays: *None*

8. Other Business

8.1 Administrative & Enforcement Update (Staff: Benjamin Walker, CZO, Planner II)

Mr. Walker presented the Administrative & Enforcement update and opened the floor for discussion. There was none.

9. Adjournment

Myra Brent made a motion to **ADJOURN**.

Motion: *Brent* **Second:** *Settle*
Vote: ***Passed Unanimously, 6-0***
Ayes: *Brent, Settle, Hersch, Carter, Jones, Porter*
Nays: *None*

The meeting was adjourned at **7:15 P.M.**



Department of Community Development

20 August 2025

Christopher Lawrence & Margo Pareja
9229 Portner Avenue
Manassas, VA 20110

Re: ARB Case #2025-0015: Exterior Alterations (Window Replacement)
9229 Portner Avenue

Dear Mr. Lawrence & Ms. Pareja:

On August 19, 2025, during the regular meeting of the Architectural Review Board, your application for window replacement was denied.

You are hereby notified that you have the right to appeal the denial of the Certificate of Appropriateness to the Manassas City Council, pursuant to Section 130-410 of the Zoning Ordinance. Please note if your desire is to appeal, you must file the notice in writing of your appeal with the City Clerk within **thirty (30) calendar days after the decision of the Board, (September 18, 2025)**. The City Clerk will then schedule a public hearing with the City Council. A notice of appeal shall be accompanied by a check or money order in the amount of \$500.00.

If you have any further questions on this matter, please feel free to contact me at 703-257-8247.

Sincerely,

Benjamin Walker
Planner II

WINDOWS & DOORS

Windows and doors are exterior features that add light to the interior of a building, provide ventilation, and allow a visual link to the outside. At the same time, windows and doors help to define a building's particular style through the rhythm, patterns, size, proportions, and ratio of solids (walls) and voids (windows and doors). There is a variety of architectural styles and periods of construction within the Manassas Local Historic District. Likewise, there is a corresponding variation of styles, types, and sizes of windows and doors.

Windows are one of the major character-defining features on residential buildings and can be varied by different designs of sills, lintels, decorative caps, and shutters. They may occur in regular intervals or in asymmetrical patterns. Their size may emphasize various bays in the building. All of the windows may be the same in one house or there may be a variety of types which give emphasis to certain parts of the building.

Doors, along with porches and porticoes, define the entrance to buildings and establish a hierarchy of facades. Doors on secondary facades of historic homes tend to be simpler and more utilitarian.

TYPICAL PROBLEMS

WINDOWS

Maintenance - Most windows on historic structures are made of wood and traditionally have been painted. If paint is allowed to peel, then wood will crack, warp, or rot. In addition, frequently during painting, the movable parts are painted shut. Some sills, lintels, surrounds, and hoods may be constructed of other materials such as brick, concrete, stone, or metal. These materials will also fail if not properly maintained.

Inappropriate replacements - Original windows may have been replaced by new stock windows that do not duplicate the historic window in size, materials, and design. Likewise, storm windows may not relate to the size, color, or materials of the windows they are enclosing.

Inoperative shutters - Decorative shutters may have been added at a later point, that are not original to the building and not representative of the architectural style. These shutters are inoperable, as they are permanently nailed into the wall, and there is a gap between the shutter and the window that does not exist for operable shutters. These shutters detract from the character of the structure, and are not sized to fit the entire window.

Blocked-in or covered-up windows - Many times the windows are covered up or blocked in or the glass is painted over. This gives a building a neglected, vacant, and unattractive appearance.

Faux colonial windows - To make a house appear older than it really is, windows with small panes or added snap-in muntin bars are used.

DOORS

Maintenance - Doors are generally made of wood and require regular painting. If they are not painted, then the wood can deteriorate. Glazing that is not maintained can become broken or loose.

Inappropriate replacement - Often, instead of repairing the old door, a new door that is not similar in design is used to replace the old door. Glazed doors sometimes are replaced with panel doors in order to achieve a "colonial" appearance. In many cases storm doors constructed of aluminum, a non-historic material, are added to houses.

Filled-in doors - Often on commercial buildings, unused doors are removed and filled in with masonry or plywood.

Missing or inoperative hardware - In some cases where a door has had constant use, hardware is missing or worn out.

GUIDELINES FOR WINDOWS & DOORS

1. Avoid changing the number, location, size, or glazing pattern of windows and doors by cutting new openings, blocking in windows, or installing replacement sash that does not fit the window opening.
2. Repair rather than replace original windows and doors and reuse serviceable hardware and locks.
3. Uncover and repair covered-up windows and doors. If a window or door is no longer needed for its intended use, the glass should be retained and the back side frosted, screened, or shuttered so that it appears from the outside to be used.
4. Only use shutters on windows that show evidence of their use in the past. They should be wood, mounted on hinges, and sized to cover the window when closed. Shutters must be operable, and not permanently fixed to the wall. When possible, original shutters should be repaired and maintained, and only replaced when missing or beyond repair. The style and design, including the hardware, should match existing window details, or resemble the architectural time-frame of the structure.
5. Windows and doors should only be replaced when they are missing or are beyond repair. Reconstruction should be based on physical evidence or historic photo documentation, or surveys of the structure or similar structures of the same time period.
 - a. Avoid changing the architectural appearance of windows and doors by using inappropriate materials or finishes which radically change the sash, depth of reveal, and muntin configuration, the reflective quality or color of the glazing, or the appearance of the frame.
 - b. Maintain the original number and arrangement of panes. Use true divided lights, or three-part simulated divided lights with integral spacer bars and interior and exterior fixed muntins. Small variations, such as the width and depth of the muntins and sash, are permitted if those variations do not significantly impact the visual character of the historic window design.
 - c. Consider replacing only the sash when the historic windows are too deteriorated for repair. By placing a track and a new sash in the old frame, no interior trim is removed, so there is no need to repaint woodwork or repair adjacent interior walls.
 - d. If window replacement is necessary new windows should fit the original opening (generally within a ½ inch on each side). Undersized windows that don't properly fit should not be used as they can alter the character of windows and thus the building.
6. Where possible, remove inappropriate windows or doors that have been changed previously. When doing so, they must be more historically accurate to the structure – in dimension, profile, and appearance.
7. Composite windows with removable muntins (“grilles”), or muntins sandwiched between the glass, are not considered appropriate or compatible.

X



Vinyl windows are not appropriate for Contributing and Landmark structures.

GUIDELINES FOR STORM WINDOW & STORM DOOR ADDITIONS

1. Install interior storm windows with air-tight gaskets, ventilating holes, and/or removable clips to ensure proper maintenance and avoid condensation damage to windows.
2. Install exterior storm windows that do not damage or obscure the windows and frames.
3. Avoid installing an aluminum-colored storm sash, as the sash can chromate primer.
4. Storm doors and storm windows should be able to be removed in the future without damage to existing doors and windows.
5. Transom windows can be insulated with an interior storm window.
6. Storm doors and windows on residential structures do *not* require ARB review.

MAINTENANCE & TREATMENT BEST PRACTICES FOR WINDOWS & DOORS

1. Keep painted surfaces well painted.
2. Ensure that caulk and glazing putty are intact and in good condition. Check that all joints are tight and sealed to prevent water infiltration which can cause deterioration.
3. Improve thermal efficiency with weather stripping, storm windows (preferably interior), caulking, interior shades, and if appropriate for the building, blinds and awnings.
4. Ensure that water is running off of sills and not forming puddles. Sills should be examined to ensure that they slope away from the building.
5. Repair original windows and doors by patching, splicing, consolidating, or otherwise reinforcing. Wood can appear to be in bad condition because of peeling paint or separation of joints, yet in fact be sound and able to be repaired. If the wood appears to be rotted, conduct the following test.

TECHNICAL RESOURCES

See NPS' Preservation Briefs #9:
The Repair of Historic Wooden Windows
for addition guidance on windows.

See NPS' Preservation Briefs #13:
The Repair and Thermal Upgrading
of Historic Steel Windows for addition
guidance on windows.

[NPS Preservation Briefs](#)



DESIGN REVIEW GUIDE WINDOWS & DOORS

This chart is meant to be a general guide for replacing windows and doors. This is not an exhaustive list of substitute materials available in the modern construction industry. Rather, these are the most common materials seen in rehabilitations of structures in the City of Manassas. Materials not on this list will be considered on a case-by-case basis.

When replacing windows and doors, these guidelines and the ARB encourage like-for-like replacements of historic materials. Ideally, the materials chosen for structures will either be the original materials maintained, or materials will be chosen that bring the structure “back in time” to its historic original condition. However, the maintenance of replacement non-historic materials is permitted; such as vinyl windows that were installed prior to these guidelines.

Note: The required review levels for a project are always subject to City approval; some projects may require additional – or less – review. It is recommended to always begin a project by first contacting the City of Manassas Planning & Development office to discuss your project.

STRUCTURE DESIGNATION	
	
CHANGE IN WINDOWS OR DOORS SIZE OR LOCATION:	
 COA	

REPLACEMENT OF WINDOWS AND DOORS WITHOUT CHANGE TO SIZE OR LOCATION:		
Replacement Window and Door Material	Wood	 AA
	Aluminum Clad Wood	 COA
	Fiberglass	 COA
	Steel (doors)	 COA
	Vinyl / Vinyl-Clad	Vinyl windows and doors are not appropriate for Contributing and Landmark structures in the historic district.
	Aluminum	Aluminum windows and doors are not appropriate for Contributing and Landmark structures in the historic district.
	Other engineered (e.g. Fibrex)	Fibrex windows are not appropriate for Contributing and Landmark structures in the historic district.



AA = APPROPRIATE WITH
ADMINISTRATIVE
APPROVAL



COA = APPROPRIATE WITH
A CERTIFICATE OF
APPROPRIATENESS
(ARB REVIEW)

BLANK = NOT APPROPRIATE

AFFIDAVIT OF PUBLICATION PURSUANT TO SECTION 8.01-415 OF THE 1950 CODE OF VIRGINIA AD AMENDED

I, Scott Elliott, being duly sworn, deposes and says that the attached order of publication was published in the Prince William Times, a newspaper published in the County of Prince William, State of Virginia, on
10/09/2025, 10/16/2025

and that deponent is the Publisher of said newspaper.

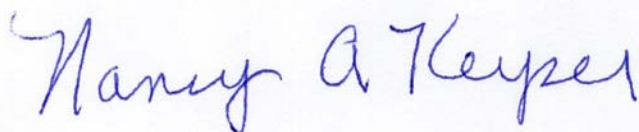


Scott Elliott
Publisher
State of Virginia
County of Prince William

COMMONWEALTH of VIRGINIA
IN THE COUNTY OF PRINCE WILLIAM, to-wit:

on 10/16/2025

Scott Elliott, who is known to me an whose name as Publisher of the Prince WilliamTimes in the County of Prince William State of Virginia, is signed to the foregoing affidavit, personally appeared before me, a Notary Public in and for the jurisdiction aforesaid, to affirm that the foregoing affidavit was sworn & subscribed to in front of me and executed the same by proper authority.



Notary Public
Notary Registration No. 8066381
My commission expires: September 30, 2027



**NOTICE
CITY COUNCIL PUBLIC HEARING
CITY OF MANASSAS
CITY HALL COUNCIL CHAMBERS,
FIRST FLOOR
9027 CENTER STREET
MANASSAS, VIRGINIA 20110**

Monday, October 27, 2025 - 5:30 P.M.

Notice is hereby given that the City Council will conduct a public hearing on the following item(s). All interested parties are encouraged to present their views at this hearing.

**** CORRECTION ****

ARB #**2025-0015** - Libeau Row - 9229 Portner Avenue

To consider an appeal of the Architectural Review Board's (ARB) decision on August 19, 2025 to deny a Certificate of Appropriateness application for the replacement of windows. The property is a two-story residential building located on the south side of Portner Avenue between West Street and Weir Alley. The property is zoned R1, Single-Family Residential, and is categorized as a Historic Landmark within the City's Historic Overlay District.

Members of the public can submit comments to the City Council by visiting www.manassasva.gov/comhearing, email to MayorandCouncil@manassasva.gov or by mailing comments to the Community Development Office, at 9027 Center Street, Manassas, VA 20110, or by calling 703-257-8225 and leaving a voicemail. In person comments are also permitted.

This meeting is being held in the City Council Chambers, 9027 Center Street, in a public facility believed to be accessible to persons with disabilities. Any person with questions on the accessibility of the facility should contact the City Clerk at the above address or by telephone at 703-257-8280. Persons needing interpreter services for the deaf must notify the City Clerk no later than 10:00 a.m. on **Wednesday, October 22, 2025.**

A copy of the staff report will be available in the Community Development Office and online at www.manassasva.gov/meetings after 3:00 p.m. on **Tuesday, October 21, 2025.**

For additional information, contact the Community Development Office at 703-257-8223 or TTY 7-1-1.

Appeal of Architectural Review Board Case ARB #2025-0015 9229 Portner Avenue – Libeau Row

City Council Public Hearing
October 27, 2025



Overview



- **Location:** 9229 Portner Avenue
- **Proposal:** Window Replacement
- **Designation:** Landmark
- **Year Built:** ca. 1905



9229 Portner Avenue



Background



- 9229 Portner Avenue, one of four historic houses comprising Libeau Row, is a **Historic Landmark**.
- **March 3, 2025:** Notice of Violation issued for work without obtaining a Certificate of Appropriateness (Code Section 130-405 – *“no Historic Landmark shall be reconstructed, altered, or restored unless a Certificate of Appropriateness has been issued by the ARB or, on appeal, by the City Council...”*)
- **April 15, 2025:** ARB considers application for replacement of windows. Motion to Defer.
- **August 19, 2025:** ARB considers revised proposal for replacement of windows. Motion to Deny.

Original Window Proposal



The work completed without ARB approval included:

- Wood windows were removed and replaced with Window Nation, Grand View, one-over-one, double-hung vinyl windows.
- All windows were custom ordered to fit within the original window openings.

DEFERRED by ARB at April 15, 2025 meeting



Comparison



Photos of the house as it appeared before the windows were replaced (above, left) and after the replacement (above, right).

Revised Window Proposal



- Install Harvey, Majesty aluminum-clad wood, double-hung windows.
 - Option 1: Replace only front two windows.
 - Option 2: Replace all windows.
- Windows will be custom sized.



DENIED by ARB at August 19, 2025 meeting

Historic District Design Guidelines – Residential Windows & Doors



Found on pages 88-91 of the Design Guidelines document.

- Guidelines include:
 - Repair rather than replace original windows and doors and reuse serviceable hardware and locks.
 - Windows and doors should only be replaced when they are missing or are beyond repair...
 - Avoid changing the architectural appearance of windows and doors by using inappropriate materials or finishes...
 - Consider replacing only the sash when the historic windows are too deteriorated for repair.
 - Where possible, remove inappropriate windows or doors that have been changed previously.
- The chart on page 91 is a general guide for replacing windows and doors. It indicates that only wood windows are appropriate for Landmark structures within the historic district.

Appeal Options



1. To affirm the decision of the ARB to deny the Certificate of Appropriateness for the window replacement;
2. Reverse the decision and approve the installation of the vinyl windows;
3. Modify the decision; or
4. Remand back to the ARB for reconsideration of the decision of the ARB, in whole or in part.

Staff Recommendation



- The Public Hearing be closed and the appeal scheduled for action on November 10, 2025, **OR**
- The Public Hearing be closed and the appeal scheduled for worksession on November 17, 2025.

Appeal of Architectural Review Board Case ARB #2025-0015 9229 Portner Avenue – Libeau Row

City Council Public Hearing
October 27, 2025





City Council Agenda Item Report

Agenda Item No. 3.2

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Public Hearing: Ordinance #O-2026-323, Consider an Uncodified Ordinance Granting a Franchise to SummitIG, LLC for the Purpose of Installing, Operating, and Maintaining a Telecommunications Conduits, Facilities, and Equipment in the Public Rights-of Way Within the Corporate Limits of the City of Manassas, Virginia

(Staff: Matt Arcieri, AICP, Assistant City Manager / Director of Planning & Community Development)

Suggested Action and/or Recommendation

Close public hearing.

Suggested Motion

I move that the public hearing be closed and action on Ordinance #O-2026-323 be scheduled for the next regular City Council meeting.

Item Type Public Hearings

Submitting Department Community Development

Meeting Body City Council

Item ID 2026-323

Drafter Christen Miller

Meeting Date October 27, 2025

Executive Summary and Background Information

Consideration of an Uncodified Ordinance Granting a Franchise to SummitIG, LLC for the Purpose of Installing, Operating, and Maintaining a Telecommunications Conduits, Facilities, and Equipment in the Public Rights-of Way Within the Corporate Limits of the City of Manassas, Virginia

ATTACHMENTS

- [ORD O-2026-323 City of Manassas Fiber Franchise - SummitIG](#)
- [ATTH01 Exhibit A](#)
- [ATTH02 Exhibit B](#)
- [ATTH03 Exhibit C](#)
- [ATTH04 Exhibit D](#)
- [ATTH05 Affidavit of Publication](#)

ORDINANCE #O-2026-323

First Reading
Second Reading
Enacted
Effective

**AN UNCODIFIED ORDINANCE GRANTING A FRANCHISE TO SUMMIT IG, LLC FOR THE
PURPOSE OF INSTALLING, OPERATING, AND MAINTAINING TELECOMMUNICATIONS CONDUITS,
FACILITIES, AND EQUIPMENT IN THE PUBLIC RIGHTS-OF-WAY WITHIN THE CORPORATE LIMITS OF
THE CITY OF MANASSAS, VIRGINIA**

WHEREAS, the City of Manassas has the authority to grant franchises for the use and occupancy of public rights-of-way and other public places, subject to terms and conditions necessary to protect the public health, safety and welfare; and

WHEREAS, SummitIG, LLC submitted a request for a five (5) year franchise to construct, use, operate, maintain, repair and remove certain conduits, cables, lines, wires, fibers, equipment and related facilities beneath the public rights-of-way and other public places within the corporate limits of the City of Manassas; and

WHEREAS, following a public hearing pursuant to Virginia Code Section 15.2-1800 (B) and with the recommendation of City staff, City Council has determined that it will be in the best interests of the City to grant this franchise to SummitIG, LLC.

NOW THEREFORE, BE IT ORDAINED by the Council of the City of Manassas, Virginia, meeting in regular session this, _____ that SummitIG, LLC is hereby granted a franchise for a period of five (5) years from the effective date hereof, and is authorized and empowered to construct, use, operate, maintain, repair and remove certain conduits, cables, lines, wires, fibers, equipment and related facilities beneath the public rights-of-way and other public places within the corporate limits of the City of Manassas, subject to the following terms and conditions:

Section 1. Grant of Nonexclusive Franchise.

The City of Manassas grants to SummitIG, LLC (hereinafter "Grantee") and its successors and assigns, the nonexclusive right to occupy and use the public rights-of-way and other public places within the corporate limits of the City to construct, use, operate, maintain, repair and remove certain underground conduits, cables, lines, wires, fibers, equipment and related facilities. The location of the installation by Grantee as of the effective date of this franchise is as shown on **Exhibit A** which is attached hereto and incorporated into this ordinance by reference.

During the term of this franchise Grantee may also install its conduit and equipment in other rights-of-way and public places within the City, at such reasonable, suitable and convenient locations as determined by the City's Director of Public Works after consultation with the Grantee and review and approval of plans describing the work to be done. Any installation on City property outside of a City-owned right-of-way shall be documented by a deed of easement from the City and a plat, to be recorded in the land records of Prince William County, Virginia.

While Grantee may lease, assign or otherwise contract for the placement of cables, wires, fibers and lines within the conduits installed pursuant to this franchise, the Grantee may not sublease or sublicense to any person or entity its rights under this franchise to place or maintain equipment or facilities in the

public rights-of-way.

Nothing in this Ordinance affects (a) the right of the City of Manassas to grant to any other person or entity a franchise to occupy and use the public rights-of-way of the City, or (b) the right of the City of Manassas to occupy and use its public rights-of-way; provided that the exercise of such rights by the City will not unreasonably interfere with Grantee's facilities installed pursuant to this franchise or, except as otherwise provided by this Ordinance, by other law, or by agreement, cause Grantee's facilities to be relocated.

Section 2. Term.

The term of this franchise is five (5) years, beginning November 10, 2025, and ending on November 10, 2030, unless terminated earlier as provided herein.

Section 3. Permit(s) Required: Compliance with Laws.

The Grantee will secure, prior to commencing any construction activities authorized by this franchise, all necessary permits and licenses in connection with the construction, use, operation, maintenance, repair and removal of Grantee's equipment and facilities, including but not limited to a street excavation permit pursuant to the Code of Ordinances, City of Manassas, §102-61. Issuance of the permit shall be based upon the City's review and approval of detailed plans and specifications of the planned installation submitted by Grantee for the City's approval, which approval shall not be unreasonably withheld or delayed.

The Grantee shall comply with all local, state, and federal laws, rules, regulations, orders, or other directives of the City of Manassas issued pursuant to this ordinance or with respect to the City's management of its public rights-of-way, or other exercises of its police power. Without limiting the foregoing, the Grantee specifically agrees to comply with all applicable provisions and requirements in the City's Design and Construction Standards Manual (DCSM) and in the approved project permit issued by the City of Manassas, each of which will be attached hereto as exhibits (beginning with **Exhibit B**) and incorporated herein by reference. The Grantee further agrees to comply with any time limits imposed on the work, and to promptly pay any required fees and charges of general application, including but not limited to permit fees, permit surcharges, inspection fees and street restoration charges. Grantee shall not be permitted to work in the City's rights of way on holidays or at other times specified in the Permit.

Section 4. Undergrounding of Equipment and Facilities Required.

All equipment and facilities authorized to be placed within the public right-of-way or in other public places by this franchise shall be placed underground. Underground installations shall be at a minimum depth of thirty-two inches (32"), and all underground installations shall be in conduits not greater than six inches (6") in diameter, unless otherwise authorized by any permit issued by the City. Grantee shall prepare and maintain accurate as-built plans and profiles of all work and will provide such records to the City upon completion of each permitted installation.

The work to be done by Grantee pursuant to this ordinance shall be done in such manner as not to damage any other underground installation of any other entity holding a franchise from the City or any

construction performed by the City itself, or by the Virginia Department of Transportation, or unnecessarily interfere with the making of connections by the City or by the citizens thereof with water pipes, sewerage pipes, or electrical lines, which may now or hereafter be laid or constructed by the City or by any other entity holding a franchise from the City. The Grantee agrees to comply with the provisions of the Virginia Underground Utility Damage Prevention Act, Virginia Code §§ 56-265.14 through 56-265.32.

Except in the case of an emergency related to the safety, health and welfare of the public, the Grantee shall not, in connection with the construction, installation, operation, maintenance, ownership, upgrade, repair or removal of its facilities and equipment, close, restrict or obstruct the use of any public right-of-way by motor vehicles or pedestrians without the prior consent of the City of Manassas, which consent may be granted or withheld in the City's sole discretion.

Section 5. Quality of Work.

All work involved in the construction, use, operation, maintenance, repair and removal of Grantee's equipment and facilities shall be performed in a safe, thorough and reliable manner in accordance with industry, professional, state and federal mandated standards and using materials of good and durable quality. If, at any time, it is determined by an agency or authority of competent jurisdiction that the Grantee's telecommunications system is harmful to the health or safety of any person or property, then the Grantee shall, at its own cost and expense, promptly correct all such conditions. During the installation of facilities and equipment within the right-of-way the Grantee will take all necessary and prudent precautions for the protection of motorists and pedestrians.

Section 6. Emergencies.

During emergency situations related to the safety, health and welfare of the public, the Grantee shall take all reasonable measures to maintain or restore service, and to ensure the safety, health and welfare of the citizens of the City of Manassas. As soon as practicable, the Grantee shall notify the City Manager of the City of Manassas or the City's Director of Public Works or their designees, respectively, of any emergency situation affecting the operation of the telecommunications system within Grantee's conduits. Grantee shall coordinate its activities in responding to the emergency with the City and its employees, agents and contractors. The City Manager of the City of Manassas shall have the sole right to determine whether an emergency related to the safety, health and welfare of the public exists within the City of Manassas. Grantee shall provide the City with a 24-hour emergency contact telephone number, which is 877-627-5647.

Section 7. Restoration.

The Grantee shall, at its own cost and expense and in the manner directed by the City, replace, repair or restore to its prior condition any of the City of Manassas's public rights-of-way or property disturbed or damaged by Grantee, reasonable wear and tear excepted. Restoration of hard surface streets and public rights-of-way will require a comparable hard surface. If Grantee does not commence such replacement or repair within such reasonable time period or as otherwise agreed to by the parties and after notice by the City of Manassas to the Grantee, the City of Manassas may make such replacement or repair, and the Grantee shall pay the reasonable cost of the same.

Section 8. Relocation of Grantee's Facilities.

Upon written notice from the City of Manassas of a planned and authorized improvement or alteration of City rights-of-way or other property, or of a proposed relocation of any City- owned utilities that necessitate relocation of some or all of the facilities owned by the Grantee, the Grantee shall relocate at its own expense any such facilities within ninety (90) days of receipt of the notice. At the Grantee's request, the City may consent to a longer period, such consent not to be unreasonably or discriminatorily withheld, conditioned or delayed. In the event the Grantee must relocate its facilities pursuant to this section, the City shall make available, at no cost to Grantee, permits and alternative space in the public rights-of-way for such relocation, provided that (i) such alternative space need not be in the exact same street but shall be in reasonable proximity to the previous location; and (ii) such alternative space is reasonably available elsewhere in the public rights-of-way.

Section 9. Conduit Fee - Prior Installation

Grantee shall pay to the City an annual fee of \$0.60 per linear foot for the approximately 30,236 linear feet of conduit installed during the term of the prior franchise (Ordinance #O-2019-02), without regard to the number of conduits installed during the initial five-year term, for a total annual fee of \$18,142.00.

Grantee shall also pay to the City an annual fee of One and 00/100 Dollars (\$1.00) per linear foot for the approximately 12,563 linear feet of conduit installed after September, 2024 and prior to the effective date of this new franchise, for a total annual fee of \$12,563.00

The September 2023, September 2024, and September 2025 franchise fees pursuant to this section totaling \$79,552.00 shall be due within thirty (30) calendar days of the effective date of this new franchise, and the annual conduit fee pursuant to this section totaling \$30,705.00 shall be due on or before September 30 of each year, from 2026 to 2030.

Section 10. Conduit Fee - New Installation

For the rights and privileges granted herein, Grantee shall pay to the City, prior to the installation of any conduit pursuant to this franchise, an annual Conduit Fee in an amount equal to the sum of One and 00/100 Dollars (\$1.00) for each linear foot of each conduit installed (exclusive of any innerducts) within any City right-of-way or other public place. As an example, the initial annual Conduit Fee for 36 conduits installed in 4,000 linear feet of City right-of-way will be \$144,000.00.

The Conduit Fee for any installation pursuant to this franchise shall be increased annually, effective on each anniversary date of the issuance of the permit approving the installation. The annual increase will be an amount equal to the greater of either (i) three (3) percent of the Conduit Fee for the prior twelve (12) month period, or (ii) the percent increase in the CPI-U over the prior CPI-U for the twelve (12) months prior to the adjustment date. As used in this franchise, the CPI-U means the revised monthly Consumer Price Index for All Urban Consumers for the Washington, D.C. Metropolitan Statistical Area for a twelve (12) month period ending in the preceding December as issued by the Bureau of Labor Statistics for the United States Department of Labor. If the CPI-U is converted to a different standard reference base or otherwise revised, the adjustment set forth in this paragraph shall be made with the use of the conversion formula published by the Bureau of Labor Statistics.

The initial amount of the annual Conduit Fee for each installation shall be stated on the permit that authorizes the work. The right of the City to impose any lawful franchise, license, property or other tax upon the franchise herein granted and upon properties constructed or installed by the Grantee hereunder shall not be deemed to be waived, abridged or in any way affected by this Ordinance.

Section 11. Co-Location with the City.

In the event Grantee installs underground conduit that has additional space or capacity that will not be needed by the Grantee but that may be needed by the City for public purposes, Grantee and the City agree to negotiate in good faith an agreement that would allow co- occupancy of the conduit by the Grantee and the City. Nothing herein shall be construed to require the Grantee to involuntarily provide conduit space to the City of Manassas.

Section 12. Insurance.

Throughout the term of this franchise the Grantee shall, at its own cost and expense, maintain a general commercial liability insurance policy or policies, in a form and in an amount agreed upon by both parties. Grantee shall provide a certificate of liability insurance demonstrating that the Grantee is maintaining the insurance requirements of this section, which certificate shall be attached hereto as **Exhibit C**, and incorporated herein by reference. Such policy or policies shall be issued by companies duly authorized or permitted to do business in the Commonwealth of Virginia. Such policy or policies shall insure (a) the Grantee and (b) the City of Manassas and its officials, boards, commissions, council, officers, agents and employees against each and every form of liability of the Grantee referred to in this Ordinance in the minimum combined single limit amount of Three Million Dollars (\$3,000,000.00) for bodily injury and property damage (limits may be satisfied with primary and / or excess coverage). Grantee shall also provide verification that it maintains commercial automobile liability insurance, workers' compensation insurance, and employers' liability insurance in amounts sufficient to protect the City and the public and to carry out the purposes and policies of this franchise.

The foregoing minimum limitation shall not prohibit the Grantee from obtaining a liability insurance policy or policies in excess of such limitations. The City of Manassas, its officials, boards, commissions, council, officers, agents and employees shall be named as additional insureds to the full extent of any limitation contained in any such policy or policies obtained by the Grantee. Upon receipt of notice from its insurer(s), Grantee shall use commercially reasonable efforts to provide the City with thirty (30) days prior written notice of cancellation of any coverage unless such coverage is immediately replaced without interruption.

Section 13. Indemnification.

The Grantee shall defend, indemnify and hold harmless the City of Manassas, its officials, officers, employees, agents, and attorneys, from and against all liabilities, costs and expenses (including reasonable attorneys' fees) arising out of or in connection with the construction, installation, operation, maintenance, upgrade, repair or removal of the Grantee's facilities, except to the extent that such liabilities, damages, costs and expenses are caused by the City of Manassas's negligence or willful misconduct. The City of Manassas shall notify the Grantee within twenty (20) days of any claims, demands, or actions ("Claims")

covered by this indemnity after which the Grantee shall defend such Claims. The Grantee shall be entitled to have sole control over the defense through counsel of its own choosing and over settlement of such Claim, and the City of Manassas shall cooperate in the defense of such Claims. The foregoing indemnity obligations shall not apply to Claims arising from the gross negligence or willful misconduct of City of Manassas; however, they shall apply to Claims allegedly arising from the joint negligence of the Grantee and City of Manassas, provided that in such cases, the amount of the Claims for which the City of Manassas shall be entitled to indemnification shall be limited to that portion attributable to the negligence of the Grantee.

Neither party shall be liable to the other party for any special, indirect, punitive, or consequential damages arising in any manner whatsoever, including, but not limited to, either party's negligence, out of the use of the public right-of-way, or either party's actions or omissions in regards thereto.

Section 14. Surety and Construction Bonds: Other Remedies.

(a) To ensure Grantee's faithful performance under this Ordinance, proper restoration of the public rights-of-way, and to ensure work is done in a proper manner without undue damage to the streets or other property of the City of Manassas, Grantee shall furnish to the City of Manassas and maintain for the duration of this franchise a surety bond made payable to the City of Manassas, in the amount of Twenty Thousand and 00/100 Dollars (\$20,000.00). The initial surety bond(s) is attached hereto as **Exhibit D**. The City may require Grantee, within thirty (30) days of written notice, to increase the amount of the surety bond by the percentage increase in the most recently published Consumer Price Index (CPI-U, all products) since the posting of the surety bond or any prior increase of the surety bond. The surety bond shall be written by a corporate surety or bank reasonably acceptable to the City of Manassas and authorized or permitted to do business in the Commonwealth of Virginia.

(b) The Grantee shall also provide a construction bond in the amount of Twenty Thousand and 00/100 Dollars (\$20,000) prior to beginning each installation of conduit authorized by this franchise. Each construction bond shall be written by a corporate surety or bank reasonably acceptable to the City of Manassas and authorized or permitted to do business in the Commonwealth of Virginia, and shall remain in effect through the date the City has inspected and approved the work performed by the Grantee. For any particular permit the City may alter the amount of the construction bond, based on the nature and extent of the work to be performed by the Grantee.

(c) The bonds required hereunder shall not in any way be considered to limit Grantee's obligations or liabilities hereunder. The City may draw upon the applicable bond for any nonpayment by Grantee, for any expenses the City of Manassas incurs due to non- performance by Grantee, and for reasonable monetary penalties for non-performance as set forth in a schedule adopted by City Council from time to time. Whenever the City of Manassas draws upon a bond, Grantee shall replenish the bond within thirty (30) days after notice thereof.

(d) The City of Manassas may use any lawful collection method to recover costs due to it under the terms of this Ordinance, including removal costs following termination of the franchise. Grantee shall be liable to the City of Manassas for all costs of collection, including a reasonable attorney's fee. This fee-shifting provision shall survive termination of this Ordinance.

(e) The City of Manassas may enforce any provision of this Ordinance by an action for mandamus

or injunction. If the City of Manassas obtains a writ of mandamus or an injunction to enforce any provision of this Ordinance, Grantee shall pay the City of Manassas its cost of litigation, including a reasonable attorney's fee and expert witness fees.

Section 15. Damage to City Property: Notice.

In the event the Grantee, in the construction, installation, use, maintenance or repair of its fiber optic infrastructure or facilities, damages any City-owned property, the Grantee will promptly, but temporarily, stabilize the damage to enable the City to make immediate, permanent repairs. The City shall promptly submit an invoice to the Grantee for costs incurred in making such repairs. The Grantee agrees to promptly reimburse the City for the repairs to City-owned property necessitated by the damage caused by the Grantee or its contractors or agents. Grantee further agrees to give to the City prompt written notice of any damage to non-City-owned property or personal injury resulting, directly or indirectly, from the work authorized by this franchise.

Section 16. Transfer of Franchise.

Neither the franchise, nor any rights or obligations of the Grantee pursuant to this Ordinance, nor any guaranty of the performance of the Grantee's obligations pursuant to this Ordinance, shall be assigned, sold, sublicensed, subleased or transferred in any manner, in whole or in part, without the prior written consent of the City of Manassas to any such transfer, which consent shall not be unreasonably withheld, delayed or denied; provided, however, that Grantee shall have the right, without the City of Manassas's consent, to assign or transfer this Agreement, in its entirety, to any parent, subsidiary or affiliate of Grantee, or to any Person which shall control, be under the control of, or be under common control with Grantee, or to any corporation into which Grantee may be merged or consolidated or which purchases all or substantially all of the assets or stock of Grantee or all or substantially all of the assets of Grantee located within a defined geographic area. Grantee shall give the City of Manassas contemporaneous notice of any such assignment or transfer, which notice shall detail the name and contact individual for the assignee or transferee. Any successor, assignee or transferee of the Grantee shall be required to execute a written acknowledgement that it is subject to all the provisions, obligations, stipulations and penalties herein prescribed.

Section 17. Expiration or Termination: Removal of Property.

(a) Upon the expiration of the term of this franchise, and upon the termination of the rights hereby granted, by surrender, forfeiture, or otherwise, all of the Grantee's facilities and equipment in the public rights-of-way of the City by virtue of this franchise may be removed at the expense of Grantee within a reasonable time after the expiration or termination of such rights and privileges. All public rights-of-way and City property must be returned to their original condition if any property is removed.

(b) The City of Manassas, at its option, may terminate this Ordinance upon any material breach hereof by the Grantee should the Grantee fail to correct such breach within ninety (90) days after receiving written notice of such material breach from the City of Manassas or, if the breach cannot reasonably be corrected within ninety (90) days, within a reasonable time.

(c) The Grantee may terminate this Ordinance upon one (1) year's written notice to the City of Manassas.

(d) Pursuant to Virginia Code §15.2-2100 (B), upon termination or expiration of this Agreement for any reason, the City of Manassas shall have the option to purchase some or all of the Grantee's facilities and equipment at its then fair market value. Upon Grantee's abandonment of some or all of its facilities and equipment, the City may take title to some or all of the abandoned portions, allow some or all of it to be abandoned in place, or make such other disposition as the City of Manassas, in its sole and absolute discretion, may choose.

Section 18. Continuing Obligation and Holdover.

If the Grantee continues to use its equipment and facilities installed pursuant to this franchise after expiration of the term of the franchise, then the Grantee shall continue to comply with all applicable provisions of this Ordinance and other City laws and ordinances, including, without limitation, all use fees and other payment provisions of this Ordinance and other City laws and ordinances, throughout the period of such continued use.

Section 19. Notices.

All notices shall be in writing and deemed properly given or made upon receipt if delivered by nationally recognized overnight courier, registered or certified mail, postage prepaid to the addresses listed below:

To Grantee:

SummitIG, LLC
Attn: CEO
22365 Broderick Drive, Suite 250
Sterling, VA 20166

With a copy to:

SummitIG, LLC
Attn: General Counsel
22365 Broderick Drive, Suite 250
Sterling, VA 20166

To the City:

City of Manassas Director of
Public Works 9500 Public
Works Drive Manassas, VA
20110

City of Manassas
City Attorney
4th Floor,
9027 Center Street
Manassas, VA 20110

A determination by a court of competent jurisdiction that any provision of this franchise agreement or any part thereof is illegal or unenforceable shall not invalidate the remainder of this agreement or such provision, which shall continue to be in effect. This agreement represents the entire agreement of the parties with respect to the subject matter hereof and supersedes any prior written or oral understandings. This Agreement cannot be modified except in writing signed by the party to be bound.

No delay or omission by a party in the exercise of any right or remedy upon any breach by the other party shall impair such right or remedy or be construed as a waiver.

This franchise and the rights and obligations of the parties shall be governed and construed in accordance with the laws of the Commonwealth of Virginia.

Michelle Davis-Younger MAYOR
On behalf of the City Council of
Manassas, Virginia

Eric W. Smith City Clerk

MOTION:
SECOND:
RE:
ACTION:

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:

Exhibit A – Installation Map

Exhibit B - Design and Construction Standards Manual

Exhibit C – Certificate of Liability Insurance

Exhibit D – Surety Bond

Exhibit A

Facilities

Approximately 25,000' of conduit (and fiber therein) located within the City.

Exhibit B

Manassas Design and Construction Standards Manual

Most current standards are found on the City's website:

https://www.manassasva.gov/community_development/development_services/dcsdm_letters_to_industry_and_technical_memos.php



CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
01/24/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Aon Risk Services South, Inc. Richmond VA Office 7325 Beaufont Springs Drive Suite 300 Richmond VA 23225 USA	CONTACT NAME:	
	PHONE (A/C. No. Ext): (866) 283-7122	FAX (A/C. No.): (800) 363-0105
INSURED SummitIG, LLC 22365 Broderick Drive, Suite 250 Sterling VA 20166 USA	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	
	NAIC #	
	INSURER A: Sentinel Insurance Company, Ltd	11000
	INSURER B: Hartford Casualty Insurance Co	29424
	INSURER C: Hartford Accident & Indemnity Company	22357
INSURER D:		
INSURER E:		
INSURER F:		

Holder Identifier :

COVERAGES **CERTIFICATE NUMBER:** 570103696675 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Limits shown are as requested

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR ☐ GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC ☐ OTHER:			14SBABF9377	10/17/2023	10/17/2024	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMPROP AGG \$2,000,000
C	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS ONLY			14 UEC NA9319	11/25/2023	11/25/2024	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
A	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☒ RETENTION \$10,000			14SBABF9377	10/17/2023	10/17/2024	EACH OCCURRENCE \$10,000,000 AGGREGATE \$10,000,000
B	☒ WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N Y	N/A	14WECCN9089	10/17/2023	10/17/2024	☒ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE-EA EMPLOYEE \$1,000,000 E.L. DISEASE-POLICY LIMIT \$1,000,000

Certificate No : 570103696675

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: Godwin Drive & Wellington Road. City of Manassas, its officials, boards, commissions, council, officers, agents and employees are included as Additional Insured in accordance with the policy provisions of the General Liability policy.

CERTIFICATE HOLDER**CANCELLATION**

City of Manassas 8500 Public Works Drive Manassas VA 20110 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Aon Risk Services South Inc</i>

©1988-2016 ACORD CORPORATION. All rights reserved.

Bond No. SU59653

SURETY BOND

KNOW ALL MEN BY THESE PRESENTS, that Summitig, LLC

hereinafter called the Principal, and Aspen American Insurance Company

hereinafter called the Surety, are held and firmly bound unto the Council of the City of Manassas, Virginia, hereinafter called the Oblige, in full and just sum of
Fifty Thousand and 00/100

dollars (\$ 50,000.00), lawful money of the United States to which payment will and truly to be made, the Principal and Surety bind themselves and their heirs, personal representatives, assigns, and other successors in interest, jointly and severally, firmly by these presents:

WHEREAS, Principal has executed the foregoing agreement, dated 9/10/18 for (project name) 9340 Godwin Dr - Dual Connection, Manassas, VA attached hereto and made a part hereof, and

WHEREAS, both Principal and Surety desire to guarantee to the Oblige, performance of all of the provisions of the foregoing agreement.

NOW, THEREFORE, the condition of this obligation and bond is such that if the Principal and/or Surety shall perform all of the provisions of the foregoing agreement which is incorporated herein by this reference, then the obligation of this bond is to be void and of no effect; otherwise, it is to remain in full force and effect.

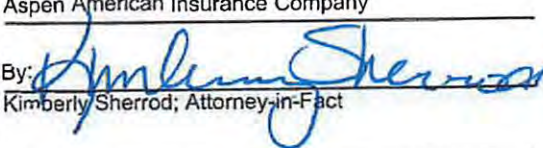
Provided that in no event shall the liability of the Surety hereunder exceed the penal sum of this bond, and

Further provided that the Surety, by execution hereof, expressly waives any right he, they or it may have to review and approve any revisions to or extensions of time for the plans, profiles and specifications referred to in the agreement.

In witness of all which the Principal and Surety have hereunto set their hands and seals this 30th day of October, 2018.

SURETIES

Aspen American Insurance Company

By: 
Kimberly Sherrod; Attorney-in-Fact

PRINCIPAL

Summitig, LLC

By: 

AFFIDAVIT OF PUBLICATION PURSUANT TO SECTION 8.01-415 OF THE 1950 CODE OF VIRGINIA AD AMENDED

I, Scott Elliott, being duly sworn, deposes and says that the attached order of publication was published in the Prince William Times, a newspaper published in the County of Prince William, State of Virginia, on
10/16/2025

and that deponent is the Publisher of said newspaper.

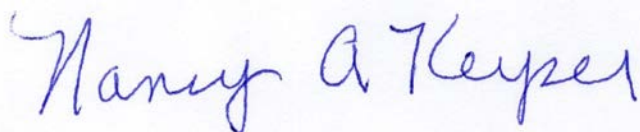


Scott Elliott
Publisher
State of Virginia
County of Prince William

COMMONWEALTH of VIRGINIA
IN THE COUNTY OF PRINCE WILLIAM, to-wit:

on 10/16/2025

Scott Elliott, who is known to me an whose name as Publisher of the Prince William Times in the County of Prince William State of Virginia, is signed to the foregoing affidavit, personally appeared before me, a Notary Public in and for the jurisdiction aforesaid, to affirm that the foregoing affidavit was sworn & subscribed to in front of me and executed the same by proper authority.



Notary Public
Notary Registration No. 8066381
My commission expires: September 30, 2027



LEGAL NOTICE

**MANASSAS CITY COUNCIL PUBLIC HEARING
CITY HALL COUNCIL CHAMBERS, FIRST FLOOR
9027 CENTER STREET
MANASSAS, VIRGINIA 20110**

Monday, October 27, 2025 at 5:30 p.m.

At the Manassas City Council meeting beginning at 5:30 p.m. on Monday, October 27, 2025 the City Council will hold a public hearing, pursuant to Virginia Code Sec. 15.2-1800, at the City Hall Council Chambers, 9027 Center Street, 1st Floor to consider awarding a five (5) year non-exclusive franchise to SummitIG, LLC to renew their franchise for the installation, operation and maintenance of underground telecommunication conduits, cables, lines, wires, fibers, equipment and related facilities in public rights-of-way within the City of Manassas.

Interested parties are invited to attend the public hearing and provide comment on the proposed franchise. The full text of the proposed franchise ordinance is on file and available for inspection in the Department of Community Development, located on the 2nd floor of City Hall, 9027 Center Street, Manassas, VA 20110. Members of the public can also submit comments to the City Council by visiting www.manassasva.gov/comhearing, email to MayorandCouncil@manassasva.gov or written comments may be submitted by mail or in person no later than 3:00 pm on October 27th, 2025 to the Clerk of City Council at 9027 Center Street, 4th floor.

This hearing is being held in a public facility believed to be accessible to persons with disabilities. Any persons with questions on accessibility of the facility should contact the Clerk of Council at the above address, by telephone at (703) 257-8211, or by email to ewsmith@manassasva.gov. Persons needing interpreter services for the hearing impaired and / or vision impaired should notify the City Clerk at least one week before the scheduled hearing.

The person or corporation to whom the franchise is awarded shall reimburse the City for the cost of this advertisement.



City Council Agenda Item Report

Agenda Item No. 4.1

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Ordinance #O-2026-323: Consider an Uncodified Ordinance Granting a Franchise to SummitIG, LLC for the Purpose of Installing, Operating, and Maintaining a Telecommunications Conduits, Facilities, and Equipment in the Public Rights-of Way Within the Corporate Limits of the City of Manassas, Virginia (Staff: Matt Arcieri, AICP, Assistant City Manager / Director of Planning & Community Development)

Suggested Action and/or Recommendation

I move adoption of Ordinance #O-2026-323.

Suggested Motion

I move that City Council adopt Ordinance #O-2026-323.

Item Type Ordinances

Submitting Department Community Development

Meeting Body City Council

Item ID 2026-323

Drafter Christen Miller

Meeting Date October 27, 2025

Executive Summary and Background Information

Consideration of an Uncodified Ordinance Granting a Franchise to SummitIG, LLC for the Purpose of Installing, Operating, and Maintaining a Telecommunications Conduits, Facilities, and Equipment in the Public Rights-of Way Within the Corporate Limits of the City of Manassas, Virginia

ATTACHMENTS

- [ORD O-2026-323 City of Manassas Fiber Franchise - SummitIG](#)
- [ATTH01 Exhibit A](#)
- [ATTH02 Exhibit B](#)
- [ATTH03 Exhibit C](#)
- [ATTH04 Exhibit D](#)

ORDINANCE #O-2026-323

First Reading
Second Reading
Enacted
Effective

**AN UNCODIFIED ORDINANCE GRANTING A FRANCHISE TO SUMMIT IG, LLC FOR THE
PURPOSE OF INSTALLING, OPERATING, AND MAINTAINING TELECOMMUNICATIONS CONDUITS,
FACILITIES, AND EQUIPMENT IN THE PUBLIC RIGHTS-OF-WAY WITHIN THE CORPORATE LIMITS OF
THE CITY OF MANASSAS, VIRGINIA**

WHEREAS, the City of Manassas has the authority to grant franchises for the use and occupancy of public rights-of-way and other public places, subject to terms and conditions necessary to protect the public health, safety and welfare; and

WHEREAS, SummitIG, LLC submitted a request for a five (5) year franchise to construct, use, operate, maintain, repair and remove certain conduits, cables, lines, wires, fibers, equipment and related facilities beneath the public rights-of-way and other public places within the corporate limits of the City of Manassas; and

WHEREAS, following a public hearing pursuant to Virginia Code Section 15.2-1800 (B) and with the recommendation of City staff, City Council has determined that it will be in the best interests of the City to grant this franchise to SummitIG, LLC.

NOW THEREFORE, BE IT ORDAINED by the Council of the City of Manassas, Virginia, meeting in regular session this, _____ that SummitIG, LLC is hereby granted a franchise for a period of five (5) years from the effective date hereof, and is authorized and empowered to construct, use, operate, maintain, repair and remove certain conduits, cables, lines, wires, fibers, equipment and related facilities beneath the public rights-of-way and other public places within the corporate limits of the City of Manassas, subject to the following terms and conditions:

Section 1. Grant of Nonexclusive Franchise.

The City of Manassas grants to SummitIG, LLC (hereinafter "Grantee") and its successors and assigns, the nonexclusive right to occupy and use the public rights-of-way and other public places within the corporate limits of the City to construct, use, operate, maintain, repair and remove certain underground conduits, cables, lines, wires, fibers, equipment and related facilities. The location of the installation by Grantee as of the effective date of this franchise is as shown on **Exhibit A** which is attached hereto and incorporated into this ordinance by reference.

During the term of this franchise Grantee may also install its conduit and equipment in other rights-of-way and public places within the City, at such reasonable, suitable and convenient locations as determined by the City's Director of Public Works after consultation with the Grantee and review and approval of plans describing the work to be done. Any installation on City property outside of a City-owned right-of-way shall be documented by a deed of easement from the City and a plat, to be recorded in the land records of Prince William County, Virginia.

While Grantee may lease, assign or otherwise contract for the placement of cables, wires, fibers and lines within the conduits installed pursuant to this franchise, the Grantee may not sublease or sublicense to any person or entity its rights under this franchise to place or maintain equipment or facilities in the

public rights-of-way.

Nothing in this Ordinance affects (a) the right of the City of Manassas to grant to any other person or entity a franchise to occupy and use the public rights-of-way of the City, or (b) the right of the City of Manassas to occupy and use its public rights-of-way; provided that the exercise of such rights by the City will not unreasonably interfere with Grantee's facilities installed pursuant to this franchise or, except as otherwise provided by this Ordinance, by other law, or by agreement, cause Grantee's facilities to be relocated.

Section 2. Term.

The term of this franchise is five (5) years, beginning November 10, 2025, and ending on November 10, 2030, unless terminated earlier as provided herein.

Section 3. Permit(s) Required: Compliance with Laws.

The Grantee will secure, prior to commencing any construction activities authorized by this franchise, all necessary permits and licenses in connection with the construction, use, operation, maintenance, repair and removal of Grantee's equipment and facilities, including but not limited to a street excavation permit pursuant to the Code of Ordinances, City of Manassas, §102-61. Issuance of the permit shall be based upon the City's review and approval of detailed plans and specifications of the planned installation submitted by Grantee for the City's approval, which approval shall not be unreasonably withheld or delayed.

The Grantee shall comply with all local, state, and federal laws, rules, regulations, orders, or other directives of the City of Manassas issued pursuant to this ordinance or with respect to the City's management of its public rights-of-way, or other exercises of its police power. Without limiting the foregoing, the Grantee specifically agrees to comply with all applicable provisions and requirements in the City's Design and Construction Standards Manual (DCSM) and in the approved project permit issued by the City of Manassas, each of which will be attached hereto as exhibits (beginning with **Exhibit B**) and incorporated herein by reference. The Grantee further agrees to comply with any time limits imposed on the work, and to promptly pay any required fees and charges of general application, including but not limited to permit fees, permit surcharges, inspection fees and street restoration charges. Grantee shall not be permitted to work in the City's rights of way on holidays or at other times specified in the Permit.

Section 4. Undergrounding of Equipment and Facilities Required.

All equipment and facilities authorized to be placed within the public right-of-way or in other public places by this franchise shall be placed underground. Underground installations shall be at a minimum depth of thirty-two inches (32"), and all underground installations shall be in conduits not greater than six inches (6") in diameter, unless otherwise authorized by any permit issued by the City. Grantee shall prepare and maintain accurate as-built plans and profiles of all work and will provide such records to the City upon completion of each permitted installation.

The work to be done by Grantee pursuant to this ordinance shall be done in such manner as not to damage any other underground installation of any other entity holding a franchise from the City or any

construction performed by the City itself, or by the Virginia Department of Transportation, or unnecessarily interfere with the making of connections by the City or by the citizens thereof with water pipes, sewerage pipes, or electrical lines, which may now or hereafter be laid or constructed by the City or by any other entity holding a franchise from the City. The Grantee agrees to comply with the provisions of the Virginia Underground Utility Damage Prevention Act, Virginia Code §§ 56-265.14 through 56-265.32.

Except in the case of an emergency related to the safety, health and welfare of the public, the Grantee shall not, in connection with the construction, installation, operation, maintenance, ownership, upgrade, repair or removal of its facilities and equipment, close, restrict or obstruct the use of any public right-of-way by motor vehicles or pedestrians without the prior consent of the City of Manassas, which consent may be granted or withheld in the City's sole discretion.

Section 5. Quality of Work.

All work involved in the construction, use, operation, maintenance, repair and removal of Grantee's equipment and facilities shall be performed in a safe, thorough and reliable manner in accordance with industry, professional, state and federal mandated standards and using materials of good and durable quality. If, at any time, it is determined by an agency or authority of competent jurisdiction that the Grantee's telecommunications system is harmful to the health or safety of any person or property, then the Grantee shall, at its own cost and expense, promptly correct all such conditions. During the installation of facilities and equipment within the right-of-way the Grantee will take all necessary and prudent precautions for the protection of motorists and pedestrians.

Section 6. Emergencies.

During emergency situations related to the safety, health and welfare of the public, the Grantee shall take all reasonable measures to maintain or restore service, and to ensure the safety, health and welfare of the citizens of the City of Manassas. As soon as practicable, the Grantee shall notify the City Manager of the City of Manassas or the City's Director of Public Works or their designees, respectively, of any emergency situation affecting the operation of the telecommunications system within Grantee's conduits. Grantee shall coordinate its activities in responding to the emergency with the City and its employees, agents and contractors. The City Manager of the City of Manassas shall have the sole right to determine whether an emergency related to the safety, health and welfare of the public exists within the City of Manassas. Grantee shall provide the City with a 24-hour emergency contact telephone number, which is 877-627-5647.

Section 7. Restoration.

The Grantee shall, at its own cost and expense and in the manner directed by the City, replace, repair or restore to its prior condition any of the City of Manassas's public rights-of-way or property disturbed or damaged by Grantee, reasonable wear and tear excepted. Restoration of hard surface streets and public rights-of-way will require a comparable hard surface. If Grantee does not commence such replacement or repair within such reasonable time period or as otherwise agreed to by the parties and after notice by the City of Manassas to the Grantee, the City of Manassas may make such replacement or repair, and the Grantee shall pay the reasonable cost of the same.

Section 8. Relocation of Grantee's Facilities.

Upon written notice from the City of Manassas of a planned and authorized improvement or alteration of City rights-of-way or other property, or of a proposed relocation of any City- owned utilities that necessitate relocation of some or all of the facilities owned by the Grantee, the Grantee shall relocate at its own expense any such facilities within ninety (90) days of receipt of the notice. At the Grantee's request, the City may consent to a longer period, such consent not to be unreasonably or discriminatorily withheld, conditioned or delayed. In the event the Grantee must relocate its facilities pursuant to this section, the City shall make available, at no cost to Grantee, permits and alternative space in the public rights-of-way for such relocation, provided that (i) such alternative space need not be in the exact same street but shall be in reasonable proximity to the previous location; and (ii) such alternative space is reasonably available elsewhere in the public rights-of-way.

Section 9. Conduit Fee - Prior Installation

Grantee shall pay to the City an annual fee of \$0.60 per linear foot for the approximately 30,236 linear feet of conduit installed during the term of the prior franchise (Ordinance #O-2019-02), without regard to the number of conduits installed during the initial five-year term, for a total annual fee of \$18,142.00.

Grantee shall also pay to the City an annual fee of One and 00/100 Dollars (\$1.00) per linear foot for the approximately 12,563 linear feet of conduit installed after September, 2024 and prior to the effective date of this new franchise, for a total annual fee of \$12,563.00

The September 2023, September 2024, and September 2025 franchise fees pursuant to this section totaling \$79,552.00 shall be due within thirty (30) calendar days of the effective date of this new franchise, and the annual conduit fee pursuant to this section totaling \$30,705.00 shall be due on or before September 30 of each year, from 2026 to 2030.

Section 10. Conduit Fee - New Installation

For the rights and privileges granted herein, Grantee shall pay to the City, prior to the installation of any conduit pursuant to this franchise, an annual Conduit Fee in an amount equal to the sum of One and 00/100 Dollars (\$1.00) for each linear foot of each conduit installed (exclusive of any innerducts) within any City right-of-way or other public place. As an example, the initial annual Conduit Fee for 36 conduits installed in 4,000 linear feet of City right-of-way will be \$144,000.00.

The Conduit Fee for any installation pursuant to this franchise shall be increased annually, effective on each anniversary date of the issuance of the permit approving the installation. The annual increase will be an amount equal to the greater of either (i) three (3) percent of the Conduit Fee for the prior twelve (12) month period, or (ii) the percent increase in the CPI-U over the prior CPI-U for the twelve (12) months prior to the adjustment date. As used in this franchise, the CPI-U means the revised monthly Consumer Price Index for All Urban Consumers for the Washington, D.C. Metropolitan Statistical Area for a twelve (12) month period ending in the preceding December as issued by the Bureau of Labor Statistics for the United States Department of Labor. If the CPI-U is converted to a different standard reference base or otherwise revised, the adjustment set forth in this paragraph shall be made with the use of the conversion formula published by the Bureau of Labor Statistics.

The initial amount of the annual Conduit Fee for each installation shall be stated on the permit that authorizes the work. The right of the City to impose any lawful franchise, license, property or other tax upon the franchise herein granted and upon properties constructed or installed by the Grantee hereunder shall not be deemed to be waived, abridged or in any way affected by this Ordinance.

Section 11. Co-Location with the City.

In the event Grantee installs underground conduit that has additional space or capacity that will not be needed by the Grantee but that may be needed by the City for public purposes, Grantee and the City agree to negotiate in good faith an agreement that would allow co- occupancy of the conduit by the Grantee and the City. Nothing herein shall be construed to require the Grantee to involuntarily provide conduit space to the City of Manassas.

Section 12. Insurance.

Throughout the term of this franchise the Grantee shall, at its own cost and expense, maintain a general commercial liability insurance policy or policies, in a form and in an amount agreed upon by both parties. Grantee shall provide a certificate of liability insurance demonstrating that the Grantee is maintaining the insurance requirements of this section, which certificate shall be attached hereto as **Exhibit C**, and incorporated herein by reference. Such policy or policies shall be issued by companies duly authorized or permitted to do business in the Commonwealth of Virginia. Such policy or policies shall insure (a) the Grantee and (b) the City of Manassas and its officials, boards, commissions, council, officers, agents and employees against each and every form of liability of the Grantee referred to in this Ordinance in the minimum combined single limit amount of Three Million Dollars (\$3,000,000.00) for bodily injury and property damage (limits may be satisfied with primary and / or excess coverage). Grantee shall also provide verification that it maintains commercial automobile liability insurance, workers' compensation insurance, and employers' liability insurance in amounts sufficient to protect the City and the public and to carry out the purposes and policies of this franchise.

The foregoing minimum limitation shall not prohibit the Grantee from obtaining a liability insurance policy or policies in excess of such limitations. The City of Manassas, its officials, boards, commissions, council, officers, agents and employees shall be named as additional insureds to the full extent of any limitation contained in any such policy or policies obtained by the Grantee. Upon receipt of notice from its insurer(s), Grantee shall use commercially reasonable efforts to provide the City with thirty (30) days prior written notice of cancellation of any coverage unless such coverage is immediately replaced without interruption.

Section 13. Indemnification.

The Grantee shall defend, indemnify and hold harmless the City of Manassas, its officials, officers, employees, agents, and attorneys, from and against all liabilities, costs and expenses (including reasonable attorneys' fees) arising out of or in connection with the construction, installation, operation, maintenance, upgrade, repair or removal of the Grantee's facilities, except to the extent that such liabilities, damages, costs and expenses are caused by the City of Manassas's negligence or willful misconduct. The City of Manassas shall notify the Grantee within twenty (20) days of any claims, demands, or actions ("Claims")

covered by this indemnity after which the Grantee shall defend such Claims. The Grantee shall be entitled to have sole control over the defense through counsel of its own choosing and over settlement of such Claim, and the City of Manassas shall cooperate in the defense of such Claims. The foregoing indemnity obligations shall not apply to Claims arising from the gross negligence or willful misconduct of City of Manassas; however, they shall apply to Claims allegedly arising from the joint negligence of the Grantee and City of Manassas, provided that in such cases, the amount of the Claims for which the City of Manassas shall be entitled to indemnification shall be limited to that portion attributable to the negligence of the Grantee.

Neither party shall be liable to the other party for any special, indirect, punitive, or consequential damages arising in any manner whatsoever, including, but not limited to, either party's negligence, out of the use of the public right-of-way, or either party's actions or omissions in regards thereto.

Section 14. Surety and Construction Bonds: Other Remedies.

(a) To ensure Grantee's faithful performance under this Ordinance, proper restoration of the public rights-of-way, and to ensure work is done in a proper manner without undue damage to the streets or other property of the City of Manassas, Grantee shall furnish to the City of Manassas and maintain for the duration of this franchise a surety bond made payable to the City of Manassas, in the amount of Twenty Thousand and 00/100 Dollars (\$20,000.00). The initial surety bond(s) is attached hereto as **Exhibit D**. The City may require Grantee, within thirty (30) days of written notice, to increase the amount of the surety bond by the percentage increase in the most recently published Consumer Price Index (CPI-U, all products) since the posting of the surety bond or any prior increase of the surety bond. The surety bond shall be written by a corporate surety or bank reasonably acceptable to the City of Manassas and authorized or permitted to do business in the Commonwealth of Virginia.

(b) The Grantee shall also provide a construction bond in the amount of Twenty Thousand and 00/100 Dollars (\$20,000) prior to beginning each installation of conduit authorized by this franchise. Each construction bond shall be written by a corporate surety or bank reasonably acceptable to the City of Manassas and authorized or permitted to do business in the Commonwealth of Virginia, and shall remain in effect through the date the City has inspected and approved the work performed by the Grantee. For any particular permit the City may alter the amount of the construction bond, based on the nature and extent of the work to be performed by the Grantee.

(c) The bonds required hereunder shall not in any way be considered to limit Grantee's obligations or liabilities hereunder. The City may draw upon the applicable bond for any nonpayment by Grantee, for any expenses the City of Manassas incurs due to non- performance by Grantee, and for reasonable monetary penalties for non-performance as set forth in a schedule adopted by City Council from time to time. Whenever the City of Manassas draws upon a bond, Grantee shall replenish the bond within thirty (30) days after notice thereof.

(d) The City of Manassas may use any lawful collection method to recover costs due to it under the terms of this Ordinance, including removal costs following termination of the franchise. Grantee shall be liable to the City of Manassas for all costs of collection, including a reasonable attorney's fee. This fee-shifting provision shall survive termination of this Ordinance.

(e) The City of Manassas may enforce any provision of this Ordinance by an action for mandamus

or injunction. If the City of Manassas obtains a writ of mandamus or an injunction to enforce any provision of this Ordinance, Grantee shall pay the City of Manassas its cost of litigation, including a reasonable attorney's fee and expert witness fees.

Section 15. Damage to City Property: Notice.

In the event the Grantee, in the construction, installation, use, maintenance or repair of its fiber optic infrastructure or facilities, damages any City-owned property, the Grantee will promptly, but temporarily, stabilize the damage to enable the City to make immediate, permanent repairs. The City shall promptly submit an invoice to the Grantee for costs incurred in making such repairs. The Grantee agrees to promptly reimburse the City for the repairs to City-owned property necessitated by the damage caused by the Grantee or its contractors or agents. Grantee further agrees to give to the City prompt written notice of any damage to non-City-owned property or personal injury resulting, directly or indirectly, from the work authorized by this franchise.

Section 16. Transfer of Franchise.

Neither the franchise, nor any rights or obligations of the Grantee pursuant to this Ordinance, nor any guaranty of the performance of the Grantee's obligations pursuant to this Ordinance, shall be assigned, sold, sublicensed, subleased or transferred in any manner, in whole or in part, without the prior written consent of the City of Manassas to any such transfer, which consent shall not be unreasonably withheld, delayed or denied; provided, however, that Grantee shall have the right, without the City of Manassas's consent, to assign or transfer this Agreement, in its entirety, to any parent, subsidiary or affiliate of Grantee, or to any Person which shall control, be under the control of, or be under common control with Grantee, or to any corporation into which Grantee may be merged or consolidated or which purchases all or substantially all of the assets or stock of Grantee or all or substantially all of the assets of Grantee located within a defined geographic area. Grantee shall give the City of Manassas contemporaneous notice of any such assignment or transfer, which notice shall detail the name and contact individual for the assignee or transferee. Any successor, assignee or transferee of the Grantee shall be required to execute a written acknowledgement that it is subject to all the provisions, obligations, stipulations and penalties herein prescribed.

Section 17. Expiration or Termination: Removal of Property.

(a) Upon the expiration of the term of this franchise, and upon the termination of the rights hereby granted, by surrender, forfeiture, or otherwise, all of the Grantee's facilities and equipment in the public rights-of-way of the City by virtue of this franchise may be removed at the expense of Grantee within a reasonable time after the expiration or termination of such rights and privileges. All public rights-of-way and City property must be returned to their original condition if any property is removed.

(b) The City of Manassas, at its option, may terminate this Ordinance upon any material breach hereof by the Grantee should the Grantee fail to correct such breach within ninety (90) days after receiving written notice of such material breach from the City of Manassas or, if the breach cannot reasonably be corrected within ninety (90) days, within a reasonable time.

(c) The Grantee may terminate this Ordinance upon one (1) year's written notice to the City of Manassas.

(d) Pursuant to Virginia Code §15.2-2100 (B), upon termination or expiration of this Agreement for any reason, the City of Manassas shall have the option to purchase some or all of the Grantee's facilities and equipment at its then fair market value. Upon Grantee's abandonment of some or all of its facilities and equipment, the City may take title to some or all of the abandoned portions, allow some or all of it to be abandoned in place, or make such other disposition as the City of Manassas, in its sole and absolute discretion, may choose.

Section 18. Continuing Obligation and Holdover.

If the Grantee continues to use its equipment and facilities installed pursuant to this franchise after expiration of the term of the franchise, then the Grantee shall continue to comply with all applicable provisions of this Ordinance and other City laws and ordinances, including, without limitation, all use fees and other payment provisions of this Ordinance and other City laws and ordinances, throughout the period of such continued use.

Section 19. Notices.

All notices shall be in writing and deemed properly given or made upon receipt if delivered by nationally recognized overnight courier, registered or certified mail, postage prepaid to the addresses listed below:

To Grantee:

SummitIG, LLC
Attn: CEO
22365 Broderick Drive, Suite 250
Sterling, VA 20166

With a copy to:

SummitIG, LLC
Attn: General Counsel
22365 Broderick Drive, Suite 250
Sterling, VA 20166

To the City:

City of Manassas Director of
Public Works 9500 Public
Works Drive Manassas, VA
20110

City of Manassas
City Attorney
4th Floor,
9027 Center Street
Manassas, VA 20110

A determination by a court of competent jurisdiction that any provision of this franchise agreement or any part thereof is illegal or unenforceable shall not invalidate the remainder of this agreement or such provision, which shall continue to be in effect. This agreement represents the entire agreement of the parties with respect to the subject matter hereof and supersedes any prior written or oral understandings. This Agreement cannot be modified except in writing signed by the party to be bound.

No delay or omission by a party in the exercise of any right or remedy upon any breach by the other party shall impair such right or remedy or be construed as a waiver.

This franchise and the rights and obligations of the parties shall be governed and construed in accordance with the laws of the Commonwealth of Virginia.

Michelle Davis-Younger MAYOR
On behalf of the City Council of
Manassas, Virginia

Eric W. Smith City Clerk

MOTION:

SECOND:

RE:

ACTION:

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Exhibit A – Installation Map

Exhibit B - Design and Construction Standards Manual

Exhibit C – Certificate of Liability Insurance

Exhibit D – Surety Bond

Exhibit A

Facilities

Approximately 25,000' of conduit (and fiber therein) located within the City.

Exhibit B

Manassas Design and Construction Standards Manual

Most current standards are found on the City's website:

https://www.manassasva.gov/community_development/development_services/dcsdm_letters_to_industry_and_technical_memos.php



CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
01/24/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Aon Risk Services South, Inc. Richmond VA Office 7325 Beaufont Springs Drive Suite 300 Richmond VA 23225 USA	CONTACT NAME:	
	PHONE (A/C. No. Ext): (866) 283-7122	FAX (A/C. No.): (800) 363-0105
INSURED SummitIG, LLC 22365 Broderick Drive, Suite 250 Sterling VA 20166 USA	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	
	NAIC #	
	INSURER A: Sentinel Insurance Company, Ltd	11000
	INSURER B: Hartford Casualty Insurance Co	29424
	INSURER C: Hartford Accident & Indemnity Company	22357
INSURER D:		
INSURER E:		
INSURER F:		

Holder Identifier :

COVERAGES **CERTIFICATE NUMBER:** 570103696675 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Limits shown are as requested

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC ☐ OTHER:			14SBABF9377	10/17/2023	10/17/2024	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMPROP AGG \$2,000,000
C	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED ☐ SCHEDULED AUTOS ☐ AUTOS ONLY ☐ NON-OWNED ☐ HIRED AUTOS ONLY ☐ AUTOS ONLY			14 UEC NA9319	11/25/2023	11/25/2024	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
A	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☒ RETENTION \$10,000			14SBABF9377	10/17/2023	10/17/2024	EACH OCCURRENCE \$10,000,000 AGGREGATE \$10,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☒ Y ☐ N/A		14WECCN9089	10/17/2023	10/17/2024	☒ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE-EA EMPLOYEE \$1,000,000 E.L. DISEASE-POLICY LIMIT \$1,000,000

Certificate No : 570103696675

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: Godwin Drive & Wellington Road. City of Manassas, its officials, boards, commissions, council, officers, agents and employees are included as Additional Insured in accordance with the policy provisions of the General Liability policy.

CERTIFICATE HOLDER**CANCELLATION**

City of Manassas 8500 Public Works Drive Manassas VA 20110 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Aon Risk Services South Inc</i>

©1988-2016 ACORD CORPORATION. All rights reserved.

Bond No. SU59653

SURETY BOND

KNOW ALL MEN BY THESE PRESENTS, that Summitig, LLC

hereinafter called the Principal, and Aspen American Insurance Company

hereinafter called the Surety, are held and firmly bound unto the Council of the City of Manassas, Virginia, hereinafter called the Oblige, in full and just sum of
Fifty Thousand and 00/100

dollars (\$ 50,000.00), lawful money of the United States to which payment will and truly to be made, the Principal and Surety bind themselves and their heirs, personal representatives, assigns, and other successors in interest, jointly and severally, firmly by these presents:

WHEREAS, Principal has executed the foregoing agreement, dated 9/10/18 for (project name) 9340 Godwin Dr - Dual Connection, Manassas, VA attached hereto and made a part hereof, and

WHEREAS, both Principal and Surety desire to guarantee to the Oblige, performance of all of the provisions of the foregoing agreement.

NOW, THEREFORE, the condition of this obligation and bond is such that if the Principal and/or Surety shall perform all of the provisions of the foregoing agreement which is incorporated herein by this reference, then the obligation of this bond is to be void and of no effect; otherwise, it is to remain in full force and effect.

Provided that in no event shall the liability of the Surety hereunder exceed the penal sum of this bond, and

Further provided that the Surety, by execution hereof, expressly waives any right he, they or it may have to review and approve any revisions to or extensions of time for the plans, profiles and specifications referred to in the agreement.

In witness of all which the Principal and Surety have hereunto set their hands and seals this 30th day of October, 2018.

SURETIES

Aspen American Insurance Company

By: Kimberly Sherrod
Kimberly Sherrod; Attorney-in-Fact

PRINCIPAL

Summitig, LLC

By: R



City Council Agenda Item Report

Agenda Item No. 4.2

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Resolution #R-2026-209: Manassas 2045 Comprehensive Plan Technical Update
(Staff: Matt Arcieri, AICP, Assistant City Manager / Director of Planning & Community Development)

Suggested Action and/or Recommendation

I move adoption of Resolution #R-2026-209.

Suggested Motion

I move that City Council adopt Resolution #R-2026-209.

Item Type Resolutions

Submitting Department Community Development

Meeting Body City Council

Item ID 2026-209

Drafter Christen Miller

Meeting Date October 27, 2025

Advisory Board/Committee Review

Planning Commission Public Hearing August 6, 2025 unanimously recommended approval 5/0.
City Council Public Hearing September 22, 2025

Fiscal Impact

N/A

ATTACHMENTS

- [RES R-2026-209 Manassas 2045 Comprehensive Plan](#)
- [ATTH01 Draft 2045 Comprehensive Plan](#)
- [ATTH02 Comprehensive Plan Changes Since Planning Commission Hearing](#)
- [ATTH03 Final Mobility Master Plan \(2026-2030\)](#)

MOTION: _____

October 27, 2025

SECOND: _____

Regular Meeting

No. R-2026-209

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

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

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

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

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

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

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

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

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

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

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

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

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

October 27, 2025
Regular Meeting
Res. No. R-2026-209
Page 2

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

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

Michelle Davis-Younger

Mayor

On behalf of the City Council
of Manassas, Virginia

ATTEST:

Eric W. Smith II

City Clerk

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

HISTORIC HEART. MODERN BEAT.

Manassas 2045 Comprehensive Plan
City Council Draft - October 27, 2025



Acknowledgements

Special thanks to the City residents, business owners, and stakeholders who provided feedback for the development of this plan.

Mayor

Michelle Davis-Younger

City Council

Mark D. Wolfe, Vice Mayor

Theresa Coates Ellis

Ashley Hutson

Sonia Vásquez Luna

Tom Osina

Ralph J. Smith

Planning Commission

Elaine Trautwein, Chair and Comprehensive Plan

Committee Chair

Dheeraj Jagadev, Vice Chair

Eric Brescia

Robert Keller, Comprehensive Plan Committee member

Miguel Pires, Comprehensive Plan Committee member

Jeremy Rood, Comprehensive Plan Committee Vice-Chair

Leah Sanders, Comprehensive Plan Committee member

City Leadership

Steve Burke, City Manager

Doug Keen, Chief of Police, and Assistant City Manager

Diane Bergeron, Finance Director, and Assistant City Manager

Craig Brown, City Attorney

Community Development Staff

Matt Arcieri, AICP, Director Planning & Community Development
and Assistant City Manager

Greg Bokan, AICP, Assistant Director Planning & Development

Christian Samples, AICP, Planning Manager

Chloe Delhomme, AICP, Transportation Planner

Audra Ovalle, AICP, CZO, Planner II

Benjamin Walker, CZO, Planner II

Christen Fox, CPRP, CPSI, Park Operations & Maintenance
Superintendent

Christen Miller, Senior Administrative Associate

Consultants

Mobility Master Plan: Kimley-Horn & RK&K

Kate Widness, AICP and Devin Perlo

Aung Thurain, P.E.

Housing Plan: Mullin & Lonergan Associates, Inc.

Marjorie Willow, AICP and Maggie Clark

Housing Trust Fund and CDBG Report: Northern Virginia

Affordable Housing Alliance

Jill Norcross, Michelle Krockner, Hanna Metuda

Special Thanks

Tarek Aly, Electric Utility Director

Jeremy Beale, Public Affairs Manager

Colleen Burroughs, Public Works Department, Refuse and
Recycling Coordinator (Retired)

Ana Davis, Public Works Department, Utilities Financial Services
Manager

Kelly Koch, Communications Coordinator, Translator

Chief Edward Mills, Fire & Rescue Department

Margaret Montgomery, Information Technology, GIS Manager

Olivia Mroczko, Stormwater Utility Asset Manager

Tia Nelson, Assistant Director Economic Development

Mike Nicholson, Assistant Director of Water & Sewer

Caroline Oxley, Communications Coordinator

Patrick J. Small, CECD, Economic Development Director

Lisa Sievel-Otten, Senior Communications Coordinator

Table of Contents

Chapters

Chapter 1 - Introduction.....	5
Chapter 2 - Overview.....	13
Chapter 3 - Land Use.....	23
Chapter 4 - Housing & Neighborhoods.....	65
Chapter 5 - Economic Development.....	73
Chapter 6 - Mobility.....	81
Chapter 7 - Community Facilities & Infrastructure.....	97
Chapter 8 - Environmental Sustainability & Health.....	109
Chapter 9 - Parks, Culture, & Recreation.....	119

Appendices

Appendix A - Implementation Strategy.....	131
Appendix B1 - Community History & Background.....	147
Appendix B2 - Demographics & Development.....	153
Appendix C1 - Transportation & Mobility.....	163
Appendix C2 - Community Facilities & Infrastructure....	177
Appendix C3 - Sustainability.....	193
Appendix C4 - Parks, Culture, & Recreation.....	197
City Council Comprehensive Plan Resolution.....	204

List of Maps

3.1 - Mathis Overlay District and Tourist Corridor.....	29
3.2 - Character Areas.....	31
3.3 - Downtown Opportunity Areas.....	49
4.1 - Existing and Potential Affordable Housing Locations.....	71
5.1- Economic Development Incentive Areas.....	77
6.1 - Key Transportation Projects.....	84
6.2 - Complete Streets Typology.....	89
6.3 - Long-Range Bike Network Plan.....	91
6.4 - Pedestrian Network Plan.....	92
7.1 - Community Facilities & Infrastructure.....	99
7.2 - Preliminary Fire & Rescue Station Analysis.....	103
8.1 - Green Infrastructure.....	114
9.1 - Parks, Cultural, & Recreational Facilities.....	121
C1.1 - Residential Parking Districts.....	169
C2.1 - Four-minute and five-minute Fire and Rescue Response Time Coverage Station #21 & Proposed Fire and Rescue Station #1.....	180
C2.2 - Water Resources.....	190

List of Tables

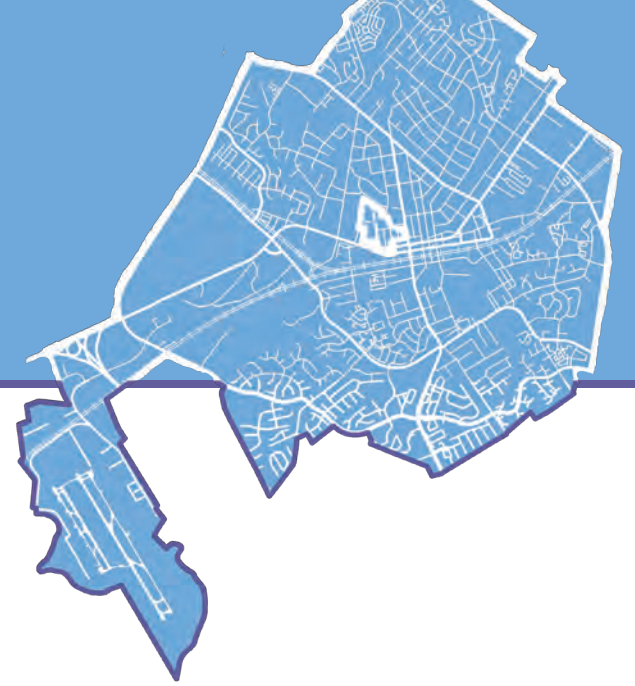
6.1 - Key Transportation Projects.....	85
7.1 - Level of Service Standards for Community Facilities.....	107
9.1 - Level of Service Standards for Parks, Culture, and Recreation.....	130
A1 - Implementation Strategy.....	132
B2 - Build-Out Analysis.....	161
C1.1 - Future Transportation Trends.....	174
C2.1 - 2020-2030 School Facility Plan – Current School Capacity.....	183
C2.2 - Student Generation Rates.....	184
C3.1 - Parks, Culture, and Recreation Facilities.....	200
C3.2 - School Outdoor Recreation Areas.....	203

List of Figures

C2.1 - CY 2023 Electric Usage.....	185
C2.2 - CY 2023 Water Usage.....	186
C2.3 - CY 2023 Sewer Usage.....	187

CHAPTER 1:

Introduction



Manassas 2045 - Historic Heart. Modern Beat.

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

The updated Plan continues to guide City staff, the public, the Planning Commission and the City Council decisions related to land use, development, transportation and community facilities through the year 2045. The Plan remains both aspirational and practical toward addressing the community's goals, but with additional

focus on new challenges facing the City. The Plan leaves most of the 2040 Manassas Comprehensive Plan intact, keeping in place the vision established by the City and heavily influenced by citizen input from the Manassas Community Conversations public engagement initiative from 2017 – 2020. The updates are strategic in nature, focusing on specific issues that have arisen since 2020.

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



Who Uses The Plan?

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

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



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



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



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



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



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

How Is The Plan Organized?

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

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

What Is Included In The Plan?

The Plan is organized into seven subject areas:

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

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





How Was The Plan Developed?

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

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

What's Next?

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

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

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

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

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

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



What Are The Statutory Requirements Of The Plan?

Comprehensive Plan

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

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

Transportation & Housing

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

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

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

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

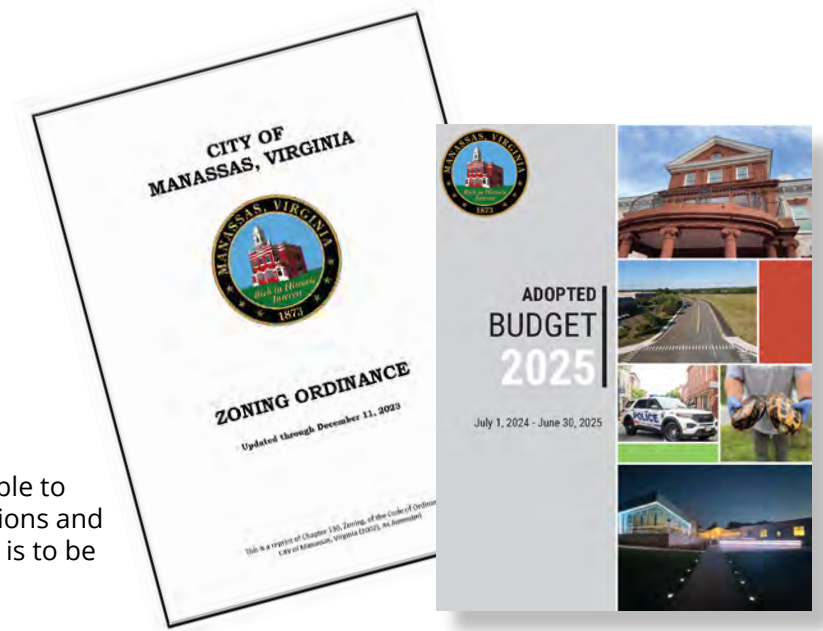
Urban Development Areas

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

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

How Is The Plan Implemented?

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



Land Use

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

Budget

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

Annual Implementation Report

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

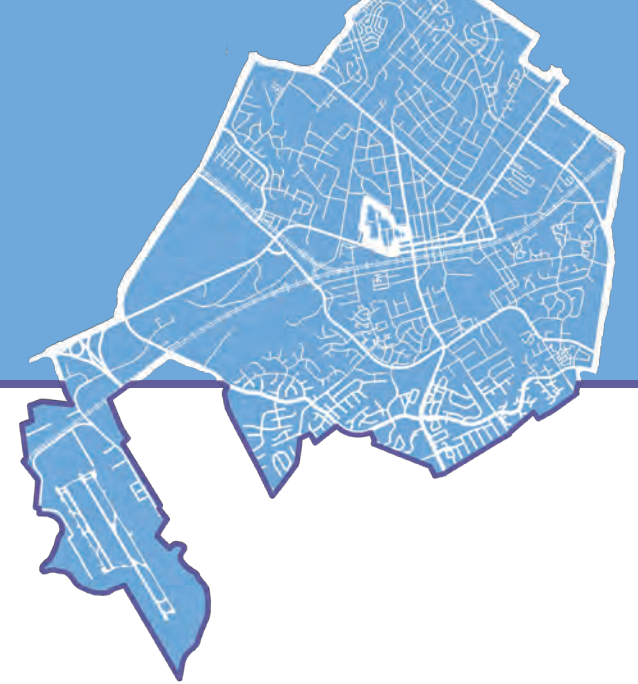
- Coordination of the Plan with the development of the Capital Improvement Program to ensure that capital projects are in conformance with the Plan as required by Section 15.2-2232 of the Code of Virginia.
- An annual report from the Planning Commission to the City Council that outlines actions taken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

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



CHAPTER 2:

Community Overview



Welcome to Manassas

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

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

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

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



Forces and Trends Shaping Our Community

Manassas is influenced by both internal and external forces that shape our identity and our future. The effects of the Covid-19 pandemic strongly affected how the City addresses challenges with the provision of schools, infrastructure, and housing. The following overview outlines forces and trends that guide the planning actions in Manassas¹. Additional historical and demographic data can also be found in **Appendices B1 and B2**.

Population

Like much of the region, Manassas is experiencing a change in the make-up of its population. A healthy economy and increased business growth, as well as proximity to Washington, D.C., have attracted many to move to Manassas. The City's population grew by nearly 13% from 37,821 to 42,772 between 2010

and 2020 with the Hispanic population increasing from 11,876 in 2010 to 18,345 in 2020. Following statewide trends, the City's population is also aging, with the 65+ population increasing from 6.9% to 10.5% of the total population between 2010 and 2020. These demographic trends have an impact on local transportation needs, demand for adequate housing, and utilization of community facilities and infrastructure that must be considered as we plan for the future.

Land Use

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

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





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

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

Housing and Neighborhoods

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

As of 2020, Manassas contained 14,365 housing units. A substantial portion – approximately 38% – were built prior to

1980. Homes and neighborhoods are generally in good condition, although some areas face an increasing need for renovations and maintenance. Many of the City's older neighborhoods lack organizational capacity to effect improvements, and some neighborhoods with homeowners' associations lack the resources to implement larger neighborhood-wide revitalization projects.

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

Economic Development

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

Micron is not the only company experiencing success in Manassas. The city is home to more than 1,500 businesses², provides nearly 21,500 jobs³, and attracts more than 380,000 annual visitors⁴.

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

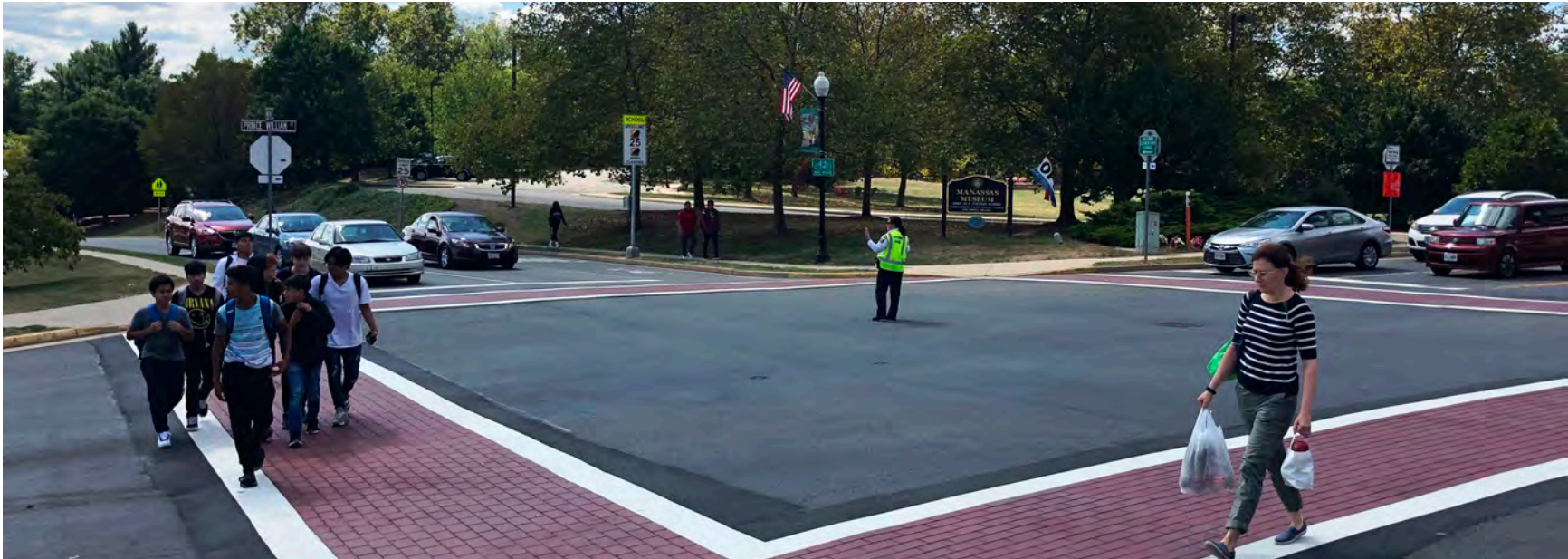
³ U.S. Census Bureau. 2022. *Longitudinal Employer-Household Dynamics*. Retrieved from: onthemap.ces.census.gov

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



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

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



Mobility

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

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

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

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

Community Facilities and Infrastructure

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

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

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

Environmental Sustainability and Health

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

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





Parks, Culture, and Recreation

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

Manassas must also keep pace with the evolving needs of our diverse and growing population. Planning for development

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



Themes

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

Manassas is Balanced

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

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

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

Manassas is Connected

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

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

Manassas is Vibrant

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

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

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

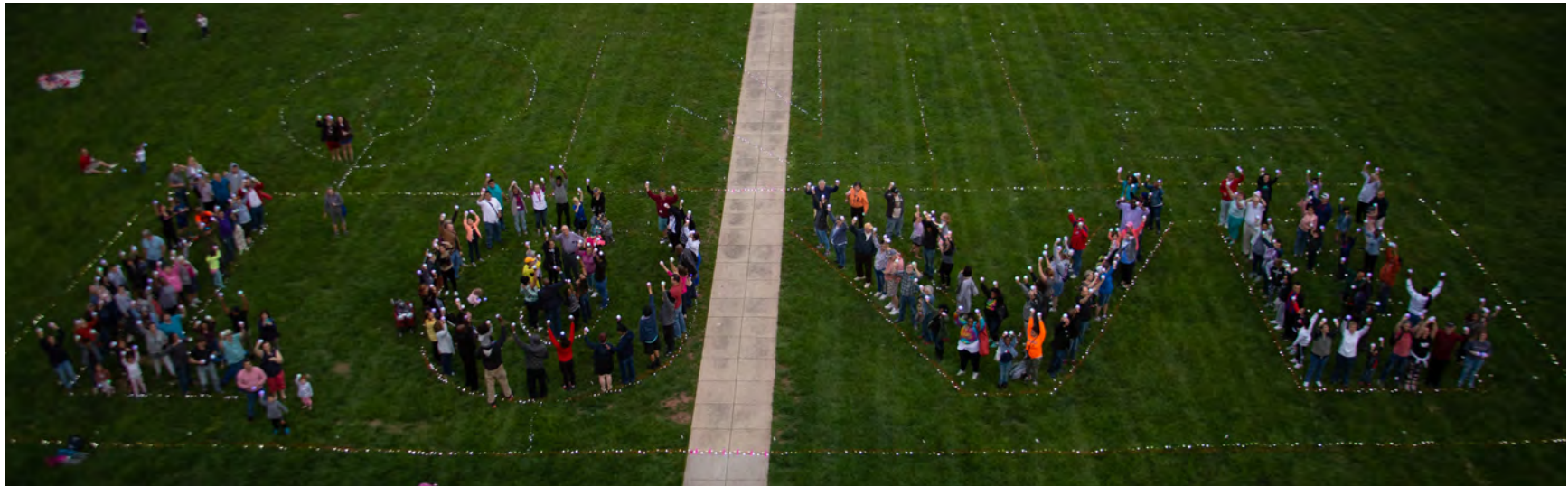
Manassas is Resilient

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

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

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





Our Shared Vision

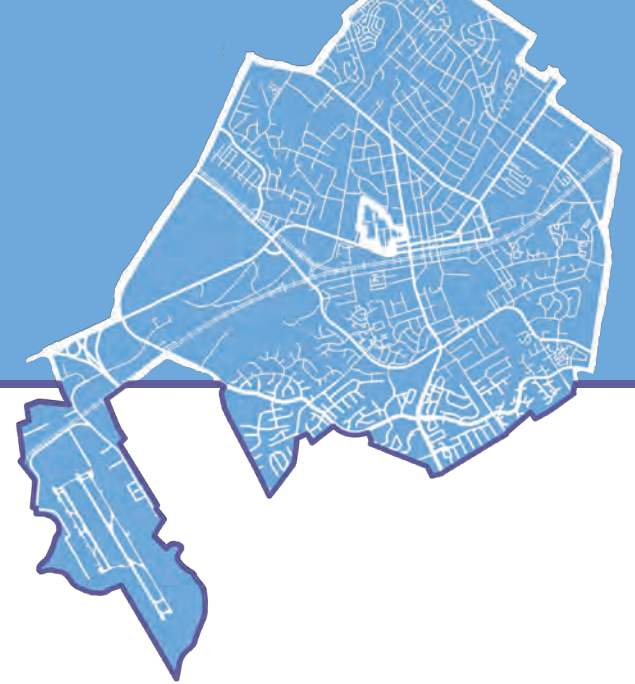
The City's Strategic Vision for Manassas is:

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

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

CHAPTER 3:

Land Use



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

—Community Conversations Participant

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

This chapter begins by describing the Plan's overall goal, objectives, and implementation strategies for land use planning. The balance of the chapter identifies and describes the designated character areas of the City. The character

areas present design principles that serve as land use strategies for the Plan. These land use strategies are the core components of this Plan, guiding how development and redevelopment should be designed in different contexts within Manassas. The design principles describe the key features of development in each area that, when combined, create particular urban forms or development patterns consistent with the Land Use goal.

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





Goal Statement

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

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

Goal, Objectives, and Strategies

The following overarching goal for land use in the City sets the general context for land development. The objectives that follow articulate specific concepts that should be

in the foreground as land development decisions are made and guide the broad categories of actions to be initiated. The associated strategies call for actions to coordinate resources, plans to address these objectives, and specific amendments to land use regulations that address these objectives.



Objectives and Strategies

Balanced Land Use

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



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

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

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

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

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



Redevelopment

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



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

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

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

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

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

Design Quality & Character

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

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

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

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

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





Adequate Infrastructure

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

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



Gateways & Corridors

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

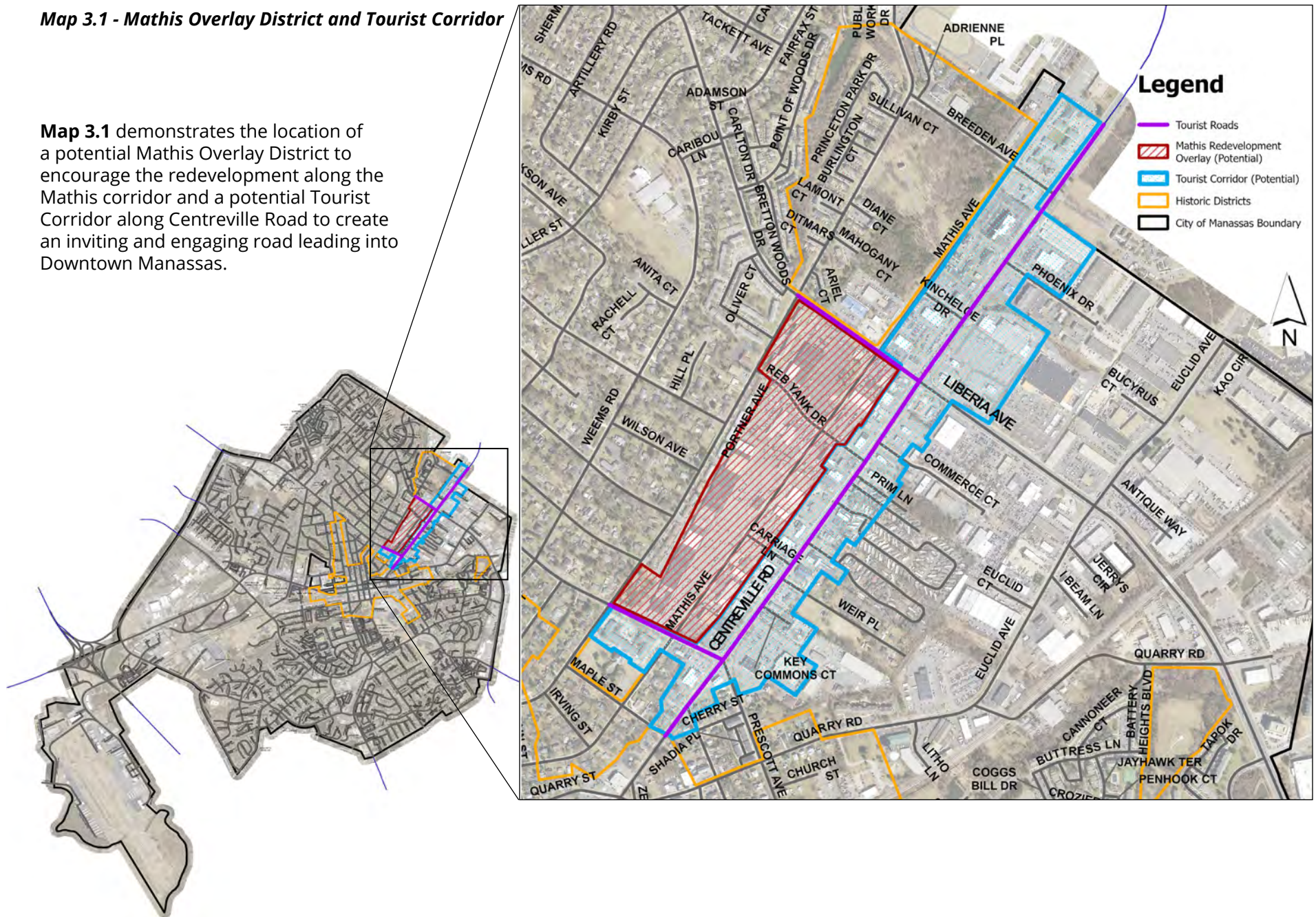
LU 3.5.1 Apply the Gateways and Corridors guidelines to critical public rights-of-way and incorporate these improvements in the CIP in order to take advantage of available public grants.

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

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

Map 3.1 - Mathis Overlay District and Tourist Corridor

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



Character Areas

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

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

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

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

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

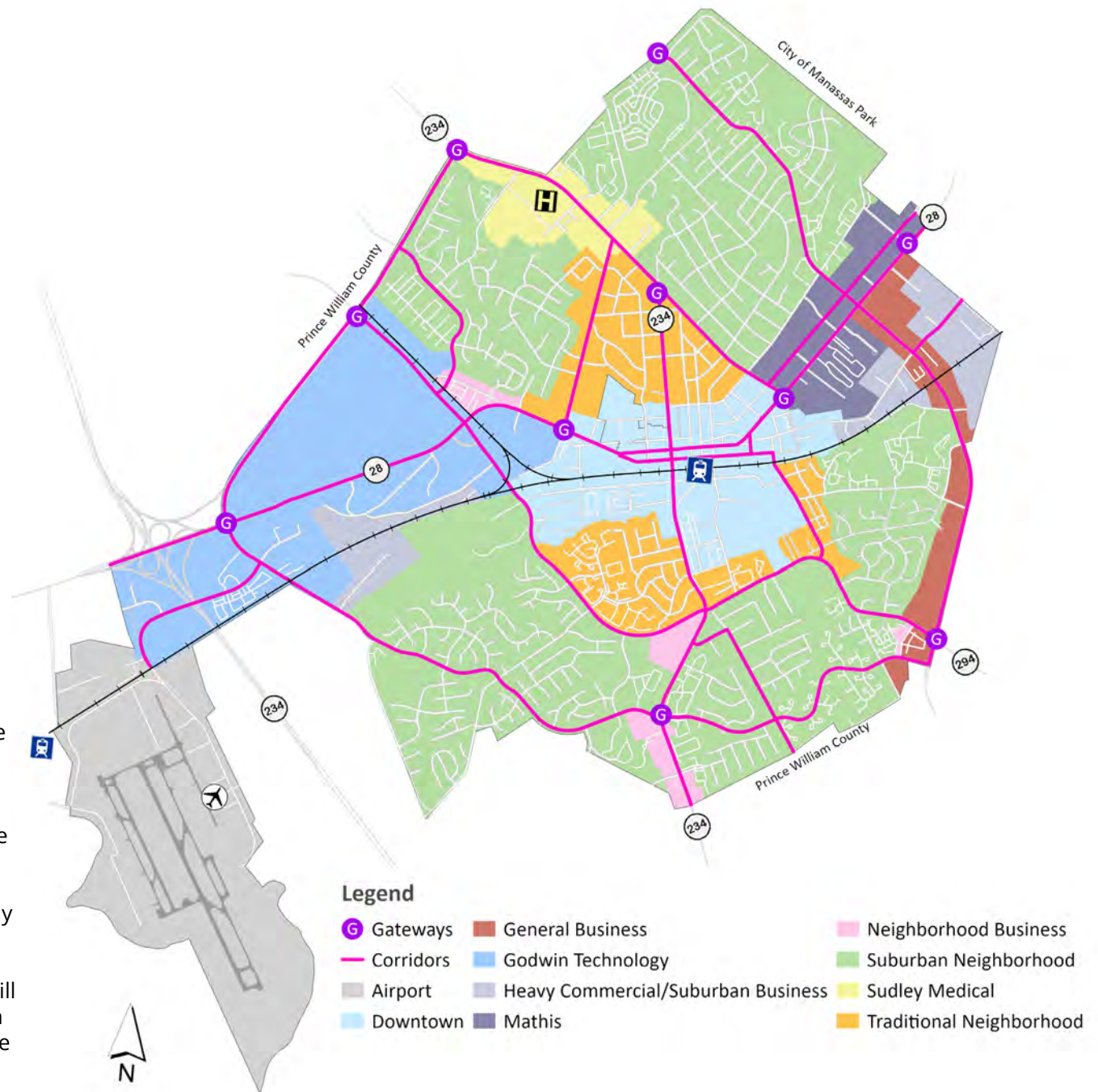
Neighborhood Business, General Business, and Heavy Commercial/ Suburban Business are established commercial areas that offer infill and redevelopment opportunities in keeping with evolving, modernized commerce. In these areas, the intent is to change and improve the character through new design principles.

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

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

Map 3.2 - Character Areas

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



Land Use Definitions

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

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

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

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

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

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

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

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

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

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

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

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



Suburban Neighborhoods

DESCRIPTION

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

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

Residential areas, including detached, attached, and multifamily residential developments, share characteristics of moderate- to low-density neighborhoods with substantial private yards, off-street parking, and wide, curving streets with cul-

de-sacs. This form creates pods rather than rectilinear and regular blocks.

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

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

APPROPRIATE LAND USE

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

FOCUS PRIORITIES

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

OBJECTIVE

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



DESIGN PRINCIPLES

Sites

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



DESIGN PRINCIPLES

- New attached or multifamily residential uses in Suburban Neighborhoods should generally occur in the form of redevelopment of existing townhouse/apartment sites. When such redevelopment occurs, density of attached residential should not exceed 12 units per acre and multifamily residential should not exceed 15 units per acre.
- Attached and multifamily residential redevelopment should incorporate modern amenities, usable open space, and improved landscaping to offset density and compliment the character of existing neighborhoods.
- Opportunities for incorporating neo-traditional neighborhood

characteristics, such as front porches and rear-loaded garages, should be considered with new development.

- Larger lots for institutional, office, or retail/service uses should be located along collector/connector roads that can accommodate the traffic associated with these uses in a safe manner.
- Sites for retail/service and office development should be no more than two acres.

Buildings

- Detached houses are, and should continue to be, the primary use.

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



Traditional Neighborhoods

DESCRIPTION

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

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

The street network is typically rectilinear and always creates a grid of interconnected

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

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

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

APPROPRIATE LAND USE

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

FOCUS PRIORITIES

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

OBJECTIVE

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



DESIGN PRINCIPLES

Sites

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

DESIGN PRINCIPLES

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

Buildings

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



Neighborhood Business

DESCRIPTION

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

OBJECTIVE

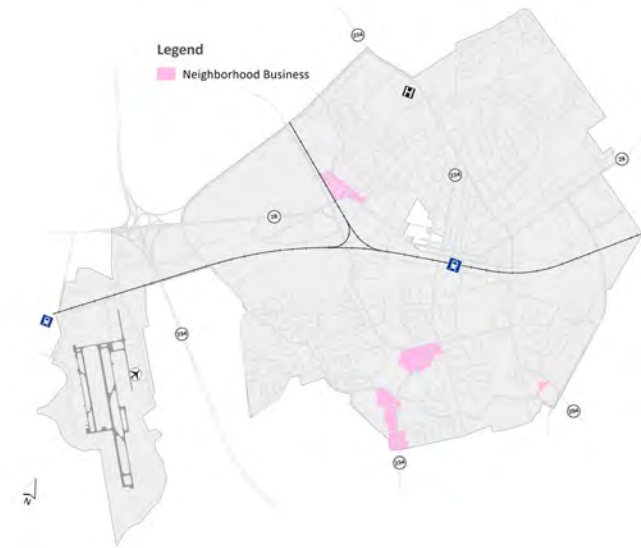
Neighborhood Business areas should provide convenient locations for moderate-scale non-residential and mixed use development and redevelopment in close proximity to neighborhoods, with minimal impact on surrounding residences.

APPROPRIATE LAND USE

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

FOCUS PRIORITIES

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



DESIGN PRINCIPLES

Sites

- Currently, individual parcel access is often provided directly from the major road; this is not desirable. Improved access management, such as shared access points or access between parcels should be provided where feasible to reduce the number of curb cuts and improve traffic flow.
- Buildings should be set to the edge of the sidewalk or to a designated set-to line to encourage the location of buildings closer to the street.
- Parking lots should be located to the side or rear of the structure.
- Where lots are deep enough, larger buildings may be suitable if they are appropriately screened with compact out-lot development along the frontage of the main road. Parking for these buildings may be located between the larger building and the

out-lot development, but should not occupy significant frontage along the major roadway.

- Landscaping should be provided within the parking lot itself and between parking lots, buildings, and the street.
- Significant landscaping and screening are to be employed to reduce impacts on adjacent residential character areas.
- Outdoor storage is not appropriate in this district.
- Consolidation of parcels is encouraged.
- Redevelopment of residential lots fronting major collector/connector streets and commercial corridors to commercial use is encouraged.

Buildings

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



General Business

DESCRIPTION

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

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

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

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

APPROPRIATE LAND USE

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

FOCUS PRIORITIES

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

OBJECTIVE

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



DESIGN PRINCIPLES

Sites

- Sites are often divided into blocks of parking surrounded by out-lot buildings and large format attached retail or big box stores. The larger buildings typically sit toward the rear of the lot with entrances facing the main road or interior parking drives. Smaller detached structures may sit on out-lots along the frontage and typically occupy the center of the lot with parking surrounding them. Entrances on out-lots vary in orientation.
- Site design should accommodate appropriate buffers and transitions to adjacent residential character areas.
- The visual impact of surface parking areas should be minimized by placing parking between buildings or developing interior blocks and setting buildings to a street line within the site, creating pedestrian-friendly centers.
- Perimeter landscaping, including evergreen trees, shrubs, and

deciduous trees, should be incorporated to provide a green buffer for parking areas and add green space to the sites.

- Landscaped interior parking islands should be used to break up surface parking areas, provide shade, and assist in stormwater management.
- Sidewalks, crosswalks, and bike paths should connect throughout the site and to the local network to facilitate multimodal access.
- Lighting should be consistent throughout a site and coordinate with the style and architecture of the building.
- Signage, lighting, and landscaping should be consistent along a corridor.
- Redevelopment and infill should improve pedestrian access and safety, reduce impervious area through stormwater management best practices, and increase landscaped areas.
- Redevelopment and infill should implement enhanced access

management principles, such as providing interparcel connections and parallel access routes to allow travel from one use to another without accessing the major roadway.

- Vertical mixed-use development should be limited to sites located between the intersection of Quarry Road and Liberia Avenue and the westernmost property line of the Home Depot site.

Buildings

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



Heavy Commercial/Suburban Business

DESCRIPTION

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

APPROPRIATE LAND USE

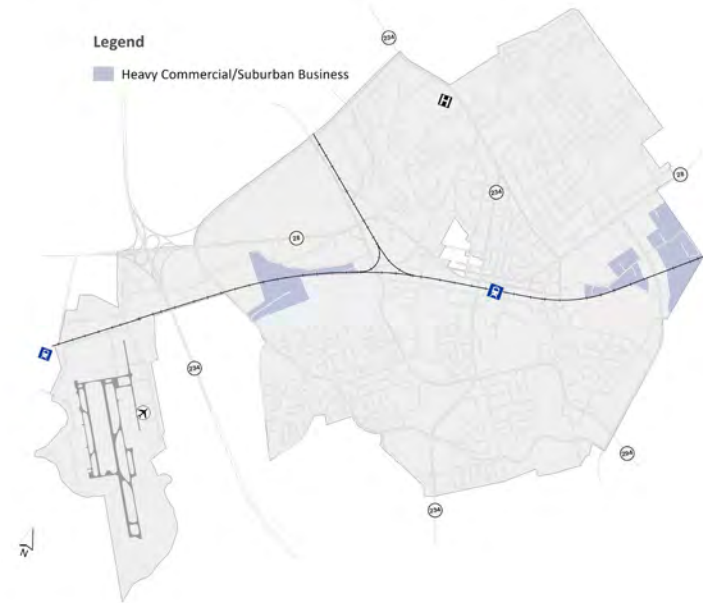
- Heavy Commercial
- Institutional
- Manufacturing/ Wholesale/ Distribution
- Office
- Open Space
- Research and Development
- Vertical Mixed-Use (excluding residential)

FOCUS PRIORITIES

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

HEAVY COMMERCIAL/SUBURBAN BUSINESS

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



DESIGN PRINCIPLES

Sites

- Sites should include central building locations, with customer parking to the front and sides, and storage and fleet vehicle parking in the rear.
- Parking should be well-landscaped with on-site stormwater management consistent with City policies.
- Naturalized or manicured open spaces should be included to offset the impervious surfaces needed to accommodate large format buildings and significant surface parking areas.
- Consolidation of parcels for larger lot development is desirable.
- With the exception of outdoor displays/sales, outdoor storage and activities should be conducted within solid fences, walls, or dense landscaping to screen views from residential character areas and major corridors.

- Outdoor display/sales and parking areas should be broken up by internal planting islands.
- Lighting should be consistent throughout a site and coordinate with the building style and architecture.
- Significant landscaping should be used to unify sites within the district and promote a quality appearance.
- Sites should incorporate sustainable development practices, including stormwater management, energy management, and alternative energy.
- Proactive management of emissions and pollutants should be a high priority in facility and site design.
- Redevelopment/development should address the relationship to adjacent areas and provide buffering from residential character areas.
- Redevelopment should implement

enhanced access management and provide road capacity to maintain high levels of service and business activity.

- Subdivisions should have flexible design to accommodate a range of scale and types of business uses.

Buildings

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



Downtown

DESCRIPTION

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

APPROPRIATE LAND USE

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

FOCUS PRIORITIES

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

OBJECTIVE

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



DESIGN PRINCIPLES

Downtown Core General

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

DESIGN PRINCIPLES

Downtown Core Sites

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



DESIGN PRINCIPLES

Downtown Core Buildings

- Infill and redevelopment review should include appropriate height and massing to preserve light and air penetration to the street and address shadowing of existing buildings.
- There should be no increase to the height or stories of contributing structures¹.
- New buildings that are taller than 130 percent of the prevailing height along a block face should be stepped back along that blockface so that the additional height is not visible from the street adjacent to that blockface. This stepback may provide opportunities for rooftop open spaces.
- New buildings that are significantly wider than the prevailing building width should be modulated to reflect the smaller width of historic buildings.

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

- No new single story buildings should be constructed.
- All buildings along the retail/entertainment edge (**Map 3.3**) should have retail, restaurant, or entertainment uses on the first floor; first floor ceiling heights of +/- 15 feet are encouraged to accommodate retail uses. In addition to greater first floor ceiling heights, the street level window to wall ratio should be high to provide transparency, and doors should be recessed within alcoves, to enhance the pedestrian experience.
- Awnings and other overhead pedestrian protections should be placed to provide sufficient clearance (minimum 8 feet) and should complement the building's architecture.
- Residential units on the first floor are discouraged, however, amenities associated with upper level residential units may be allowed.
- Lobby space to access upper floors should be limited so as not to minimize ground floor retail opportunities.

Downtown Neighborhoods

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

Map 3.3 - Downtown Opportunity Areas



OPPORTUNITY AREAS

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

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



Mathis

DESCRIPTION

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

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

APPROPRIATE LAND USE

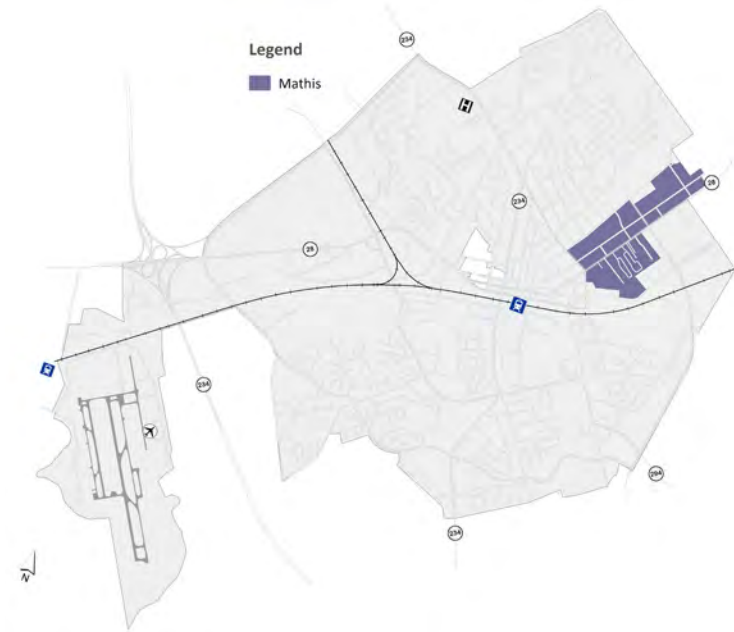
- Attached Residential
- Detached Residential
- Institutional
- Multifamily Residential
- Office
- Open Space
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

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

OBJECTIVE

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



DESIGN PRINCIPLES

General

- Densities should gradually increase from the Downtown character area north, from the Liberia House property and from the Suburban Neighborhood character area along Portner Avenue toward Centreville Road, with densities peaking away from the historic districts. Detached and attached residential and small-scale commercial uses transition into mid-rise (four to six story) multifamily and commercial uses, with a focus on a mix of uses that create vibrant pedestrian paths along the length of Mathis Avenue and Centreville Road south of Liberia Avenue. The existing suburban commercial character of the Mathis core – aging shopping centers,

assorted commercial buildings and car lots – provides redevelopment opportunities for creating a critical mass of residential and commercial uses that can strengthen the City's historic Downtown.

- The Liberia House Historic Site presents an opportunity for community open space that can offset increased density in the Mathis area. The property can also act as a gateway into Manassas from Prince William County and points northeast; enhanced connections between the site and the Mathis area are encouraged. Special attention should be taken to buffer the property from adjacent land uses, honor the viewshed from the House, and maintain complementary building

heights.

- The Centreville Road frontage north of Liberia Avenue currently consists of, and will likely retain, auto-centric uses due to the traffic volume. Community assistance with façade and signage improvements, so long as the use is deemed appropriate, will enhance the area and provide a transition from this high traffic section of Centreville to the more pedestrian-friendly section south of Liberia.
- The current development pattern is focused on automobile traffic with numerous curb cuts. This pattern is detrimental to pedestrian activity and should be replaced with improved access management, such as shared access points and side street entry points.

DESIGN PRINCIPLES

- Enhanced streetscapes along Mathis and Centreville (south of Liberia) that encourage activity – wider sidewalks, street trees and street furniture – are paramount to encouraging the variety of residential uses that can revitalize the area and provide increasing support to the Downtown core. Pedestrian paths should be predominantly straight and direct, and include safe, comfortable road crossings.
 - New street connections, public or private, between Portner and Mathis, and Mathis and Centerville, will break up long blocks and allow for a more walkable environment.
 - Amenities such as car sharing and shuttle services should be encouraged to take advantage of the area's proximity to the VRE/Amtrak station.
 - A gateway should be established at the Liberia House Historic Site on Mathis Avenue. A joint gateway for Mathis and Downtown should be established at the intersection of Sudley and Centreville Roads.
 - Expansion of existing heavy commercial uses is discouraged. Relocation to more appropriate character areas, with subsequent redevelopment is encouraged.
 - Detached residential may be appropriate as transitional uses where Mathis abuts Downtown and Suburban Neighborhoods, but is discouraged in the core of the Mathis area.
 - Civic and public institutional uses are encouraged to spur redevelopment efforts.
- Sites**
- Sites should include sidewalks, pedestrian connections, lighting, shade trees, and streetscapes designed with the pedestrian in mind.
 - Buildings should be set to the edge of the sidewalk or to a designated set-to line to encourage the location of buildings closer to the street. Larger setbacks may be used to accommodate street level activities, such as outdoor seating.
 - Structured parking is encouraged for multifamily uses; parking lots should be located to the side or rear of the structure.
 - Landscaping should be provided within the parking lot itself and between parking lots, buildings and the street.
 - Improved access management, such as shared access and interparcel connections, are encouraged to minimize impacts on pedestrian activity and improve traffic flow.
 - Consolidation of parcels is encouraged to facilitate redevelopment.
 - Site design should incorporate usable open space, such as plazas and parklets, as well as streetscape amenities.
 - Site densities shall be sensitive to adjacent character areas and the Liberia House.

DESIGN PRINCIPLES

Buildings

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



Sudley Medical

DESCRIPTION

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

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

APPROPRIATE LAND USE

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

FOCUS PRIORITIES

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

OBJECTIVE

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



DESIGN PRINCIPLES

Sites

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

DESIGN PRINCIPLES

Buildings

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





Godwin Technology

DESCRIPTION

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

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

APPROPRIATE LAND USE

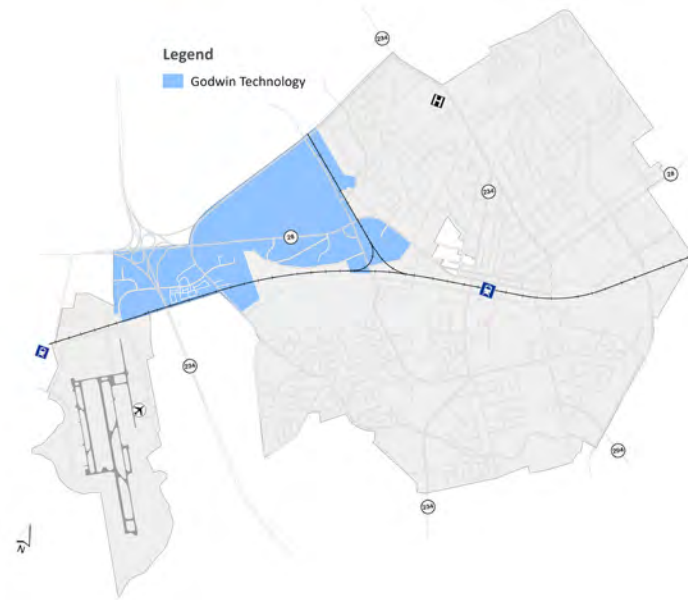
- Attached Residential
- Institutional
- Manufacturing/Wholesale/Distribution
- Multifamily Residential
- Office
- Open Space
- Research and Development
- Retail/Service
- Vertical Mixed-Use

FOCUS PRIORITIES

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

OBJECTIVE

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



DESIGN PRINCIPLES

Sites

- Residential uses are limited to the Landing at Cannon Branch subject to the Manassas Landing Design Standards.
- The placement of buildings on lots varies, but central locations are common. Variation in setbacks is permissible.
- On-site stormwater management should be utilized with large landscaped surface parking areas in coordination with City policies for stormwater management in the area.
- Naturalized or manicured open spaces should be included to offset the intensity of the impervious surfaces needed to accommodate the large

format buildings and significant surface parking areas for employees.

- Manufacturing/wholesale/distribution operations should be well screened with walls or dense landscaping and located out of view from residential areas or major corridors.
- Outdoor display, sales, or storage is not appropriate in this district.
- Surface parking areas should be broken up by internal planting islands.
- Significant landscaping should be used to unify sites within the district and promote a quality appearance.
- Sites should be designed to incorporate sustainable development practices, including stormwater

management, energy management, and alternative energy sources.

- Proactive management of emissions and pollutants should be of high priority in facility design and site design.
- Pedestrian and bicycling trails or facilities should be provided within the district to connect to the local network, and within business areas offer amenities to employees during breaks.
- Redevelopment/development in these areas should address the relationship to adjacent areas and provide buffering to internal residential and institutional uses and adjacent residential character areas.

DESIGN PRINCIPLES

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

Buildings

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





Airport

DESCRIPTION

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

APPROPRIATE LAND USE

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

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

FOCUS PRIORITIES

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

OBJECTIVE

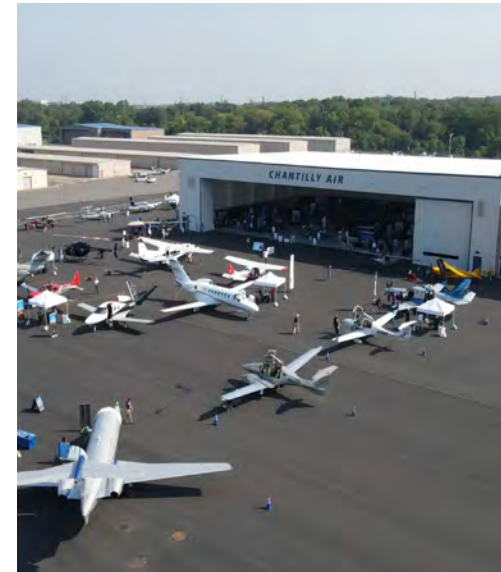
The Airport offers accessibility to the region and many business uses can take advantage of the proximity to support business growth. This area offers tremendous opportunity for economic development. However, it will be important to foster development that is the best business use for the area and compatible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



DESIGN PRINCIPLES

Sites and Buildings

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





Gateways and Corridors

DESCRIPTION

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

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

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

FOCUS PRIORITIES

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

OBJECTIVE

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

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

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

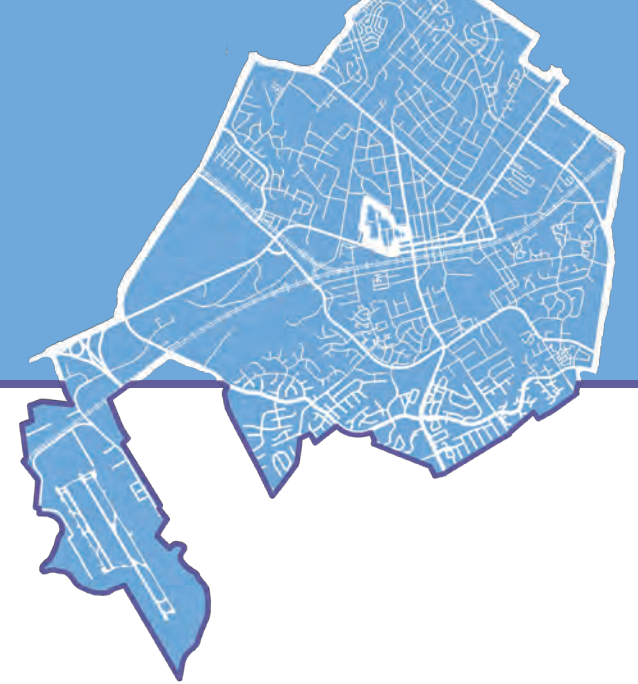


DESIGN PRINCIPLES

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

CHAPTER 4:

Housing & Neighborhoods



“Communities need all types of housing – a ‘healthy balance’ of housing options.”
–Community Conversations Participant

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

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

Investments in neighborhoods are paired with efforts to maintain housing diversity and create new housing options to support the full range of community needs. The

City is home to richly diverse housing types, sizes, and densities that offer broad housing choice. Expanding this choice will help Manassas remain an attractive destination for new homeowners and allow current residents more opportunity to “move up” within the housing market. In addition, options should be maintained and expanded to reduce the impact of rising housing cost burden, particularly for renters, the elderly, and young adult family members.

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





Goal Statement

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

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

The strategies in this chapter create a framework for enhancing existing neighborhoods, preserving affordability,

and offering new homes in response to market demand. Through these efforts, Manassas will preserve the friendly, inviting neighborhoods that our residents are proud of, while offering quality housing opportunities for people of all income levels.

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



Objectives and Strategies

Neighborhood Vitality

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

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

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

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

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

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

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

Neighborhood Partnerships

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

HOU 4.2.1 Encourage the creation and maintenance of neighborhood organizations.

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

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

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

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

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



Neighborhood Character

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

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

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

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

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





Housing Affordability and Quality

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

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

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

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

HOU 4.4.4 Provide a comprehensive housing assistance guide for households struggling to cover housing costs. Work with the City's Social Services Department, partner

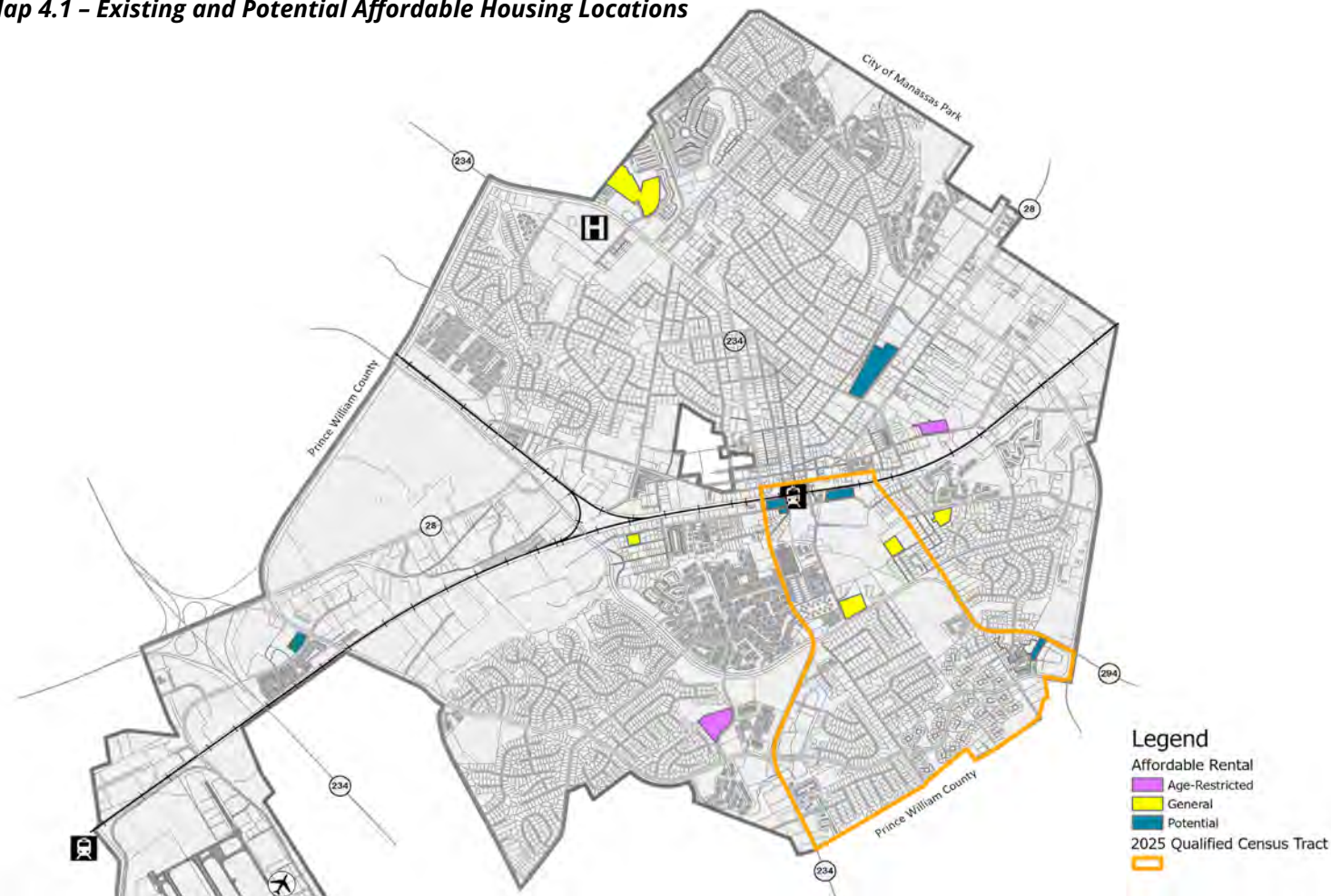
organizations, and other area nonprofits to develop a Manassas-specific housing resource guide that can be available in print and online and distributed to area schools, libraries, homeowner and neighborhood associations, and social service agencies.

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

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

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

Map 4.1 – Existing and Potential Affordable Housing Locations



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

Housing Balance

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

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

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

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

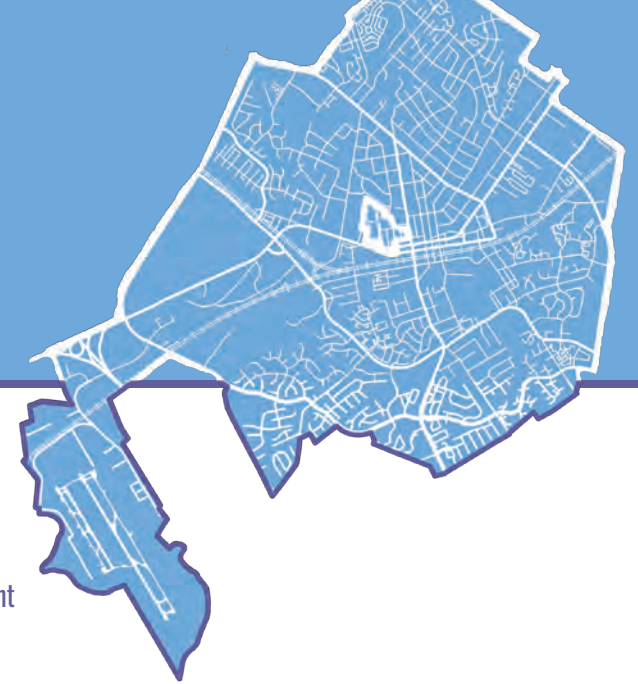
HOU 4.5.4 Explore new kinds of housing opportunities that can accommodate emerging needs of residents, such as the use of accessory dwelling units, which may provide a missing middle unit type, especially for young or elderly family members who need assistance with housing affordability and for smaller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

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



CHAPTER 5:

Economic Development



“Manassas provides a supportive environment for economic development and growth.”

—Community Conversations Participant

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

Located in the Greater Washington region, Manassas provides companies with a strategic advantage for doing business in a global market. The City's pro-business environment, talented workforce, access to numerous higher education institutions, rich cultural opportunities, and highly-

accessible transportation network have contributed to the expansion of existing businesses and attraction of new business endeavors. Manassas is a regional employment hub for major industries from aerospace to homeland security to manufacturing, while offering ample opportunities for entrepreneurs and boutique retailers. As an indicator of this success, Manassas continues to be a net importer of labor, with more people commuting into the City for work than out each day.

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





Goal Statement

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

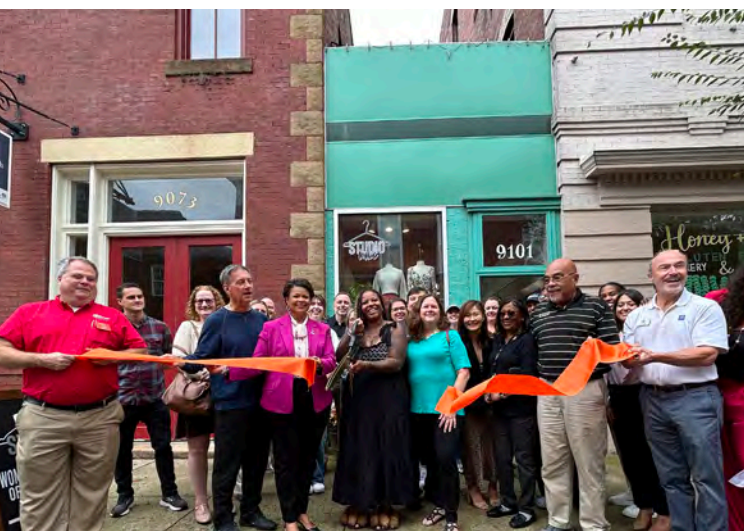
targeting specific industries, these efforts target businesses that provide major investments to diversify the tax base, generate high-paying jobs for existing and prospective residents, or fill a niche that is currently unmet in the community.

Manassas also aggressively advances redevelopment and revitalization initiatives that leverage our existing assets and enhance our authentic sense of place. These efforts complement and strengthen the City's growing tourism program, as

residents, employers, and visitors are similarly drawn to Manassas' charming character and unique attractions.

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

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



Objectives and Strategies

Promotion

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

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

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

Business Attraction & Expansion

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

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

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

ED 5.2.3 Identify and assist businesses poised for growth.

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

Development & Redevelopment

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

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

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

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

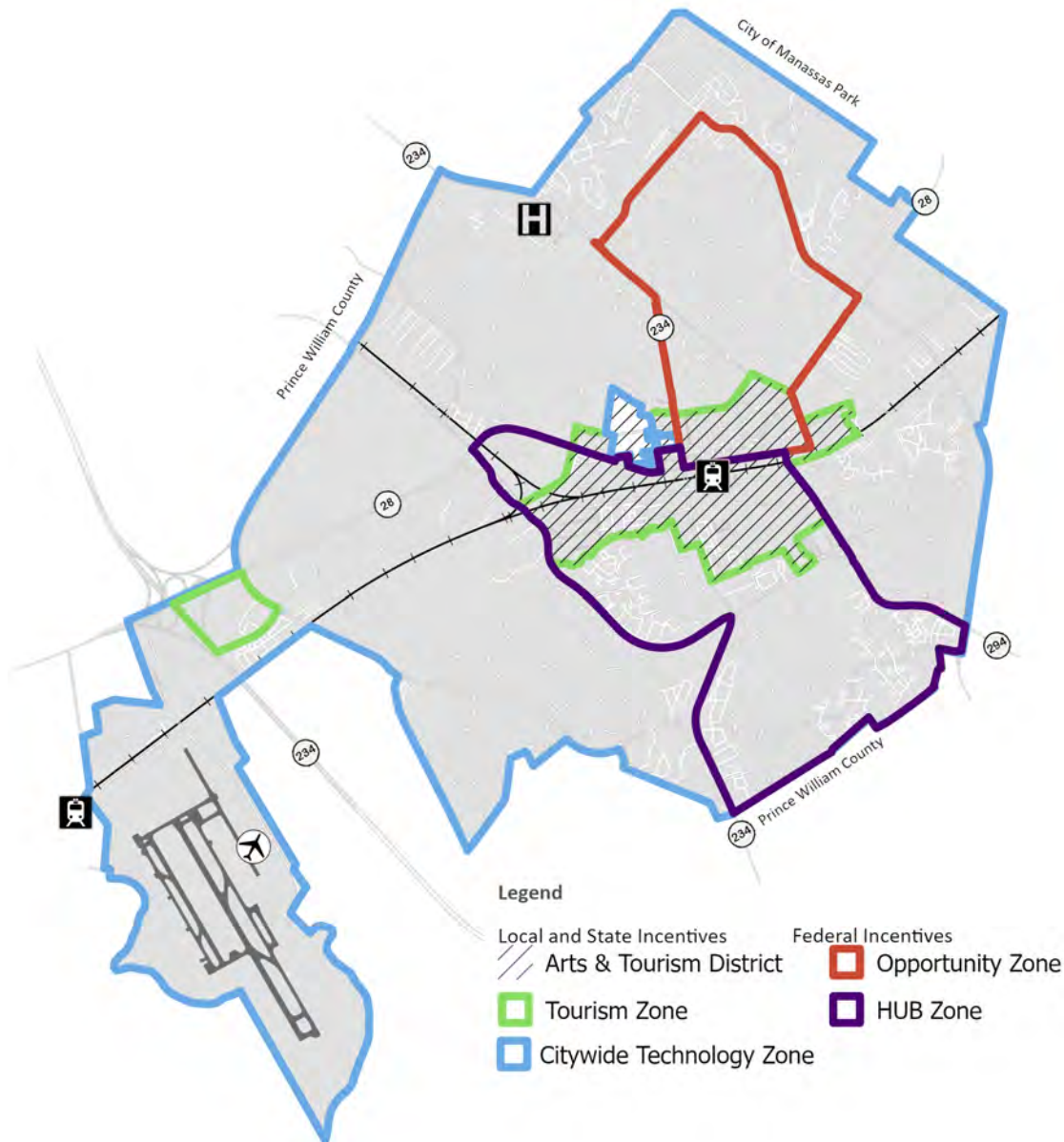
ED 5.3.4 Collaborate with the private sector to leverage the Downtown and Mathis character areas to attract investments that offer unique shopping, dining, lodging, and entertainment opportunities. Support Prince William County's ongoing implementation of the Courthouse Master Plan to promote legal services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

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

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



Map 5.1 – Economic Development Incentive Areas



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

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

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

Workforce Development

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

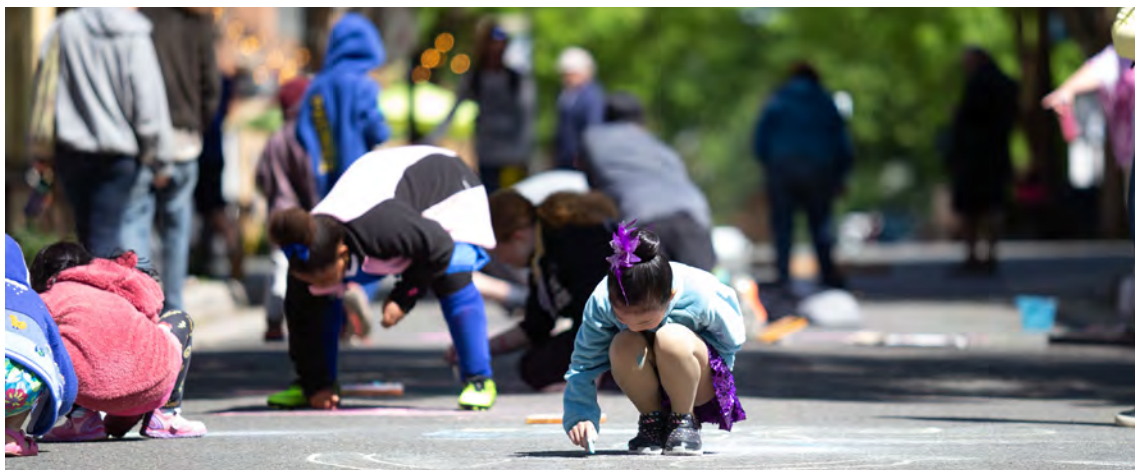
ED 5.4.1 Recognize the Manassas School System as a crucial component of the City's sustained economic development. Provide the support required to continue the School System's success in providing an educated, skilled workforce to fill the community's needs.

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

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

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





Tourism

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

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

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

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

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

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



Mobility



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

– Community Conversations Participant

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

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

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

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

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





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

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

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

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

Goal Statement

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

Recommended Transportation Projects

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

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

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

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

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



Map 6.1 Key Transportation Projects

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

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

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

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



Table 6.1 - Key Transportation Projects

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

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



Objectives and Strategies

Regional Network

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

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

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

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



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

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

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



Multimodal Connectivity

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

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

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

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

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

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

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

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

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

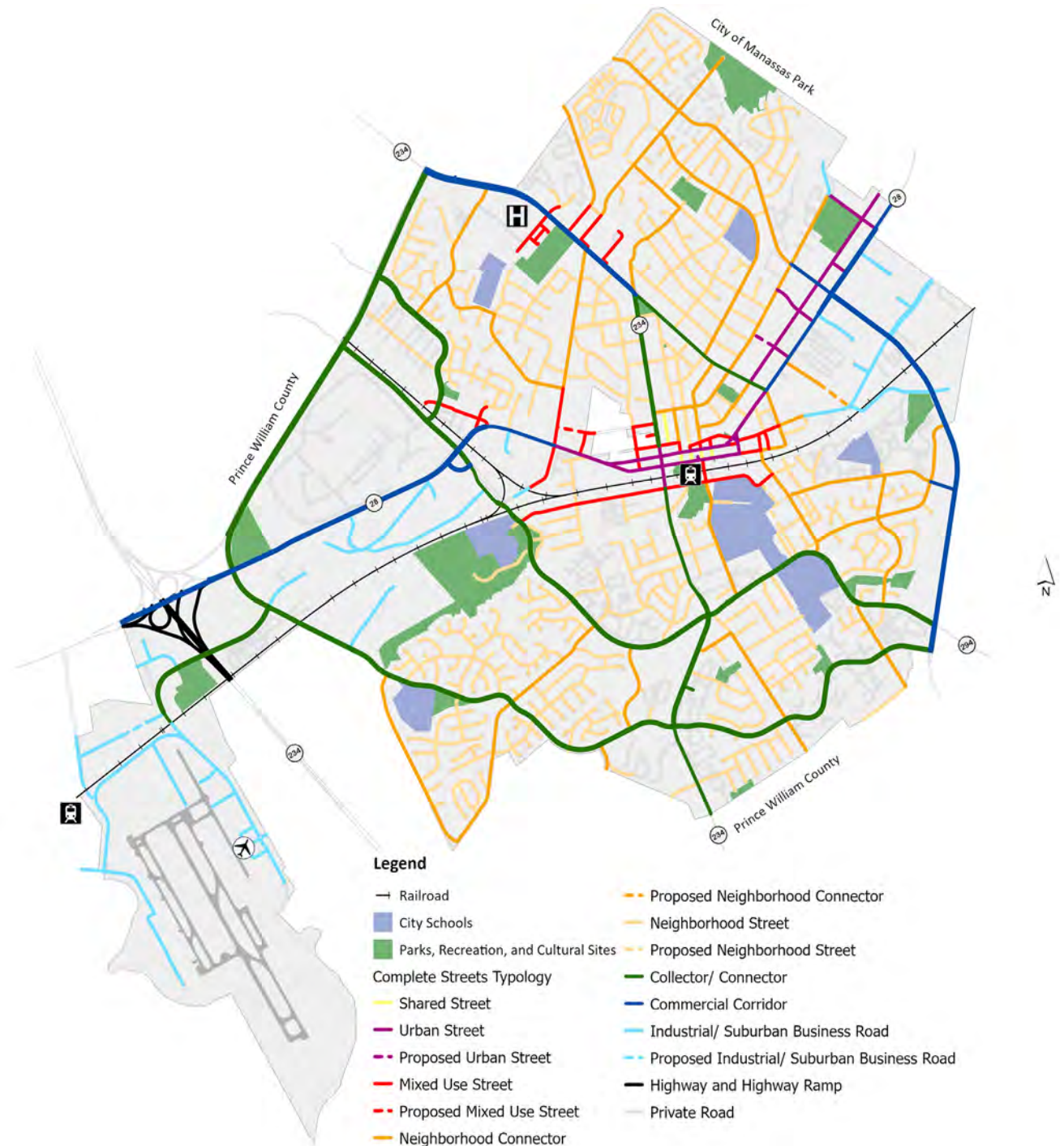


MOB 6.2.9 Plan for self-driving and connected vehicles by monitoring national and regional trends and best practices, investing in new technology (e.g. roadside equipment to provide signal phase and timing data to the vehicles), and considering opportunities and impacts of future roadway design, parking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

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

Map 6.2 - Complete Streets Typology

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





Local Network

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

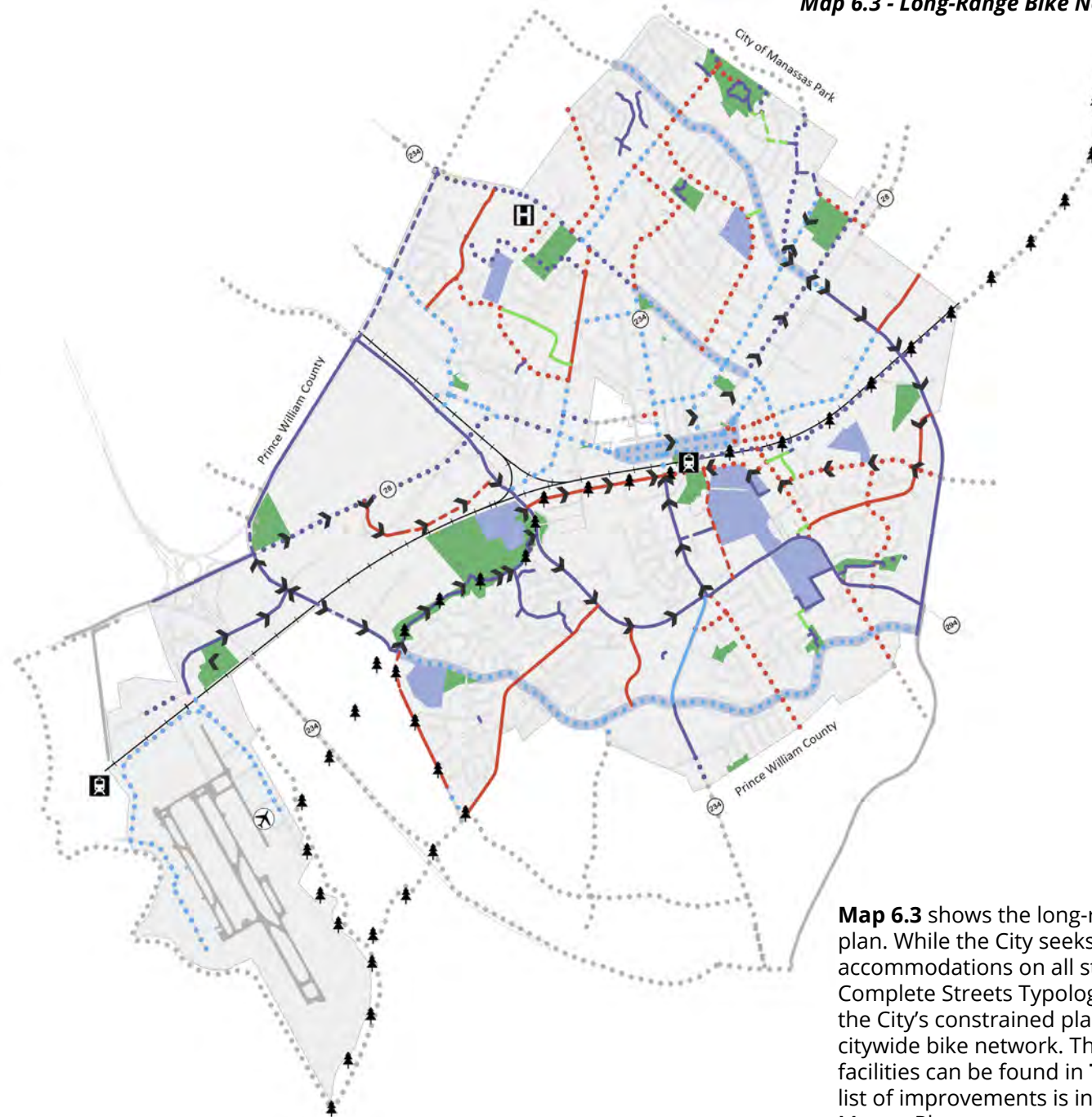
MOB 6.3.1 Implement the prioritize transportation capital improvement projects according to the Mobility Master Plan, which balances the flow of traffic, multimodal access, and safety throughout the City.

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

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

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

Map 6.3 - Long-Range Bike Network Plan

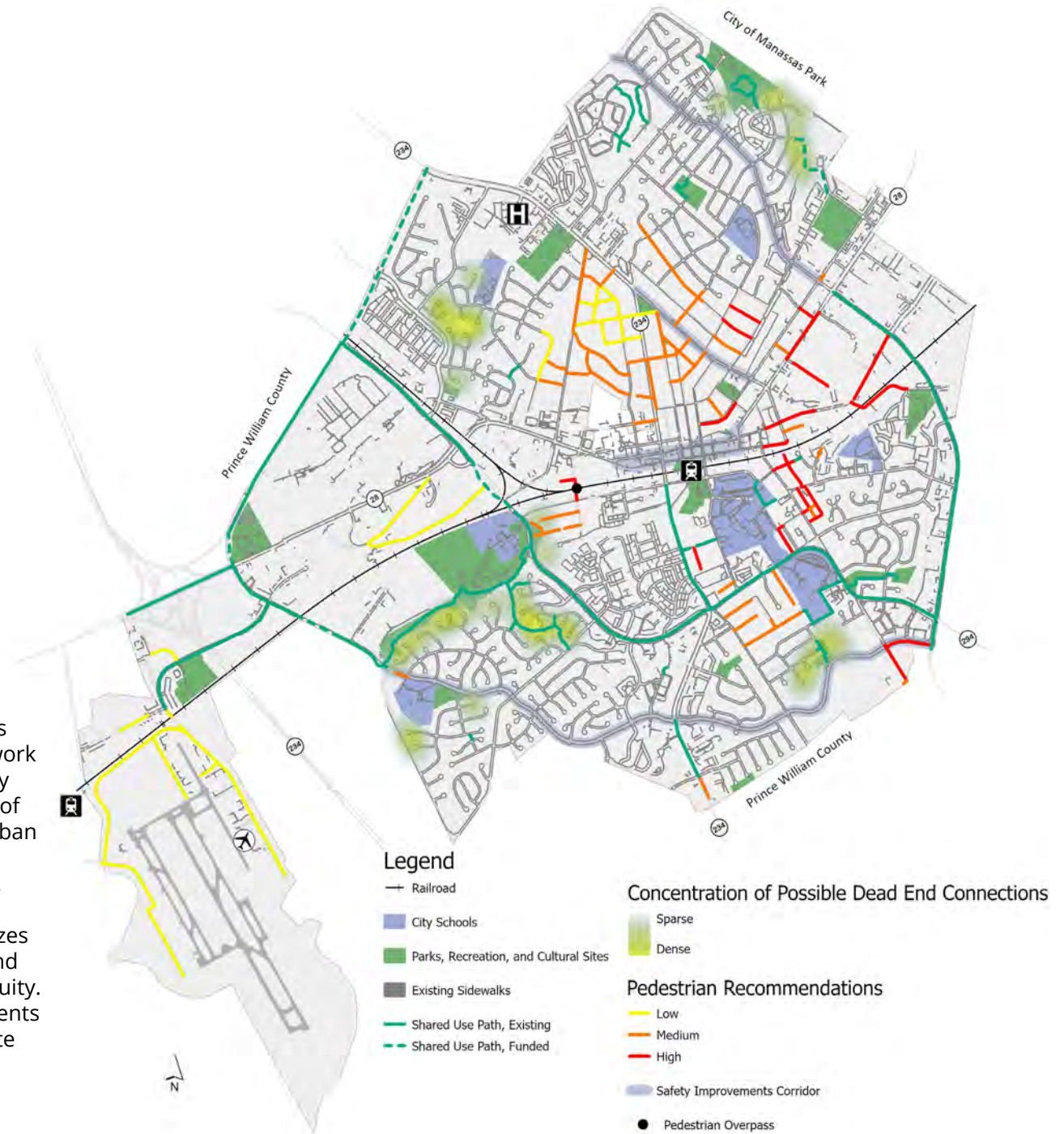


Map 6.3 shows the long-range bike network plan. While the City seeks to provide bicycle accommodations on all streets through the Complete Streets Typology, this map represents the City's constrained plan for completing its citywide bike network. The priority list of bicycle facilities can be found in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

Map 6.4 - Pedestrian Network Plan

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

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





Example of Complete Street streetscape improvements.

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

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

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

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



Safety & Resiliency

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

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

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

MOB 6.4.3 Conduct walking/bicycle audits to improve signage, shelters, pedestrian crosswalks and signaling, road markings, lighting, and sidewalk/bicycle facilities design. Ensure that pedestrians, bicyclists, motorists, and disabled persons using assistive devices, such as canes, walkers,

and wheelchairs feel safe and comfortable at all times when traveling in Manassas. Prioritize designated safety improvement areas (**Map 6.4**) as part of this program.

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

MOB 6.4.5 Promote Crime Prevention through Environmental Design practices.

Sustainability

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

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

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

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

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





CHAPTER 7:

Community Facilities & Infrastructure



“Manassas should continue the momentum and modern attitudes toward infrastructure investment – don’t go backward.”

–Community Conversations Participant

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

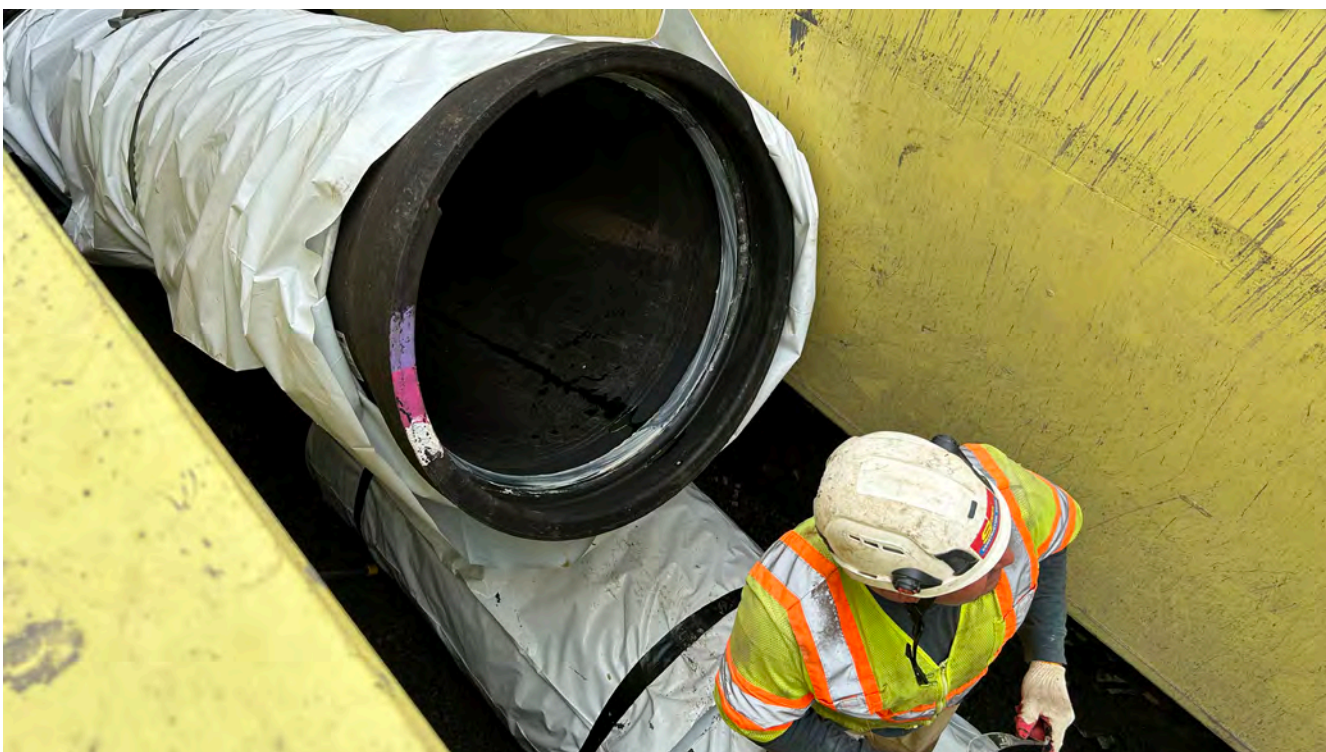
The City has completed numerous capital projects including Fire and Rescue Station #21, City Hall renovations, and a public safety facility to ensure that our facilities and infrastructure meet the community's needs efficiently and effectively.

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

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

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





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

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

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

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

Goal Statement

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

Map 7.1 – Community Facilities & Infrastructure

City Facility

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

City Schools

- 1 Baldwin Elementary/Intermediate School
- 2 Dean Elementary School
- 3 Haydon Elementary School
- 4 Mayfield Intermediate School
- 5 Round Elementary School
- 6 Weems Elementary School
- 7 Metz Middle School
- 8 Osbourn High School

Utility

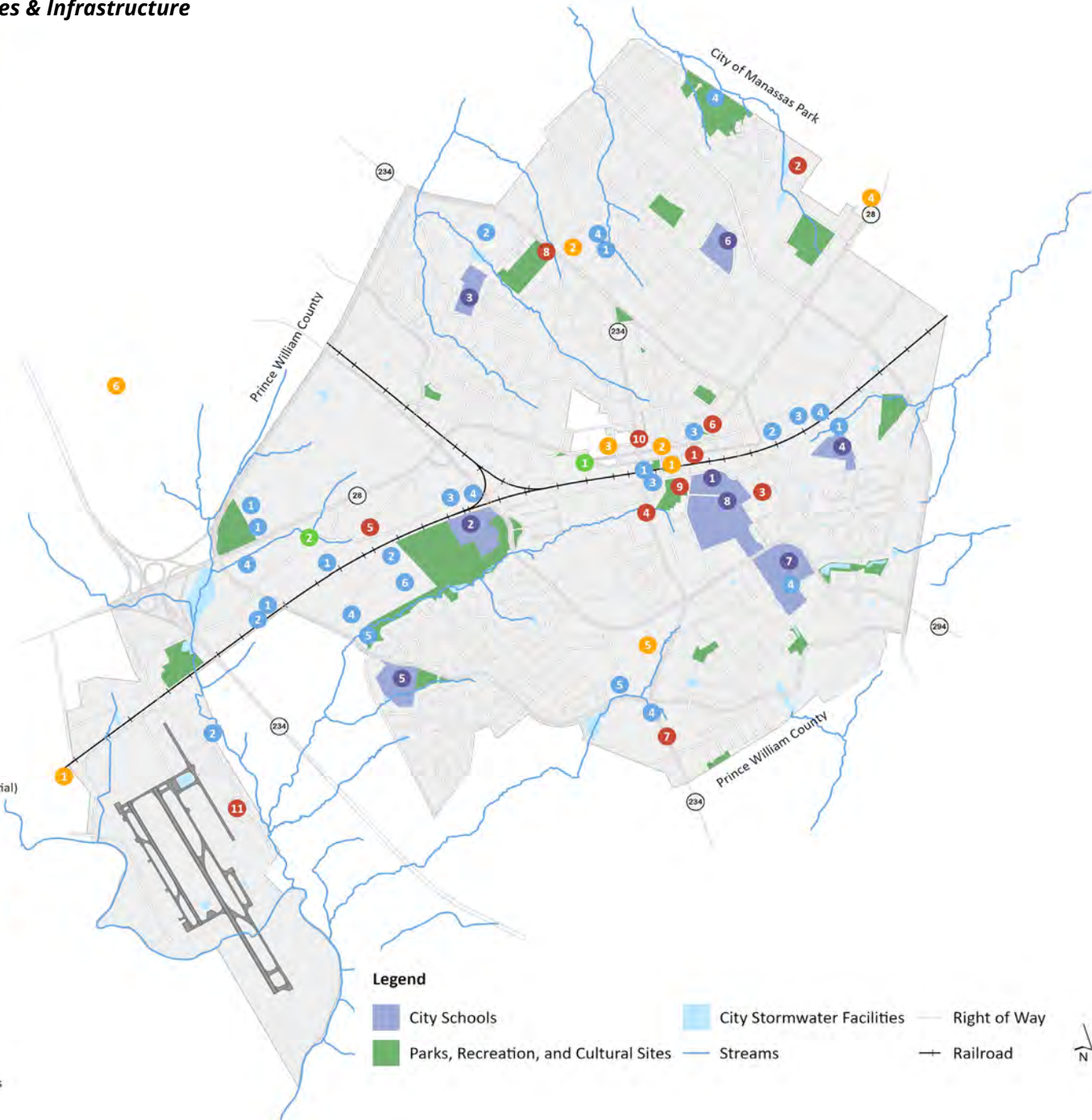
- 1 Substation
- 2 Generator
- 3 Water Tower/Tank
- 4 Telecommunication Facility
- 5 UOSA Pump Station
- 6 Holding Pond/Reclamation Facility (Potential)

City Cemetery

- 1 Manassas Cemetery
- 2 Rose Hill Cemetery

Other Public Facility

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



Objectives and Strategies



General & Administration

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

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

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

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

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

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

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

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

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

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

Education

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

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

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

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



Public Safety

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

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

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

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

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

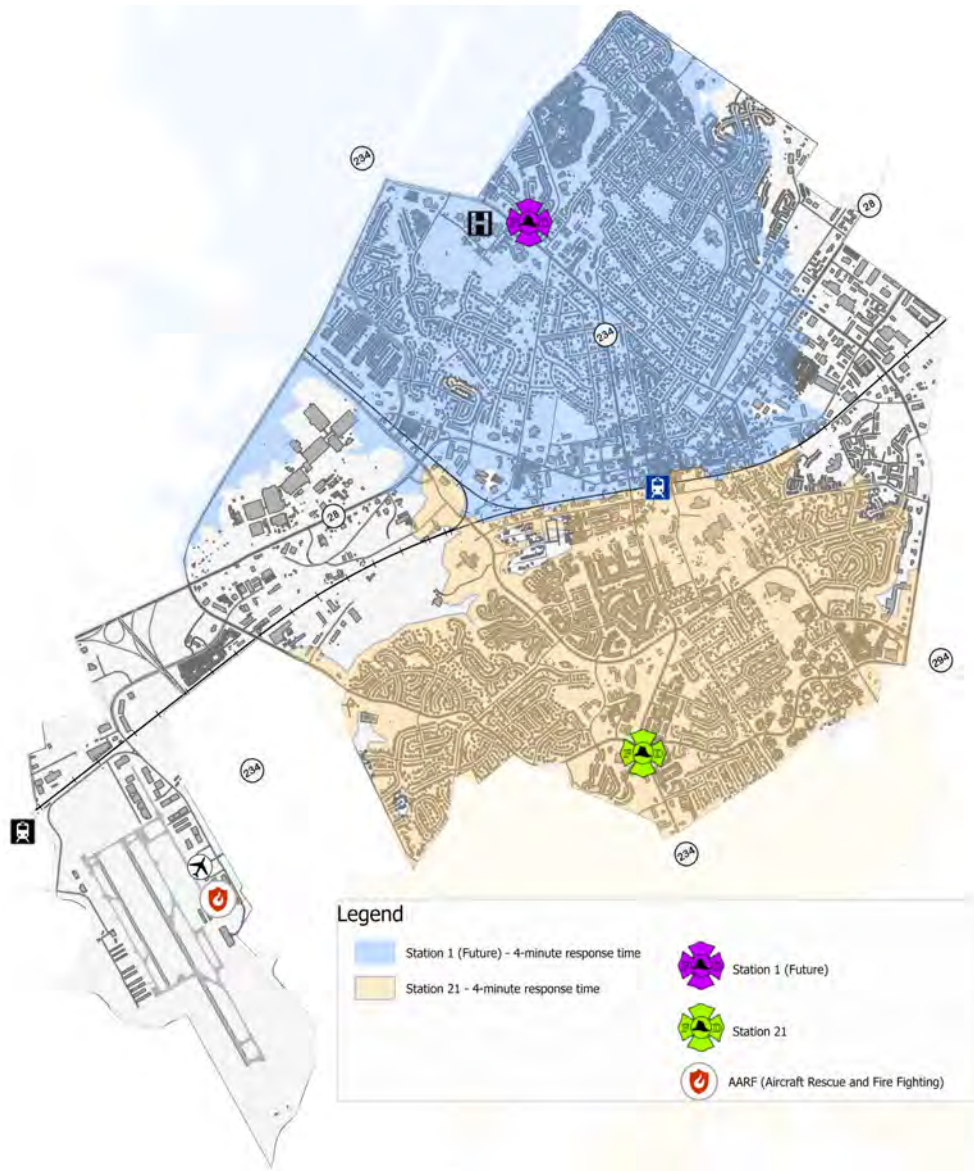
CFI 7.3.5 Enhance efficient and effective public safety and emergency response through the implementation of appropriate development standards, such as Crime Prevention Through Environmental Design and interconnected streets that provide adequate access for emergency apparatus.

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

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



Map 7.2 – Preliminary Fire & Rescue Station Analysis



Manassas has identified the Marsteller Park property as the optimal location for fire and rescue station #1 to meet the level of service goal of a four-minute response time for 90 percent of incidents¹. **Map 7.2** shows a preliminary station analysis which provides coverage for the City².

¹ This model represents 4 minute response coverage.

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



Infrastructure

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

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

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

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

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

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

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

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

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



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

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

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

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



Solid Waste

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

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

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



Telecommunications

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

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

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



Level of Service

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

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

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

Table 7.1 – Level of Service Standards for Community Facilities

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



CHAPTER 8:

Environmental Sustainability & Health



“Sustainability is important. Both for the environment and for cost savings.”

—Community Conversations Participant

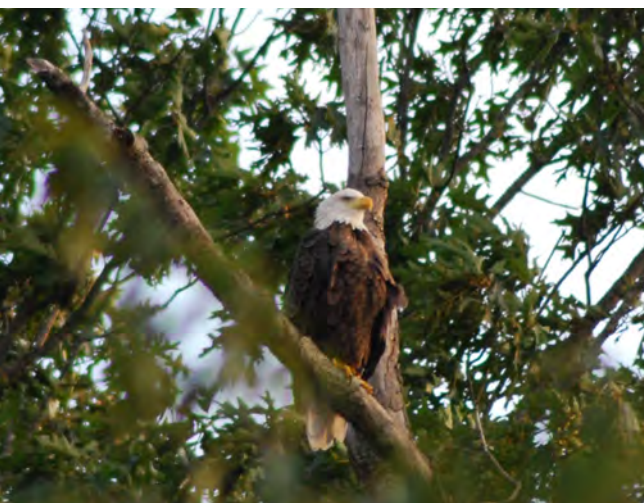
Today more and more cities are recognizing the value of sustainable development and environmental resources. In addition to good schools, homes, and amenities, residents are increasingly looking for opportunities to experience community, enjoy the outdoors, and connect with nature. Protection of environmental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

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

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

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





Goal Statement

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



Objectives and Strategies

General

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



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

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

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

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

Vegetation & Tree Canopy

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

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

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

ESH 8.2.3 Strengthen development standards impacting vegetation and tree canopy, such as reevaluating standards for preserving mature trees, providing incentives to developers that protect or replant trees beyond what the zoning standards require, and formally adopting a list of specimen or champion trees to be preserved as well as an ordinance providing

for the planting and replacement of trees during the development process pursuant to Code of Virginia § 15.2-961.

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

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

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



Green Infrastructure

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

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

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

ESH 8.3.3 Preserve and increase vegetated buffer areas along streams, wetlands, and floodplains, integrating trails and

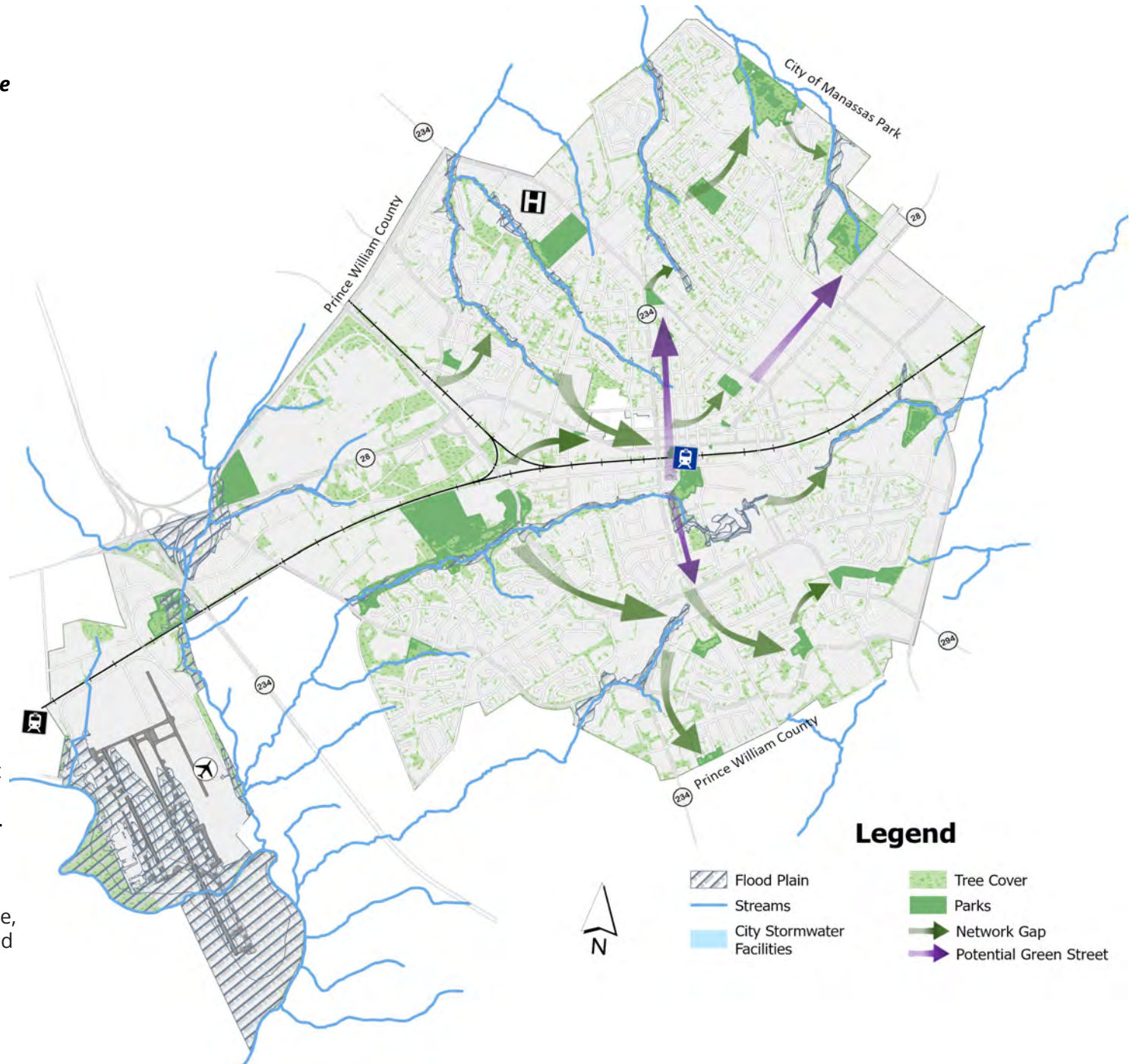
passive recreation opportunities in an environmentally-sound manner where appropriate.

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

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



Map 8.1 – Green Infrastructure



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



Water Resources

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

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

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

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

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

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

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

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

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

Air Quality & Emissions

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

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

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

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

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

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

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

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

ESH 8.5.8 Reach the target of at least 316,102 MTCO₂eq by 2030 to reduce community-wide greenhouse gas emissions to be consistent with the regional goal



of greenhouse gas emissions reductions established by MWCOG, which calls for 50 percent greenhouse gas emission reductions from 2005 levels by 2030 and 80 percent reduction by 2050.

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

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



Noise & Light Pollution

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

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

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

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

Public Health

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

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

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

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

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

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

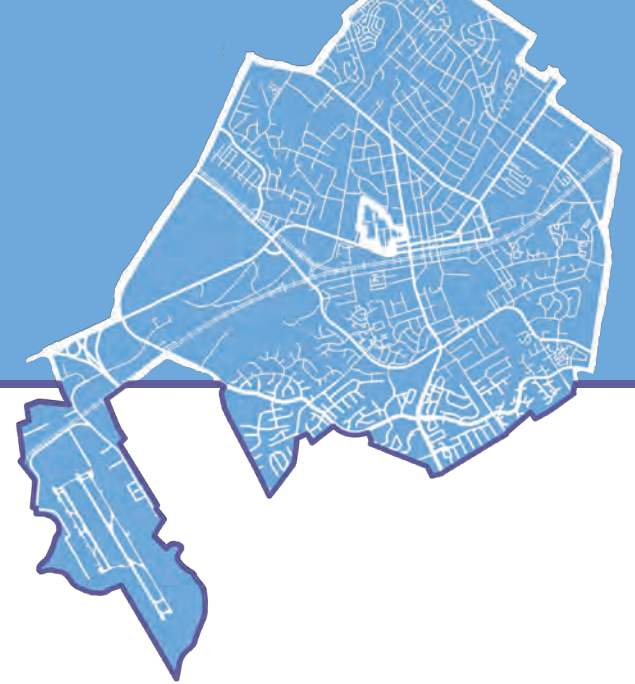
ESH 8.7.6 Encourage the expansion of medical and health services in the City, particularly within the Sudley Medical character area.

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



CHAPTER 9:

Parks, Culture, & Recreation



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

–Community Conversations Participant

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

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

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

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

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





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

The strategies in this chapter address the full range of parks, culture, and recreational needs of residents. From investing in

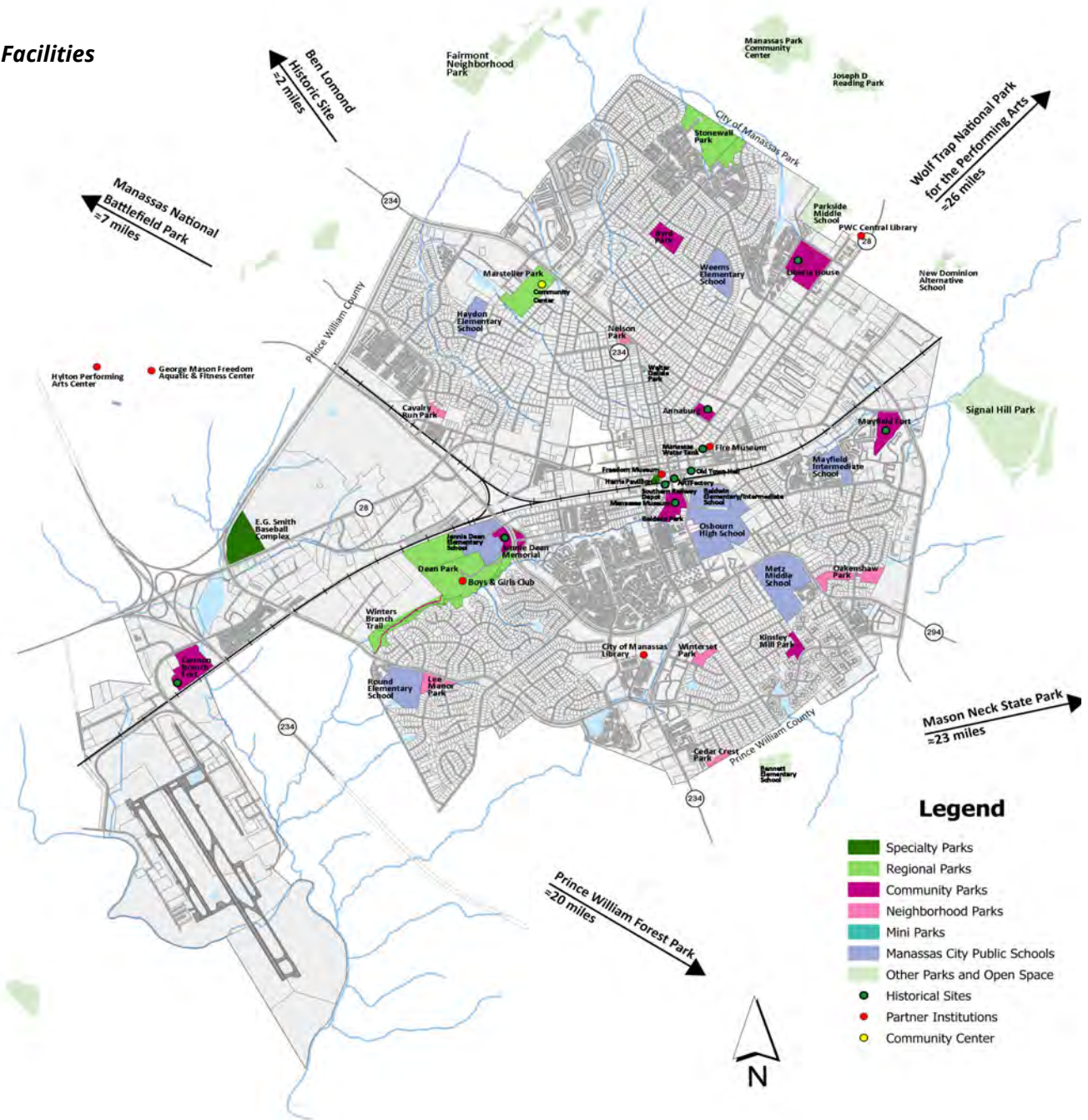
existing facilities to planning for future growth, the Plan seeks to provide beautiful, well-maintained parks and vibrant cultural facilities and historic sites that reflect the spirit and diversity of the Manassas community.

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

Goal Statement

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

Map 9.1 – Parks, Cultural, & Recreational Facilities



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



Objectives and Strategies

Facilities & Amenities

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

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

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

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

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

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

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

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

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

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

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

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

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



Historic Preservation

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

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

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

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

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

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

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

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





Maintenance & Reinvestment

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



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

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

PCR 9.3.3 Provide enhanced landscaping and maintenance of vegetated areas along public rights-of-way and entrances

to all parks and historic sites to improve community and park appearance and safety.

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

Development & Redevelopment

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

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

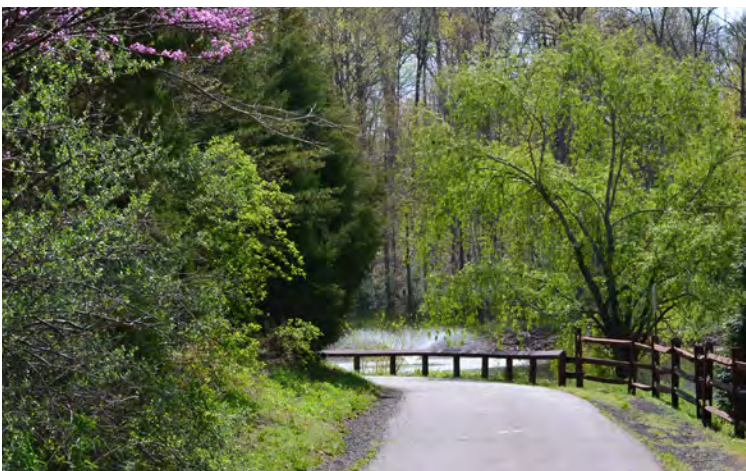
PCR 9.4.2 Ensure that planning for all new development and redevelopment provides for trails, open space, parks, and recreational land that meet or exceed adopted level of service standards.

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

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

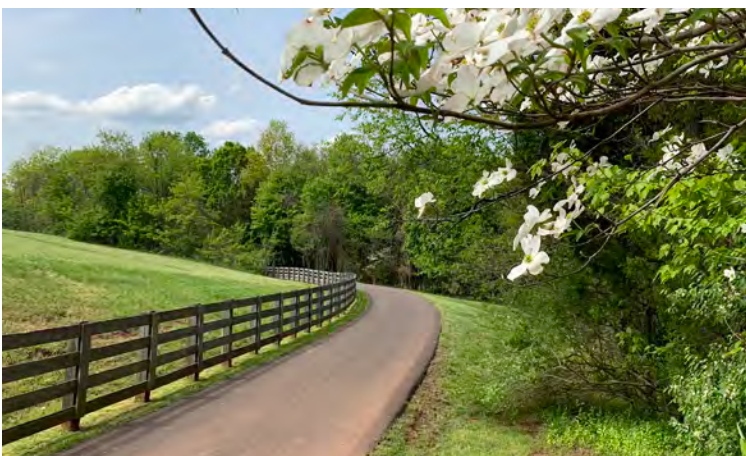
PCR 9.4.5 Continue to ensure that every school provides recreation facilities that are available to the public after school hours in accordance with the joint memorandum of understanding adopted by the City and the Manassas City School Board.





Greenways & Trails

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



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

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

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

Culture & Arts

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

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

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

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

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

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

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

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

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



Level of Service

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

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

These standards serve as the basis for developing the City's capital improvement

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

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



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

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

Notes:

Projected deficits based on: Population Projections for Virginia and its Localities, 2030-2050 Produced by Demographics Research Group of the Weldon Cooper Center for Public Service, July 2022, <https://www.coopercenter.org/virginia-population-projections>. Negative numbers indicate deficit. Positive numbers indicate that existing facilities exceed minimum level of service; the local need for facilities should be analyzed prior to removing any existing facility to ensure equitable distribution and access.

Existing facilities include parks, historic sites, partner institutions (Central Library and Freedom Aquatic Center), and school amenity areas available for public use after school hours. Existing trail mileage includes 9.7 miles of shared use paths along public roadways.

Implementation Strategy



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

- Ongoing actions that should continue for the life of the plan;
- Short Term actions can be completed within five years (2030) of the Plan's adoption; and

- Long Term actions may be initiated within five years but will be completed beyond the first five years of the Plan's adoption.

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

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

		BALANCED	CONNECTED	VIBRANT	RESILIENT	TIMELINE FOR ACTION
ESH 8.5	Air Quality and Emissions					
ESH 8.5.1	Encourage new development to design, construct, and operate with a reduced emissions footprint by encouraging high performance, green buildings, green sites, and green neighborhood standards and practices such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program, Earthcraft, Energy Star, or other similar systems.	x			x	Ongoing
ESH 8.5.2	Create policy financial incentives, and educational tools to encourage increased building and site performance that reduces greenhouse gas emissions and the City's overall carbon footprint.	x			x	Long Term
ESH 8.5.3	Promote compact block and street networks and a built environment that facilitates walking, biking, and bus riding to provide alternatives to the use of single occupancy vehicles and reduce greenhouse gas emissions.	x	x		x	Ongoing
ESH 8.5.4	Encourage the use of renewable energy by reducing regulatory barriers and providing resources for the installation of solar and geothermal equipment.	x			x	Long Term
ESH 8.5.5	Reduce vehicle-related emissions through increased fuel efficiency, reduced vehicle miles traveled, fleet downsizing, expanding the availability of pedestrian and bicycle facilities throughout the City, anti-idling efforts, and use of alternative fuel sources.				x	Long Term
ESH 8.5.6	Support the use of energy-efficient transportation by encouraging the siting of, and promoting the availability of, electric vehicle charging stations and initiatives to become an Charging Smart designated community.		x		x	Long Term
ESH 8.5.7	Encourage citywide waste prevention, recycling, and composting to reduce greenhouse gas emissions by expanding education and outreach programs, encouraging the purchase and use of recycled products, and requiring recycling plans for commercial and multifamily residential projects.				x	Long Term
ESH 8.5.8	Reach the target of at least 316,102 MTCO ₂ eq by 2030 to reduce community-wide greenhouse gas emissions to be consistent with the regional goal of greenhouse gas emissions reductions established by MWCOG, which calls for 50 percent greenhouse gas emission reductions from 2005 levels by 2030 and 80 percent reduction by 2050.				x	Long Term
ESH 8.5.9	Participate in the Better Climate Challenge to reduce local government greenhouse gas emissions by 50 percent in 10 years.				x	Long Term
ESH 8.5.10	Track progress and develop greenhouse gas (GHG) community-wide inventories in partnership with MWCOG at a minimum every 3 years and local government GHG inventories at a minimum every 5 years.				x	Long Term
ESH 8.6	Noise and Light Pollution					
ESH 8.6.1	Apply special use permit conditions and accept rezoning proffers that limit lighting and noise impacts on adjacent properties and the City as a whole. Support development standards that address lighting and noise pollution.	x				Ongoing
ESH 8.6.2	Continue to work with the Manassas Regional Airport and railroad authorities to minimize noise from air and rail traffic while maintaining the vitality of each.	x				Ongoing
ESH 8.6.3	Require new development adjacent to the airport or railroad to assess noise impacts and provide reasonable noise mitigation for residential units.	x				Ongoing
ESH 8.7	Public Health					
ESH 8.7.1	Leverage the City's status as a "Healthy Eating Active Living" (HEAL) Community to implement policies and programs that improve community health.				x	Ongoing

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

Table A1 - Implementation Strategy

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

APPENDIX B1:

Community History & Background



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

—George Carr Round, 1897

History

The Railroad and the Civil War

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

In 1861, Manassas Junction’s proximity to Washington, D.C., and the strategic nature of the two rail lines made Manassas an important prize to both Union and Confederate forces. As a result, considerable action took place in the area, including two major battles of the Civil War—respectively called the First and Second Battles of Manassas or Bull Run. The Civil War gave Manassas an identity. However, true growth and development of

the area did not occur until after the war ended. Much of what is referred to today as Historic Downtown is the area where that growth began.

The Town of Manassas and the County Seat

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



Train Station circa 1910

Notable Leaders

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

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

Architect Albert Speiden designed many of the town's turn of the twentieth century landmark buildings including the Old Town Hall, the Hopkins Candy Factory (now the

ARTfactory), the Nichol/Post Office, former Hibbs and Giddings Store, and the People's National Bank buildings. These buildings are now Center Street retail and restaurant space.

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



Manassas Industrial School circa 1910



Peoples National Bank circa 1907



Downtown circa 1913

The Early Twentieth Century and Post World War II Development

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

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

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



Dominion circa 1995



Airport Terminal circa 1996

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

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

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

The City Today

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

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

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



Historic Downtown

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

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

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

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

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

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

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



Demographics & Development



Citywide Demographics

Overview

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

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

Trends in the city's socioeconomic and housing conditions point to a growing concern over housing affordability. As the city continues to welcome new residents from elsewhere in the state who may be

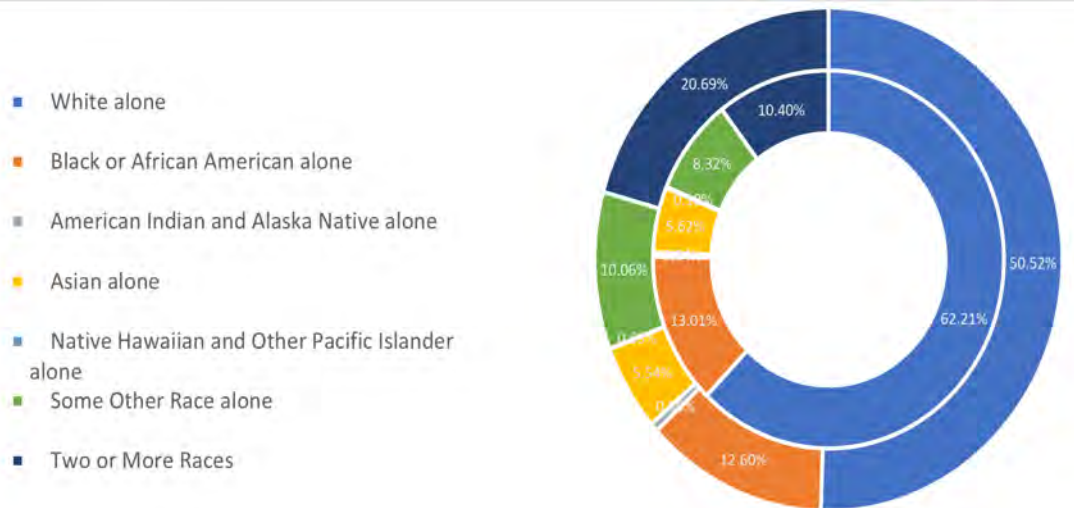
seeking Manassas's relatively affordable housing stock and accessible jobs, the supply of housing will likely continue to tighten.

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

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



Race, 2020 and 2023



Manassas Residents

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

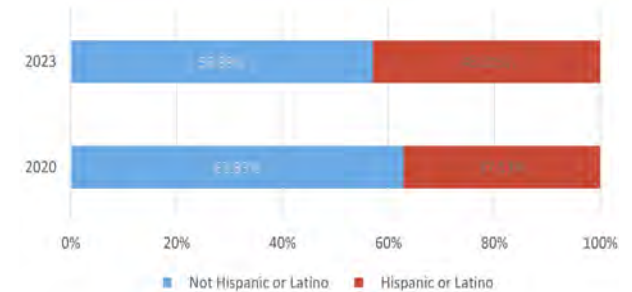
Population Growth

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

Population Change

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

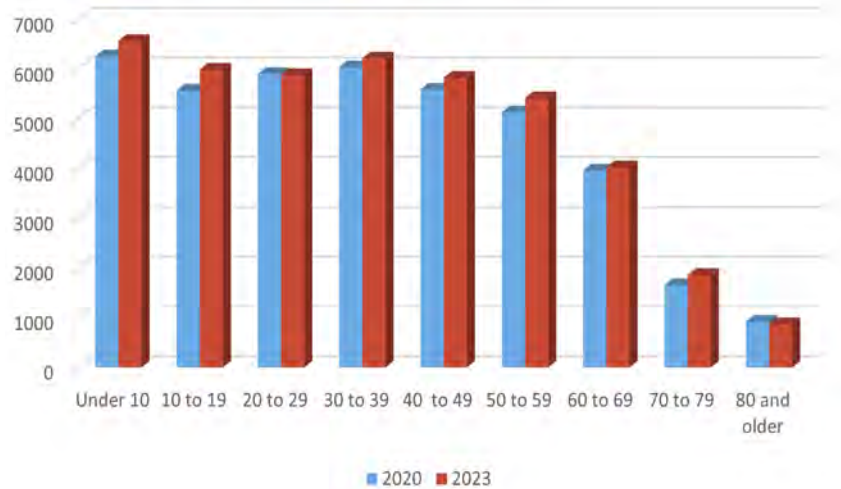
Hispanic or Latino, 2020 and 2023



Geographic Mobility in the Last 12 Months

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

**Number of Residents by Age Group,
2020 and 2023**



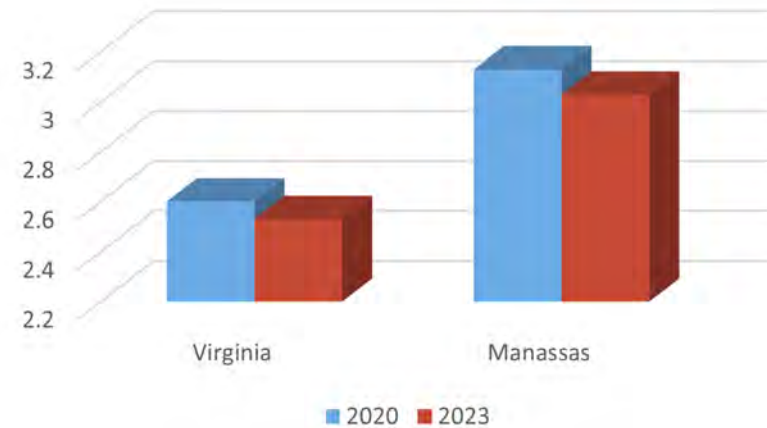
Age

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

Household Size

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

**Average Household Size
in Manassas and Virginia, 2023**



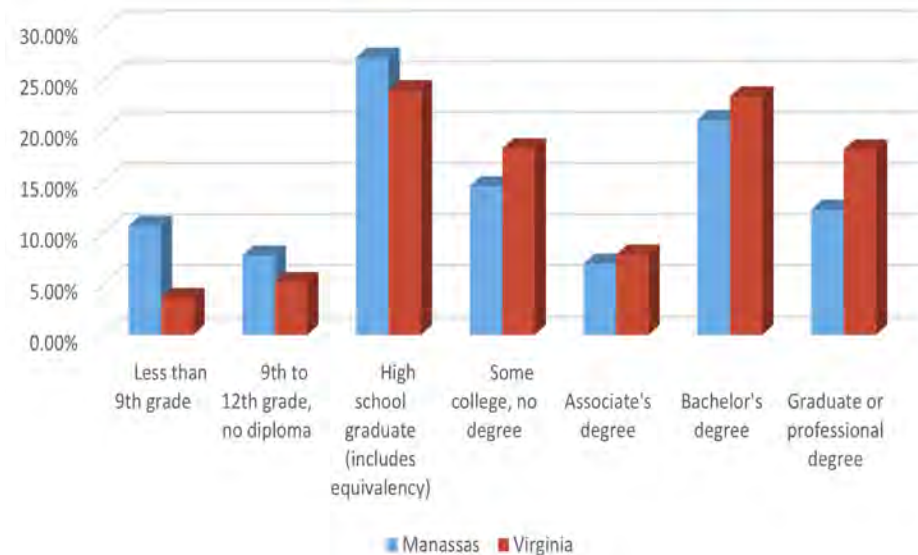
Families

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

**Households by Income Group
in Manassas and Virginia, 2023**



**Educational Attainment
in Manassas and Virginia, 2023**



Economic Trends

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

Household Income

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

Education

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

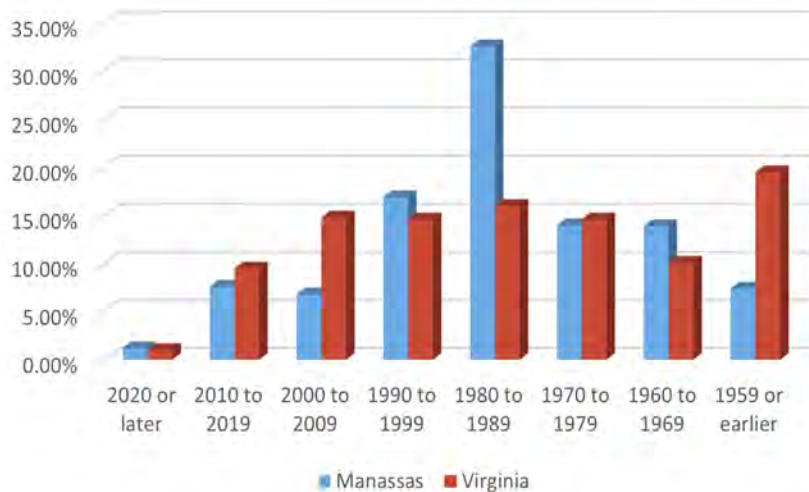
Manassas has a notably higher proportion of residents who do not have a high school diploma than the state as a whole. Almost 19 percent of City residents over the age of 25 did not graduate from high school, and 8 percent have less than a 9th grade education. These rates have remained the same since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

Employment

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

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

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



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



Housing Stock

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

Vacancy

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

Age of Housing Stock

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

Tenure

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

Housing Type

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

Housing Cost

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

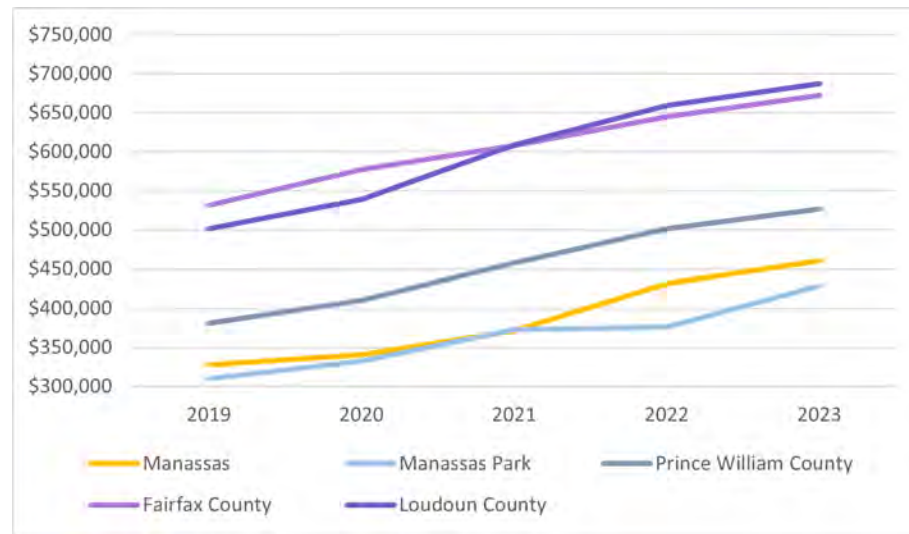
Housing Value

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

Monthly Owner Costs

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

Median Sales Price in Manassas and Surrounding Areas



Sales Prices

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

Gross Rent

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

Cost Burden

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

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

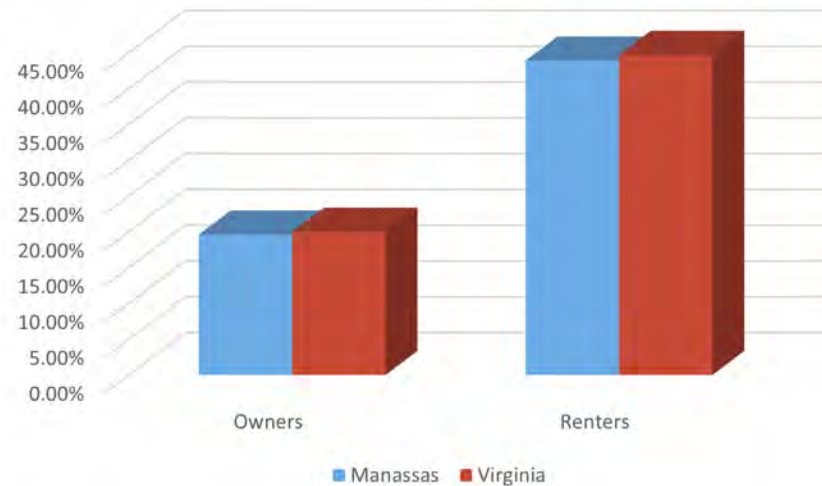
Affordability Gaps

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

There continues to be a need for workforce housing due to high cost of living. To put this affordability issue into perspective, the starting salary for a teacher in the Manassas City Public Schools District is \$54,742 for an individual with a Bachelor's degree, the starting salary for a police officer with the Manassas City Police Department is \$62,686, and the median earnings for an administrative assistant and food

service worker are \$50,041 and \$35,044, respectively. The fair market rent value for a two-bedroom unit is \$1,838 dollars, requiring an income of \$73,520 to afford. People employed in these positions might have trouble finding attainable housing within Manassas as single income earners.

Cost Burden Rate in Manassas and Virginia, 2023

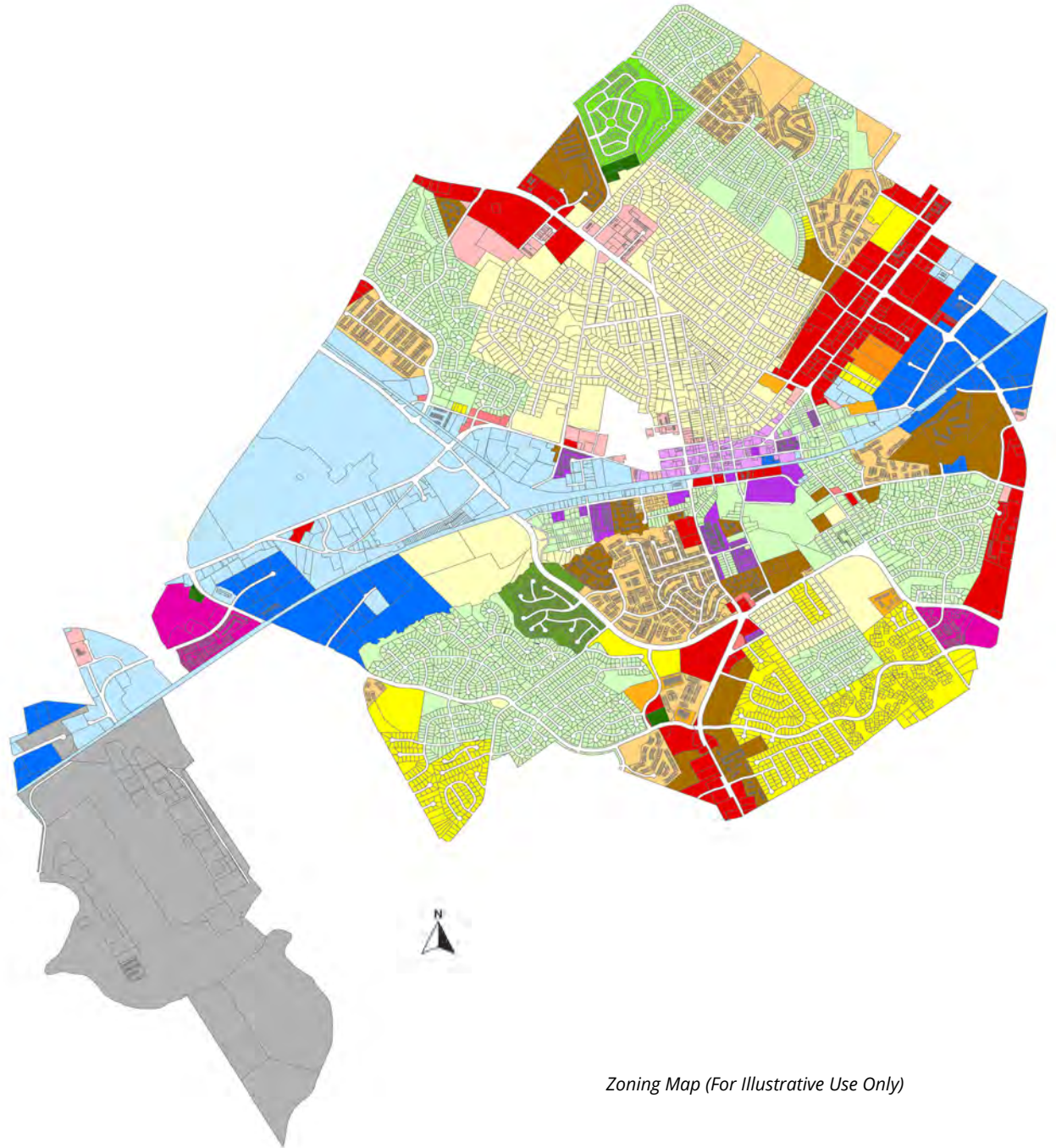


Development & Build-Out

Zoning

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

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



Zoning Map (For Illustrative Use Only)

Build-Out Analysis

The build-out analysis in **Table B2** provides an estimate of the maximum by-right and planned future residential development within the City of Manassas. This analysis is not intended to show an ideal or preferred development condition, but rather provides an estimate of additional housing units that may be constructed under an estimated “low” and “high” scenario. This data is used when developing infrastructure plans for utilities and schools, as well as by the regional transportation planning board for

developing the regional traffic model. The “low” estimate includes vacant lots where new dwelling units may be built by-right under current zoning plus the following approved rezonings that are under development or where construction has been recently completed:

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

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

Table B2 - Build-Out Analysis

Character Area	Existing Dwelling Units	Low Build-Out Additional Units	High Build-Out Additional Units
Suburban & Traditional Neighborhoods	14,486	61	61
Neighborhood, Business, & Heavy Commercial		36	36
Downtown		305	797
Mathis¹		12	2,100
Sudley Medical		0	216
Godwin Technology		0	221
Totals	14,486	414	3,431

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



APPENDIX C1:

Transportation & Mobility



Overview

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



CITY OF MANASSAS FACTSHEET



DEMOGRAPHICS



POPULATION

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

DENSITY

4,312 people/square mile

Total Households: 14,041

Average household size: **3.04**

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



27.0%
of the population
are under 18



15.8%
of the population
is over 60



52.6%
of the population
speak only English
at home



38.2%
of the population
speak Spanish
at home

MOVING IN MANASSAS

150,000 average daily trips

3.7 daily trips per capita

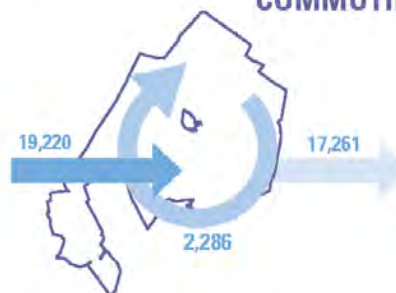
MICRO MOBILITY DATA (APRIL 2021-APRIL 2024)

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

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

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

COMMUTING IN MANASSAS



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

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

DROVE ALONE **69.4%**

CARPOOLED **13.1%**

WORK FROM HOME **12.4%**

**PUBLIC
TRANSPORTATION** **2.3%**

WALKED **1.0%**

BICYCLE **0.3%**

OTHER MEANS **1.5%**

MOBILITY IN MANASSAS



ROADWAYS



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

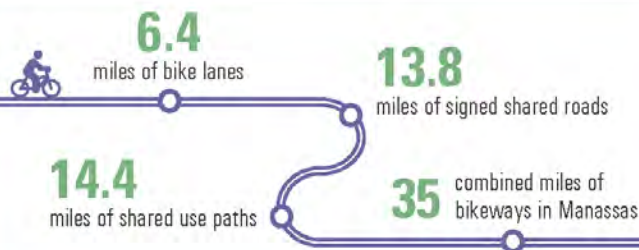
29% overall utilization rate for **1,424** downtown public parking spaces (public, blue, and red permits)

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

2022
VRE
Manassas Ridership:
55,300

2023
Amtrak
Manassas Ridership:
43,221

2023
OmniRide
Manassas Ridership:
253,971



SINCE 2017, MANASSAS HAS

151 upgraded bike racks

10 bike lockers

1 repair station installed

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

Average downtown WalkScore of 90

OPPORTUNITIES FOR IMPROVEMENT

CRASHES IN MANASSAS (2019-2023)

1,994 total crashes

4 fatal or serious injury crashes involved bicyclists

4.67 Crash rate (all crashes) per 100 people

10 fatal or serious injury crashes involved pedestrians

3 Fatal

7 Nonfatal (Serious Injury)



Improve traffic flow on Liberia Ave and Route 28

BIKE SAFETY



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

16.4% said it was safe

62.9% said it depends

20.8% said it is dangerous

COMMUNITY SATISFACTION SURVEY RESULTS



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

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

Regional Partners

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

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



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



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



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



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



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



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



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

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



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

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



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



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





Local Context

Downtown Parking

There are approximately 1,424 parking spaces within the Downtown “core”. Of those spaces 37% (533 spaces) are located within the parking garage, 49% (695 spaces) are located in 10 city-owned or leased surface parking lots, and 13% (184 spaces) are on-street parking. One hundred and seventeen spaces are reserved for Downtown residents and visitors and 773 spaces are reserved for morning commuters, which are available to the public outside of reserved hours.

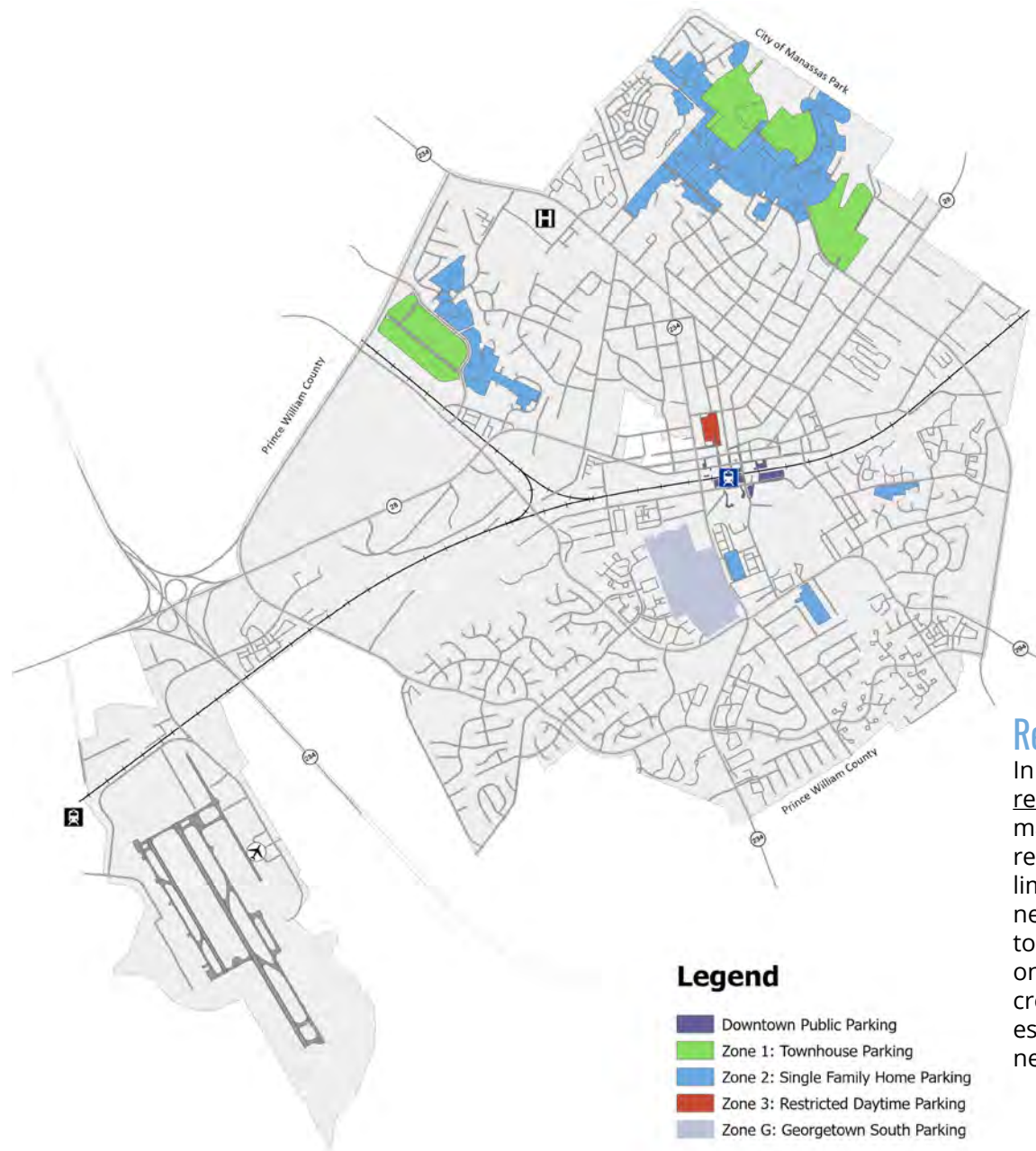
There is a notable imbalance of parking space distribution in Downtown. Only 16% (197 spaces) are located north of the railroad tracks, while 84% (1,043 spaces) are located south of the railroad tracks further from retail and restaurants. While this parking imbalance creates a perception

of parking issue, annual counts show that overall parking utilization is below 85% – the generally accepted target utilization rate.

- Red Permits - 2024 Utilization - 20%
- Blue Permits - 2024 Utilization - 40%
- Public Parking - 2024 Utilization - 40%

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

Map C1.1 - Residential Parking Districts



Residential Neighborhood Parking

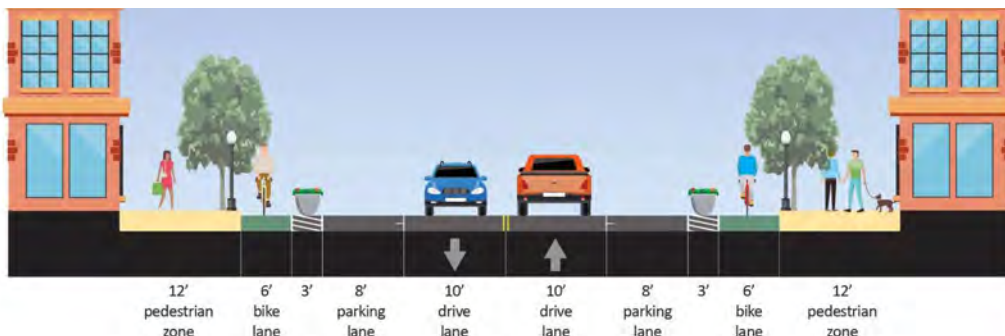
In 2014, the City Council created a residential parking permit program to better manage limited curbside parking in some residential neighborhoods. The issue of limited parking is especially prevalent in neighborhoods that were developed prior to current parking requirements and lack onsite parking or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

Complete Street Design

Moving away from the traditional functional street classification system that addresses only vehicular circulation, the City's Complete Streets Typology ensures safety and comfort for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets supports equity in making streets

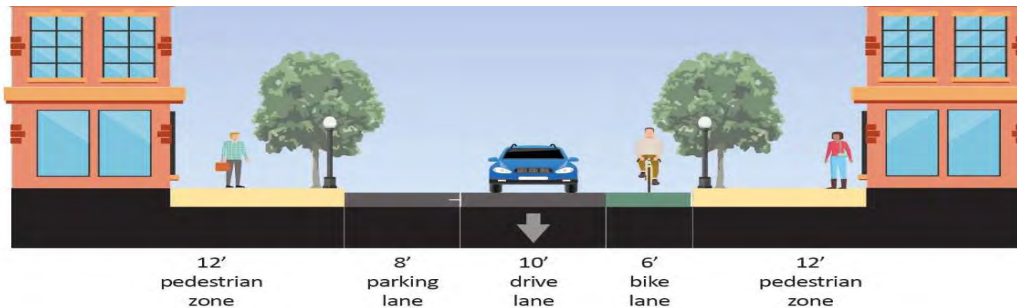
and rights-of-way safe and accessible for everyone, including persons with disabilities. When planning roadway improvements, the typology map should be used in conjunction with the following typical cross sections to determine the optimal road geometry, pedestrian, and bicycle amenities.

Two-Way Urban Street

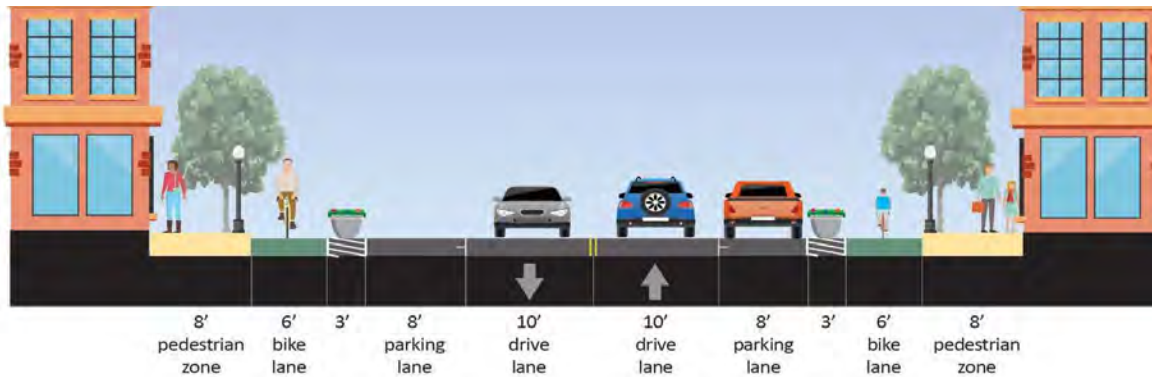


Main axes of downtown & areas with street grids. Commercial streets with lots of pedestrian activity.

One-Way Urban Street

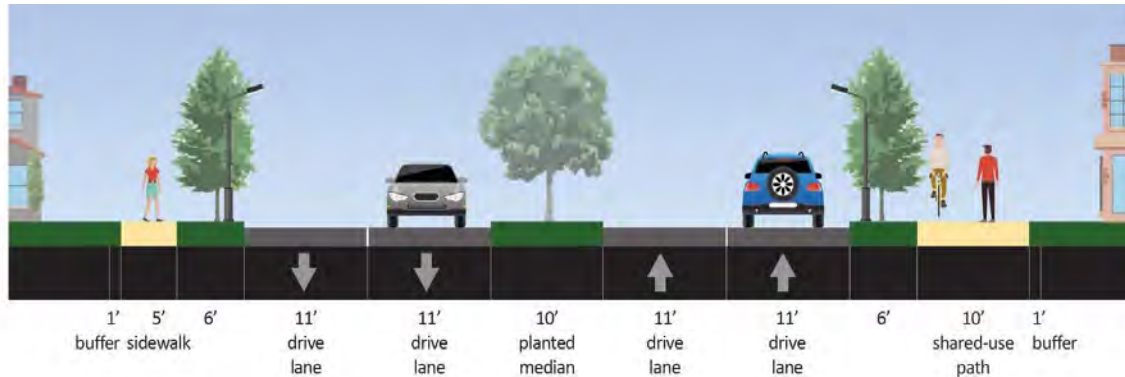


Mixed Use Street



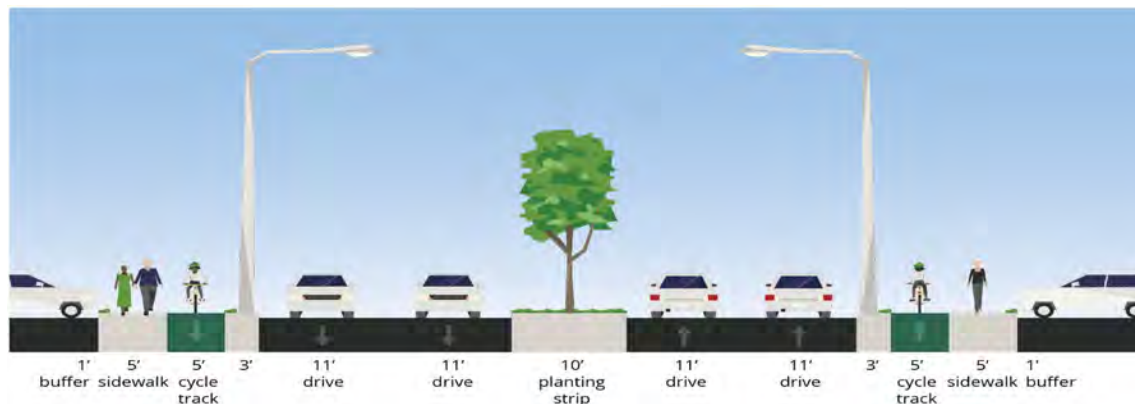
Smaller streets in areas with street grids. Primarily commercial, office or multi family residential uses.

Collector/Connector



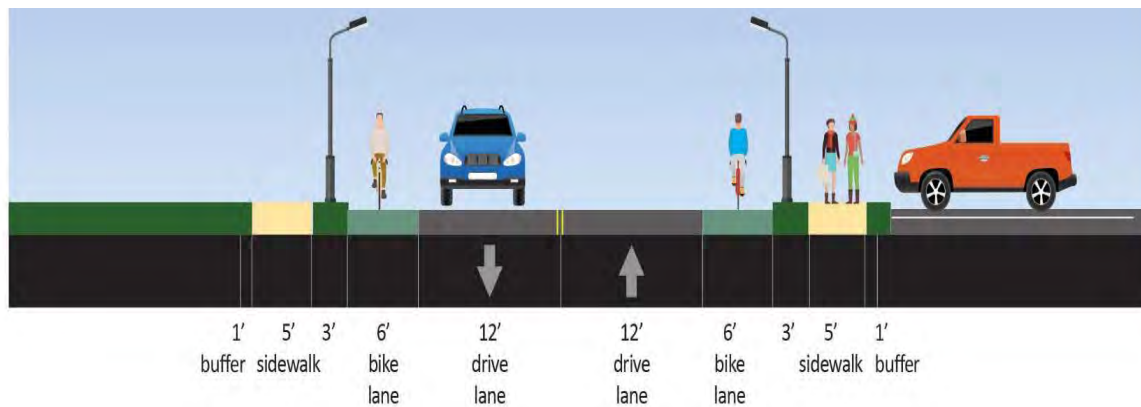
The “get around town” streets that form the primary routes for traffic between one part of the City and another. These streets generally have two lanes in either direction and often have landscaped medians. They have fewer commercial uses, and therefore fewer turning vehicles, than the Commercial Corridor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

Commercial Corridor



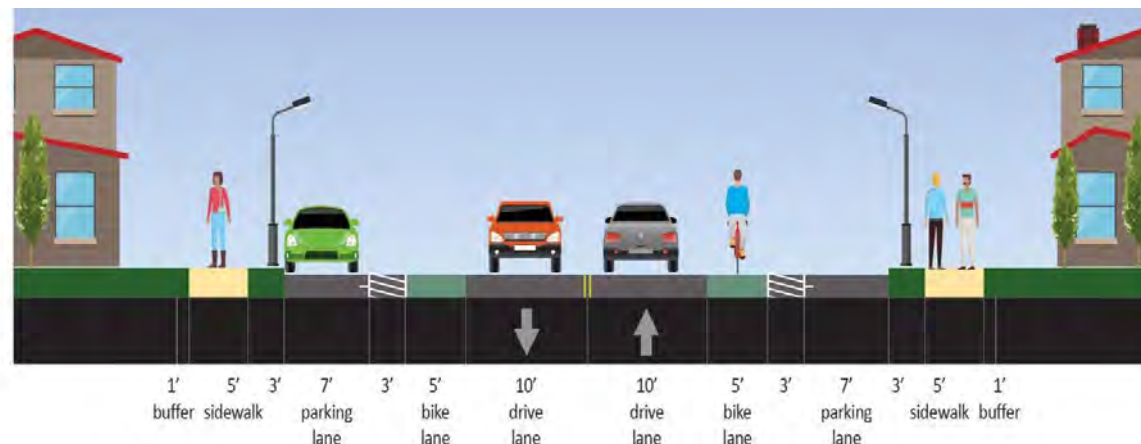
The biggest, busiest commercial streets. Lots of entrances.

Industrial/Suburban Business Road



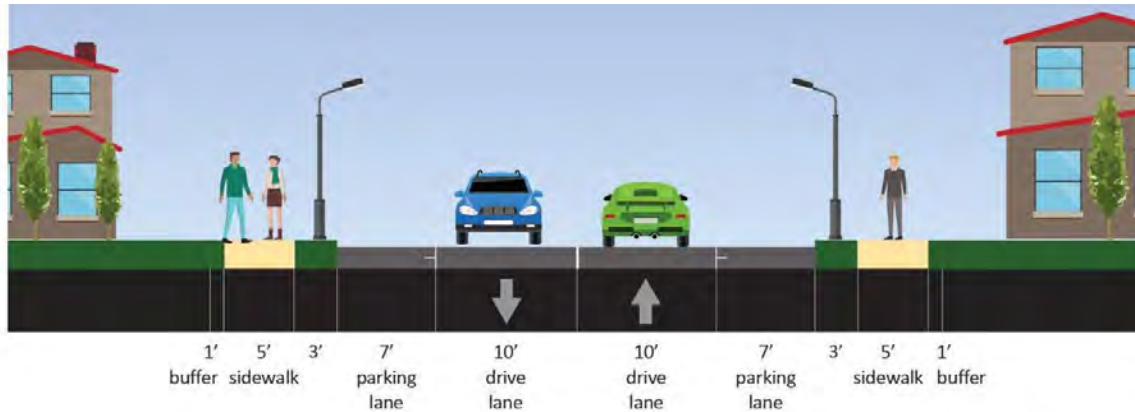
Roads serving industrial and low - density commercial land uses. In many cases these are dead-end streets. Freight access is prioritized to a higher degree than other street types.

Neighborhood Connector



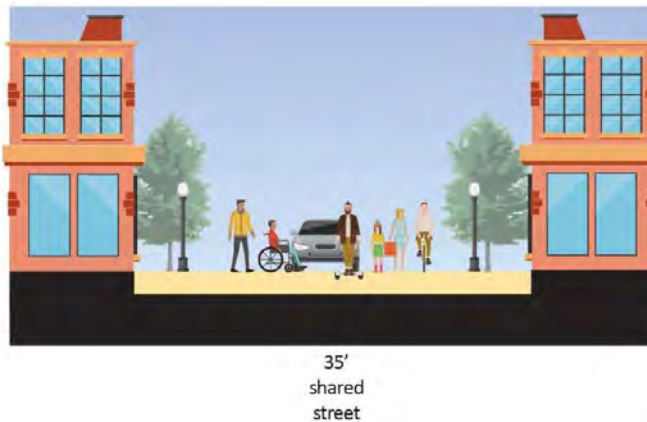
These are the more heavily-trafficked streets within neighborhoods, which provide important connections to major streets. These streets typically are wider than neighborhood streets, with a marked center line. While speeds are relatively low, they require some additional protections for cyclists (bike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

Neighborhood Street



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

Shared Street



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

Future Transportation Trends

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

Table C1.1 - Future Transportation Trends

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

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



Community Facilities & Infrastructure



Overview

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

Community Facilities

General Services

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

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



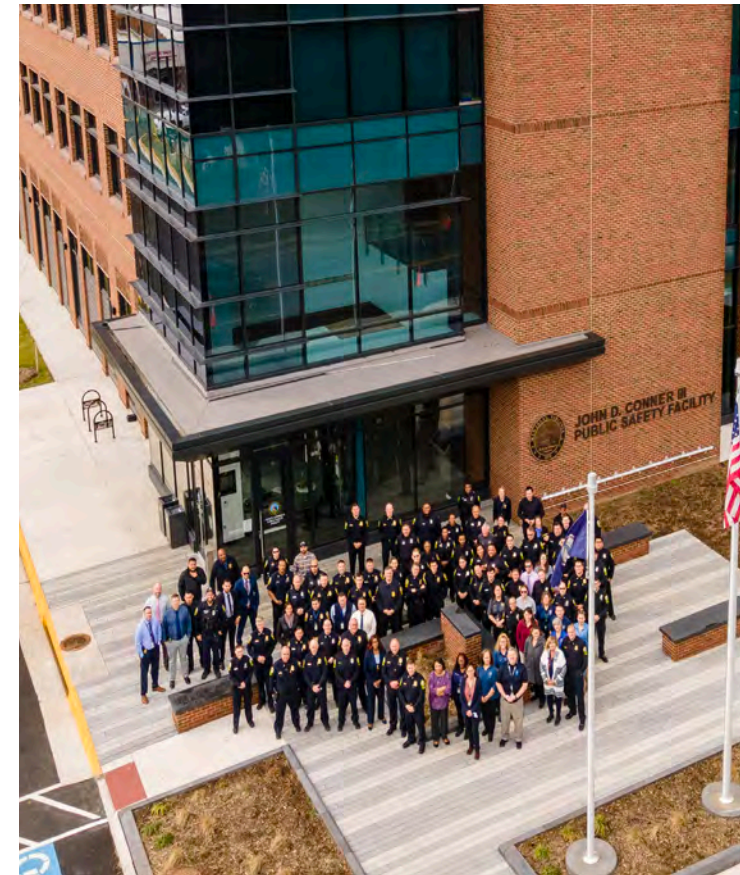


Following the completion of City Hall renovations and the new public safety facility, the City is exploring options for its remaining lease space (Social Services) as well as joint facility planning with the School Board central office and modern office space for the Voter Registrar, which is currently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

Police

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

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



Fire and Rescue

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

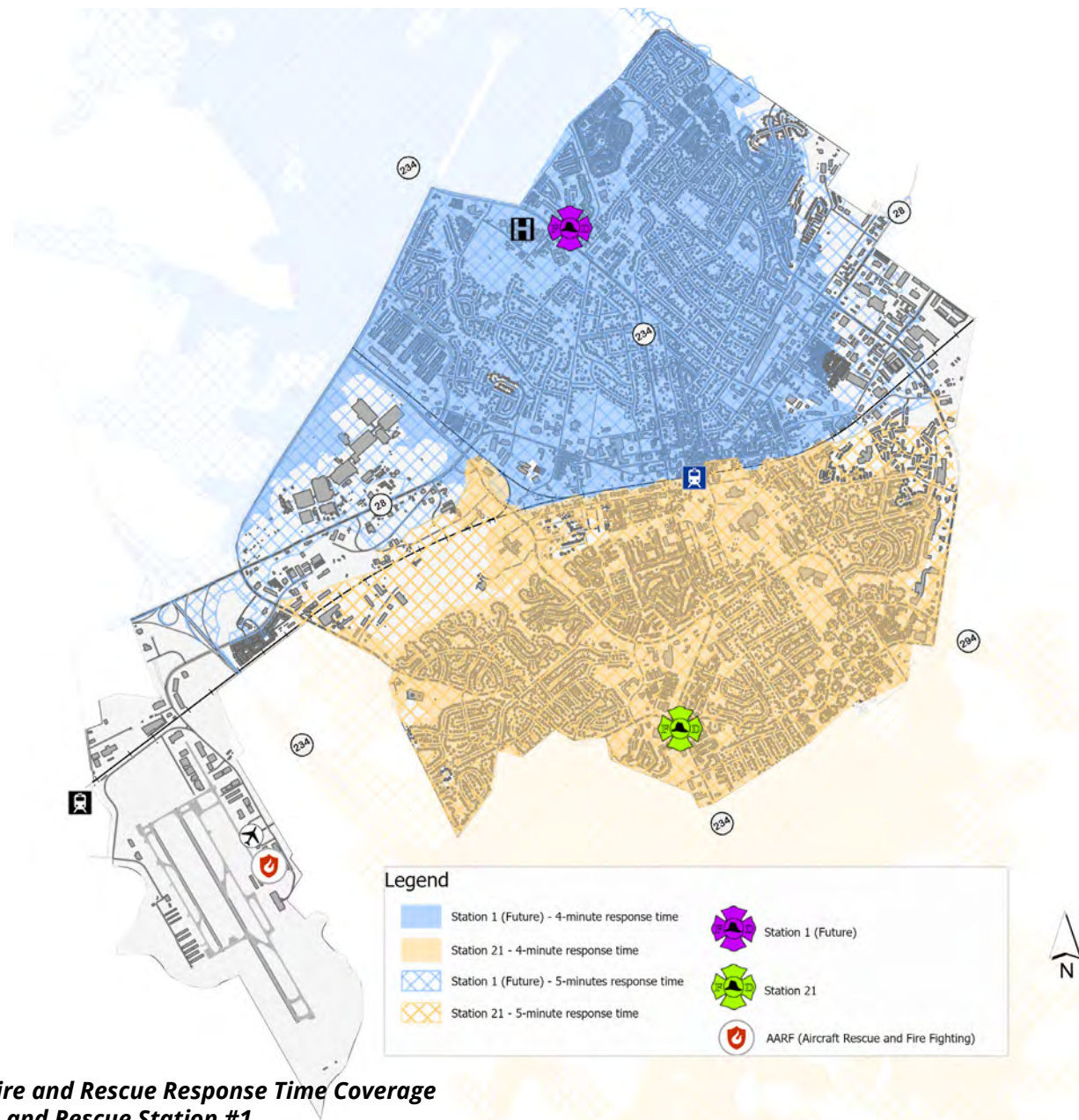
The Manassas Volunteer Fire Company, City of Manassas Fire and Rescue Department, and Greater Manassas Volunteer Rescue Squad make up the Manassas Fire and Rescue System. It is the System's mission "to protect the lives and property of the residents of the City of Manassas, its visitors, and the surrounding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

The City's Fire and Rescue facilities include headquarters and administration located at 9608 Grant Avenue, the Fire Station at 9322

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

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





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

Schools

Public education in the City was first provided in October 1869¹. The first classes were held in the Asbury Church until the Ruffner School was constructed in 1872. Ruffner housed primary education for 35 years until 1907 when it became a secondary school.

During the 1890's the City saw the creation of two private institutions, both of which would later become public. The first of these was known as the Manassas Institute which held primary and secondary education. In 1906 the Manassas Institute became part of the public school system. In 1909, the Bennett School was constructed with the intention of becoming an Agriculture High School. However, due to high enrollments at the Ruffner School, the Bennett School instead provided primary education until

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

1961, when Baldwin Elementary School was built. A new Bennett School was constructed on Stonewall Road in 1969. The Ruffner School provided secondary education and Agriculture Classes until 1928, when the original Osbourn High School was built to replace Ruffner.

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

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





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

During the 1979-1980 school year, R. C. Haydon Elementary School opened. During the 1986-87 school year the George C. Round Elementary School opened. Grace E. Metz Junior High School opened its doors for the first time during the 1990-91 school year. In 1993-1994 the original Alternative Education Center opened. In the Fall of 2000 the students in grades 9-12 were welcomed to the new Osbourn High School and the Joseph B. Johnson Learning Center (for Alternative Education) opened on the Osbourn campus. Mayfield Intermediate

School opened in the 2006-2007 school year to house 5th and 6th grade classrooms. At this time, Elementary Schools became K-4 and Metz Middle School was limited to 7th and 8th grade. In 2016, construction was completed on a replacement Baldwin Elementary and Intermediate School.

Current Conditions

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

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

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

*Under construction



Table C2.2 - Student Generation Rates

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

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

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

Infrastructure

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

Electricity

The municipally-owned Electric Utility, established in 1911, is a self-funded enterprise that provides service to more than 17,000 residential, commercial, and industrial meters located in the City of Manassas. Manassas contracts with Dominion Virginia Power to purchase wholesale electricity. In addition, the City operates generators including at the Church Street facility, the Airport/Godwin substation, and the City's water treatment plant that run during peak electrical demand times, reducing the demand charge of its contracts with Dominion Power. Electric customers are supplied by four, 40-50 MVA substations located strategically around the City. The electric system has been designed so that all customers can

be served with electricity when any one of the four substations is out of service due to weather-related emergencies or scheduled maintenance. Currently, 88% of the system is underground, which helps ensure a reliable system with minimal outages. In 2023, the Average System Availability Index (ASAI) for the City of Manassas electric system was 99.926% (available) for the entire year.

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

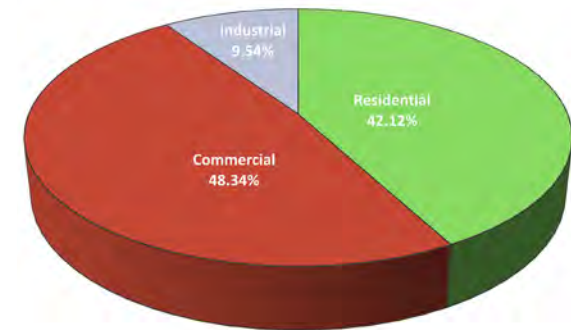


Figure C2.1 - CY 2023 Electric Usage



Roger Snyder

Water

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

Lake Manassas holds 5.02 billion gallons when full. This reservoir feeds a 14 million gallon per day (mgd) water treatment plant and is distributed through 173 miles of water line and four water storage tanks. The water treatment plant is currently being expanded to increase capacity to 18 mgd. Additional water storage tanks have been

constructed at the Water Treatment Plant and on Dean Drive adding an additional 3.8 million gallons of storage to the City's finished water supply.

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

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

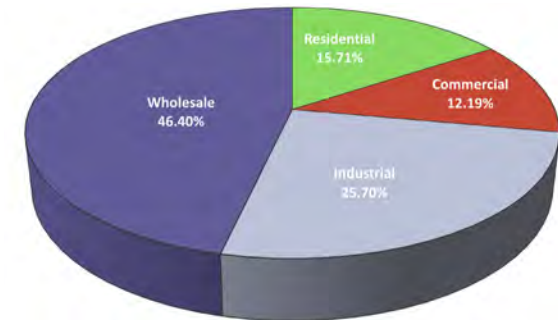


Figure C2.2 - CY 2023 Water Usage



Wastewater

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

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

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

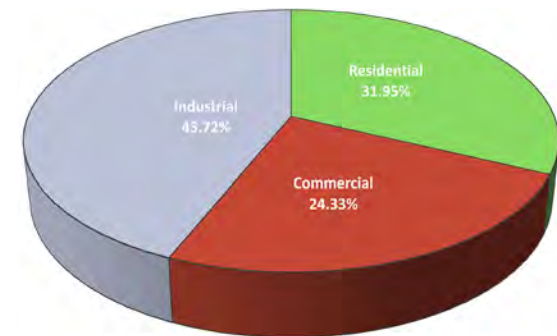


Figure C2.3 - CY 2023 Sewer Usage



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

- Purchasing 0.5 mgd of additional capacity from Fairfax County.
- Aggressively working to recapture vital sewer capacity through an aggressive inflow and infiltration sanitary sewer line rehabilitation program.
- Reducing the proposed density within the Mathis character area. The previously adopted Mathis Avenue Sector Plan anticipates a build-out of the character area of approximately 2,100 new dwelling units. The revised character area boundaries and description in this 2045 Plan anticipates significantly lower building heights and density than the adopted plan.
- Working with industrial users to provide on-site treatment or other measures to reduce sewer impacts. As an example, the current Micron expansion includes improvements to the existing Micron pond as part of its expansion.
- Coordinating with regional UOSA partners on capacity issues at the water treatment plant.



Stormwater

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

The City is responsible for ensuring compliance with stormwater regulations, including taking enforcement actions where necessary. Requirements for reductions in stormwater pollutants of concern (i.e., nitrogen, phosphorus, and sediment) have

become increasingly stringent since 2017. To comply with these requirements, the City will be developing creative and cost-effective strategies for implementing best management practices aimed at achieving or exceeding the required pollutant load reductions.

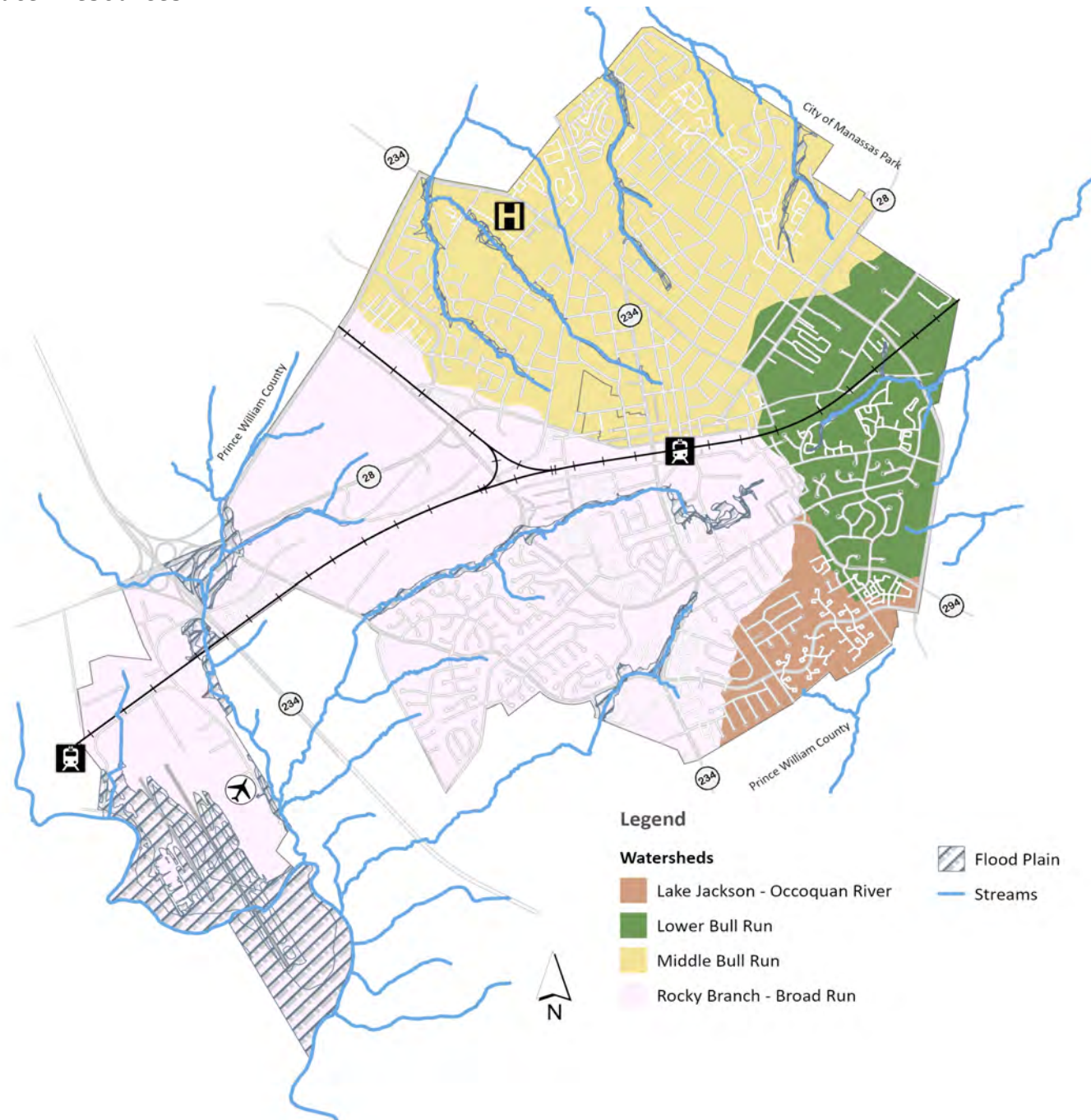
The City is also actively reviewing and updating the stormwater sewer infrastructure database as part of its effort to build an asset management system and improve on the established routine infrastructure inspections schedule. The City has implemented a CCTV inspection program to create a cycle for pipe work and replacements, rehabilitation, and redesign for better drainage flows. Through these efforts, the City will develop a priority ranking system for stormwater sewer infrastructure replacement and rehabilitation driven by assessments of their condition and criticality.



Focus in the upcoming years is also being placed on ensuring existing stormwater facilities are adequate and able to withstand larger storms higher nutrient levels and sediment loads. The City is utilizing the capital improvement program to evaluate and upgrade.

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

Map C2.2 - Water Resources





Refuse & Recycling

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

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

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

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





Sustainability



Overview

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

Air Quality and Greenhouse Gas Emissions

To meet the plans environmental sustainability goal of improved air quality and emissions, the City embarked upon creating a sustainability plan. This Climate Action Plan (CAP) is the first phase of the sustainability plan and it expands upon the vision in the Comprehensive Plan by developing baseline inventories, establishing specific goals for air quality and emissions, modeling historic and projected emissions, and identifying

specific actions, policies, and strategies. Two 2020 greenhouse gas inventories were evaluated for the Plan: (1) the Community Inventory conducted by the Metropolitan Washington Council of Governments (MWCOC) and; (2) the Local Government Operations conducted by George Mason University (GMU).

There are three types of emissions included in the inventories:

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



COMMUNITY-WIDE GREENHOUSE GAS INVENTORY SUMMARY

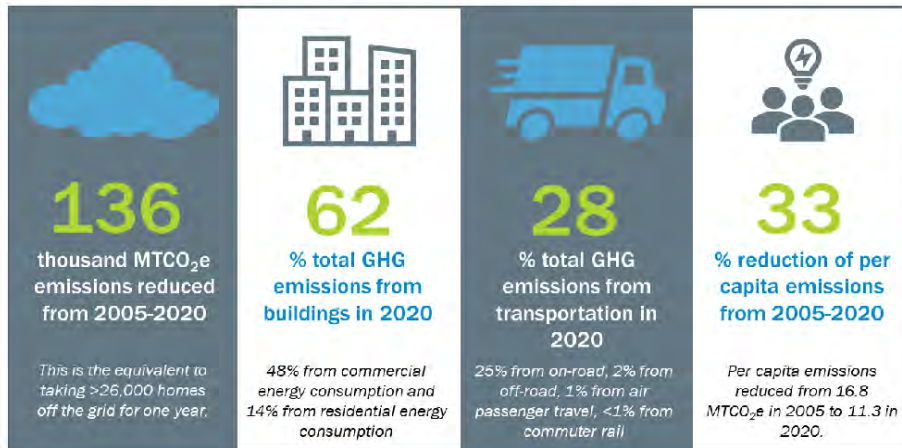
City of Manassas, Virginia

EMISSIONS SUMMARY

The City of Manassas community-wide greenhouse gas (GHG) emissions decreased by 22% between 2005 and 2020, despite a 16% growth in population. In 2020, forests and trees sequestered more than 5,700 metric tons of CO₂ equivalent (MTCO₂e) or 1% of total emissions.



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

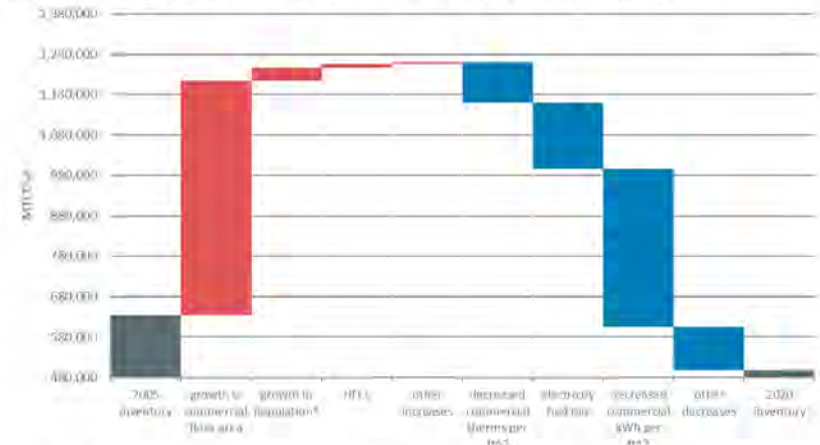


Metropolitan Washington
Council of Governments

MWCOG.ORG

GHG CONTRIBUTION ANALYSIS

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



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

INVENTORY BACKGROUND AND METHODOLOGY

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

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

RESOURCES

- [COG Greenhouse Gas Emissions Inventories Methodology Guide](#)
- [COG Greenhouse Gas Inventories](#)
- [DMV Climate Partners GHGs in the DMV](#)

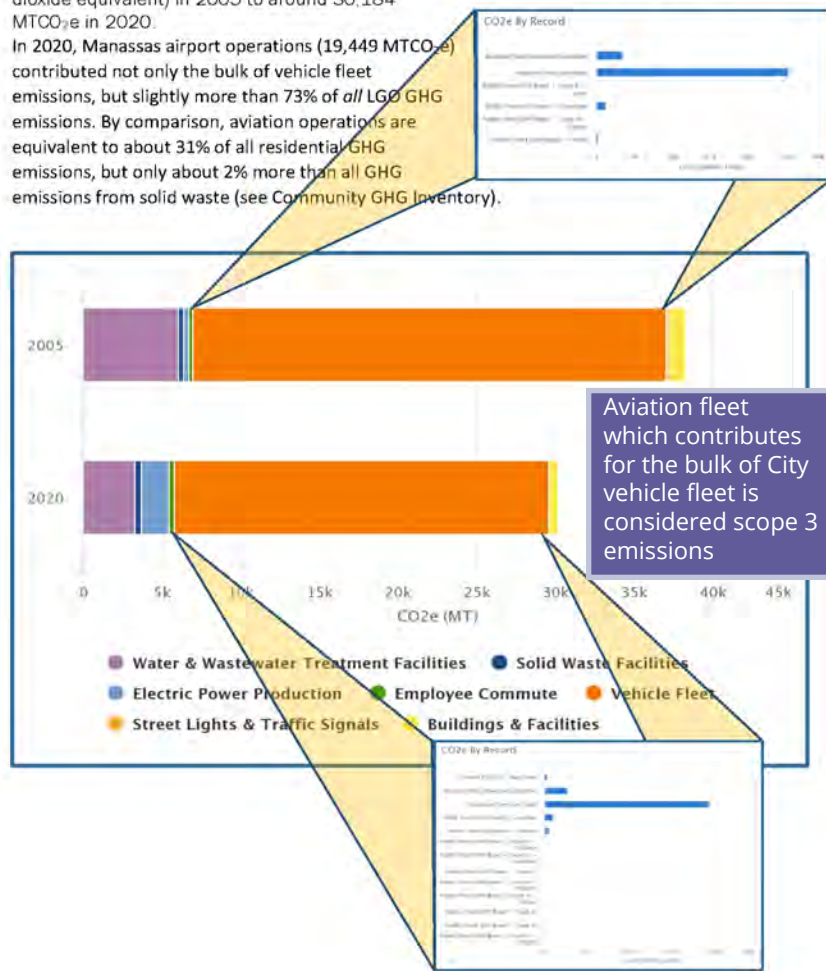
LOCAL GOVERNMENT OPERATIONS (LGO) GREENHOUSE GAS INVENTORY SUMMARY

City of Manassas, Virginia

EMISSIONS SUMMARY

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

- LGO GHG emissions were reduced from around 38,312 MTCO₂e (metric tons of carbon dioxide equivalent) in 2005 to around 30,184 MTCO₂e in 2020.
- In 2020, Manassas airport operations (19,449 MTCO₂e) contributed not only the bulk of vehicle fleet emissions, but slightly more than 73% of *all* LGO GHG emissions. By comparison, aviation operations are equivalent to about 31% of all residential GHG emissions, but only about 2% more than all GHG emissions from solid waste (see Community GHG Inventory).



INVENTORY BACKGROUND AND METHODOLOGY

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

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

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

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

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

SCHOOL DISTRICT EMISSIONS

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

Source	Energy Type	MTCO ₂ e
School Bldgs	Natural Gas	8.8
	Electricity	2605
Bus Fleet	Diesel	272
TOTAL		2885.8





Parks, Culture, & Recreation



Overview

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

Parks & Culture

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

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

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





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

Current Conditions

Parks, Recreation, and Culture Needs Assessment and Facilities Plan

In 2016, the City completed a Parks, Recreation, and Culture Needs Assessment and Facilities Plan to provide a guiding vision for expansion and enhancement of parks

and historic resources. The plan included numerous public meetings, a statistically-significant survey, a detailed facility-level park assessment, and a system-wide level of service analysis. Major findings of the plan include:

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

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

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

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

Libraries

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

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

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



Parks, Culture, & Recreation City Facility Inventory

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

Table C3.1 Parks, Culture, and Recreation Facilities

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

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

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

Parks, Culture, & Recreation School Facility Inventory

In addition to parks, culture, and recreation facilities provided by the City of Manassas, some outdoor amenities on school property are available for resident use after school hours. These facilities are listed in **Table C3.2** and are considered to support the

City's level of service goals based on a formalized shared use agreement with the School Board.



Table C3.2 School Outdoor Recreation Areas

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

City Council Comprehensive Plan Resolution

Attachment 2: Comprehensive Plan Changes Since August 6, 2025 Planning Commission Hearing

Item Number:	Change
1	Amend Map 5.1 to remove reference to the HUB zone expiring in 2028
2	Amend Map 6.1/Table 6.1 and Map 6.4 to extend the Quarry Road sidewalk project (#11) from Maple St. to Battery Heights Blvd.
3	Amend Map 6.2 to include Skyview Terrace
4	Amend Map 6.3 to have the historic/cultural route on Mathis Ave. instead of Portner Ave.
5	Amend Map 6.3 to have the nature route align with the Rail-with-Trail and adjust the Rail-with-Trail alignment to be consistent with the feasibility study
6	Updated Strategic Vision Statement consistent with Council's new strategic plan



City of Manassas Mobility Master Plan (2026 - 2030)

September 2025



City of Manassas - Mobility Master Plan

Table of Contents

Plan Context and Executive Summary.....	3
Recommendations Summary.....	4
Ongoing and Future Transit Projects	9
Ongoing and Future Air Service Projects.....	9
Chapter 1: Introduction	10
Recent Mobility Accomplishments	10
Ongoing Mobility Projects	11
Chapter 2: Existing Conditions.....	13
Vehicular Mobility.....	17
Vehicle Traffic.....	17
Vehicle Safety.....	18
Active Mobility.....	21
Pedestrian Mobility	21
Bicycle Mobility.....	22
Micromobility.....	23
Transit Services	23
Bus Service.....	23
Rail Service.....	23
Air Service	24
Land Use and Zoning	25
Complete Street Typologies	26
Literature Review.....	28
Chapter 3: Infrastructure Analyses	29
Pedestrian Infrastructure.....	29
Dead-End Connections	30
Bicycle Infrastructure	33
Bicycle Level of Comfort	34
Intersection Treatment and 4-Way Stop Analysis	36
Chapter 4: Prioritization	38
Pedestrian Recommendation Approach.....	38
Methodology.....	38
High-Priority Pedestrian Recommendations.....	41

Bicycle Recommendation Approach	42
Methodology.....	42
Bicycle Facility Type Assignment	44
High-Priority Bicycle Recommendations	48
Chapter 5: Public Engagement	50
Mapping Activity	51
Funding Activity	51
Visioning Activity	52
Chapter 6: Transportation Recommendations.....	53
Roadway and Vehicular Recommendations	53
Pedestrian Recommendations.....	55
Bicycle Recommendations	55
Historic Loop and Nature Trail	59
Micromobility and Bike Share Recommendations	60
Transit Recommendations.....	62
Air Service Recommendations	63
Policy and Programmatic Recommendations	63
Continue Coordination with Surrounding Jurisdictions and Parties	63
Refresh and Enhance Traffic Calming Measures and Policy	63
Intersection and Mid-Block Crossing Treatments	66
Transition Away from Signed Shared Roads.....	66
Safety Education and Enforcement Programs	67
Pursue a Higher Bicycle Friendly Community Award Level	68
Chapter 7: Implementation	69
Infrastructure Feasibility.....	69
Pedestrian Infrastructure Feasibility	69
Bicycle Infrastructure Feasibility	69
Cost Estimates.....	70
Monitoring and Performance Measures	70
Chapter 8: Conclusion	73
Appendices	74

Plan Context and Executive Summary

The City of Manassas Mobility Master Plan seeks to serve as an update to [its 2019 Transportation Master Plan](#) and an integral component of its 2045 Comprehensive Plan, strengthening an active transportation vision for the City for the next 20 years. This plan provides direction to advance the City's overarching goal to have a sustainable and well-connected transportation system that equitably balances walking, bicycling, transit, and driving, while providing streetscapes consistent with the design character of the City and its neighborhoods. Focus areas of this Mobility Master Plan include active transportation, vehicular traffic, and roadway intersections. This plan seeks to make improvements that help increase access to and connectivity between destinations, build upon previous infrastructure investments, enhance the pedestrian realm, and plan for more facilities which enable all ages and abilities to walk and bike. Under the overarching goal outlined above, key objectives of this plan within the 2045 Comprehensive Plan include:

REGIONAL NETWORK

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

MULTIMODAL CONNECTIVITY

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

LOCAL NETWORK

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

SAFETY AND RESILIENCY

Provide a safe, secure, and resilient transportation system.

SUSTAINABILITY

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

To uphold these goals, this Plan offers a palette of strategic infrastructure and policy recommendations designed to integrate seamlessly into the network of existing transportation assets. While single-occupancy vehicle travel remains the dominant mode in Manassas, recent investment in bicycle and pedestrian facility construction and traffic calming have promoted alternative modes. The distribution of activity generators and historic travel patterns suggest that most trips internal to the City can be comfortably completed by foot, bike, or transit. With targeted, right-sized infrastructure investments, Manassas can achieve a significant modal shift towards active transportation, enhance safe access to community destinations for all user types, and establish itself as a regional leader in multimodal mobility.

Recommendations Summary

The following maps summarize infrastructure recommendations by mode. Complete descriptions of recommendations are included in **Chapter 6: Transportation Recommendations**.

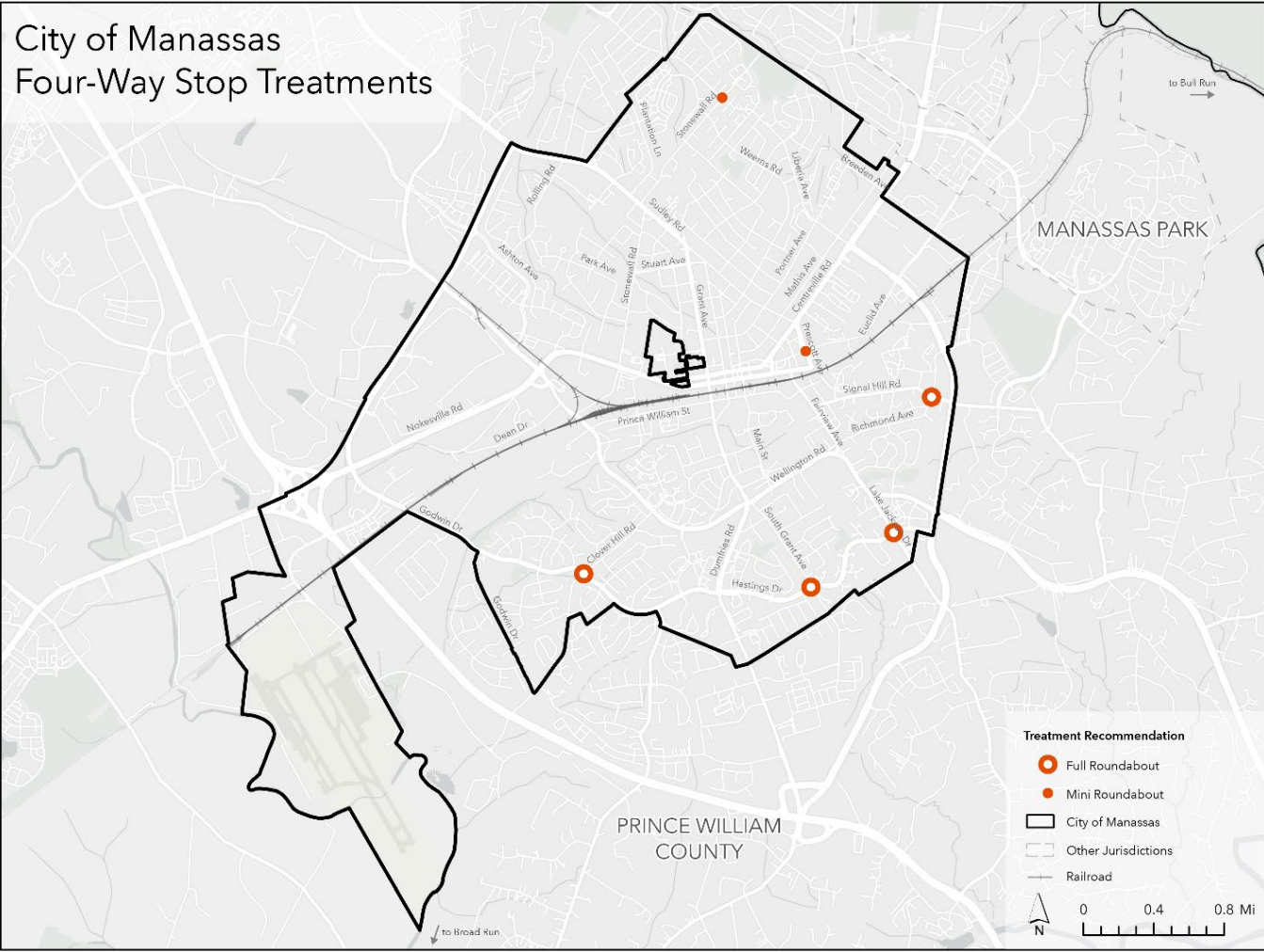


Figure 1: Vehicular Recommendations for Four-Way Stop Intersection Treatments

Table 1: Proposed Intersection Improvements for Vehicle Throughput

Intersection	Recommended Improvement	2045 LOS (AM/PM)	Projected LOS (AM/PM)	Notes
Liberia Ave. & Prince William Pkwy./Hastings Dr.	Construct innovative intersection (quadrant) by extending Hastings Dr. to Prince William Parkway	F/F	C/D C/C (new intersection at quadrant)	Requires additional study in partnership with PWC & VDOT to determine preferred solution
Liberia Ave. & Route 28	Construct innovative intersection (displaced left turn on southbound approach)	D/F	C/C A/B (new intersection – crossover)	
Godwin Drive & Nokesville Rd.	Convert to innovative intersection by eliminating left-turn phase and adding U-turns	D/F	C/D (eliminates left turns) A/B (new U-Turn intersection)	
Sudley Rd. & Centreville Rd.	Add slip right-turn lanes from and to Sudley Rd.	B/F	B/C	Requires additional monitoring; projected traffic delays are based on worst case growth rates ¹
Church St. & Grant Ave.	Add dedicated left-turn lane on westbound Church St.	D/E	C/C	Requires additional study; limited ROW
Center St. & Grant Ave.	Add dedicated right-turn lane on northbound Grant Ave. OR on eastbound Center St.	E/C	C/C	Requires additional study; limited ROW

¹ The 2023 design study for a roundabout at this intersection shows failing PM operations at approximately 30% corridor growth. Based on VDOT's planning guidelines, 17% corridor growth is expected by 2055. This Mobility Master Plan assumes 50% corridor growth and includes a recommended design modification that would allow the intersection to operate at an acceptable LOS.

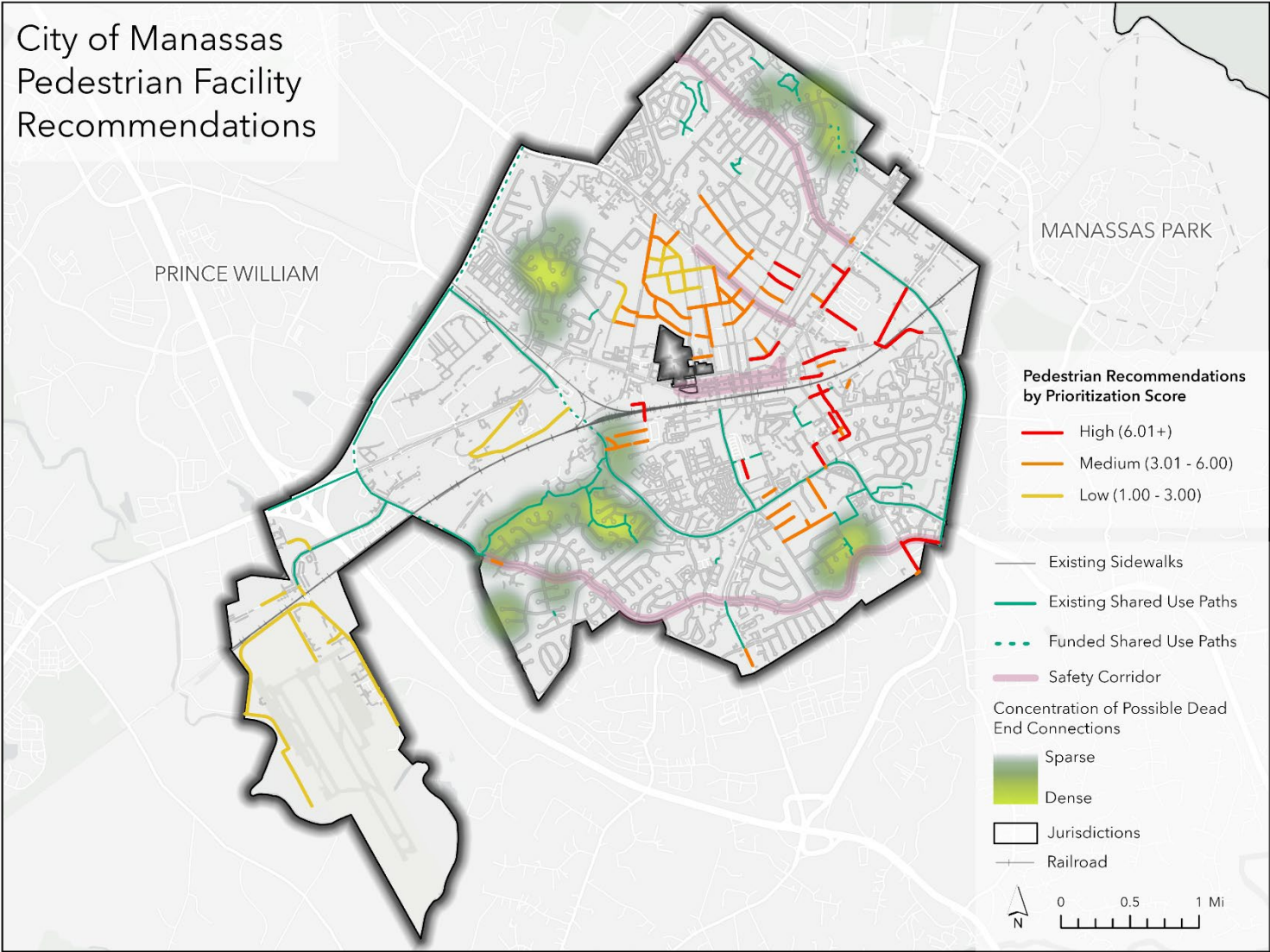


Figure 2: Pedestrian Facility Recommendations

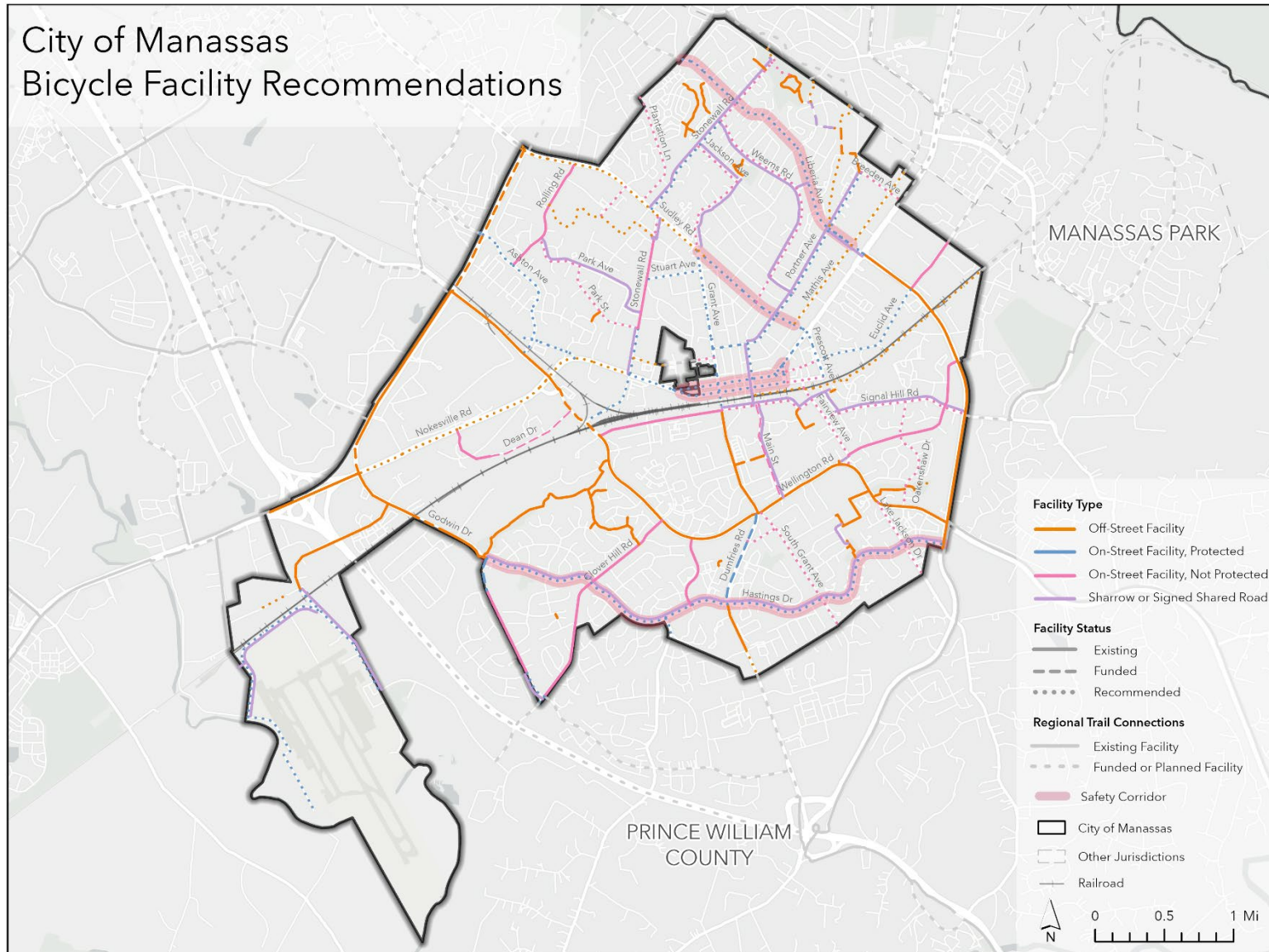


Figure 3: Bicycle Facility Recommendations by Facility Type

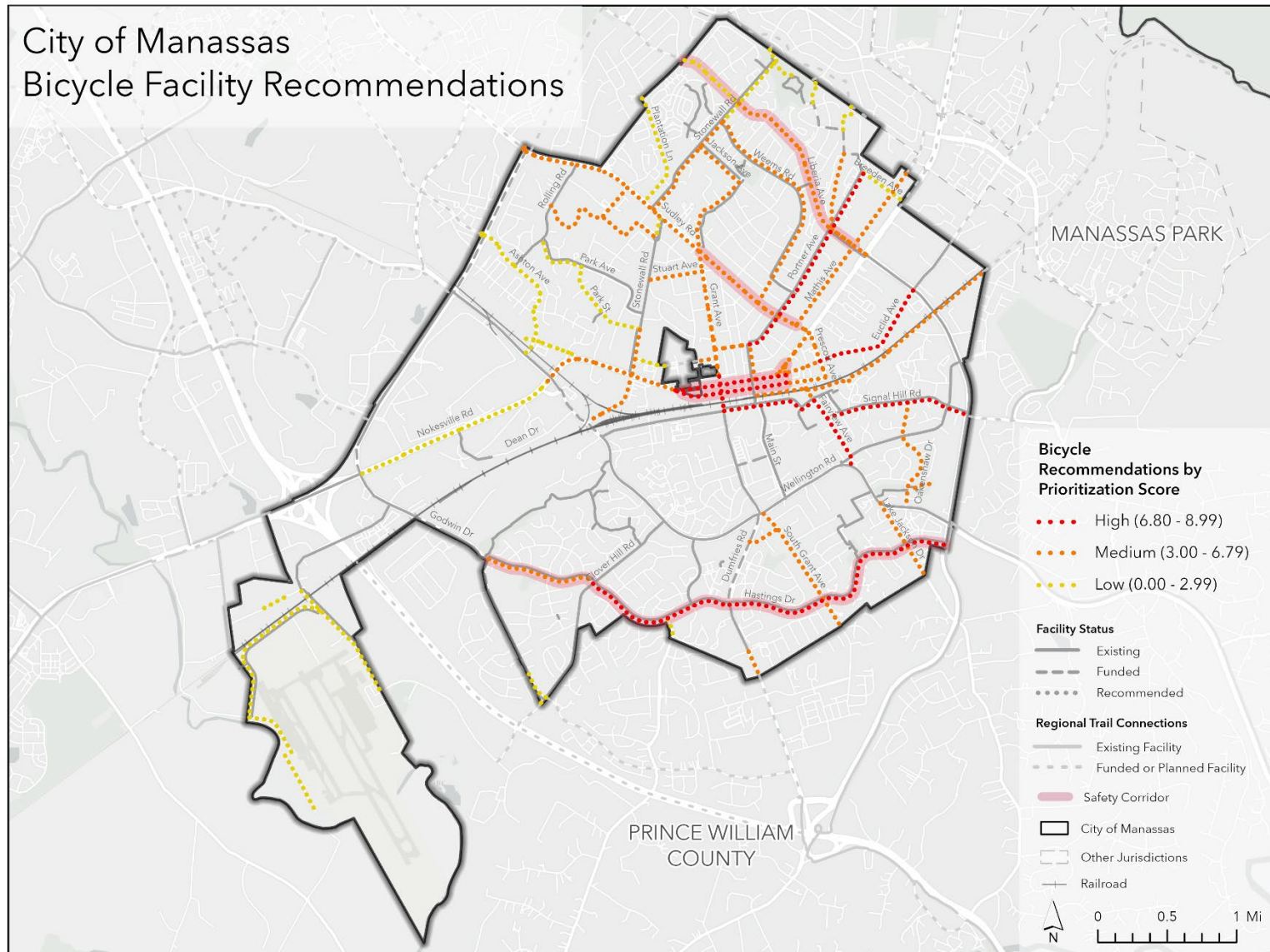


Figure 4: Bicycle Facility Recommendations by Prioritization Score

Ongoing and Future Transit Projects

- Virginia Passenger Rail Authority (VPRA) purchase of Manassas Line from Norfolk Southern Corporation
- Manassas VRE Station Improvements and Platform Expansion
- Broad Run VRE Station Expansion and Maintenance and Storage Facility Improvements
- Downtown Mobility Hub Study (OmniRide)
- Northern Virginia Transportation Authority (NVTA) Preliminary Deployment Plan – Bus Rapid Transit (PDP-BRT)

Ongoing and Future Air Service Projects

Manassas Regional Airport (HEF/MNZ) - Commercial Air Service Expansion

Chapter 1: Introduction

This Mobility Master Plan for the City of Manassas serves as an update to the City's 2019 Transportation Master Plan (TMP), focusing primarily on bicycle and pedestrian infrastructure, vehicular traffic analysis, and key intersection improvements. The plan includes assessment of existing conditions for each mode of travel in the City, with a strong focus on bicycle and pedestrian infrastructure, to identify gaps in the transportation network. Based on these analyses, bicycle, pedestrian, and roadway infrastructure recommendations are outlined and prioritized along with implementation strategies and performance measures. The recommendations from this updated plan will serve as the mobility element of the 2045 Comprehensive Plan.

The City of Manassas adopted a Transportation Master Plan in 2019 in an effort to provide a “roadmap to guide future transportation planning and street design, and [include] a set of recommended traffic, pedestrian, and bicycle infrastructure investments” (p. 4). The focus efforts of this 2019 planning process included:

- Documenting existing traffic volumes and travel patterns
- Travel demand forecasting for the target year of 2040
- Citywide traffic modelling and traffic analysis
- Developing complete street designs and evaluating policy needs
- Assessing pedestrian and bicycle connectivity, including bike share feasibility assessment
- Evaluating future transportation needs
- Engaging key stakeholders and the public in the process

The resulting plan included analysis of existing transportation conditions in the City related to traffic congestion and safety, bicycle and pedestrian needs, transit service, and planned transportation investments. The plan also included forecasting of expected changes to the City's transportation landscape through the plan's target year of 2040. This forecasting included traffic modeling, bicycle network and infrastructure, and general future transportation trends such as automated and electric vehicles, car-sharing and shared micromobility, ride hailing and microtransit, and drone deliveries. Based on the analyses, the plan makes recommendations related to current and forecasted traffic conditions, complete streets typology, and bicycle and pedestrian networks. Along with the bicycle and pedestrian recommendations, a matrix is included with project details and prioritization criteria and scores for each project.

Recent Mobility Accomplishments

The adoption of the 2019 Transportation Master Plan guided the City through a period of dramatic changes in mobility patterns and needs due to the COVID-19 pandemic. Within these past five years, the City has implemented infrastructure, policies, and programs which have responded to an increase in non-vehicular travel demand, including:

- Deployment of the City's first micro-mobility program with Bird e-scooter share (2021-2024)
- Updates to Article 9 of the City's Design and Construction Standards Manual (DCSM, 2022)
- Award of a Bronze-level Bicycle Friendly Community through the League of American Bicyclists (2023)
- Expansion of Bike to Work Day and Car Free Day events

- Sidewalk infill (Quarry Street, Portner Avenue, Gateway Blvd, Cherry Street Sidewalk; Lee Manor Park connection to Hastings Drive)
- Church Street Sidewalk obstructions
- Upgrades to 158 bike racks citywide
- A new bike-friendly repair station with air pump and ten bicycle lockers
- New wayfinding signage in Downtown and along arterial roads
- Creation of a Bike Map Brochure
- Twelve centerline miles of additional bicycle lanes, signed shared roads, and shared use paths since the February 2020 adoption of the Comprehensive Plan
- Route 28/Godwin Drive intersection improvements
- The 1500-foot extension of Dean Drive from its former cul-de-sac terminus through to Nokesville Road (Route 28)
- Route 28/Liberia intersection pedestrian improvements
- Grant Avenue Improvements (Wellington Road to Prince William Street)

Following the adoption of the 2040 Comprehensive Plan and 2019 Transportation Master Plan, a project development fund (T-090) was created in order to develop concepts for new projects recommended by these plans to be added into the City's Capital Improvement Program (CIP). Once the project concept is developed and initial public input is received, funding can be sought; once fully funded, projects are assigned a specific "T" number in the CIP and can advance to design and construction. This process enables more extensive funding and more efficient schedules for critical mobility improvements.

Ongoing Mobility Projects

As of March 2025, the City is progressing the following transportation and mobility projects at each phase of development:

STUDIES AND CONCEPTUAL DESIGN

- Redoubt Road Trail Study
- Hastings Pedestrian Safety Study
- Jackson Avenue Sidewalk
- Sudley Road Bike Facilities
- Dumfries Road Bike Facilities
- Liberia Avenue 3rd Lane Eastbound
- Main Street Traffic Calming Pilot

DESIGN

- Mathis Avenue Streetscape Improvements
- Sudley Road/Centreville Road Roundabout
- Grant Avenue Improvements (Prince William Street to Lee Avenue)
- Trail and Sidewalk Projects
 - Godwin Trail (North), Longstreet Drive, Dumfries Road, and Sudley Road
- Air Traffic Control Tower (Manassas Regional Airport)
- Terminal Expansion Project (Manassas Regional Airport)

CONSTRUCTION

- Sudley Road Third Lane
- Wellington Road Shared Use Path Gap
- Various Street Paving and Repair projects
- Airport Rescue and Firefighting Station (Manassas Regional Airport)

Chapter 2: Existing Conditions

The analyses included in this section are intended to provide an understanding of the present conditions of transportation modes, land uses, and planning efforts in the City of Manassas. This study of the City's existing transportation network and the population's travel behaviors serves as a foundation for future infrastructure and investment strategies.

Between 2000 and 2023, the City's population grew by 21.5 percent to a total of 42,696 residents and a population density of 4,312 people per square mile. According to the Metropolitan Washington Council of Governments (MWCOC), the population is expected to grow by an additional 15.9 percent to an approximate total of 49,500 by 2045. This population generates an average of 150,000 daily trips in Manassas.

An estimated 4.3% of Manassas residents have an ambulatory difficulty (compared to 6.0% in Virginia and 7.0% in the United States). According to the Centers for Disease Control and Prevention (CDC), the rate of physical inactivity in Manassas is 23.7% (compared to 21.2% in Virginia and 23.0% in the United States), and the obesity rate is 35.1% (compared to 35.4% in Virginia and 33.4% in the United States).

On average, 17,261 residents leave Manassas for work daily, 19,220 commuters travel into Manassas for work daily, and 2,286 residents both live and work in the City. **Table 2** enumerates where Manassas residents work and where workers in Manassas reside according to 2022 ACS estimates.

Table 2: Commuter Origins (Workers in Manassas) and Destinations (Manassas Residents), 2022 ACS Estimates

Job Counts by Counties Where Workers Live - All Jobs			Job Counts by Counties Where Workers are Employed - All Jobs		
	2022			2022	
	Count	Share		Count	Share
All Counties	21,506	100.0%	All Counties	19,547	100.0%
Prince William County, VA	6,652	30.9%	Fairfax County, VA	6,012	30.8%
Fairfax County, VA	3,148	14.6%	Prince William County, VA	3,992	20.4%
Manassas city, VA	2,286	10.6%	Manassas city, VA	2,286	11.7%
Loudoun County, VA	1,376	6.4%	Loudoun County, VA	1,831	9.4%
Fauquier County, VA	1,200	5.6%	District of Columbia, DC	762	3.9%
Stafford County, VA	673	3.1%	Arlington County, VA	617	3.2%
Manassas Park city, VA	465	2.2%	Alexandria city, VA	361	1.8%
Culpeper County, VA	449	2.1%	Manassas Park city, VA	289	1.5%
Spotsylvania County, VA	446	2.1%	Fauquier County, VA	277	1.4%
Warren County, VA	299	1.4%	Fairfax city, VA	276	1.4%
All Other Locations	4,512	21.0%	All Other Locations	2,844	14.5%

To determine changes in traffic controls, roadway infrastructure, and traffic volumes since the 2019 Transportation Master Plan, an Existing Conditions Analysis was conducted and can be viewed fully in Appendix E. VDOT Average Daily Traffic (ADT) volumes along with roadway classifications used in this analysis have been provided as a map in Figure 7.



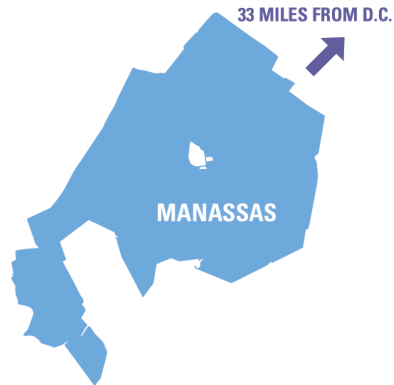
Figure 5: Roadway Classifications & 2022 ADT Map

Figure 6 and **Figure 7** summarize key demographic, mobility, and infrastructure statistics into existing conditions factsheets.

CITY OF MANASSAS FACTSHEET



DEMOGRAPHICS



POPULATION

Since 2000, the city has **GROWN 21.2%** from **35,135** residents to **42,571**

DENSITY

4,257 people/square mile

Total Households: 13,840

Average household size: **3.07**

Percent of households with no vehicle available: **3.7%**

26.4% of the population are under 18

15.5% of the population is over 60

HELLO 57.7% of the population speak only English at home

HOLA 33.7% of the population speak Spanish at home

MOVING IN MANASSAS

150,000 average daily trips

3.7 daily trips per capita

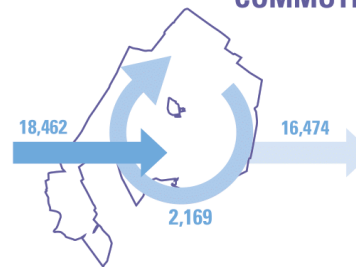
MICRO MOBILITY DATA (APRIL 2021-APRIL 2024)

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

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

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

COMMUTING IN MANASSAS



On average, **16,474** workers leave Manassas for work, **18,462** workers come to Manassas to work, and only **2,169** workers remain in Manassas to work.

Average commute time to work is **34** minutes

DROVE ALONE 72.25%

CARPOOLED 10.79%

WORK FROM HOME 10.25%

WALKED 1.99%

LONG-DISTANCE OR COMMUTERTRAIN 1.99%

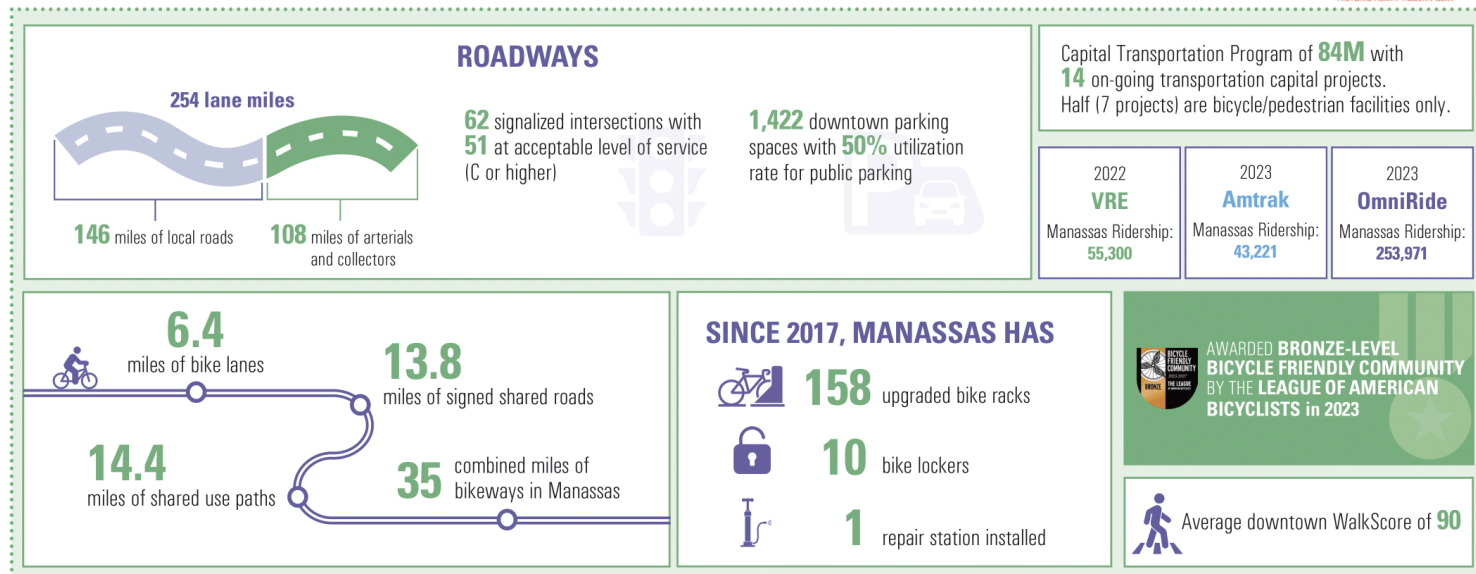
BUS 0.72%

BICYCLE 0.47%

OTHER MEANS 1.54%

Figure 6: City of Manassas Factsheet, Demographics and Trip Types

MOBILITY IN MANASSAS



OPPORTUNITIES FOR IMPROVEMENT

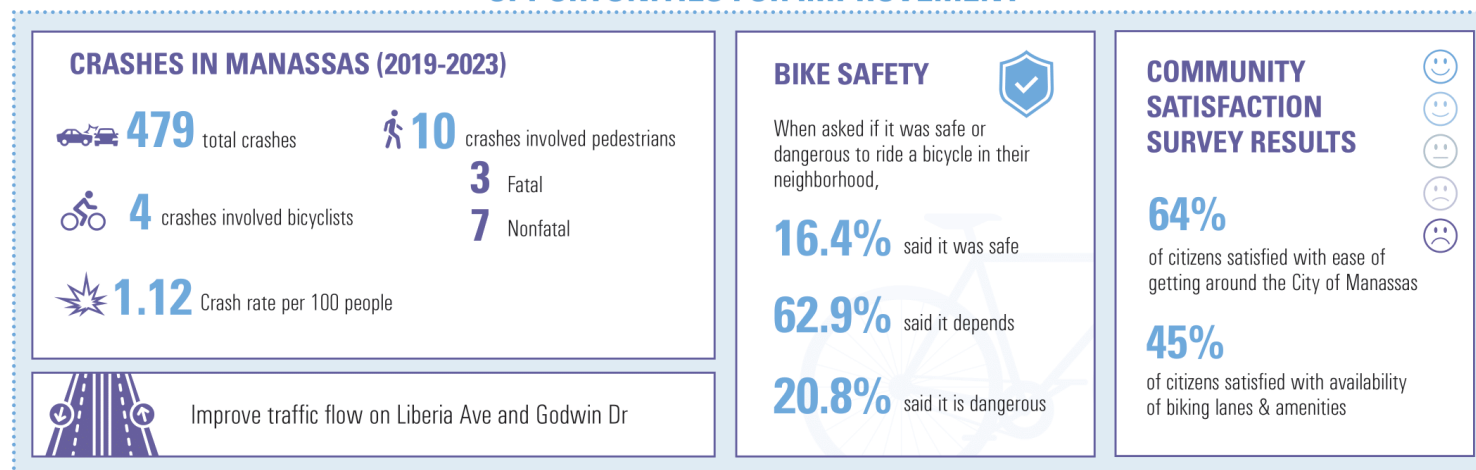


Figure 7: City of Manassas Factsheet, Infrastructure and Opportunities for Improvement

Vehicular Mobility

Manassas has 254 lane miles of roadway, including 146 lane miles of local roads, 108 lane miles of collectors and arterial roadways, and 63 signalized intersections. As supported by this availability of road infrastructure, driving is the most popular travel mode in Manassas. 69.4% of residents drive alone to work and 40.6% of residents drive alone across all trip types. Over 95% of households have access to at least one vehicle, and over one-quarter of households have access to three or more vehicles.

Despite the proliferation of vehicular travel, the utilization of the City's 1,424 downtown public parking spaces is just 29%. Over one-third of daily vehicle trips in the City are shorter than two miles. In the City's 2024 Community Satisfaction Survey, residents assigned particular importance to traffic flow improvements, particularly along Liberia Avenue and Route 28.

A traffic analysis was conducted for the City in 2025. The following sections summarize key observations from this report, which is included in full as **Appendix E**.

Vehicle Traffic

All 63 signalized intersections were studied to assess their Level of Service grade (LOS), a measure of the average delay of all vehicular movements through an intersection. **Table 3** summarizes the average expected delay per vehicle, in seconds, according to the *Highway Capacity Manual, 3rd Edition* used to calculate intersection delays.

Table 3: Level of Service Grades by Expected Average Delay per Vehicle, HCM 3rd Edition

Level of Service grade (LOS)	Expected Delay Description	Unsignalized Intersections (Incl. Stop Controlled)	Signalized Intersections
A	Little or no delay	< 10s	< 10s
B	Short, minimal delay	10 – 15s	10 – 20s
C	Average, acceptable delay	15 – 25s	20 – 35s
D	Long, tolerable delay	25 – 35 s	35 – 55s
E	Very long, significant delay	35 – 50 s	55 – 80s
F	Extreme, excessive delay	> 50s	> 80s

Twelve of these intersections were observed to be operating at a LOS of D or worse during either the AM or PM peak hours. Of the 54 intersections which operated at a LOS of 'A' to 'C' for both AM and PM Peak hours in 2018, 52 continue to operate at a similar LOS in 2024. A lower LOS was observed at four intersections along Godwin Drive in 2024 than in 2018.

The City's Design and Construction Standards Manual (DCSM) states that a LOS of C is the minimum acceptable LOS for all individual movements at intersections; only on Godwin Drive and Liberia Avenue from Prince William Parkway to Mathis Avenue is a LOS of D acceptable.

The intersections of Centerville Road and Liberia Avenue, and Prince William Parkway and Wellington Road, operate at a LOS E (not acceptable) during the AM peak hour. The intersection of Nokesville Road and Godwin Drive operates at a LOS E (not acceptable) during the PM peak hour.

Only the intersection of Prince William Parkway and Wellington Road operates at a LOS of F (not acceptable) during the PM peak hour. **Figure 8** illustrates the 2024 LOS of all signalized intersections for the AM and PM peak periods.

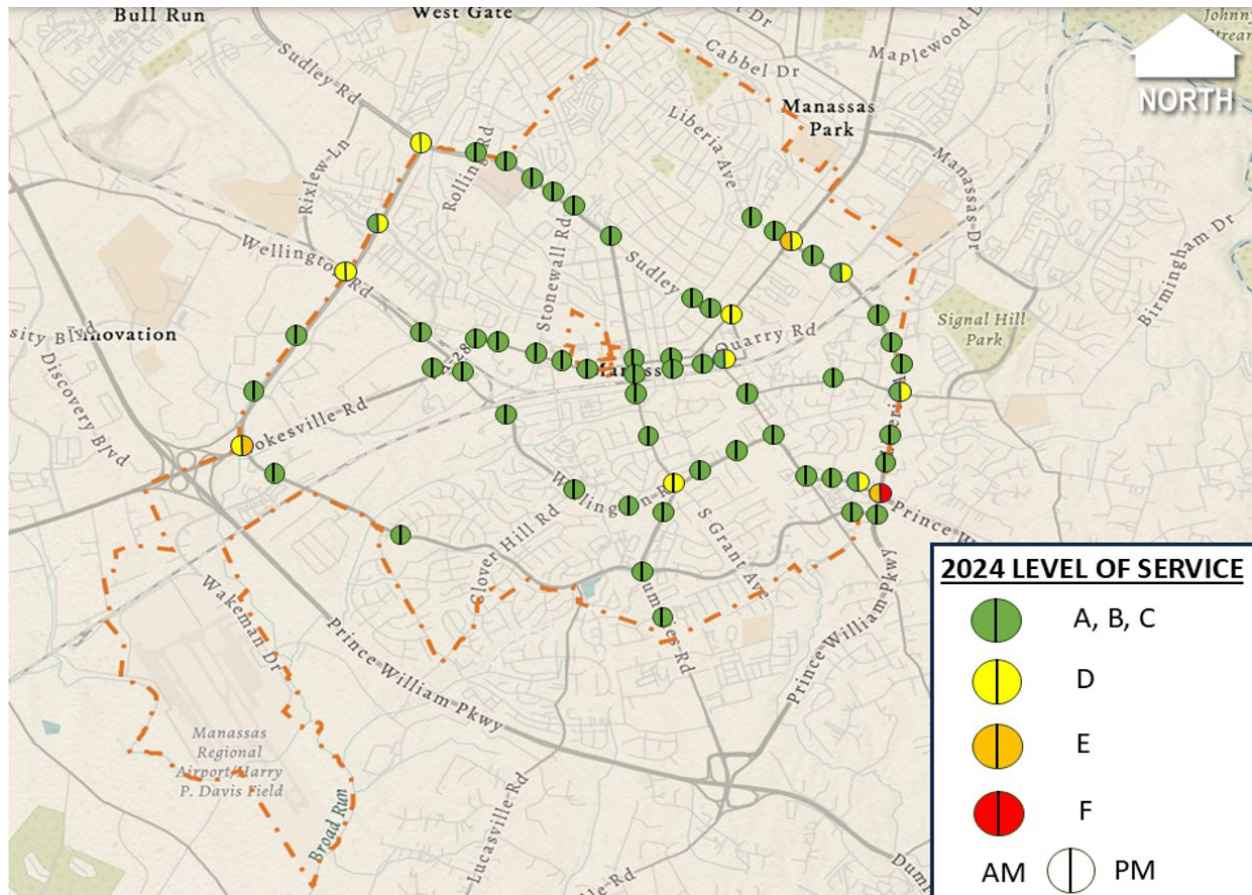


Figure 8: Level of Service by Signalized Intersection

Vehicle Safety

Virginia Department of Transportation (VDOT) crash data from 2019-2023 indicates 1,994 total crashes occurred in Manassas, which translates to a 4.67 crash rate per 100 people in the City. This figure is lower than the 7.42 crash rate per 100 people in the State of Virginia and the 8.86 crash rate per 100 people nationwide during the same time period.

Ten crashes were fatal (0.5% of all crashes, in comparison to 0.7% of all crashes both in Virginia and nationwide) and 52 incurred severe injuries. Of these fatal and severe injury crashes, four involved cyclists and 10 involved pedestrians, three of which were fatal. **Figure 9** depicts the distribution of these fatal and serious injury crashes within this five-year period.

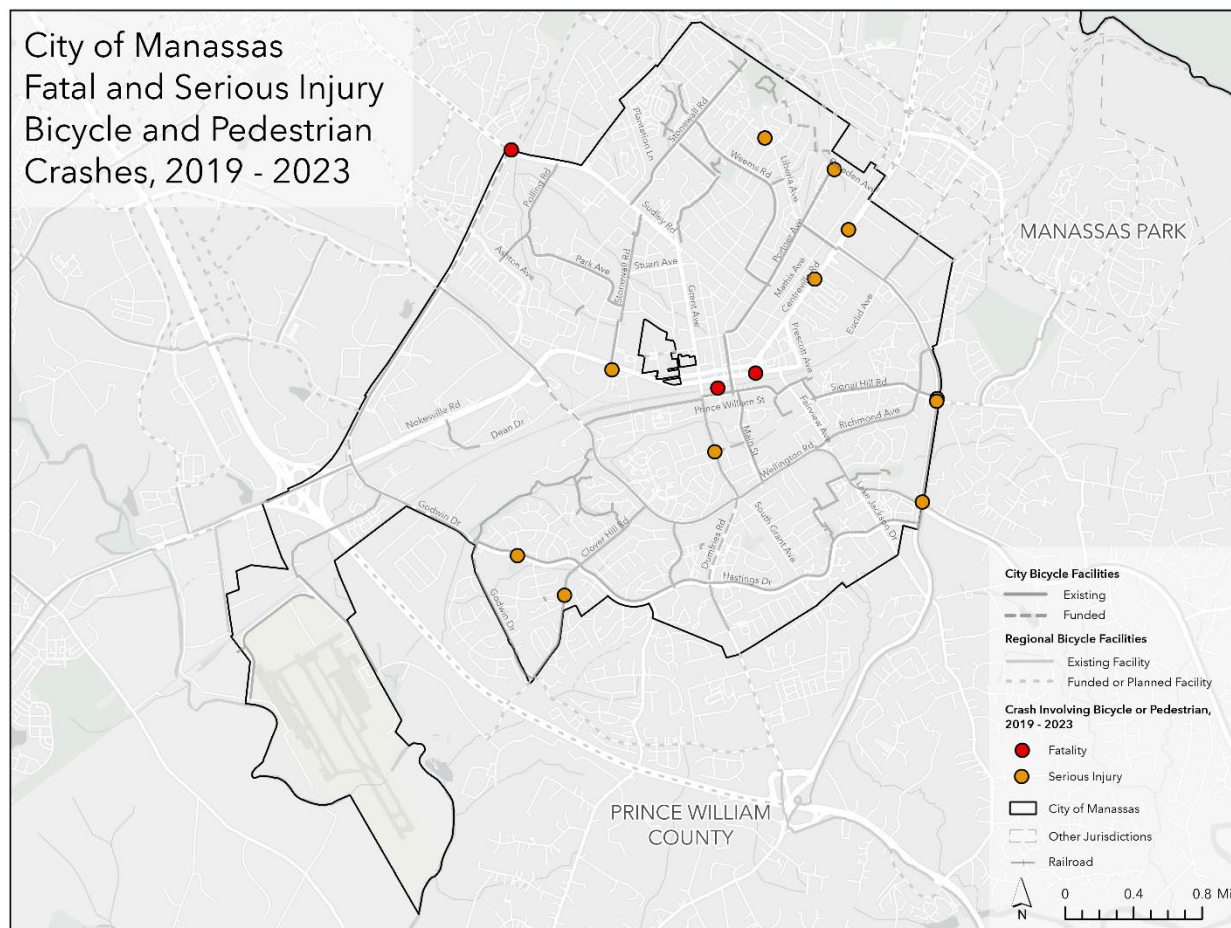


Figure 9: Fatal and Serious Injury Bicycle and Pedestrian Crashes, 2019 - 2023

Across all crash severities, angle crashes were the most common crash type (38%), followed by rear-end crashes (30%). Crashes involving pedestrians and bicycles accounted for 2% and 0.8% of all events, respectively. Speeding was cited as a contributing factor in 80% of the crashes, alcohol was cited in 50% of crashes, and improper seat belt use was cited in 20% of crashes.

Table 4 lists intersections with the highest incidence of crashes (25 crashes or greater) within 200ft of the intersection alongside corresponding crash rate per million entering vehicles (MEV). **Figure 10** provides a heat map of all crash locations.

Table 4: Intersections with the Highest Incidence of Crashes (25 Crashes or Greater)

Intersection Name	Total Crashes (2019 -2023)	Crash Rate (per million entering vehicles)
Euclid Ave & Liberia Ave	58	0.8138
Route 28 (Centreville Rd) & Liberia Ave	53	0.6563
Liberia Ave & Signal Hill Rd	48	0.6812
Prince William Pkwy & Liberia Ave	38	0.4722
Liberia Ave & Mathis Ave	36	0.8051
Mathis Ave & Sudley Rd	34	0.9800
Route 28 (Centreville Rd) & Sudley Rd	32	0.5962
Godwin Dr & Wellington Rd	32	0.6236
Godwin Dr & Route 28 (Nokesville Rd)	28	0.4316
Route 234 (Dumfries Rd) & Hastings Dr	25	0.6996

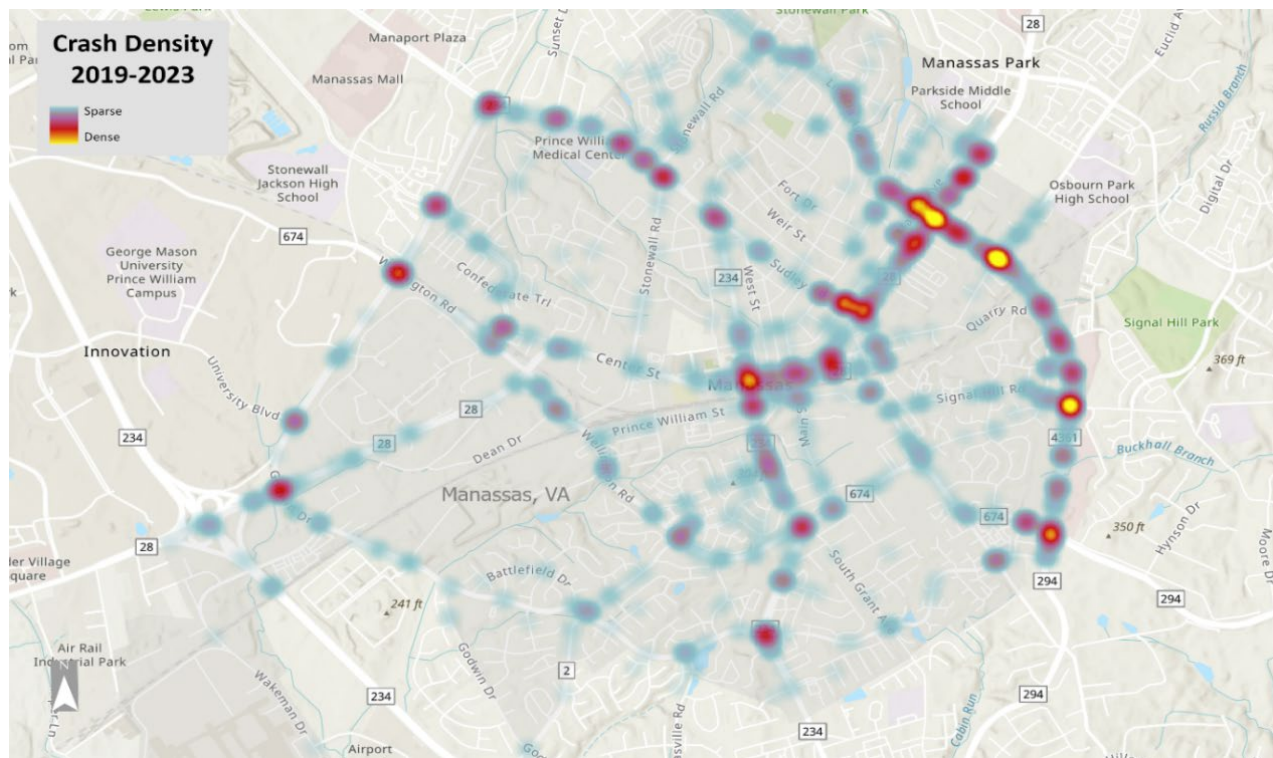


Figure 10: Crash Density, All Crash Types.

Active Mobility

The roadway network in Manassas is complemented by a network of sidewalks, bike lanes, shared use paths, and off-street trails. Despite the integration of alternative mobility infrastructure into the City's roadway geometry, less than 5% of all travelers and less than 3% of commuters in Manassas choose to walk or bike.

Pedestrian Mobility

The pedestrian network in Manassas consists of sidewalks, shared-use paths, and paved off-street trail connections. The extensive network encompasses 93.7% of City roads. In the downtown area, Manassas has a WalkScore of 90; this high score is due to a high commercial and residential density, a concentration of varied land uses, and a street grid with short blocks to facilitate direct pedestrian travel. **Figure 11** depicts the existing network of pedestrian infrastructure in Manassas.

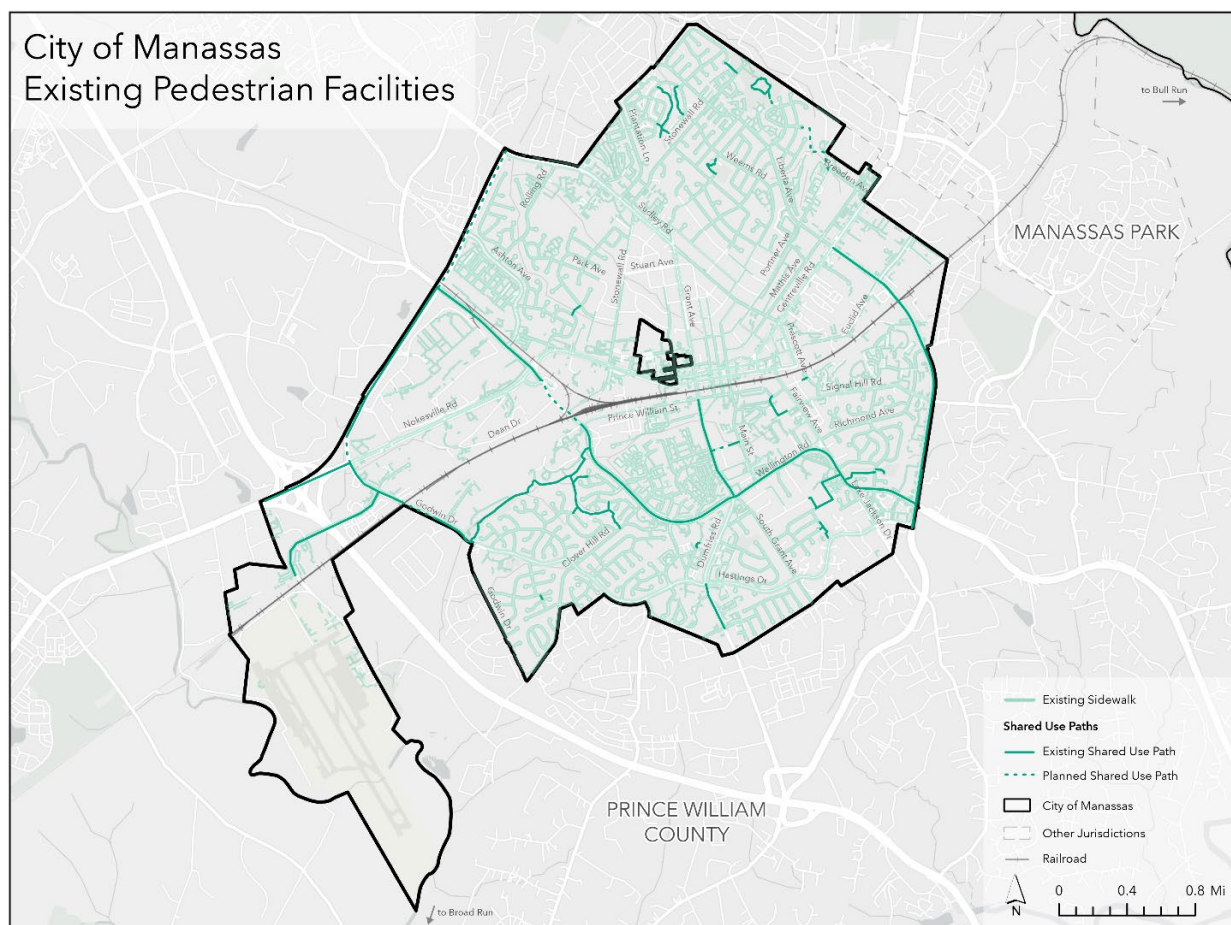


Figure 11: Existing Pedestrian Facilities

Manassas has 35 miles of existing bicycle infrastructure, including 14.4 miles of shared-use paths, 6.4 miles of bike lanes, and 13.8 miles of signed shared roads. Despite the presence of this infrastructure, only 0.3% of residents commute by bike, representing the smallest share of all commuting modes. A greater proportion of residents—4.2%—bike for all trip types, including both commuting and non-commuting trips.

City of Manassas
Existing Bicycle Facilities

Facility Type

- Off-Street Facility
- On-Street Facility, Protected
- On-Street Facility, Not Protected
- Sharrow or Signed Shared Road

City Bicycle Facilities

- Existing
- Funded

Regional Bicycle Facilities

- Existing Facility
- Funded or Planned Facility

Other Features

- City of Manassas
- Other Jurisdictions
- Railroad

MANASSAS PARK

PRINCE WILLIAM COUNTY

0 0.5 1 Mi

N

450

Micromobility

In addition, Manassas piloted its first micromobility program (Bird) for short trips and last-mile connections between 2021 and 2024. In those three years of service, Bird scooters accounted for 19,691 trips with an average trip length of one mile.

Manassas has studied, but not yet implemented, alternative bikeshare or scooter-share services. See **Micromobility and Bike Share** Recommendations for a summary of these ongoing planning considerations.

Transit Services

Transit service in Manassas includes local and express bus (OmniRide), regional rail (Virginia Railway Express), and intercity rail (Amtrak). While these transit services also offer a modal alternative to connect to local and regional destinations, only 2.3% of the population regularly uses transit to commute; which may be attributable to rider perceptions of inconvenient access, lack of frequent or reliable service, or long travel times and high costs. Other specific factors such as a lack of reverse flow VRE trains, a lack of weekend VRE service, and a lack of connectivity from one mode to another may also contribute to this relatively low modal share.

Bus Service

OmniRide provides bus transit services in the City of Manassas through local routes and commuter routes connecting Manassas to other jurisdictions with key destinations. OmniRide services in the City include:

OMNIRIDE LOCAL – Local bus service in and around Manassas

OMNIRIDE CONNECT – Microtransit service in Manassas and Manassas Park

OMNIRIDE EXPRESS – Express commuter bus service between Manassas and destinations such as the Dulles Corridor, Herndon, Reston, the Pentagon, and Downtown Washington, DC

OMNIRIDE METRO EXPRESS – Express commuter bus service between Manassas and Tysons Corner Metro Station

OMNIRIDE EAST-WEST EXPRESS – Connects Manassas with eastern Prince William County

In 2023, OmniRide ridership in Manassas totaled 253,971 across all routes and services.

Rail Service

The Manassas Line of the Virginia Railway Express (VRE) offers weekday commuter rail service through Fairfax County, Alexandria, and Arlington to Downtown Washington, D.C. Two VRE stations are located in Manassas: Manassas Station is located in Downtown, and Broad Run Station—the western terminus of the Manassas Line—is located at the City’s western boundary, just north of the Manassas Regional Airport. In 2022, 28,300 VRE passengers boarded at Manassas Station and 34,700 passengers boarded at Broad Run Station. The Manassas Park VRE station is located 0.5 miles to the northwest of City limits.

Manassas is also served by the Amtrak Cardinal (Chicago to New York), Crescent (New Orleans to New York), and Northeast Regional (Roanoke to Boston) intercity services. Amtrak shares Manassas Station with VRE, where 43,221 Amtrak passengers boarded in 2023. **Figure 13** depicts VRE and Amtrak rail service and OmniRide bus services in Manassas as of July 2024, reflecting the

service data used for this analysis. Due to seasonal OmniRide service changes, route alignments and stops have been modified since the date of this analysis.

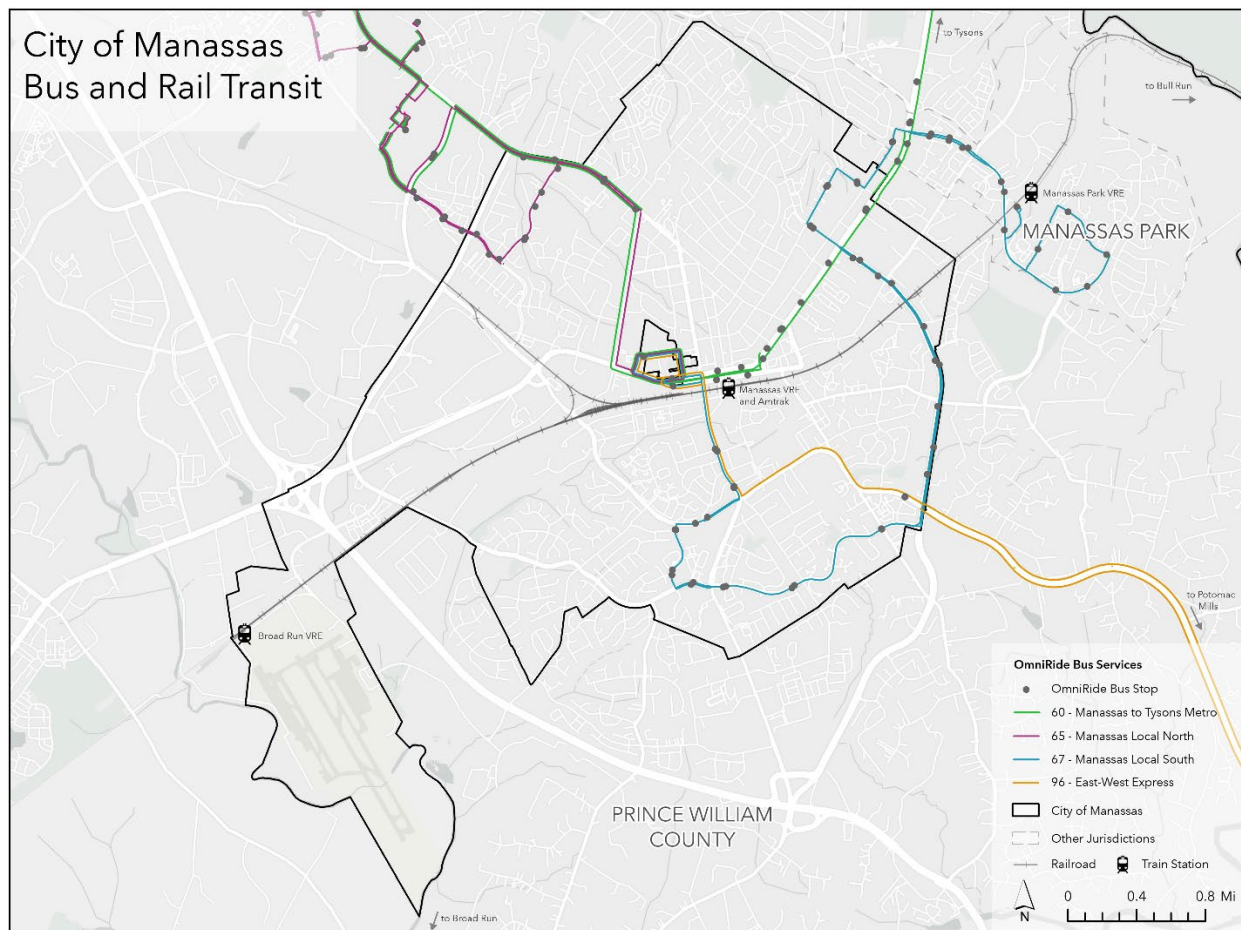


Figure 13: Bus and Rail Transit Services (July 2024)

Air Service

Air Service in Manassas is supported solely by the Manassas Regional Airport. As of 2025, the Manassas Regional Airport is a general aviation public use airport that offers services to aircraft owners, charter companies, and is home to various flight schools. The Airport currently does not have any scheduled airline service. In 2026, it is expected that there will be an expansion of the existing terminal facilities with scheduled airline service starting later in the year. Manassas Regional Airport is located on the City's southwestern boundary. In 2024, there were a recorded 102,777 aircraft operations*.

*Operation - Defined as a single takeoff or landing of an aircraft or helicopter at an airport.

Land Use and Zoning

The land use make-up of the City of Manassas includes majority residential neighborhoods, but some other mixes of uses within neighborhoods, downtown, and along key corridors. **Figure 14** shows a map of “character areas” throughout the City designated in the 2040 Comprehensive Plan to “present design principles that serve as land use strategies for the Plan”².

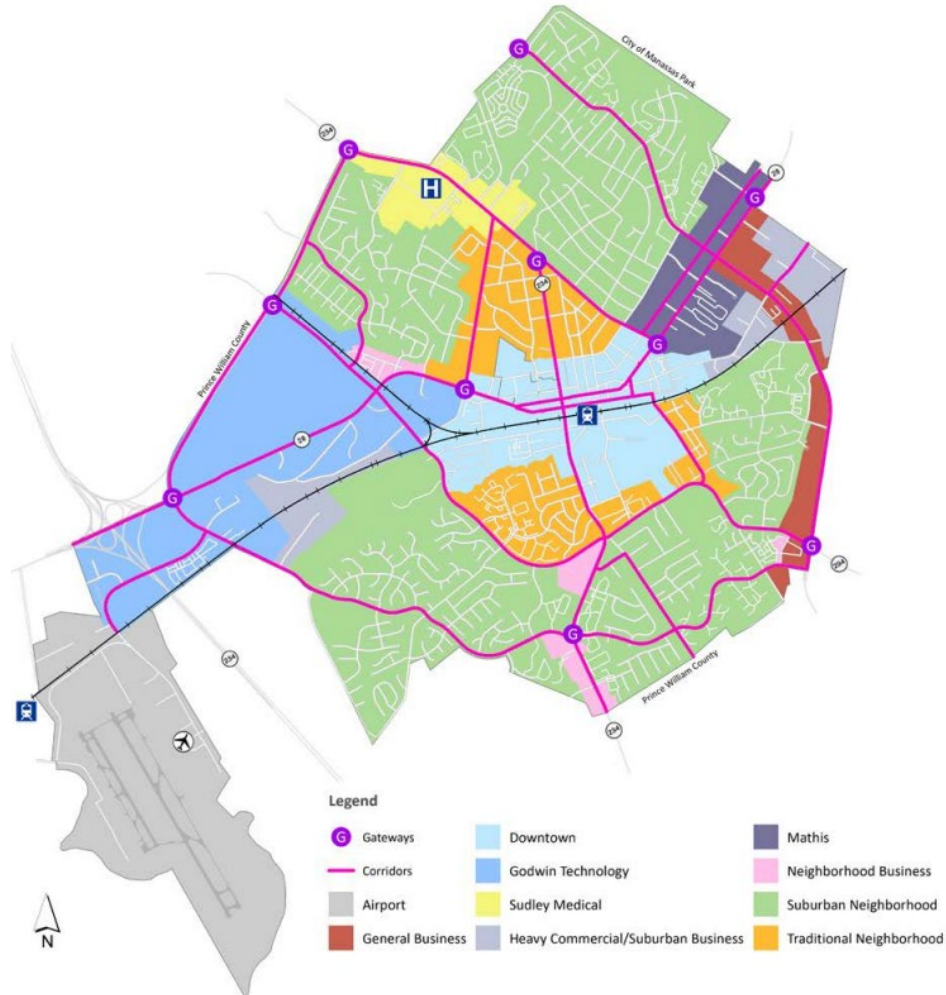


Figure 14: City of Manassas Character Areas

The character areas show primarily residential neighborhoods in the north and south portions of the City, with a few business developments mixed in. The western area is primarily industrial with the technology park. The downtown area represents the civic and business hub of the City, while the Mathis area to the east along the Route 28 corridor represents a revitalization area intended to complement downtown with a mix of residential and other business uses. The general business corridor is along Liberia Avenue on the southwest edge of the City and is intended to provide multimodal access to retail/service, office, and institutional uses. In addition, smaller heavy commercial/suburban business areas exist in the west and east areas of the City supporting “office, wholesale, manufacturing, distribution, heavy commercial, and accessory retail businesses compatible with a mixed-use, urban community.”

² [Chapter 3 - Land Use web.pdf](#)

Complete Street Typologies

The 2019 TMP classifies all public roadways in the City as one of eight complete street typologies: urban street, mixed-use street, collector-connector, commercial corridor, industrial/suburban business road, neighborhood connector, neighborhood street, and shared street. While the traditional functional street classification system (e.g., arterials, collectors, or local roads) evaluates roadway characteristics to optimize vehicle circulation, the complete street typologies are based on the character areas and establish design guidelines to optimize multimodal circulation, safety, and comfort.

Each typology seeks to balance the needs of motorists, pedestrians, cyclists, and transit users according to road geometry, adjacent property access, anticipated traffic volumes by mode, and network connectivity. While right-of-way, land use, grade, and utility considerations may restrict the feasibility of a full build-out for the recommended typology, the classification system is referenced throughout this document as a framework to assess mobility needs and optimal design conditions.

Figure 15 presents the full public roadway network according to the complete street typologies assigned in the 2019 TMP. Note that minor adjustments have been made since the 2019 TMP for consistency with changing land use patterns and typical cross-sections for each typology.

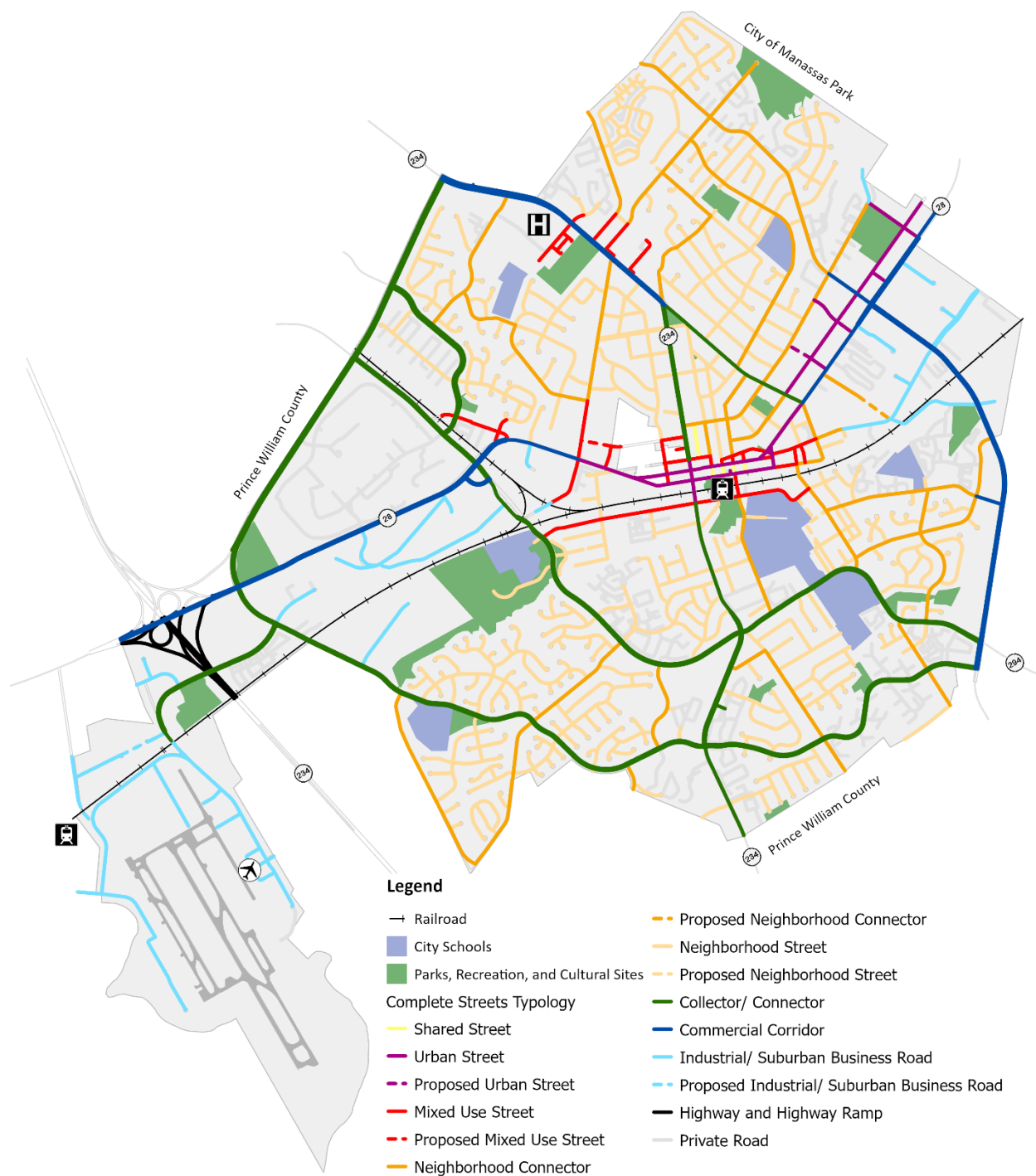


Figure 15: Complete Street Typologies. Source: 2019 TMP (Updated June 2025)

Literature Review

As a part of the process of understanding existing transportation conditions in Manassas, several applicable City, regional, and state transportation plans and relevant studies were reviewed to identify any relevant recommendations for the local network. The following documents were reviewed:

- Manassas 2040 Comprehensive Plan (2020)
- Manassas Strategic Plan (2020-2025)
- Manassas Capital Improvement Plan (2020-2025)
- Manassas Draft Climate Action Plan (2023)
- Article 9 of Manassas Design and Construction Standards Manual (2022)
- NVTa TransAction (2022)
- NVTa Six Year Program (2024-2029)
- National Capital Region Transportation Planning Board: Visualize 2045 (2022)
- National Capital Region Transportation Planning Board: Bicycle and Pedestrian Plan (2022)
- VRE System Plan (2024)
- Potomac and Rappahannock Transportation Commission (PRTC) Strategic Plan: Future Trends Summary (2017)
- PRTC Transit Strategic Plan (2020-2029)
- Virginia Multimodal Freight Plan
- VDOT Six-Year Improvement Program
- Prince William County Safe Routes to School: Yorkshire Small Area Plan Study (2020)
- VDOT Virginia 2024 – 2026 Vulnerable Road User Safety Assessment Report (2023)

From these existing plans and studies, key recommendations were identified that are relevant to transportation in the City of Manassas. These recommendations indicating planned/future conditions were considered along with existing conditions in the analysis of the network. Some of the key types of recommendations include:

- New and upgraded sidewalk and shared-use path connections
- Incorporation of Complete Street infrastructure
- Downtown mobility hub, integrated with future OmniRide transit hub
- Bus Rapid Transit (BRT) on Route 28 corridor
- New bike lanes
- Traffic calming measures
- Other bike facilities (e.g., bike racks, repair stations)
- New transit connections to other jurisdictions (Warrenton, Fauquier, Culpeper)
- Addressing bicycle/pedestrian gaps around schools
- Expanding first/last mile connections (shared micromobility)
- Enhanced pedestrian access through Broad Run and Manassas VRE station renovations
- VRE Manassas Line Trail: Landmark to City of Manassas, a multi-use trail facility

Chapter 3: Infrastructure Analyses

The following section isolates and studies each infrastructural element of Manassas' active mobility network in greater detail. By mode, these analyses examine where infrastructure currently exists, where it is funded or already within the planning process, and where it is missing. The infrastructure inventory created through these analyses will be used to determine where bicycle and pedestrian infrastructure could connect to key destinations, promote use by all ages and abilities, and better accommodate users' travel behaviors. An advanced analysis of pedestrian and bicycle infrastructure allows for the prioritization of future construction projects against one another.

Pedestrian Infrastructure

The pedestrian infrastructure analysis examines the distribution and identifies gaps in the City's network of sidewalks, shared-use paths, and paved off-street trail connections. Together, these three facility types constitute the City's pedestrian network. This analysis did not consider unpaved off-street trail connections, as the City's land uses generally do not support this facility type (i.e., there are no wooded or parkland parcels which do not already have a network of paved off-street trails).

This analysis compared the existing and funded pedestrian network to the complete public roadway network. Network gaps were defined as segments of the public roadway network which were missing adjacent pedestrian facilities on both sides of the road within 50 feet of the roadway centerline.

City staff identified select roadway segments with an adjacent pedestrian facility on only one side of the road within 50 feet of the roadway centerline to be included in the inventory of gaps. These roadways were selected in accordance with the 2045 Comprehensive Plan proposed strategy 6.3.5, which establishes a goal for sidewalks on both sides of the street within Downtown, Mathis, and Traditional Neighborhood Character areas. These focus geographies warrant additional pedestrian protections due to high pedestrian traffic and vehicle speeds or volumes, adjacent land uses (e.g., commercial properties with frequent driveways and turning vehicles), or previous identification of safety risk.

Applying this methodology, **Figure 16** illustrates the complete list of gaps in the existing pedestrian network, including the select segments where pedestrian facilities are warranted on both sides of the road. 103 network gaps were identified, totaling approximately 15.1 miles in length. 93.7% of the public roadway network contains an adjacent pedestrian facility, and 6.3% do not.

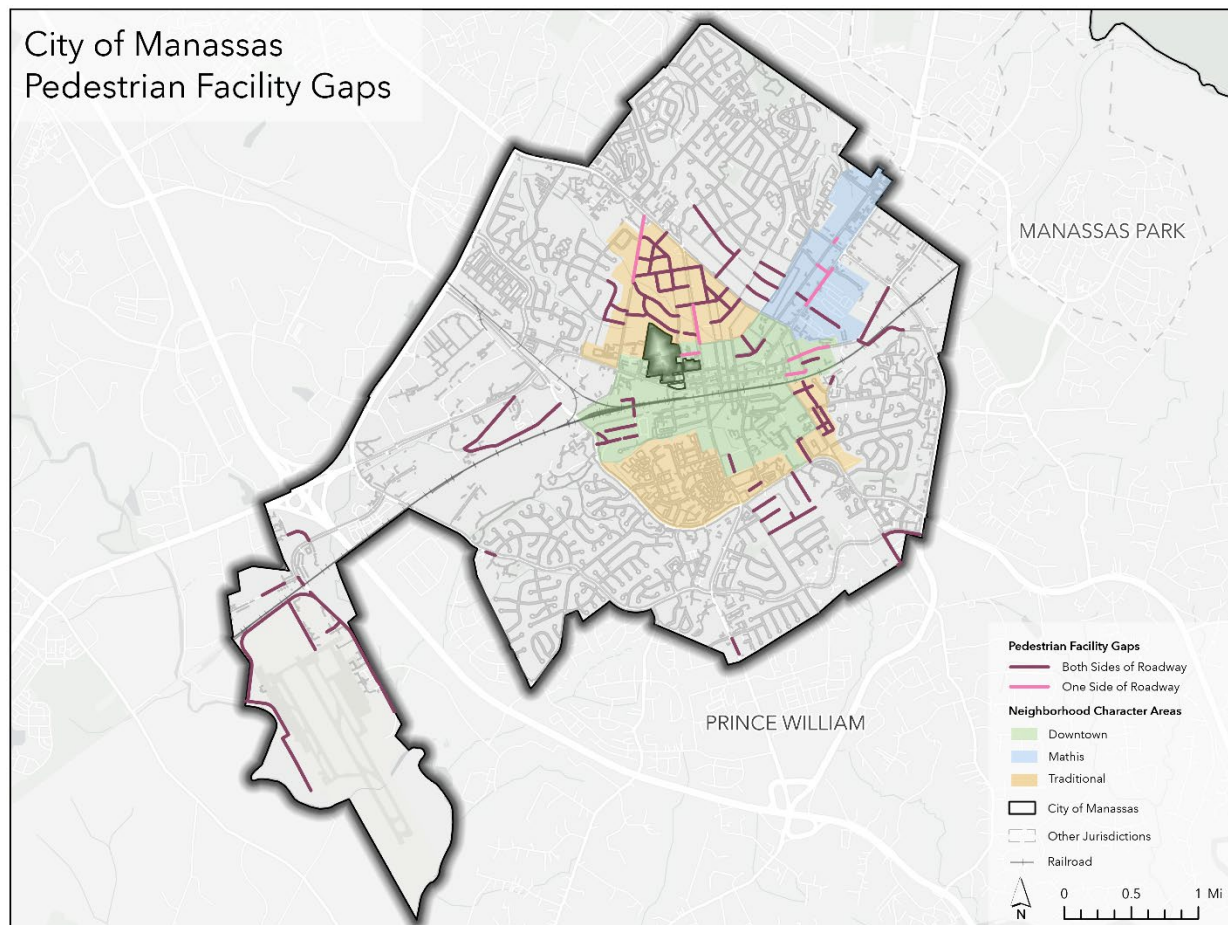


Figure 16: Pedestrian Facility Gaps

Dead-End Connections

The pedestrian infrastructure gap analysis, as described above, relies on the public roadway network as the basis for all future facility needs. Therefore, this analysis does not capture the potential application of paved off-street trail connections where the geometry of the public roadway network does not intuitively support pedestrian travel routes.

In many of Manassas' newer residential subdivisions (suburban neighborhood character areas), a proliferation of cul-de-sacs create a "loops and lollipops" street pattern, increasing the travel distance between destinations with an otherwise small linear distance. For example, the cul-de-sac of Shannon Lane is located 350 feet from the Winters Branch Trail, but accessing the trail requires traveling three-fourths of a mile along the existing roadway network, as shown in **Figure 17**. Constructing paved off-street trail connections could greatly reduce pedestrian travel times between these destinations.



Figure 17: Shortened Pedestrian Travel Distances through Dead-End Connection

This analysis identifies locations of dead-end termini where the end of the roadway centerline falls within 250 feet of a City-owned parcel and shared-use path or off-street paved trail. Where the same parcel, path, or trail falls within 250 feet of multiple dead-end termini, clusters of cul-de-sacs have been identified as the start and end nodes of potential future pedestrian connections. **Figure 18** shows the distribution of five dead-end clusters across the City, with specific dead-end roadways listed in **Table 5**.

Table 5: Dead-End Clusters by Potential Trail Connections

Dead-End Cluster	Potential Dead-End Trail Connections
Stonewall Park Cluster	Kamlea Drive
	Vicksburg Lane
	Fairfax Street
	Point of Woods Drive
Flat Branch Cluster	Garland Court
	Merit Court
	Olden Court
	Greengate Court
	Winterwood Court
	Bramble Court
Winters Branch Cluster	Harvest Place
	Field Court
	Sandy Court
	Natchez Court
	Shannon Lane
	Sebastian Court
Clover Hill Cluster	Daylily Court
	Corydalis Court
	Gloxinia Way

Dead-End Cluster	Potential Dead-End Trail Connections
Olde Mill Cluster	Cloudberry Way
	Dahlia Court
	Grist Mill Court
	Willa Lane
	Nantucket Court
	Waterbury Court
	Westwood Court

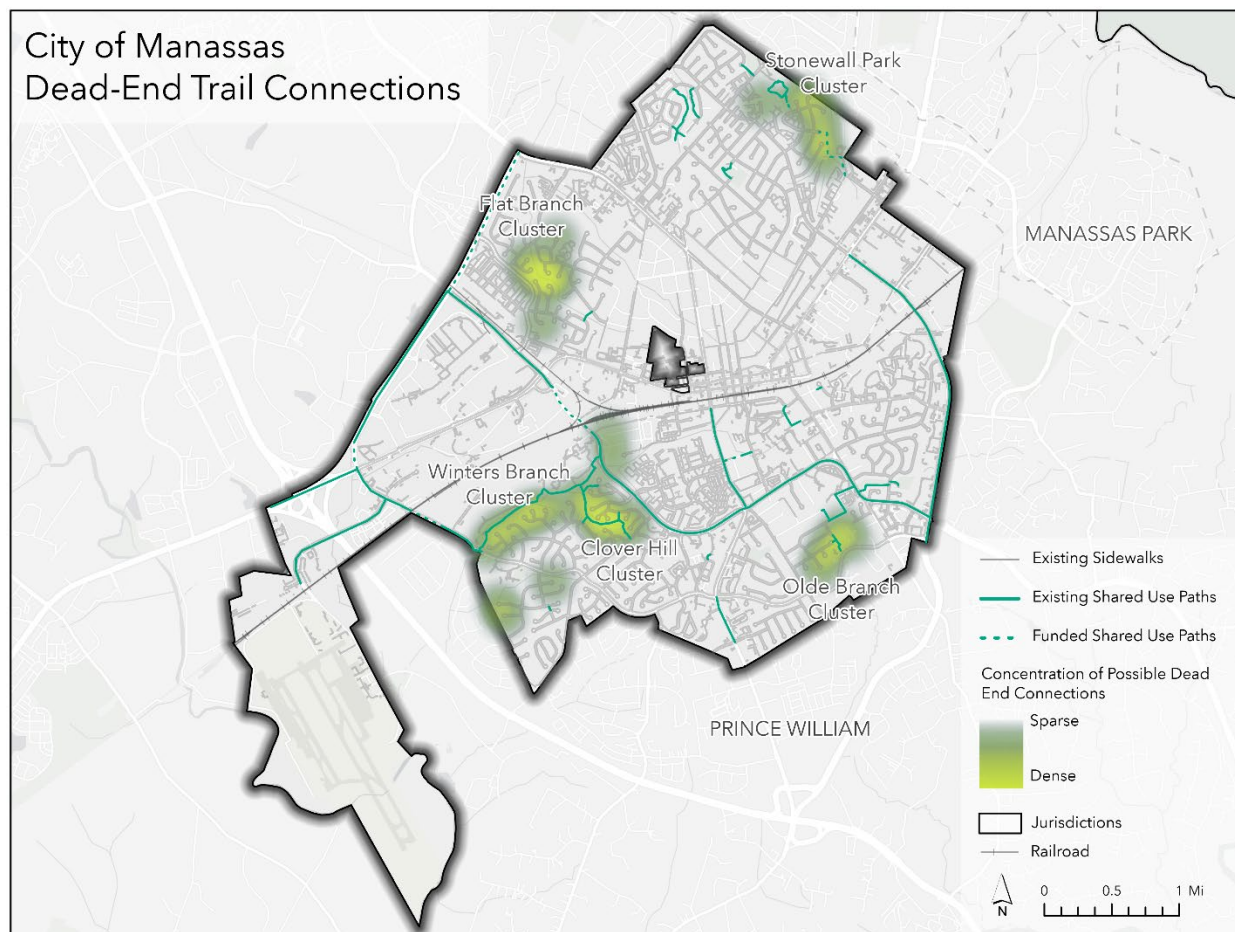


Figure 18: Clusters of Dead-End Trail Connections

Bicycle Infrastructure

To identify gaps in the City's bicycle network, this infrastructure analysis examines the distribution and interconnectivity of on-street bike lanes, shared-use paths, and signed shared roads. Together, these three facility types constitute the City's bicycle network. This analysis compared the existing and funded bicycle network to the complete public roadway network. Network gaps were defined as segments of the public roadway network which were missing adjacent bicycle facilities on both sides of the road within 50 feet of the roadway centerline. For the purposes of this analysis, signed shared roads were not considered as having adjacent bicycle facilities.

Applying this methodology, **Figure 19** illustrates the complete distribution of gaps in the existing bicycle network. While over 1,200 network gaps were identified, not all roadways necessitate a dedicated bicycle facility. A majority of the bicycle gaps occur on neighborhood streets (per the complete street typology), where traffic volumes are low and slow enough that most cyclists can still comfortably and safely travel without a dedicated facility.

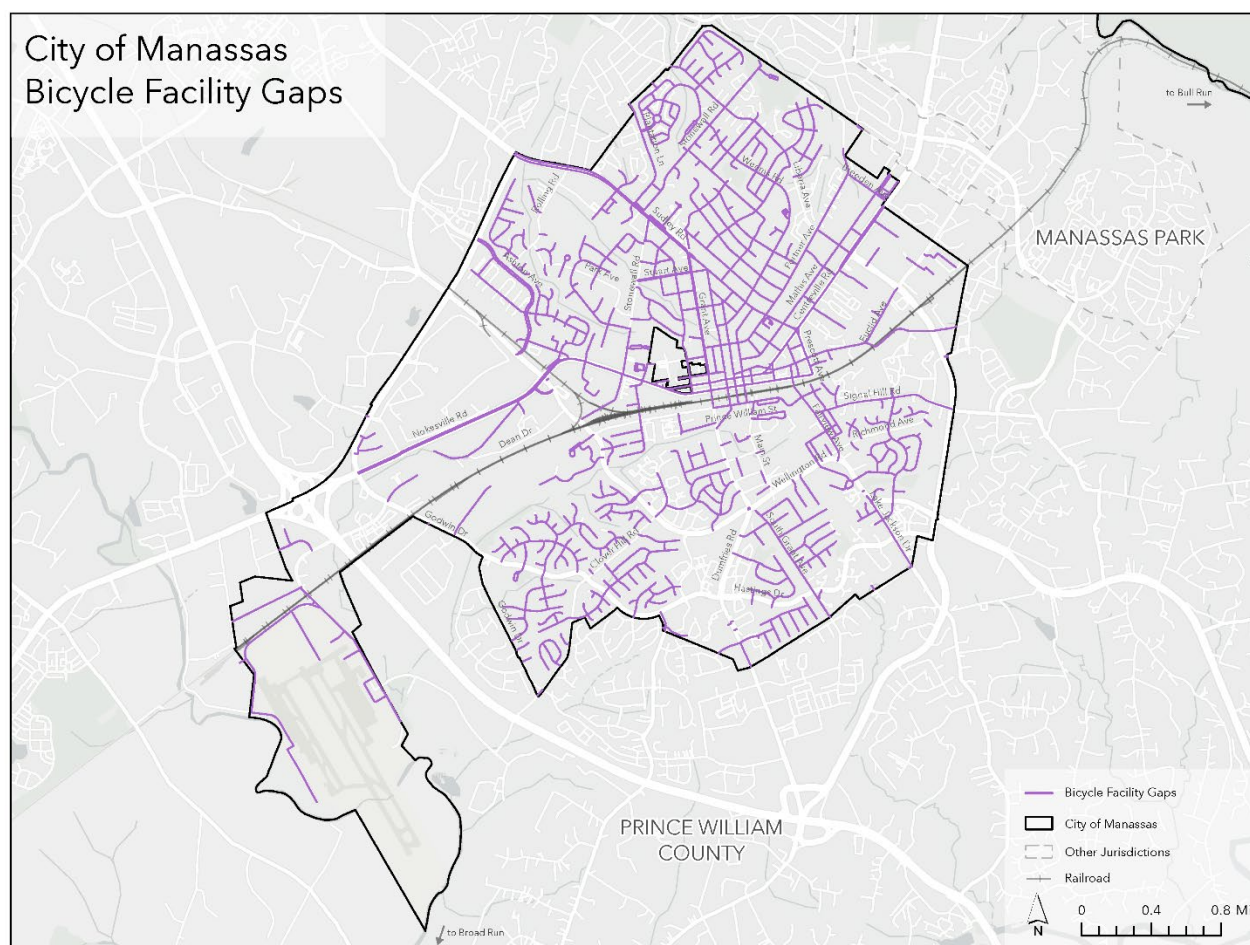


Figure 19: All Bicycle Facility Gaps

Bicycle Level of Comfort

To determine which roadway segments necessitate a dedicated bicycle facility, a Bicycle Level of Comfort (BLoC) analysis evaluated each public roadway segment according to select roadway characteristics which contribute to the Level of Traffic Stress (LTS) for cyclists. The output of this analysis assigns a discrete LTS score from one to four to each public roadway segment. LTS is the direct inverse of BLoC; the higher the LTS, the lower the bicycle level of comfort and the greater the need for a dedicated bicycle facility. On lower LTS roadways, a dedicated bicycle facility may not be necessary. **Table 6** lists the roadway characteristics evaluated to calculate LTS.

Table 6: Roadway Characteristics for LTS Determination

Roadway Characteristic	Data Source (July 2024)	Application
Lane Count	Federal Highway Administration (FHWA)	Roads with two or more lanes have a higher LTS than roads with just one lane
Average Daily Traffic (ADT)	Virginia Roads (VDOT)	Roads with greater daily vehicular traffic have a higher LTS than less-traveled roads
Functional Classification	Virginia Roads (VDOT)	Roads with higher functional classification (e.g., arterial streets) have a higher LTS than roads with a lesser classification (e.g. local roads)
Speed Limit	Prince William County	Roads with higher speed limits have a higher LTS than roads with low or no posted speed limits
Adjacency of Existing Bicycle Facilities	City of Manassas; VDOT	Roads without a separated bicycle facility (i.e. a shared-use path) have a higher LTS; roads with an adjacent shared-use path automatically score an LTS of 1
Travel Direction	Prince William County	Used to qualify the above characteristics. For example, a roadway with one travel lane in each direction has a lower LTS than a one-way, two-lane roadway

To conflate these roadway characteristics into a singular LTS score, this methodology follows quantitative criteria published by Northeastern University³. Where roadway data was incomplete or entirely missing, select assumptions translated available data into a format compatible with these calculation guidelines.

Due to unavailability of parking lane data, it was assumed that all bike facilities are not adjacent to parking lanes. Streets with no ADT data were assumed to have an ADT of 1500. Bike lanes with a

³ Furth, Peter, *Level of Traffic Stress Criteria for Road Segments, version 2.2*. May, 2022. Northeastern U.

documented width⁴ ranging from four to six feet were set to an average width of five feet, and bike lanes with no documented width were assigned a width of four feet. Roadways with a shared use path within 50 feet of the roadway centerline were automatically assigned an LTS of 1, following standards adhered to by Fairfax County and Arlington County. For roadway segments with two separate centerlines (e.g., an arterial street divided by a landscaped median), two separate LTS scores were calculated and assigned to each roadway centerline. Additionally, an LTS analysis was not completed for roadway intersections or mid-block crossings. Where data availability was limited, select assumptions or generalizations were made to supplement existing data. LTS scores may not represent comfortability conditions with complete accuracy, and institutional knowledge of City staff was applied to further refine these results. As the LTS scores were used as just one component of these bicycle facility recommendations, they are not intended to be interpreted as a network map but rather as a decision-making tool for future infrastructure investments.

Evaluated and applied collectively, the above roadway characteristics assign a discrete score between one to four to each roadway segment, with corresponding user perceptions listed in **Table 7**. **Figure 20** illustrates the assignment of LTS scores for roadways in Manassas.

Table 7: User Perception by Level of Traffic Stress

Level of Traffic Stress (LTS) Score	User Perception by Level of Traffic Stress
1	Negligible traffic stress; comfortable for cyclists of all experience levels
2	Light traffic stress; readily comfortable for experienced cyclists, but may be slightly uncomfortable for inexperienced riders
3	Medium traffic stress; tolerable for experienced cyclists, but likely to be uncomfortable for inexperienced riders
4	High traffic stress; uncomfortable even for experienced riders, perceived as “un-bikeable” by inexperienced riders

⁴ City staff measure bike lane width as the distance between the edge of the gutter pan and the edge of the stripe.

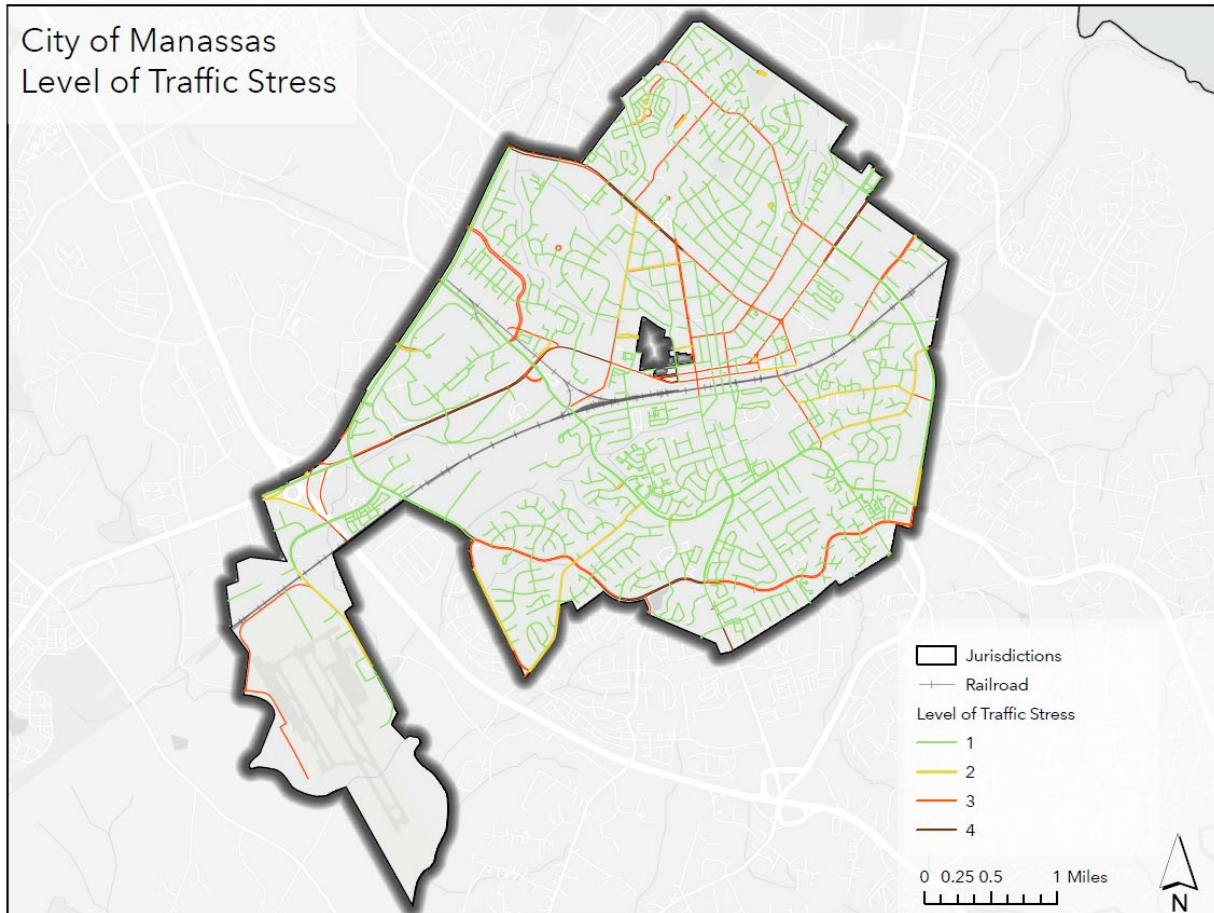


Figure 20: Level of Traffic Stress

Intersection Treatment and 4-Way Stop Analysis

As a key piece of the infrastructure analysis for this plan, 4-way stop intersections in the City of Manassas were analyzed against various criteria to identify any that may be suitable for conversion to a roundabout or mini roundabout. 14 existing 4-way stops in the City were identified for consideration. It is important to note that 4-way stops at an intersection of 2 local/neighborhood roads were not considered for this analysis. The criteria for suitability for a roundabout and mini roundabout, as recommended by VDOT in the Virginia Intersection and Interchange Control Assessment Program (iCAP), are listed as follows:

ROUNDABOUT

- Heavy left turn traffic
- Similar traffic volumes on each leg of intersection
- Crashes involving conflicting through and left-turn vehicles
- Limited room for storing vehicles
- Limited nearby driveways

MINI ROUNDABOUT

- Heavy left turn traffic
- Similar traffic volumes on each leg of intersection

- Low truck and bus volumes
- Crashes involving conflicting through and left-turn vehicles
- Posted speed of 35 mph or less (all roads in Manassas meet this criteria)
- Vehicles from adjacent intersections will not queue into roundabout

The identified intersections were analyzed for Average Annual Daily Traffic (AADT) volumes and prevalence of angled/head-on crashes within the intersections, looking for similar AADT volumes on each intersection leg and conflicts between through and left turn vehicles. For mini roundabout criteria, truck and bus AADT volumes were also examined.

From these analyses, a shortlist of intersections was further assessed through a desktop-level analysis. No on-site observations were conducted. Instead, satellite imagery of each intersection was assessed for limited vehicle storage capacity, the presence of nearby driveways, and the possibility of nearby intersection queues backing up into the potential roundabout.

This analysis identified six intersections as prime candidates for further study of conversion from four-way stops to roundabouts or mini roundabouts. Refer to **Refresh and Enhance Traffic Calming Measures and Policy** for the complete list of recommended roundabout treatment by intersection.

Chapter 4: Prioritization

The recommendations output from the gap analyses described in the previous chapter represent an aspirational, full-build pedestrian and bicycle network. Understanding limited City resources and funds available to implement the full network, the following metrics and methods prioritize these potential projects according to geographic and demographic factors.

Pedestrian Recommendation Approach

Methodology

The pedestrian infrastructure analysis yielded 103 segments as gaps in the existing pedestrian network. However, not all roadway segments are likely to attract the same level of pedestrian activity due to differences in the number and types of destinations they provide access to and the residential populations they serve.

Table 8 enumerates the factors evaluated and their scoring applications. Where access scores were normalized on a scale of 0 to 2, a score of 0 reflected that no destinations of that attribute type were accessible within a segment's walkshed, and a score of 2 reflected the maximum number of destinations of that attribute type accessible within any one segment's walkshed.

Table 8: Pedestrian Prioritization Scoring Criteria

Attribute	Source	Evaluation Criteria	Scoring Methodology
Access to schools	City of Manassas	Number of schools within a 0.5mi walkshed along the existing public roadway network	Normalized to a scale of 0 to 2
Access to OmniRide Bus	OmniRide	Number of OmniRide bus stops within a 0.25mi walkshed along the existing public roadway network	Normalized to a scale of 0 to 2
Access to VRE	VRE	Number of VRE train station stops within a 1mi walkshed along the existing public roadway network	Normalized to a scale of 0 to 2
Access to Parks	City of Manassas	Number of public parks within a 0.5mi walkshed along the existing public roadway network	Normalized to a scale of 0 to 2
Access to Grocery Stores	Google Maps	Whether or not at least one full-service grocery store is within a 0.1mi linear radius	Binary scoring: 1 if yes, 0 if no
Access to Medical Facilities	Google Maps	Whether or not at least one medical facility is within a 0.1mi linear radius	Binary scoring: 1 if yes, 0 if no

Attribute	Source	Evaluation Criteria	Scoring Methodology
Crash History	City of Manassas	Whether or not at least one bicycle or pedestrian crash within the last 5 years is within a 0.1mi linear radius	Binary scoring: 1 if yes, 0 if no
Safety Corridors	City of Manassas (2019 TMP)	Whether or not the segment lies on a “safety corridor” as identified in the 2019 TMP	Binary scoring: 1 if yes, 0 if no
Equity Emphasis Area (EEA)	MWCOG	Whether or not the segment lies within an EEA	Binary scoring: 1 if yes, 0 if no
Social Vulnerability Index (SVI)	CDC	Whether or not the segment lies within a census tract with an SVI score of “high” or “medium”	Binary scoring: 1 if yes, 0 if no
Facility on One Side	City of Manassas	Whether or not there is already a pedestrian facility on one side of the roadway segment	Binary scoring: 0 if yes, 1 if no

Pedestrian Access Calculations

To determine which pedestrian facilities could be considered as providing access to which destinations, travel shed network analyses were performed for select destination types: schools, parks, and bus and rail transit. These three destination types were chosen due to a higher likelihood of generating trips by foot, rather than by other modes, and due to their association with industry-standard mobility concepts (e.g., last-mile transit connectivity, Safe Routes to School).

After identifying the locations of each facility type within City limits, a walkshed analysis was conducted along the entire public roadway network—whether or not there are any existing adjacent pedestrian facilities—to determine how far, in which direction(s), and along which roadways one could realistically walk to reach each destination. **Table 9** links the following rationales determined the maximum walkshed distances included in **Table 8**.

Table 9: Walkshed Distance Rationale

Destination Type	Walkshed Distance	Rationale
Schools	0.5 mile	Consistency with 2019 TMP
Parks	0.5 mile	Consistency with Manassas Parks, Culture and Recreation Master Plan, which uses a 0.5mi radius to define a park service area
OmniRide Bus	0.25 mile	FHWA accepted range
VRE Rail	1 mile	FHWA accepted range

Mapped onto a hexagonal grid, the polygonal isochrones output from these analyses represent the full geography which a pedestrian could theoretically walk to within this distance threshold from each destination. **Figure 21** provides an example of this visualization for VRE Rail station walksheds. In select instances, a location falls within a walkable distance to multiple VRE stations;

for example, one could walk to either the Manassas or Manassas Park VRE Station from the intersection of Euclid Ave and Quarry Road.

Roadway segments were ultimately assigned a subcomponent score based upon the total number of walkshed isochrones they intersect for each type of destination.

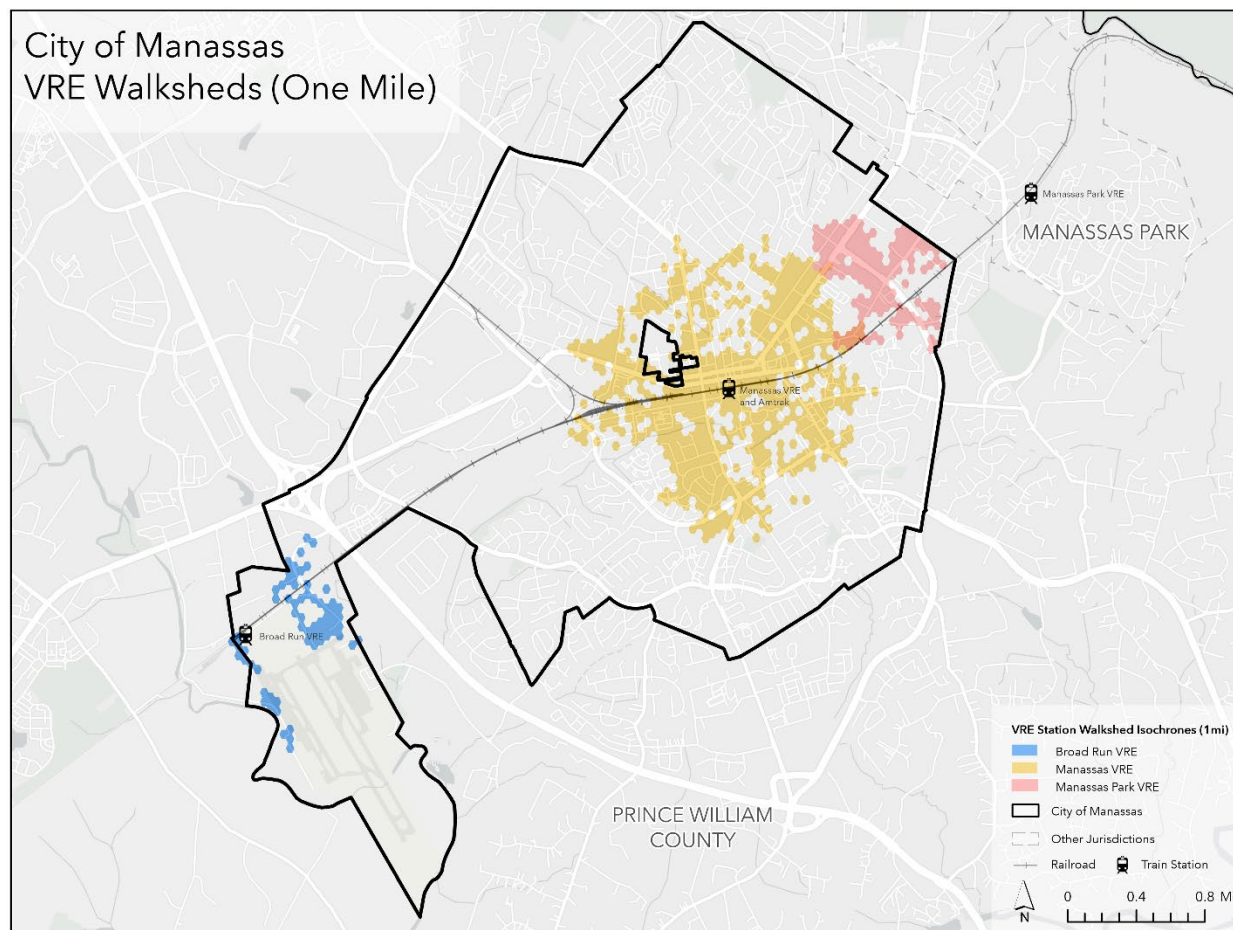


Figure 21: VRE Walksheds (One Mile)

For other subcomponents (e.g., grocery stores, medical facilities, and historic crashes), a network analysis was not performed and a static linear radius of 0.1 miles was instead applied. For most roadway geometries, a linear radius of 0.1 miles is roughly equivalent to a distance of 0.25 miles along the roadway network.

The complete matrix of scores applied to rank all pedestrian recommendations are provided in **Appendix A**.

High-Priority Pedestrian Recommendations

Table 10 lists the 22 pedestrian segments receiving a total score of at least six, placing them in the highest tier of all pedestrian recommendations. These recommendations total 3.34 miles in length and are mapped in **Figure 22**.

Table 10: High-Priority Pedestrian Recommendations

Street Name	From	To
Brent Street	Bartow St	Sandalwood Dr
Center Street	Zebedee St	Prescott Ave
Centreville Road	Commerce Ct	Weir Pl
Ellicott Lane	Wesley Ave	Wellington Rd
Euclid Avenue	Quarry Rd	Liberia Ave
Hastings Drive	Lake Jackson Dr	Prince William Pkwy
Jefferson Street	Prince William St	Northern Terminus
Lake Jackson Drive	Hastings Dr	Oakview Dr
Madison Avenue	Wall St	Western Terminus
Mathis Avenue	Main St	Sudley Rd
Powers Street	Signal Hill Rd	Wesley Ave
Quarry Road	Maple St	Battery Heights Blvd
Reb Yank Drive	Mathis Ave	Centerville Road
Richmond Street	Signal Hill Rd	Fairview Ave
Tudor Lane	Fairview Ave	Eastern Terminus
Wall Street	Madison Ave	Southern Terminus
Weir Place	Centreville Rd	Eastern Terminus
Weir Street	Weems Rd	Portner Ave
Wesley Avenue	Fairview Ave	Powers St
Wilson Avenue	Weems Rd	Portner Ave
Windsor Avenue	Signal Hill Ave	Northern Terminus

In addition to identifying high-priority segments along existing roadways, this prioritization reveals an opportunity for a new pedestrian overpass to cross the railroad tracks between Wall Street and Jefferson Street. This overpass would link future sidewalks along the two dead-end roadways, which are 200 feet apart but require walking over 1.2 miles along the existing roadway network. The feasibility of constructing this connection may be challenged by cost and coordination with rail operators.

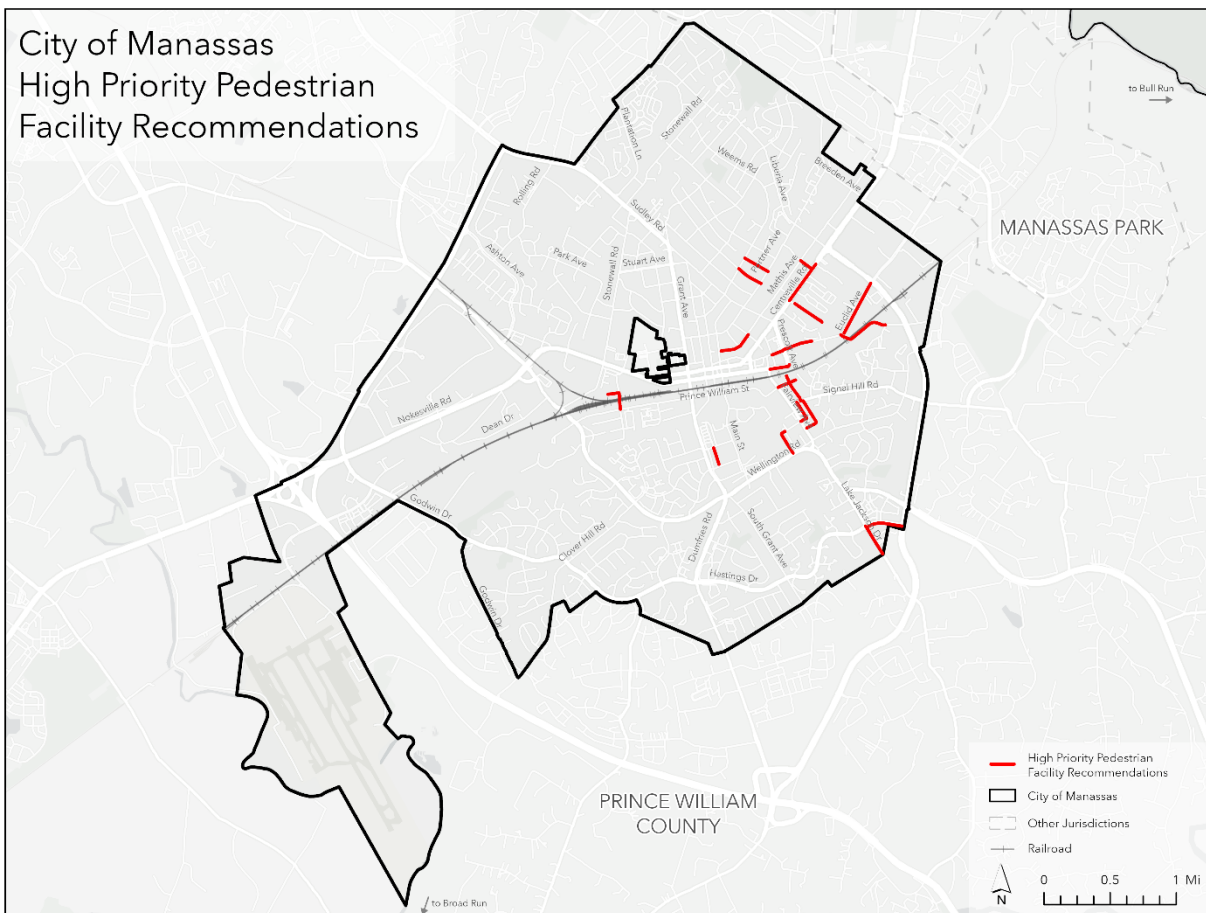


Figure 22: High Priority Pedestrian Facility Recommendations

Bicycle Recommendation Approach

Methodology

The preliminary bicycle infrastructure analysis yielded over 1,200 roadway segments as gaps in the existing bicycle network. However, not all roadway segments necessitate a dedicated facility. Furthermore, not all roadway segments are likely to attract the same level of bicycle activity due to differences in the number and types of destinations they provide access to and the residential populations they serve.

Table 11 enumerates the factors evaluated and their scoring applications. Where access scores were normalized on a scale of 0 to 2, a score of 0 reflected that no destinations of that attribute type were accessible within a segment's bikeshed, and a score of 2 reflected the maximum number of destinations of that attribute type accessible within any one segment's bikeshed.

Table 11: Bicycle Prioritization Scoring Criteria

Attribute	Evaluation Criteria	Scoring Methodology
Access to OmniRide	Number of OmniRide bus stops within a 0.5mi bikeshed along the existing public roadway network	Normalized to a scale of 0 to 2
Access to VRE	Number of VRE train station stops within a 1mi bikeshed along the existing public roadway network	Normalized to a scale of 0 to 2
Access to Parks	Number of public parks within a 0.5mi bikeshed along the existing public roadway network	Normalized to a scale of 0 to 2
Access to Grocery Stores	Whether or not at least one full-service grocery store is within a 0.1mi linear radius	Binary scoring: 1 if yes, 0 if no
Access to Medical Facilities	Whether or not at least medical facility is within a 0.1mi linear radius	Binary scoring: 1 if yes, 0 if no
Crash History	Whether or not at least one bicycle or pedestrian crash within the last 5 years is within a 0.1mi linear radius	Binary scoring: 1 if yes, 0 if no
Safety Corridors	Whether or not the segment lies on a “safety corridor” as identified in the 2019 TMP	Binary scoring: 1 if yes, 0 if no
Equity Emphasis Area (EEA)	Whether or not the segment lies within an MCOG EEA	Binary scoring: 1 if yes, 0 if no
Social Vulnerability Index (SVI)	Whether or not the segment lies within a census tract with a CDC SVI score of “high” or “medium”	Binary scoring: 1 if yes, 0 if no
Level of Traffic Stress (LTS)	LTS score; a product of roadway characteristics	Normalized to a scale of 0 (LTS 1) to 2 (maximum LTS; 4)

Bicycle Access Calculations

The methodology used to determine which locations fall within a bikeable radius of key destinations largely follows the same assumptions used to determine walksheds (see **Pedestrian Access Calculations**). A bikeshed analysis was conducted along the entire public roadway network—whether or not there are any existing adjacent bicycle facilities—to parks, bus stops, and rail stations. For these three destination types, a bikeshed analysis was conducted along the entire public roadway network—whether or not there are any existing adjacent pedestrian facilities. Unlike the walkshed analysis, access to schools was not factored in bicycle access calculations, as virtually the entire City falls within a one-mile (approximately five-minute cycle time) bikeshed of a school.

Mapped onto a hexagonal grid, the polygons output from these isochrone analyses represent the full geography which a cyclist could theoretically bike to within this distance threshold from each destination.

Table 12 links the following rationales determined the maximum walkshed distances included in

Table 11.

Table 12: Bikeshed Distance Rationale

Destination Type	Bikeshed Distance	Rationale
Parks	0.5 mile	Consistency with Manassas Parks, Culture and Recreation Master Plan, which uses a 0.5mi radius to define a park service area
OmniRide Bus	0.5 mile	FHWA accepted range
VRE Rail	1 mile	FHWA accepted range

Roadway segments were ultimately assigned a subcomponent score based upon the total number of bikeshed isochrones they intersect for each type of destination. For other subcomponents (e.g., grocery stores, medical facilities, and historic crashes), a network analysis was not performed and a static linear radius of 0.1 miles was instead applied. For most roadway geometries, a linear radius of 0.1 miles is roughly equivalent to a distance of 0.25 miles along the roadway network. The matrix of scores applied to rank all bicycle recommendations are provided in **Appendix A**.

Bicycle Facility Type Assignment

In addition to receiving a prioritization score, each bicycle gap segment received a facility type recommendation according to its level of traffic stress (LTS). **Table 13** correlates LTS score to assigned facility type recommendation. **Figure 24** through **Figure 26** exemplify cross-sections of these facility types with their correlative street typologies from the 2019 TMP.

Table 13: Facility Type Assignment by LTS Score

LTS Score	Recommended Bicycle Facility Type
1	No bicycle facility needed*
2	On-street, unprotected bicycle facility
3	On-street, protected bicycle facility
4	Off-street bicycle facility

*Recommended segments that do not fall along the existing roadway network automatically receive an LTS of 1 and are automatically assigned the “off-street” facility type

Figure 23 depicts a representative cross-section of the Neighborhood Street typology. Traffic speeds and volumes on these roadways generally correlate to an LTS of 1, where no additional bicycle facility is needed. Cyclists can travel in vehicle travel lanes or in parking lanes if parked cars are not present for an entire block length or sight distance.

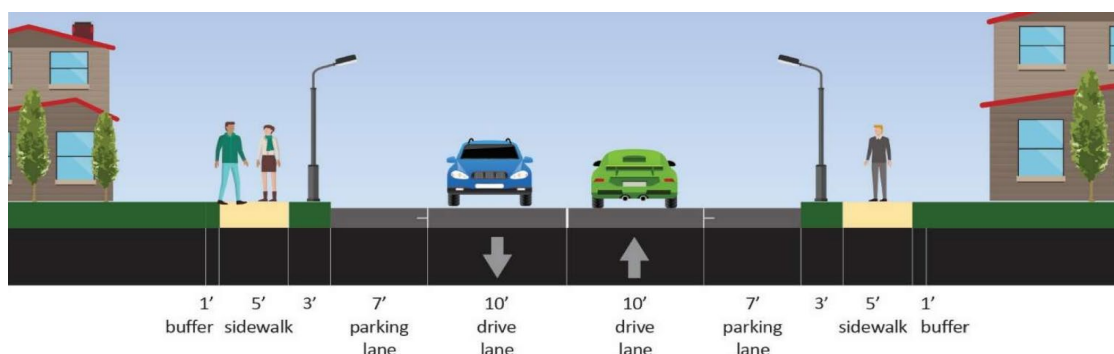


Figure 23: Example of Street with No Facility Needed, Neighborhood Street Cross-Section. Source: 2019 TMP

Figure 24 depicts a representative cross-section of the Neighborhood Connector street typology. Traffic speeds and volumes on these roadways generally correlate to an LTS of 2, where an unprotected on-street bicycle facility provides appropriate separation from motorists. Unprotected bicycle facilities consist of painted, on-street bike lanes without vertical separation from the adjacent vehicle travel lane.

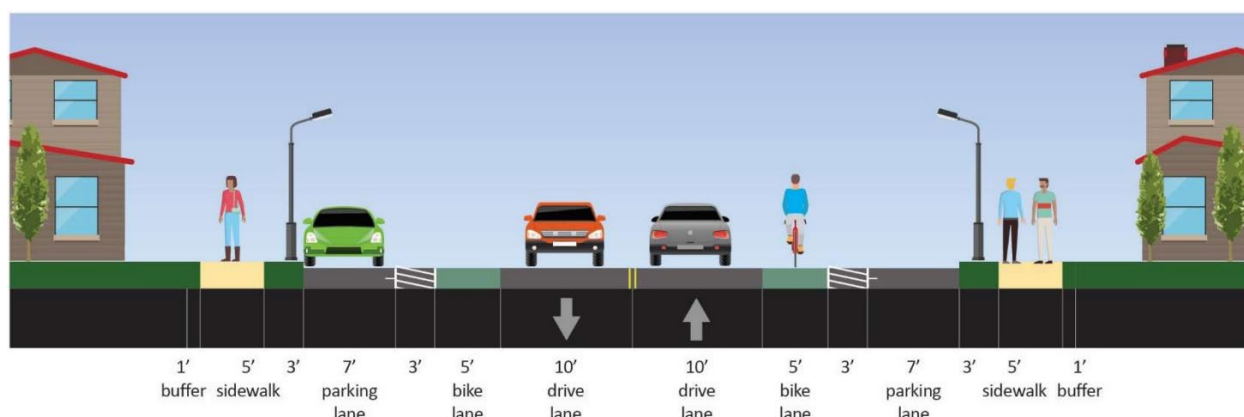


Figure 24: Example of On-Street Unprotected Bike Lane, Neighborhood Connector Cross-Section. Source: 2019 TMP

Figure 25 depicts a representative cross section of the Mixed-Use Street typology. Traffic speeds and volumes on these roadways generally correlate to an LTS of 3, where greater separation from motorists is needed through a protected on-street bicycle facility. Protected on-street bicycle facilities consist of on-street bike lanes which are separated from adjacent vehicle travel lanes by vertical separators, such as flexposts, planters, concrete dividers, or on-street parking.

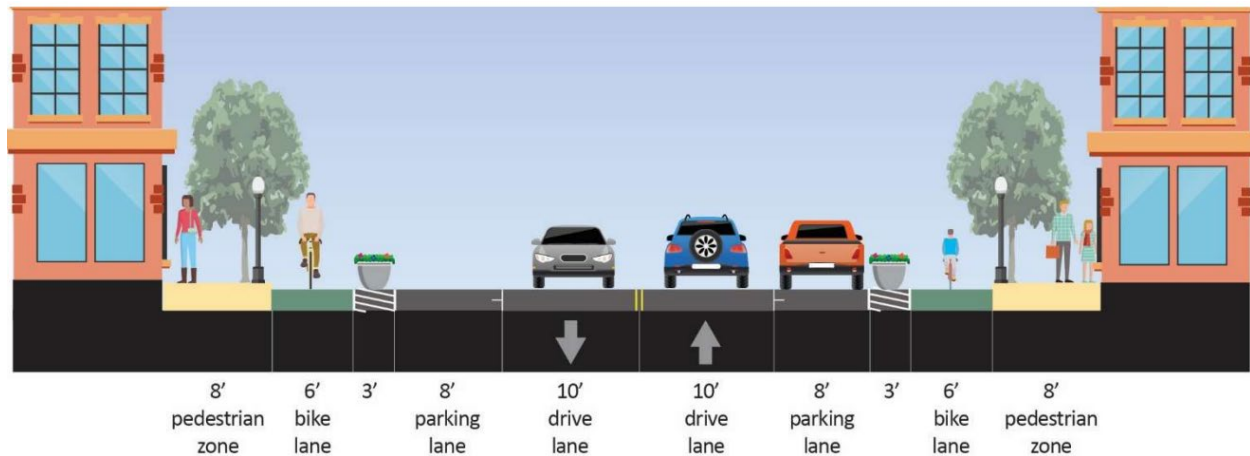


Figure 25: Example of On-Street Protected Bike Lane, Mixed-Use Street Cross-Section. Source: 2019 TMP

Figure 26 and **Figure 27** depict representative cross sections of Collector/Connector and Commercial Corridor street typologies, respectively. Traffic speeds and volumes on these roadways generally correlate to an LTS of 4, where grade separation from motorists is needed through off-street bicycle facilities. Off-street bicycle facilities consist of shared-use paths (**Figure 26**) or raised cycle tracks (**Figure 27**), both of which are separated from vehicle travel lanes by a grade change, the curb, and often a grass curb strip or additional landscaped buffer.

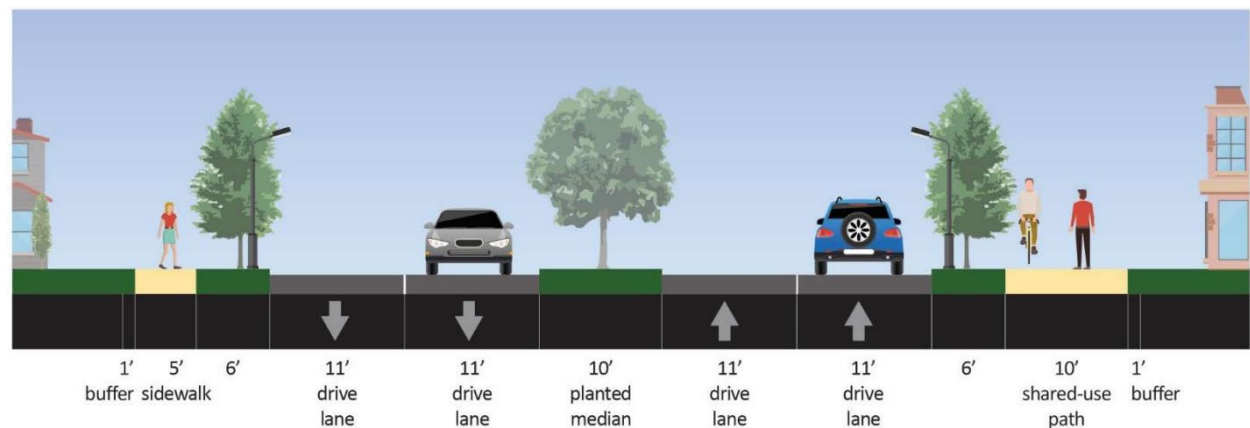


Figure 26: Example of Off-Street Facility (Shared-Use Path), Collector/Connector Cross-Section. Source: 2019 TMP

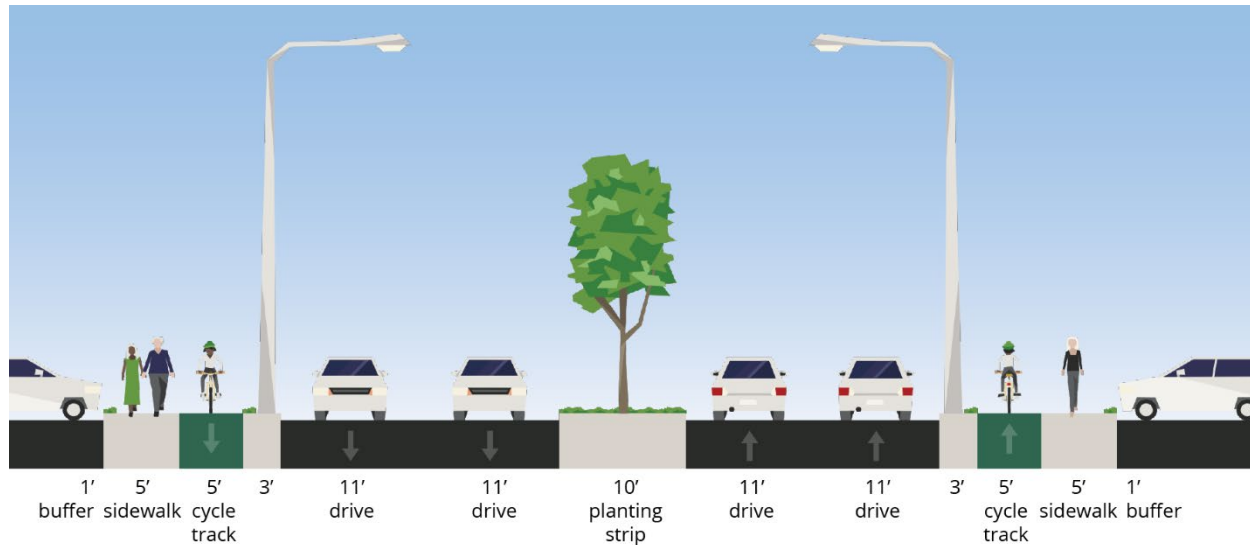


Figure 27: Example of Off-Street Facility (Raised Cycle Track), Commercial Corridor Cross-Section

Roadways designated as signed shared roads (i.e., painted ‘sharrow’ lane markings) in their existing condition were also evaluated for promotion to a dedicated bike lane or shared-use path. If the LTS of these roadway segments was two or greater, they were included in the list of recommended segments and assigned the corresponding facility type in the above table. If the LTS of these roadway segments was one and the 2019 TMP identified the street with any typological classification other than a neighborhood street, an on-street, unprotected bike lane was recommended.

This facility type assignment narrowed down the complete list of roadway segments with bicycle facility gaps to a shortlist of roadway segments which merit an additional facility. **Figure 28** illustrates the filtered bicycle facility gaps which were assigned a recommended facility type and prioritization score. From the original 1,200 roadway segments bicycle facility gaps, only 155 are eligible for further infrastructure enhancements, totaling 32.6 miles in length.

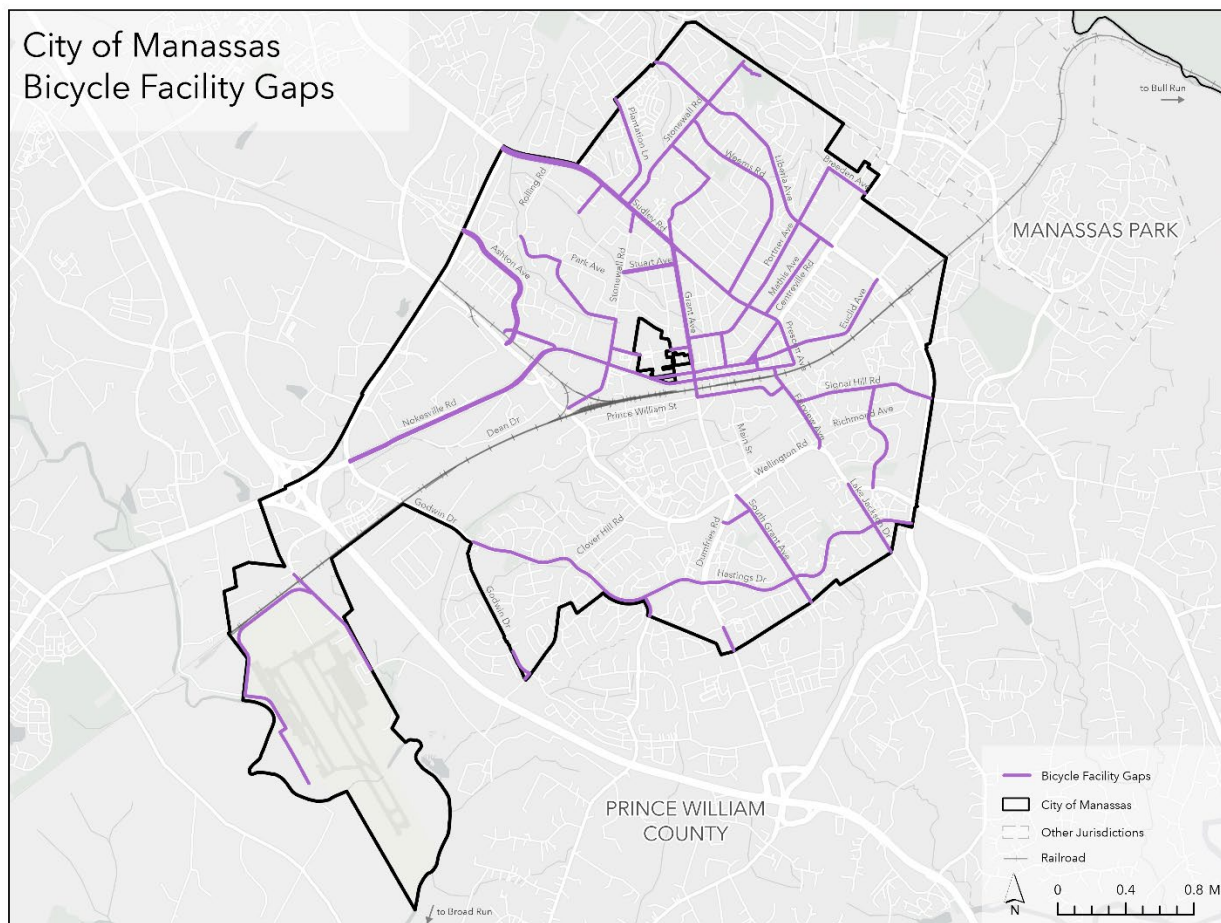


Figure 28: Bicycle Facility Gaps Eligible for Prioritization Scoring

High-Priority Bicycle Recommendations

Table 14 lists the ten bicycle facility gap segments receiving a total score of at least 6.8, placing them in the highest tier of all bicycle recommendations. These recommendations are mapped in **Figure 29**.

Table 14: High Priority Bicycle Recommendations

Street Name	From	To	Facility Type
Center Street	Church St	Zebedee St	On-Street, Protected Bike Lane
Church Street	Center St	Zebedee St	On-Street, Protected Bike Lane
Euclid Avenue / Quarry Road	Prescott Ave	Liberia Ave	On-Street, Protected Bike Lane
Fairview Avenue	Tudor Lane	Wellington Rd	On-Street, Unprotected Bike Lane
Grant Avenue	Lee Ave	Prince William St	On-Street, Protected Bike Lane

Street Name	From	To	Facility Type
Hastings Drive	Clover Hill Rd	Dumfries Rd	On-Street, Protected Bike Lane
Hastings Drive	Dumfries Rd	Liberia Ave	On-Street, Protected Bike Lane
Portner Avenue	Main St	Breeden Ave	On-Street, Protected Bike Lane
Prince William Street / Tudor Lane	Grant Ave	Fairview Ave	On-Street, Unprotected Bike Lane
Signal Hill Road	Fairview Ave	Liberia Ave	On-Street, Unprotected Bike Lane

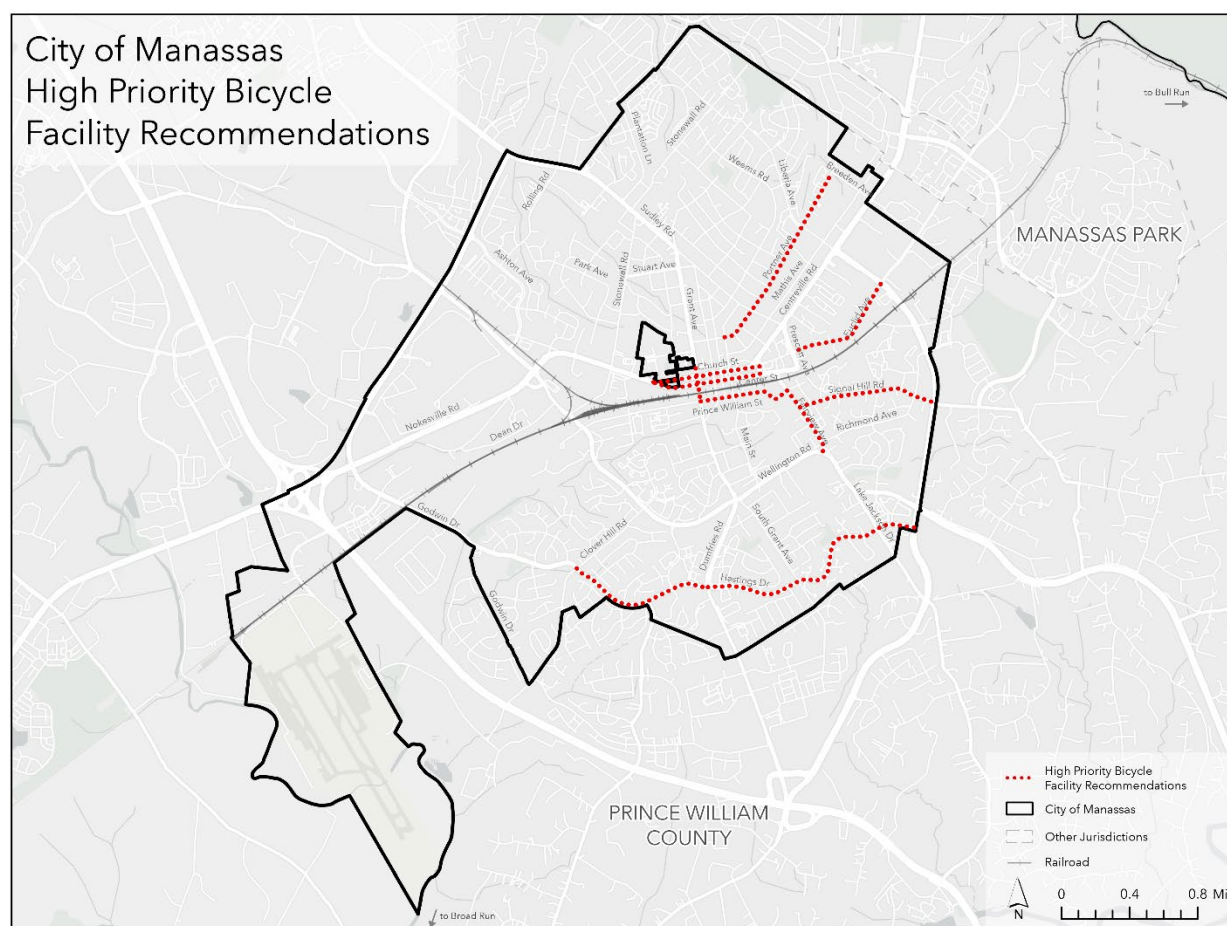


Figure 29: High Priority Bicycle Facility Recommendations

These high-priority bicycle facility recommendations total 7.45 miles in length, of which 5.65 miles are recommended as protected on-street bike lanes and 1.79 miles are recommended as unprotected on-street bike lanes.

Chapter 5: Public Engagement

To inform Manassas residents and key stakeholders of plan progress and to gather feedback on draft recommendations, a series of public meetings was held between November 2024 and May 2025. Feedback received from these conversations critically informed the analytical methodology and recommendations presented in this document, and these comments will also be applied to refine the 2045 Comprehensive Plan update. The dates and audiences of these meetings are as follows:

- November 7, 2024: Planning Commission, Comprehensive Plan Committee Meeting
- January 23, 2025: Greater Prince William Trails Coalition, Quarterly Meeting
- January 30, 2025: General Public, Mobility Master Plan Focus Group
- February 18, 2025: City Council, Committee of the Whole - Work Session
- April 2, 2025: Planning Commission, Comprehensive Plan Committee Meeting
- April 26, 2025: General Public, Pop-Up at Connections Day at Baldwin Elementary School
- May 3, 2025: General Public, Pop-Up at Farmers Market for Bike to Work Day
- May 6, 2025: General Public, HOA Meeting at Marsteller Park Community Center
- May 14, 2025: Parks and Recreation Committee, Committee Meeting
- May 15, 2025: General Public, Manassas VRE Station for Bike to Work Day

The public project focus group served as the primary opportunity for community input, inviting Manassas residents and visitors to share their mobility experiences and priorities with the project team. While the previous analyses rely heavily on quantitative data, the qualitative and experiential data obtained through this engagement complemented and validated the preliminary results of the infrastructure gap analyses and prioritization scores. In response to this feedback, facility recommendations were modified to reflect users' mobility preferences and observations which cannot be fully captured through data analysis alone.

This focus group was hosted in-person at the Manassas Museum on Thursday, January 30, 2025 at 5:30pm. The meeting began with a brief project presentation to welcome attendees and introduce the project context, schedule, and objectives. At a high level, presenters reviewed the existing conditions assessment, infrastructure analyses, and prioritization scoring methodology. In lieu of a formal question and answer session, attendees were invited to speak directly to project team members following the presentation. Participants then freely circulated through three interactive stations: a mapping activity, a funding activity, and a visioning activity.



Figure 30: Focus Group Attendees Listen to Project Presentation

Mapping Activity

At the mapping station, attendees could review printed maps of the draft facility recommendations by mode and by prioritizations score, annotating each map with their agreement or concern with each proposal. This collaborative exercise facilitated conversation between attendees on which facility types would be most appropriate for which roadway segments, which corridors and intersections would benefit from additional traffic calming measures, and which connections would provide the greatest impact to the City's bicycle and pedestrian networks.



Figure 31: Focus Group Attendees Annotate Draft Recommendation Maps

Feedback from the mapping station was applied to change the alignment or type of existing facility recommendations (e.g., upgrading an on-street bike lane to an off-street shared-use path). This feedback also identified roadway segments or off-street trail connections which were previously missing facility recommendations. The proposed alignments of themed interpretive trails were also modified following public input regarding hills and intersections which may be too challenging for all user types.

Funding Activity

The funding station guided participants to make decisions about how to allocate limited financial resources between active mobility infrastructure projects and programs. Each participant received five tokens, representing a finite amount of City funds. They could distribute their tokens between an array of investment opportunities, shown in **Figure 32** alongside final allocation totals.

Generally, participants highly prioritized safer interactions with vehicles, expressing a need for traffic calming measures and improved street crossings. The construction of new facilities was ranked a higher priority than the maintenance or upgrading of existing facilities, with a slight bias for bicycle facilities over pedestrian facilities.

Investment Priorities by Token Allocation

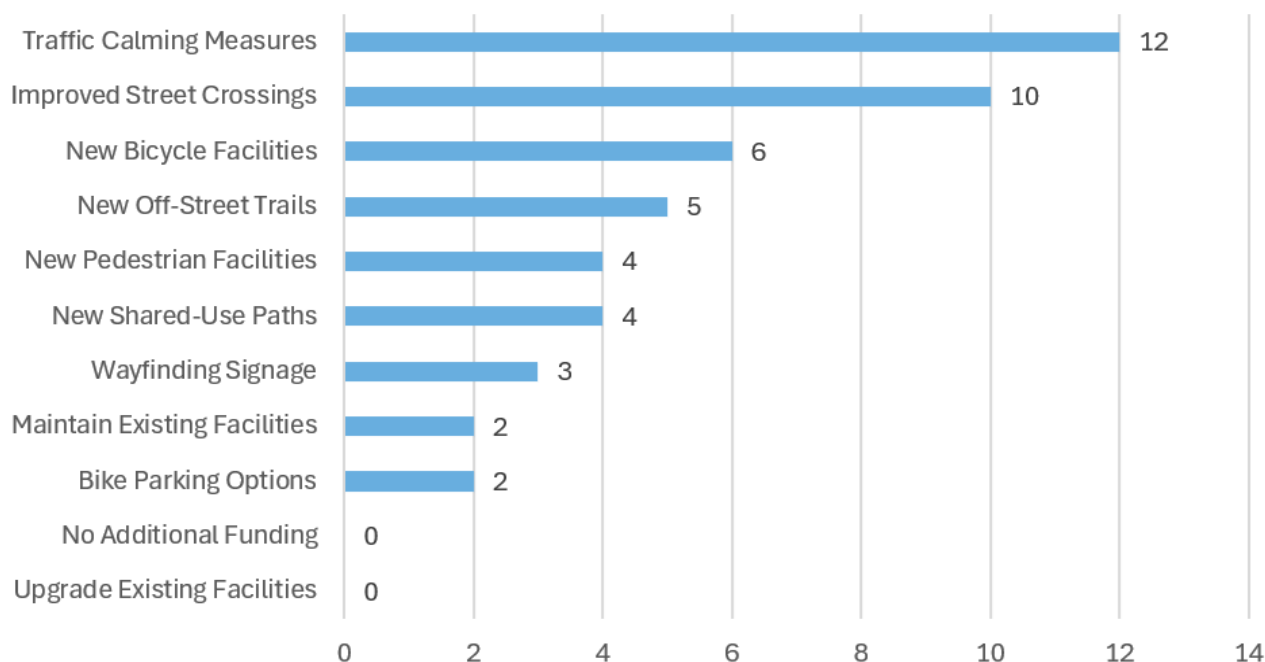


Figure 32: Funding Activity - Investment Priorities by Token Allocation

Visioning Activity

At the visioning activity, participants were invited to respond to three prompting questions by adding their feedback to a community 'visioning board.' This brainstorming exercise encouraged attendees to think aspirationally about the future of mobility in Manassas, and the collaborative format allowed them to respond to others' ideas in addition to contributing their own.

When asked what would encourage them to walk or bike more in Manassas, respondents cited seasonal maintenance, traffic calming measures, and redundancy in the active mobility network. When asked what their ideal active mobility network looked like, respondents emphasized separation of modes, enhanced wayfinding, and simpler street crossings. When asked how they would envision using a themed trail, such as a nature or historic route, respondents shared excitement about longer-distance trips, traveling with children, and connecting to regional historic sites and outdoor recreation.



Figure 33: Participant Adds Response to Visioning Board

Chapter 6: Transportation Recommendations

The following section offers a complete list of recommended infrastructure improvements to the City's mobility networks by mode, alongside policy and programmatic interventions which will encourage their safe and intended usage.

Roadway and Vehicular Recommendations

The official cancellation of the Route 28 bypass project in February 2025 informs the direction of traffic volume growth over the next twenty years. With no bypass, the projected growth of existing condition (2024) traffic volumes to 2045 suggests six intersections will operate at a LOS of E or F at the PM peak hour and one intersection (Prince William Parkway, Liberia Avenue, and Wellington Road) will operate at a LOS of F at both the AM and PM peak hours. While construction of the bypass would have increased traffic volumes on Godwin Drive, the project cancellation will instead increase traffic volumes on Nokesville Road/Centerville Rd (Route 28 corridor) and Liberia Avenue.

Figure 34 illustrates the projected 2045 AM and PM peak hour LOS with no Route 28 bypass for signalized intersections on Route 28, Godwin Drive, Liberia Avenue and Hastings Drive.

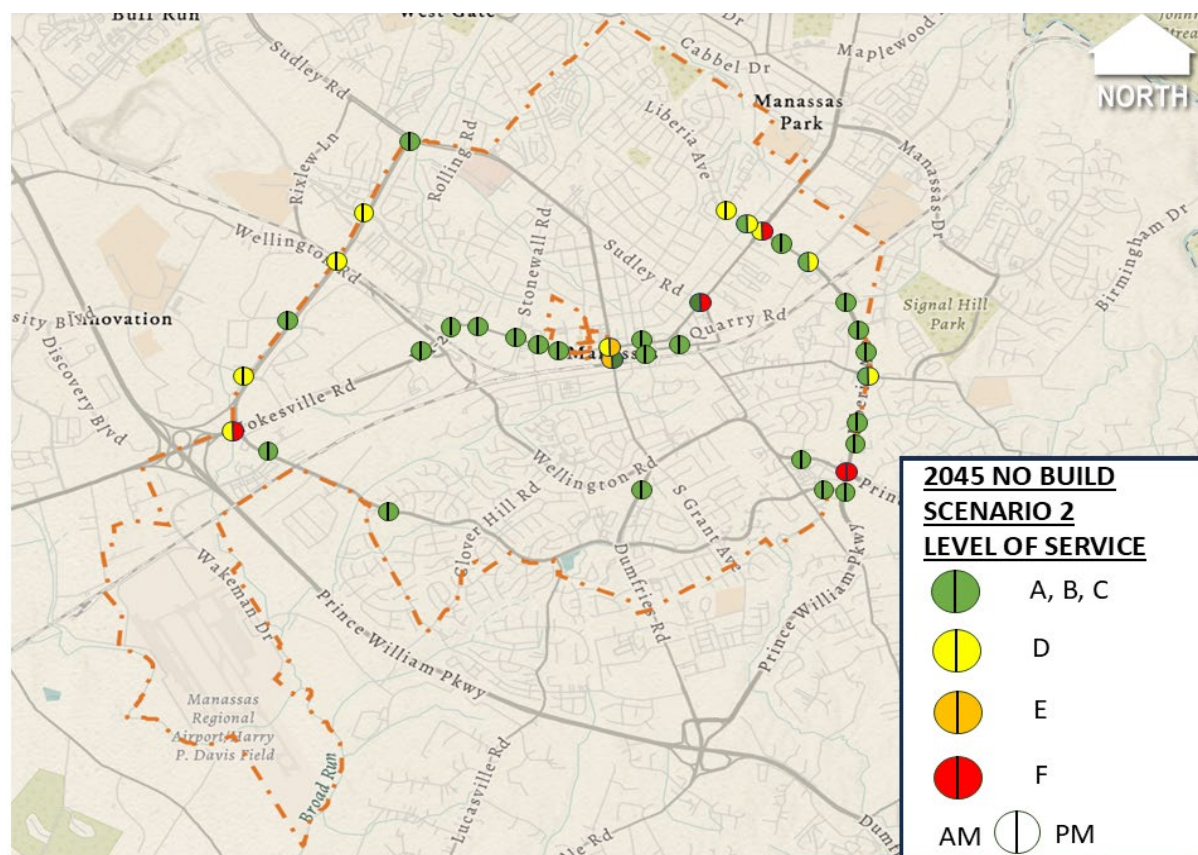


Figure 34: Projected 2045 Level of Service, No Route 28 Bypass

The City's Design and Construction Standards Manual (DCSM) states that a LOS of C is the minimum acceptable LOS for all individual movements at intersections; only on Godwin Drive and Liberia Avenue from Prince William Parkway to Mathis Avenue is a LOS of D acceptable. For the seven intersections with a projected LOS of E or F at the AM or PM peak hour in 2045, **Table 15** provides recommended infrastructure treatments to improve vehicle throughput.

Table 15: Proposed Intersection Improvements for Vehicle Throughput

Intersection	Recommended Improvement	2045 LOS (AM/PM)	Projected LOS (AM/PM)	Notes
Liberia Ave. & Prince William Pkwy./Hastings Dr.	Construct innovative intersection (quadrant) by extending Hastings Dr. to Prince William Parkway	F/F	C/D C/C (new intersection at quadrant)	Requires additional study in partnership with PWC & VDOT to determine preferred solution
Liberia Ave. & Route 28	Construct innovative intersection (displaced left turn on southbound approach)	D/F	C/C A/B (new intersection – crossover)	
Godwin Drive & Nokesville Rd.	Convert to innovative intersection by eliminating left-turn phase and adding U-turns	D/F	C/D (eliminates left turns) A/B (new U-Turn intersection)	
Sudley Rd. & Centreville Rd.	Add slip right-turn lanes from and to Sudley Rd.	B/F	B/C	Requires additional monitoring; projected traffic delays are based on worst case growth rates ⁵
Church St. & Grant Ave.	Add dedicated left-turn lane on westbound Church St.	D/E	C/C	Requires additional study; limited ROW
Center St. & Grant Ave.	Add dedicated right-turn lane on northbound Grant Ave. OR on eastbound Center St.	E/C	C/C	Requires additional study; limited ROW

Future or reconstructed roadway crossings of streams should be planned, designed, and effectively inventoried to accommodate stream valley trails beneath the roadway or within the

⁵ The 2023 design study for a roundabout at this intersection shows failing PM operations at approximately 30% corridor growth. Based on VDOT's planning guidelines, 17% corridor growth is expected by 2055. This Mobility Master Plan assumes 50% corridor growth and includes a recommended design modification that would allow the intersection to operate at an acceptable LOS.

stream culvert. Refer to **Appendix E** for additional information on existing roadway conditions and recommendations to improve vehicular traffic flow and safety.

Pedestrian Recommendations

Figure 35 illustrates the complete network of recommended pedestrian segments as overlayed with the existing pedestrian network and clusters of dead-end connections.

Bicycle Recommendations

Figure 36 illustrates the complete network of recommended bicycle facilities by facility type as overlayed with the existing bicycle network. **Figure 37** illustrates these recommendations by their prioritization score.

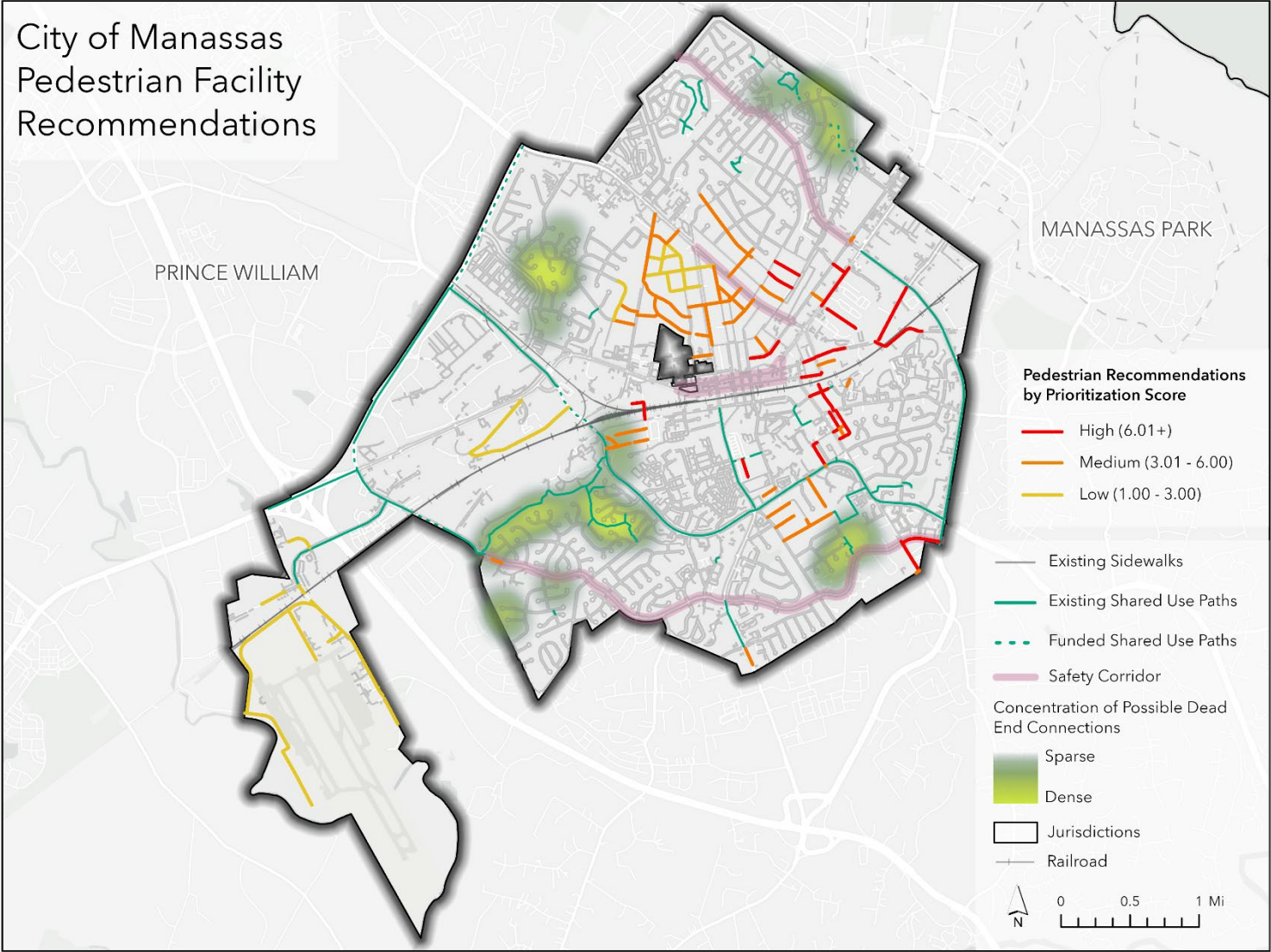


Figure 35: Pedestrian Facility Recommendations

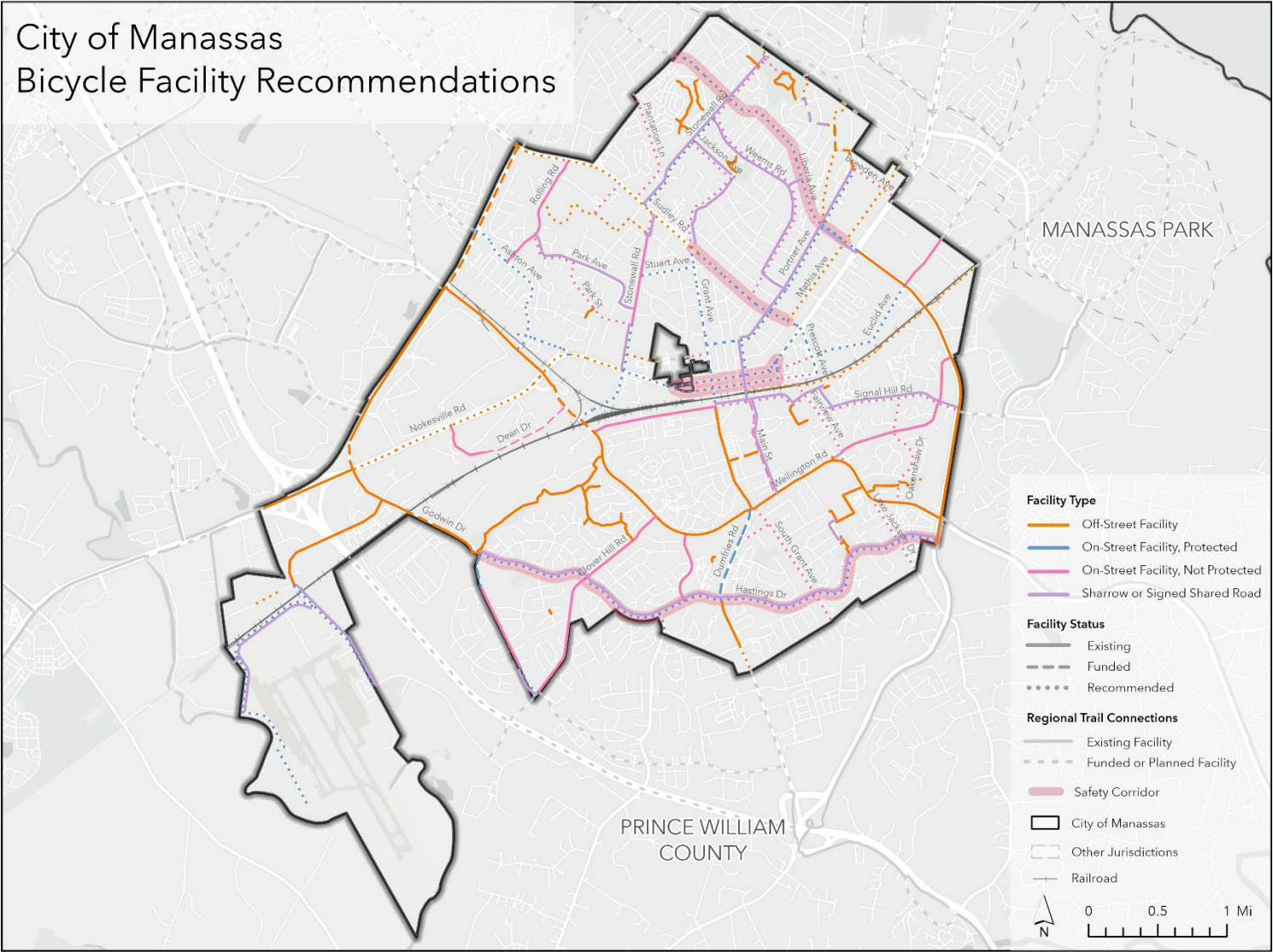


Figure 36: Bicycle Facility Recommendations by Facility Type

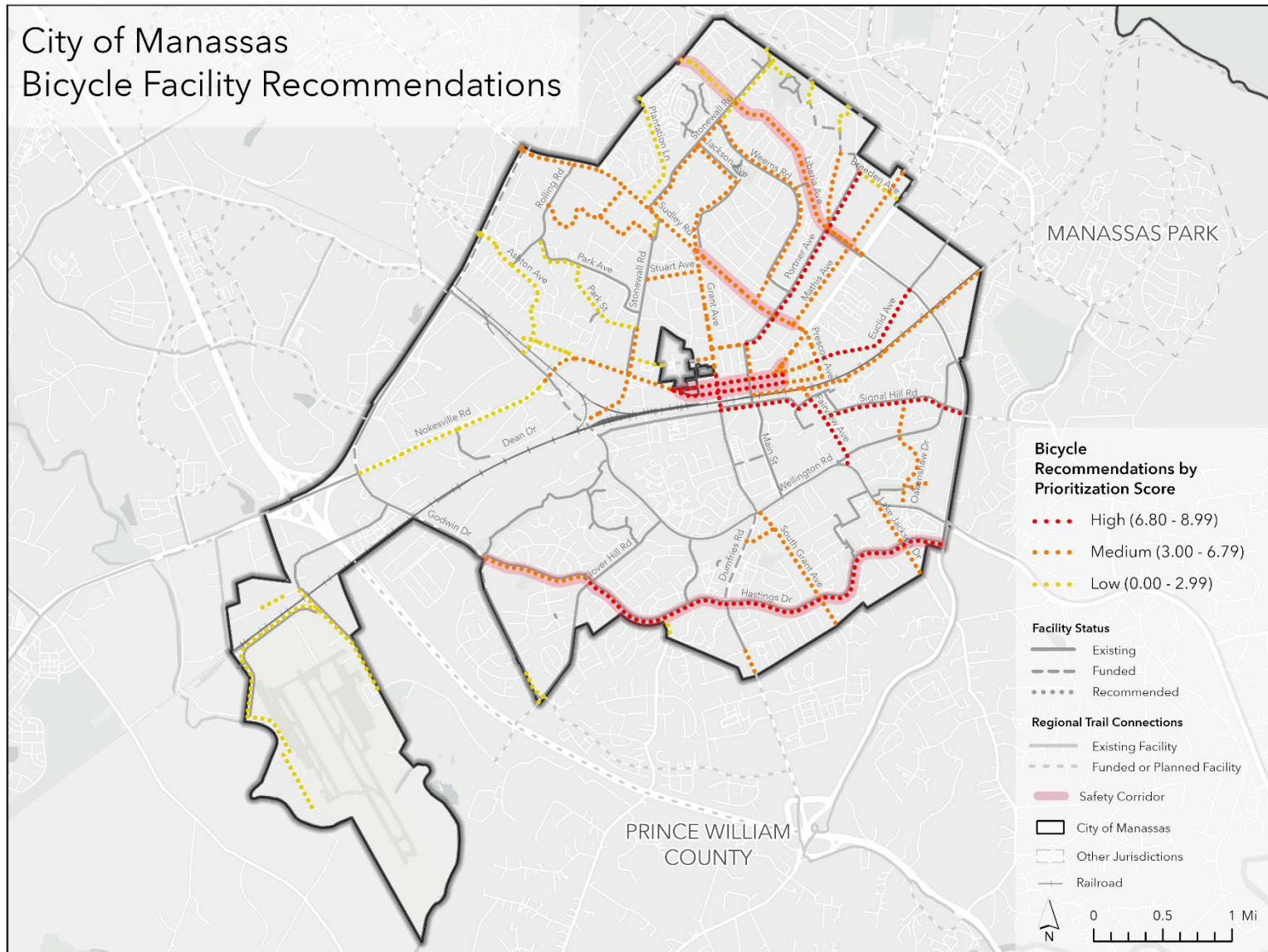


Figure 37: Bicycle Facility Recommendations by Prioritization Score

Historic Loop and Nature Trail

This plan proposes a Historic Loop trail within Manassas, connecting the City's many historic sites and markers through an active mobility loop. The trail would offer residents and visitors a safe, contiguous, educational, and enriching connection between the City's most distinct and cherished cultural resources. This trail would also facilitate a self-guided tour connecting all of the African American Historic Markers within the City. Following a figure eight pattern, this double loop crosses over itself in Downtown, providing an opportunity for users to take a break midway through their journey or to complete only one side of the loop at a time. Future coordination with surrounding jurisdictions could expand this trail to other historic sites outside of City boundaries, such as the Manassas National Battlefield Park or Signal Hill Monument, both in Prince William County.

Figure 38 illustrates the proposed alignment of this Historic Loop trail within the City of Manassas.

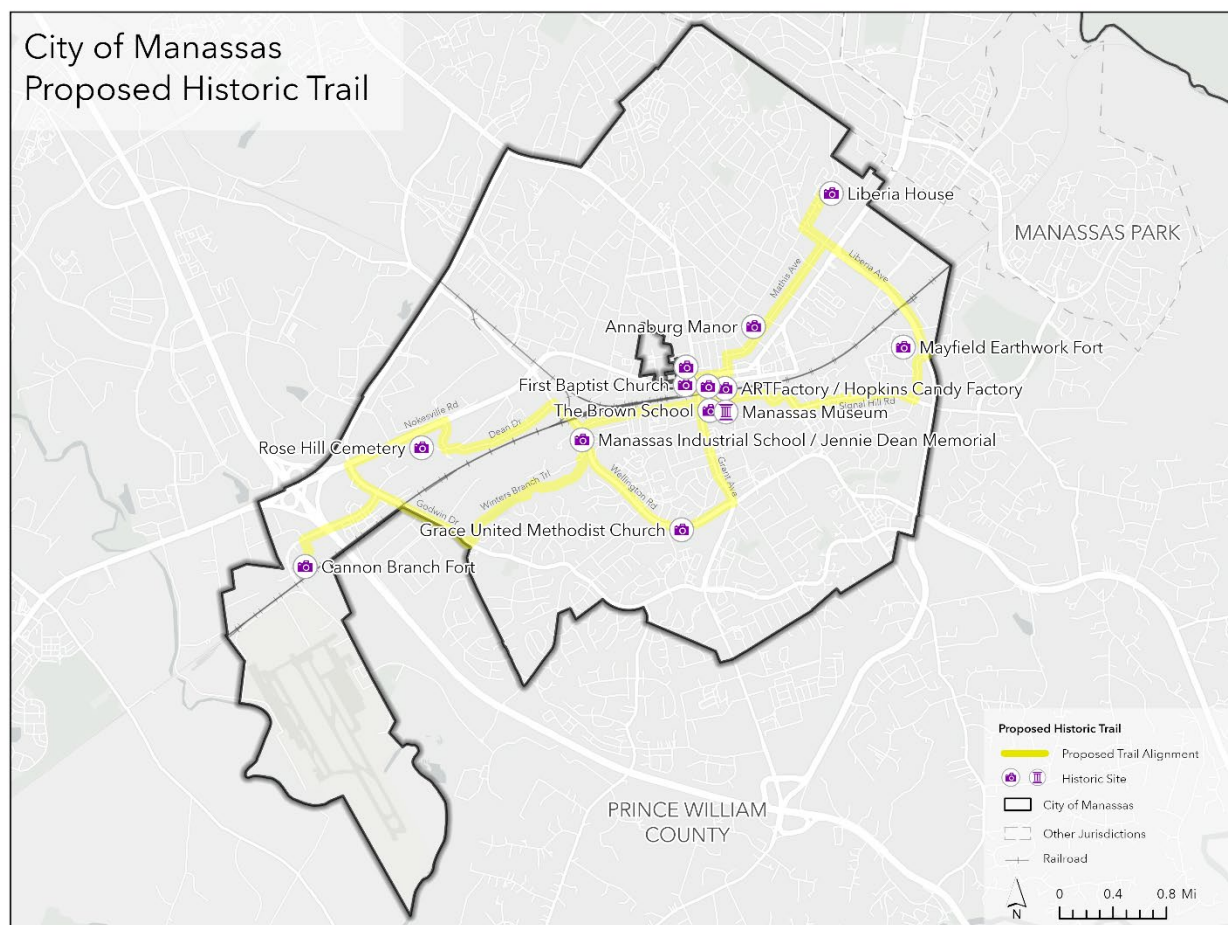


Figure 38: Proposed Historic Trail Alignment

An additional proposal is a long-distance Nature Trail which would extend across the City from east to west and offer a connection to streams, parks, and other natural features within and around the City. East of Downtown, this trail would parallel the Norfolk Southern Railway tracks, crossing through the City of Manassas Park and into Fairfax County. Eventually, this long-distance trail would follow the VRE Manassas Line through Fairfax County until it reaches the City of Alexandria. This trail would provide a complete connection between two existing extensive natural trail

networks at Broad Run (east of Manassas) and Bull Run (west of Manassas). These recommended trails would utilize existing facilities in Manassas along with the construction of new facilities recommended within this plan.

Figure 39 illustrates the proposed alignment of this Nature Trail. Note the two potential alignments outside of City boundaries between the Winters Branch Trail and Broad Run; pending further coordination with Prince William County, this trail could follow the Winters Branch channel (northwest alternative) or Godwin Drive and Clover Hill Road (southeast alternative).

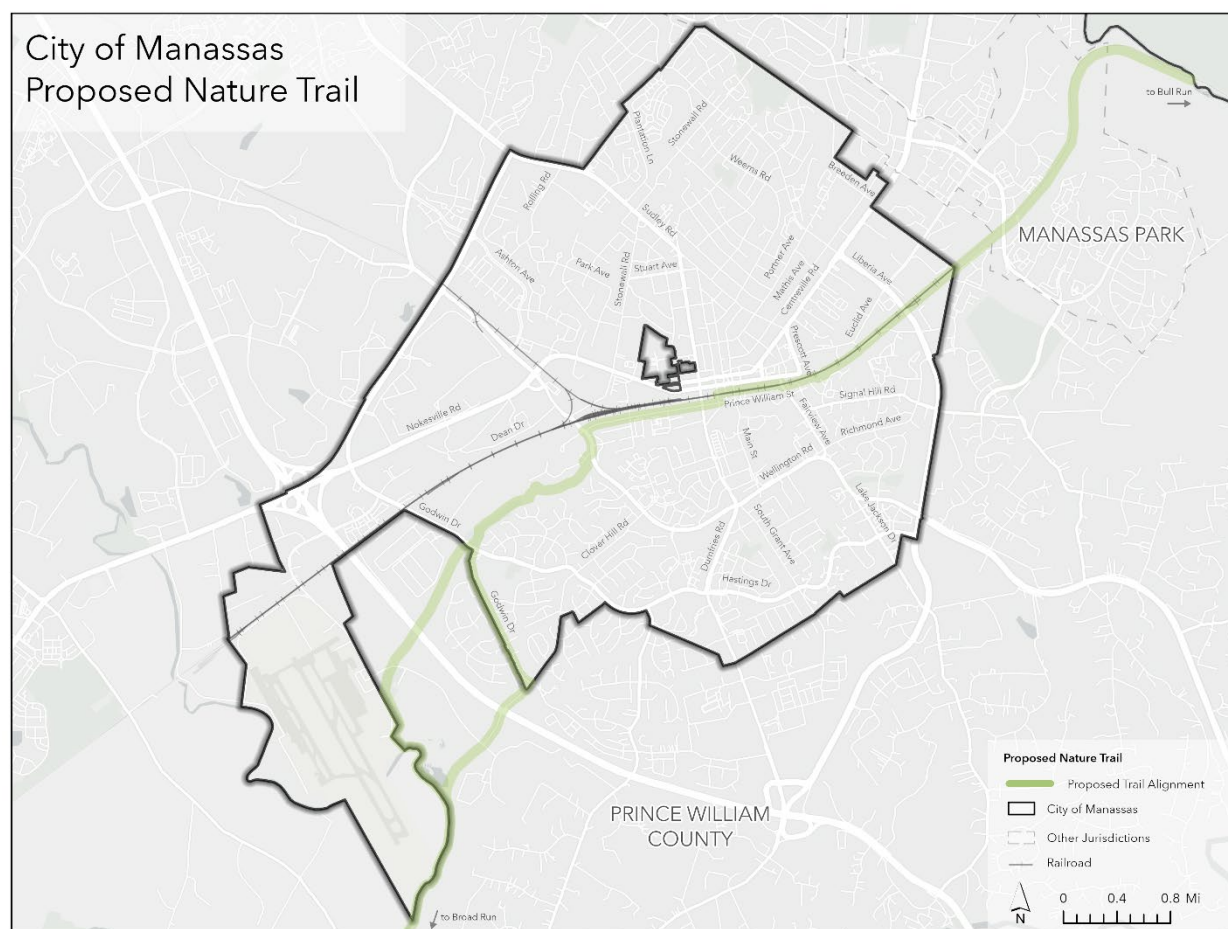


Figure 39: Proposed Nature and Rail Trail Alignment

Micromobility and Bike Share Recommendations

In April 2021, Manassas introduced a fleet of Bird e-scooters to the downtown area as a new micromobility option to provide for “first mile, last mile” connections to and from the downtown rail station. The program launched successfully, with 19,691 rides taken between April 2021 and April 2024, when Bird’s permit with the City expired and the program was terminated. The total mileage of these trips was 22,529 miles, yielding an average trip length of 1.14 miles. The success of this program, in conjunction with the growing popularity of scooter share and bike share systems in the region, suggests that future micromobility or bikeshare programs may also appeal to users in Manassas.

Additionally, the City’s 2019 Transportation Master Plan discussed the possibility of future bikeshare service to provide an additional shared micromobility option for trips within the City. The Plan mentions conditions in Manassas that are favorable for bike share service, including:

- Amenable policy environment
- Support for bicycling and implementation of new facilities and programs
- A walkable downtown comprised of different activities (shops, galleries, cafes, bars)
- A high population of residents who are outdoor enthusiasts
- Relatively flat topography
- A developing shared-use path and on-street bikeway network
- Bus network gaps that could potentially be filled by bikeshare
- High numbers of visitors and tourists
- Relatively comfortable weather for most days of the year to allow the system to operate

Ultimately, the Plan’s recommendation was for the City to not move forward with bike share service at the time due to identified challenges to implementing bike share in Manassas that were yet to be addressed, including:

- Lack of comprehensive on-street bicycle and share-use path network
- Ease of auto access and vehicle-oriented infrastructure (e.g., parking)
- Separation of land uses in some parts of the City
- Low barriers to personal bike ownership and use
- Low barriers to automobile ownership and use

It was noted that some of these challenges can be mitigated through continued funding for bike facilities and public outreach encouraging alternative modes of travel. It was also noted that a bikeshare system would aid the City in encouraging alternative modes to driving alone.

Although the recommendation was not to move forward with bike share at the time, the Plan identified two main elements to focus on in preparation for potential future bike share service: improving the bicycle infrastructure network and developing a pilot framework for bike share service. Since February 2020, the construction of twelve additional centerline miles of bicycle facilities in Manassas has begun to address the first of these barriers; the bicycle recommendations prioritized through this updated Plan will continue to ensure future investment towards and use of bicycle infrastructure.

The development of a small-scale pilot system—such as in a constrained radius near activity centers in Downtown or where existing bicycle infrastructure is more robust in the southwest of the City—will identify specific implementation challenges and build community interest in a larger, permanent system.

While personal bike ownership and use should not be discouraged, the ease of automobile ownership through vehicle-oriented infrastructure can be challenged in favor of a bikeshare or micromobility-share system. The removal of parking spaces in favor of bicycle facilities, bicycle parking, or bikeshare stations could encourage a modal shift away from driving and towards biking, increasing public demand for bikeshare. Incentives to developers who construct mixed-use sites could also target this separation of land uses, and additional development incentives could be

provided to promote bicycle-friendly amenities such as bike racks, indoor bicycle storage, or e-bike charging facilities.

It is also important to note that bikeshare systems have succeeded in communities with similar demographic and land use conditions to Manassas, such as Greenville, SC and Norfolk, VA. Elements of bikeshare system adoption in these communities may provide a framework for establishing a similar network in Manassas.

Transit Recommendations

Although transit services within Manassas are operated by independent agencies, published plans for transit service enhancements and infrastructure investments can inform recommendations for other connecting modes. Plans for future transit investments and service changes are further explored in **Chapter 6: Mobility** of the City's 2045 Comprehensive Plan Update.

In September 2024, the Virginia Passenger Rail Authority (VPRA) purchased the Manassas Line from Norfolk Southern Corporation. This purchase will help enable VPRA expand VRE operations to include weekend service to Manassas and improve daily service frequency. These schedule enhancements fortify the need for pedestrian and bicycle access to the station as users of these expanded services make their first-mile and last-mile connections.

In May 2025, VRE announced plans to expand the existing Manassas Station to include a 300-foot platform extending from West Street through to Main Street. This expansion will allow the station to serve full length trains, accommodate projected growth in ridership, and facilitate sidewalk extensions along the railroad right-of-way to City Hall and the Prince William Street farmers market lot. This platform will bisect Battle Street, redirecting vehicle traffic onto either parallel West Street or Main Street.

As of June 2025, VRE is completing final design for expansions to the Broad Run VRE Station and its adjacent Maintenance and Storage Facility. This project entails the reconstruction of the station platform east of its previous location, providing space to construct a new third main track between the Broad Run and Manassas VRE Stations. This additional track aims to improve operational efficiency and increase service capacity to accommodate growing ridership and parking demand at the station.

In February 2025, the City partnered with OmniRide and VRE to study the relocation of the existing local bus hub from the courthouse complex to a location closer to the Manassas VRE and Amtrak station. This future Downtown Mobility Hub will facilitate more direct connections between bus service, rail service, and other modal options. Potential amenities include car parking, electric vehicle charging, passenger pickup and drop-off areas, micromobility rentals and lockers, and public spaces.

The Northern Virginia Transportation Authority (NVTA) is developing a Preliminary Deployment Plan – Bus Rapid Transit (PDP-BRT) Action Plan to identify a regional system of bus rapid transit (BRT) routes across Northern Virginia. Potential candidates for BRT corridors include Centerville Road (Route 28), Sudley Road, Grant Avenue, and Wellington Road. These corridors would support BRT service from Downtown Manassas to Dulles International Airport, Potomac Mills Mall, Manassas Park VRE, and the Northern Virginia Community College (NVCC) Manassas Campus.

Air Service Recommendations

To ensure a well-rounded transportation system, continued coordination between all transportation modes should be ensured, especially with the expected expansion of airline service at the Manassas Regional Airport in 2026. Further plans to facilitate the commercial air service expansion are detailed in the 2025 Manassas Regional Airport Master Plan.

Policy and Programmatic Recommendations

To maximize the community benefit of its active transportation infrastructure investments, the City can also explore the implementation of supportive mobility policies and programs. Together, these strategies will encourage facility use, promote safer travel behaviors, and increase access opportunities towards a greater range of mobility options.

Continue Coordination with Surrounding Jurisdictions and Parties

While the City's jurisdiction of infrastructure investments is limited to its own boundaries, travel patterns indicate that walking and cycling trips commonly cross municipal borders. As a regional population center, enhancements to Manassas' bicycle and pedestrian facilities will model a stronger active mobility network for the entire region, not just locally. Ongoing coordination with other jurisdictions will promote the cross-pollination of mobility success stories, build joint partnerships to achieve interjurisdictional projects, and establish Manassas as a regional leader in active mobility and transportation safety.

Extension of themed trails (i.e., the Historic Trail and the Nature and Rail Trail) outside of City limits will attract additional visitors looking for longer-distance recreational trips, improve connectivity to regional trail systems, and expand the number of interpretive destinations which can be accessed by foot or bike. Proposed alignments for these facilities will entail continued coordination with the City of Manassas Park, Fairfax County, and Prince William County. Even within City limits, the construction of future pedestrian and bicycle infrastructure may entail coordination with Norfolk Southern Railway/VPRA and negotiation with private landowners.

Refresh and Enhance Traffic Calming Measures and Policy

Recurring comments since the creation of the 2019 TMP and during public engagement for the development of the MMP raised concern about speeding in residential neighborhoods. The cancellation of the Route 28 bypass project is projected to increase the volume of higher-speed traffic through downtown. Eighty percent of fatal and severe injury crashes in the City involve speeding, reinforcing the safety impetus to enhance traffic calming infrastructure and policies. However, the City's current traffic calming policy, which has not been updated since January 1999, provides an outdated bureaucratic framework for initiating traffic calming projects through a lens which still prioritizes vehicle throughput and speeds.

In the 2045 Comprehensive Plan update, proposed mobility strategy 6.1.6 states, "Implement traffic calming measures to diminish the impacts of through-traffic on existing residential neighborhoods and Downtown." This approach would entail the repeal of the current traffic calming policy to more readily enable new infrastructure interventions which can be correlated with lower vehicle travel speeds.

While changes to roadway design is expected to naturally reduce vehicle speeds, continued assessment of reducing speed limits—and posting these reduced limits—would set a behavioral precedent and encourage enforcement against speeding. On commercial corridors (e.g., Liberia Avenue or Sudley Road), speed limits can be reduced to 30 miles per hour. On non-commercial corridors (e.g., Godwin Drive or Nokesville Road), a slightly higher speed limit of 35 miles per hour could be appropriate. In specified slow zones, such as in school zones or along Downtown urban and mixed-use streets, speed limits can be reduced to 20 miles per hour. On all other streets, a citywide speed limit of 25 miles per hour unless otherwise posted could further reduce vehicle speeds. These speed reductions correlate to a reduction in both the likelihood and severity of crashes.

Figure 40 illustrates a range of roadway treatments according to their construction cost, anticipated average speed reduction, and mobility and public space impacts. Along roadways, the addition of bike lanes, parking lanes, chokers, chicanes, and median islands narrow vehicle travel lanes—and therefore encourage slower vehicle travel speeds—while providing additional green space and public amenities. At roadway crossings, curb extensions and refuge islands provide additional protected space for pedestrians in addition to further slowing traffic.

These measures can be specifically targeted along roadways with the Neighborhood Connector complete street typology, many of which are adjacent to schools (e.g., Weems Road and Weems Elementary School, Park Ave and Haydon Elementary School). In these locations, strategic implementation of flashing beacons and radar signage will reduce motorists' speeds in areas with a high concentration of vulnerable road users (i.e., students) and can be programmed to operate at specific times of day (e.g., drop-off, recess, or dismissal).



Figure 40: Traffic Calming Measures

At high-volume and high-risk intersections, traditional intersection configurations can be replaced by roundabouts or mini-roundabouts to reduce vehicle speeds while improving vehicle throughput. Roundabout configurations can also reduce air and noise pollution, enable safe and permissible opportunities for U-turns, and facilitate continuous medians with refuge islands for crossing

pedestrians or cyclists.

Table 16 lists unsignalized four-way stop intersections and the recommended roundabout treatments, as mapped in **Figure 41**. Note that additional signalized intersections may also be candidates for full roundabout or mini-roundabout configurations.

Table 16: Four-Way Stop Treatments by Intersection

Intersection	Treatment Recommendation
Hastings Drive and Lake Jackson Avenue	Full Roundabout
Quarry Road and Prescott Avenue	Mini-Roundabout
Clover Hill Road and Hastings Drive	Full Roundabout, with consideration for existing bike lanes
South Grant Avenue and Hastings Drive	Full Roundabout
Signal Hill Road and Richmond Avenue	Full Roundabout, with consideration for existing bike lanes*
Liberia Avenue and Stonewall Road	Mini-Roundabout

*Peak hour queues from the nearby intersection of Signal Hill Road and Liberia Avenue (600ft east) must be evaluated for feasibility

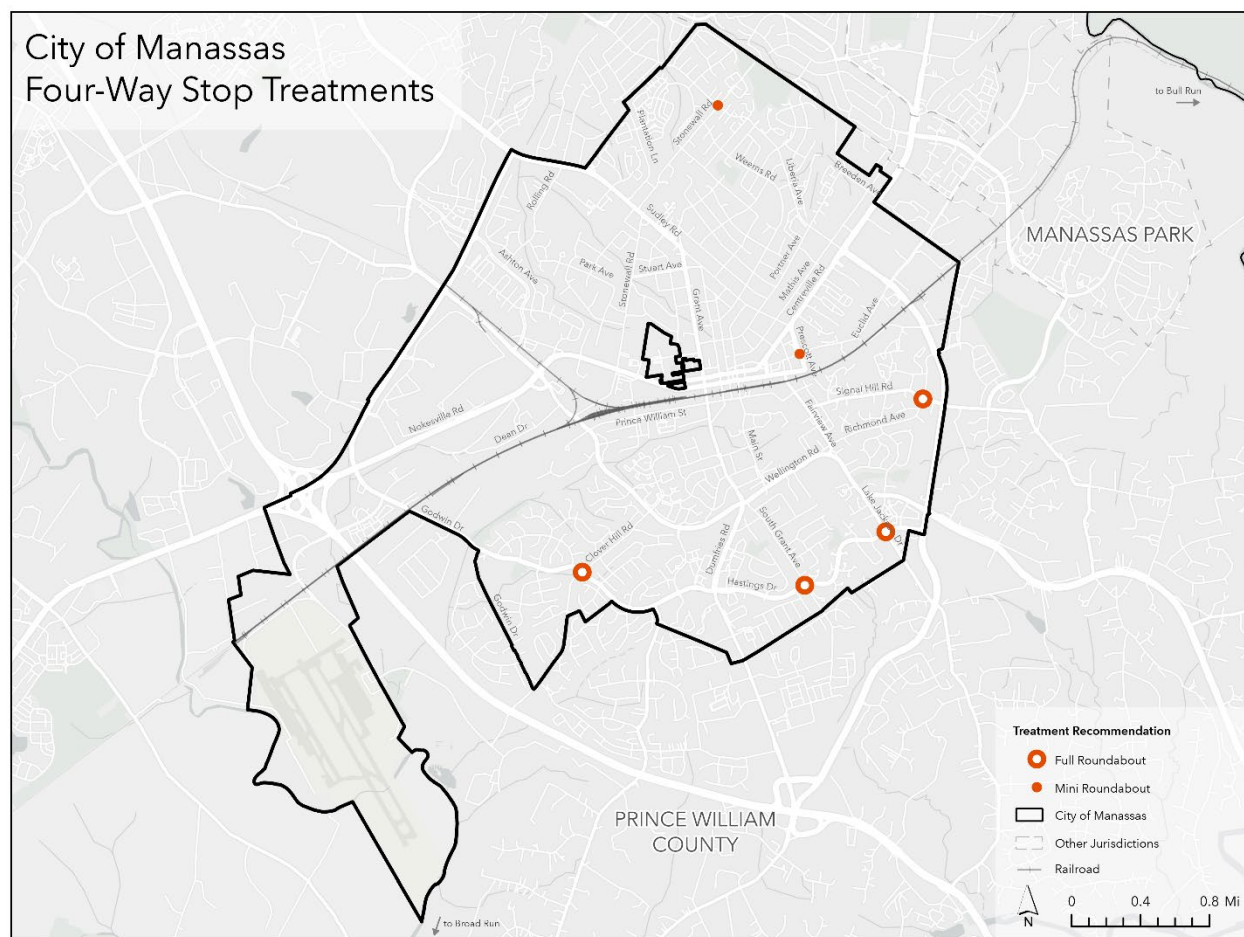


Figure 41: Four-Way Stop Intersection Treatments

Intersection and Mid-Block Crossing Treatments

Pedestrians and cyclists often experience the greatest safety risk at intersections with major roadways, a pattern reflected by the distribution of fatal and serious-injury crashes. Changes in road widths and lane configurations at intersections can confuse all user types and increase the number of potential conflict points between modes.

At high-risk intersections, longer and leading pedestrian intervals; bicycle traffic signals; modernized call buttons; and targeted mirrors, enforcement cameras, lane markings, and signage may reduce safety risk and increase perceived comfort travelling through intersections. These interventions can also be targeted at pedestrian and bicycle crossings of free-flow right-turn lanes (slip lanes) to alert turning drivers that these users may be present.

To address angle crashes, the most frequent crash type, restricting permitted left-turns across traffic or onto major roads from driveways may reduce the number of potential conflict points. At signalized intersections, the following strategies may be considered:

- Leading Pedestrian Interval (LPI)
- Advanced warning signs with LED flashing beacons
- Pedestrian crossing amenities, such as pedestrian signal heads and accessible pedestrian signals (APS)
- Protected left-turn phasing to reduce conflict between pedestrians and left-turning vehicles
- “No right turn on red” blank-out-signs to reduce conflict between pedestrians and right-turning vehicles
- Automatic pedestrian detection (i.e., to call phases, activate beacons, or blank-out signs)

A high degree of conflict between pedestrians, cyclists, and motorists also exists at mid-block crossings. Pedestrian hybrid beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs) can direct motorist and cyclist attention to crossing pedestrians away from intersections.

Grade-separated crossings should be evaluated at sidewalk and trail crossings of multilane turn lanes and highway ramps, where a stopped vehicle in one lane may block drivers’ view of a crossing pedestrian or cyclist from the other travel lane. These crossings may be cost-prohibitive and can be considered on a case-by-case basis where they are more likely to be cost effective than other infrastructure interventions.

It is noted that LTS calculations serve as one component for determining both bicycle facility type and priority on the basis of roadway segments. LTS analyses were not completed for intersections or at mid-block crossings, and select assumptions were applied to supplement incomplete data for roadway segments. As such, this study recommends completing a separate LTS analysis at intersections and crossings, the results of which can update existing LTS scores and project prioritization with more localized data once obtained.

Transition Away from Signed Shared Roads

Almost 40% of Manassas’ current bicycle network consists of signed shared roads. While relatively low-cost and flexible to implement on a wide range of roadway types, the minimal impact of this paint and signage can go unnoticed or actively be ignored by drivers. Feedback from public engagement suggests that signed shared roads can provide a false sense of confidence to cyclists

without offering physical protection from other modes.

Although signed shared roads can be helpful to direct cyclists along roadway gaps between dedicated facilities, they do not offer physical separation from vehicles and are therefore not always accessible to all experience levels. Where financial and space resources are not sufficient to implement a dedicated bicycle facility (e.g., an unprotected on-street bike lane) on a roadway with a level of traffic stress greater than one, directing riders to nearby routes may be a more appropriate intervention than expanding the network of signed shared roads. Existing signed shared roads should be continuously assessed for upgrades to dedicated facilities.

Safety Education and Enforcement Programs

While infrastructure improvements are likely to enhance mobility safety through separation of modes and traffic calming measures, additional safety-oriented educational programs and policy enforcement can further reinforce safer driver, cyclist, and pedestrian behaviors.

Excessive vehicle speeds correlate with a greater likelihood of severe injury and fatal crashes. Marketing campaigns reiterating adherence to posted and Citywide speed limits—and both the safety, legal, and financial consequences of speeding—may deter reckless driving behaviors. Increased visibility of enforcement measures, such as radar signage, may also reduce vehicle speeds. Marketing materials and enforcement protocol can also target other improper driver behaviors (e.g., double parking, running red lights or stop signs, or making illegal turns), which similarly endanger cyclists and pedestrians or makes use of their facilities impossible.

Publicizing the establishment of Safety Corridors may reduce safety risk on selected roadways with a history of crashes or near-miss events. First established in the 2019 TMP, this plan reflects extensions of these corridors along Liberia Avenue, Sudley Road, Hastings Drive, and Center Street and Church Street in Downtown. Recognition of this corridor identification could be extended and applied to other City maps and planning documents or even acknowledged on-site with physical signage.

The 2045 Comprehensive Plan Update, drafted in October 2024, amends a recommendation from “consider a Vision Zero Program” to “adopt a Vision Zero Program.” This commitment would highlight the safety enhancements associated with active mobility infrastructure and develop a more extensive policy framework to monitor, reduce, and eventually eliminate all traffic fatalities in Manassas.

MWCOG’s [Street Smart program](#) provides roadway safety resources which are specifically targeted to protect vulnerable users in accordance with regional traffic laws. The campaign includes educational materials for motorists, pedestrians, and cyclists; printable advertisements and brochures; guidance from local law enforcement; radio spots; and information on regional safety events. Where appropriate, adoption of these resources will reduce duplicative effort and support consistent roadway safety messaging between the City of Manassas and nearby jurisdictions.

Enhancements to active mobility infrastructure is correlated with economic and social benefits beyond network connectivity alone. Pedestrian and bicycle infrastructure can reduce healthcare costs by providing more opportunities for physical activity, reducing the likelihood and severity of post-crash injuries, and providing more affordable transportation choices to access treatment

facilities. [Smart Growth America](#) correlates every \$1 invested in active transportation routes as saving \$24 in medical costs. This infrastructure can also provide cost savings to local governments by increasing property and sales tax revenue, reducing the cost of delivery services (e.g., emergency response or school busing), and increasing tourism revenue. Awareness campaigns for these positive externalities may further encourage acceptance and use of new pedestrian and bicycle facilities.

Pursue a Higher Bicycle Friendly Community Award Level

In Spring 2023, Manassas applied for accreditation as a Bicycle Friendly Community (BFC) through the League of American Bicyclists (the League). As a first-time applicant, the City was awarded as a Bronze-level BFC, scoring most highly in the Engineering and Evaluation and Planning Subcategories. The League's evaluation of the City's bicycle network, plans, and programs included a list of actions for the City to consider as next-step investments in its bicycle infrastructure and culture. Through the implementation of these strategies, Manassas can position itself as a more competitive contender for the higher-level Silver, Gold, or Platinum BFC awards in future application cycles. In addition to industry-standard recognition as a leading community for active mobility, a higher award level would reflect a greater access, safety, investment, and modal share of bicycle travel in Manassas.

The League's recommendations include enhancements to bicycle parking options, bicycle instruction and safety education, bikeshare programs, bicycle commuter benefits, seasonal bicycle events, bicycle committee representation, and bicycle data collection. The full list of recommendations is published on the League's website through [Manassas' Bicycle Friendly Community Report Card](#).

Chapter 7: Implementation

The following section details considerations towards the feasibility, cost, and community benefits associated with the construction of the recommended pedestrian and bicycle infrastructure improvements.

Infrastructure Feasibility

Pedestrian Infrastructure Feasibility

Unless otherwise noted, pedestrian infrastructure recommendations would entail the construction of future sidewalk adjacent to public roadways. In evaluating the feasibility of installing new sidewalks, this study considers the presence of overhead lighting and utilities and right-of-way widths.

Appendix B includes a full list of top-scoring pedestrian segments alongside these feasibility notes.

Bicycle Infrastructure Feasibility

For top-scoring segments, feasibility assessments of installing or constructing new bicycle facilities were performed to capture corridor-specific considerations for planning and design. These roadway characteristics included the presence of overhead utilities, storm drains, OmniRide bus stops, and on-street parking; the existing curb-to-curb and right-of-way widths; the number of travel and turn lanes; and alignment or deviation from street typology sections developed in the 2019 TMP.

Appendix C includes a full list of top-scoring bicycle recommendation segments alongside these feasibility notes.

Cost Estimates

Cost estimates for the implementation of the pedestrian and bicycle infrastructure improvements outlined in this plan are displayed in **Table 17**. These estimates include costs across the entirety of the project cycle, including both labor and material costs throughout the planning, design, and construction phases. Cost estimates are informed by the costs of similar, ongoing infrastructure projects in Manassas and surrounding jurisdictions. Estimates are in 2025 dollars and are not adjusted for inflation over the implementation period.

Table 17: Facility Cost Estimates

Facility Type	Cost Estimate per Unit	Cost Estimate for High Priority Projects Only	Cost Estimate for Total Network Buildout
5' Sidewalk or Off-Street Paved Trail*	\$2,500,000 - \$3,000,000 / mile	\$8,350,000 – 10,000,000	\$37,775,000 - \$45,330,000
4' Unprotected On-Street Bike Lane**	\$25,000 - \$50,000 / centerline mile	\$45,000 – \$90,000	\$160,000 – \$325,000
5' Protected On-Street Bike Lane**	\$100,000 - \$200,000 / centerline mile	\$565,000 – \$1,130,000	\$1,810,000 – \$3,625,000
8' Shared Use Path	\$3,500,000 - \$4,000,000 / mile	N/A (No high priority projects)	\$33,460,000 – \$38,200,000
All Facility Types	N/A	\$9,000,000 - \$11,000,000	\$73,000,000 – \$87,500,000

*Assumes construction of new sidewalk on just one side of the road, not both sides

**Assumes bidirectional facilities and no road widening (i.e., the redistribution of existing pavement through the narrowing or removal of travel lanes and on-street parking)

Monitoring and Performance Measures

Through the setting of quantitative performance measures and targets, the community benefit of these infrastructure investments can be continuously monitored to assess how well these improvements meet and modify users' travel behaviors. **Table 18** lists fifteen performance measures which the City can monitor over a twenty-year timespan to assess the efficacy of its network enhancements. **Appendix D** includes a full list of performance measures, data sources, and baseline and target metric calculations.

Target values for 2045 were derived from national and regional performance averages, continuations of current trajectories in facility buildout or changes in travel behavior, and an understanding of realistic limitations to achieving aspirational improvements to the active mobility network. Interim benchmark values for 2030 will allow the City to gauge the success of its preliminary investments and to determine where additional focus may be needed to achieve the 2045 target values.

Table 18: Performance Measures and Targets

Measure	City of Manassas 2025 Baseline	City of Manassas 2030 Target	City of Manassas 2045 Target
% Modal Share - Driving Alone	69.4% (Commute) 40.6% (All Trips)	67% (Commute) 39% (All Trips)	60% (Commute) 35% (All Trips)
% Modal Share - Walking	1.0% (Commute) 4.2% (All Trips)	1.3% (Commute) 5.4% (All Trips)	2% (Commute) 9% (All Trips)
% Modal Share - Biking	0.3% (Commute) 0.4% (All Trips)	0.5% (Commute) 0.8% (All Trips)	1% (Commute) 2% (All Trips)
Cumulative Lane Miles of Pedestrian Facilities (sidewalks, trails, shared-use paths)	239.6	255	300
Cumulative Centerline Miles of Bicycle Facilities (bike lanes, shared-use paths)	23.63	28	40
Ratio of Sidewalk Lane Mileage (sidewalks, trails, shared-use paths) to Total Roadway Mileage	1.84	1.88	2.00
Ratio of Bicycle Centerline Mileage (bike lanes and shared-use paths) to Total Roadway Mileage	0.14	0.17	0.25
Percent of Roadway Mileage with adjacent Sidewalk or Shared-Use Path	93.7	94.5	97
Number of KSI Collisions [1-Year]	Fatalities: 1 Injury: 47	Fatalities: 0 Injury: <35	Fatalities: 0 Injury: 0
Number of KSI Collisions with Bicycle or Pedestrian Involvement [5-Year]	14	<10	0
Count of Traffic Calming Devices Installed	9 Speed Hump Clusters; 4 Traffic Circles; 4 Pedestrian Refuge Corridors; 3 Stamped Asphalt Clusters; 2 Delineator Corridors; 1 Pavement Marking; 23 Total Project Clusters	27 total project clusters	35 total project clusters
% of Households by Vehicle Ownership	Zero-Vehicle: 3.9% One-Vehicle: 26.4% Two-Vehicle: 43.1% Three or More Vehicles: 26.4%	Zero-Vehicle: 4.2% One-Vehicle: 28% Two-Vehicle: 43.5%* Three or More Vehicles: 24%	Zero-Vehicle: 5% One-Vehicle: 33% Two-Vehicle: 45%* Three or More Vehicles: 17%

Measure	City of Manassas 2025 Baseline	City of Manassas 2030 Target	City of Manassas 2045 Target
Average Level of Traffic Stress by Mile of Public Roadway	2.067	2.00	1.75
Daily Vehicle Miles Traveled	443,599 ~10.4 / Manassas resident	400,000 ~9.1 / Manassas resident	355,000 ~7.2 / Manassas resident
Bicycle Friendly Community Award Level	Bronze	Silver	Gold

*Target percentages for Two-Vehicle households increase in 2030 and 2045 because reducing the number of households with three or more vehicles has a more substantial impact on mode shift, and as these larger households downsize, many transition into the Two-Vehicle category, driving up its percentage.

Chapter 8: Conclusion

Through a strong network of existing transportation assets and the adoption of infrastructure and policy recommendations which leverage them, the City of Manassas is well-positioned to uphold and advance the mobility goals and strategies established in the 2045 Comprehensive Plan.

The identification of roadway segments according to the need and impact of pedestrian and bicycle improvements will fortify a safer and more accessible **local network** which emphasizes intuitive linkages to the **regional network** through trail and transit connections. These context-sensitive and site-specific proposals enhance **multimodal connectivity** by promoting multiple modal options along key corridors and activity centers, providing users with the choice to use or switch between the travel modes which best meets their needs. A growing emphasis on reducing the share of trips made by driving alone and increasing trips made by foot, by bike, or by transit will promote the **safety, resiliency**, and financial and ecological **sustainability** of travel in Manassas.

As Manassas continues to urbanize, densify, and diversify, the fortification of modally competitive active mobility options will better serve multiple community needs. Separation of modes will reduce the likelihood of serious traffic injuries and fatalities while creating additional opportunities for physical activity, outdoor recreation, and social interaction for all ages, abilities, and experience levels. An increased ease of cycling and walking will magnify the attractiveness of existing cultural, natural, and historic resources, generating more touristic and commercial interest in the City. These improvements provide actionable responses to concerns about public safety, accessibility, and freedom of movement presented during public engagement efforts.

This plan enumerates the active mobility projects with the lowest barriers to construction with the highest impact in support of planning objectives and community needs. The recommended performance measures will serve as a method to monitor progress towards achievement of these planning objectives. This plan can be continuously referenced as future developments and funding sources provide additional opportunities to reimagine Manassas' mobility landscape. Building a more extensive, intuitive, and well-connected active mobility network will continue Manassas' trajectory as a regional leader in pedestrian and bicycle accessibility.

Appendices

- Appendix A: Recommendation Attribute Tables and Scoring Matrices
- Appendix B: Pedestrian Feasibility Spreadsheet
- Appendix C: Bicycle Feasibility Factsheets
- Appendix D: Performance Metrics Spreadsheet
- Appendix E: City of Manassas Mobility Master Plan Traffic Analysis Update



City Council Agenda Item Report

Agenda Item No. 4.3

Submitted by: Christen Miller

Submitting Department: Community Development

Meeting Date: October 27, 2025

Item Title

Resolution #R-2026-301: Street Name Assignment - Aviator Avenue

(Staff: Matt Arcieri, AICP, Assistant City Manager / Planning & Community Development Director)

Suggested Action and/or Recommendation

Approve Resolution #R-2026-301

Suggested Motion

Approve Resolution #R-2026-301

Item Type Resolutions

Submitting Department Community Development

Meeting Body City Council

Item ID 2026-301

Drafter Christen Miller

Meeting Date October 27, 2025

Advisory Board/Committee Review

Airport Commission - July 17, 2025

City Council Worksession - October 20, 2025

Fiscal Impact

N/A

Executive Summary and Background Information

Pursuant to Section 102.1 of the Code of Manassas, the City Council is authorized to review and approve all proposed street names. As a result of the Observation Road Relocation project at the Manassas Regional Airport, a new street name is needed for the relocated portion of Observation Road. The proposed name of Aviator Avenue has been reviewed by City staff was selected by the Airport Commission.

ATTACHMENTS

- [RES R-2026-301 Aviator Avenue](#)
- [ATTH01 Aviator Avenue Map](#)

MOTION: _____

SECOND: _____

October 27, 2025
Regular Meeting
Res. No. R-2026-301

RE: Street Name Assignment – Aviator Avenue

WHEREAS, the Manassas Regional Airport is realigning a portion Observation Road; and

WHEREAS, the City has reviewed and approved the site plan; and

WHEREAS, the City and Airport Commission recommend the renaming the realigned portion of *Observation Road* as *Aviator Avenue*; and

WHEREAS, pursuant to Section 102.1 of the Code of the City of Manassas, the City Council is authorized to review and approve all proposed street names.

NOW, THEREFORE, BE IT RESOLVED that the Manassas City Council in regular session this 27th day of October 2025 does hereby **APPROVE** the proposed street name *Aviator Avenue* as shown on the attached layout.

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

ATTEST:

Eric. W. Smith, II City Clerk

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Exhibit Showing Proposed Aviator Avenue on west side of Manassas Regional Airport





City Council Agenda Item Report

Agenda Item No. 4.4

Submitted by: Amelia May

Submitting Department: Commissioner of the Revenue

Meeting Date: October 27, 2025

Item Title

#O-2026-336: Real Estate and Personal Property Tax Relief for the Elderly and Disabled

(Staff: Tim Demeria, Commissioner of the Revenue)

Suggested Action and/or Recommendation

Approve Ordinance #O-2026-336 and schedule for Second Reading on City Council's November 10, 2025 Consent Agenda.

Suggested Motion

I move that Ordinance #O-2026-336 regarding the tax relief program for the elderly and disabled be approved on first reading and schedule for a second reading.

Item Type Ordinances

Submitting Department Commissioner of the Revenue

Meeting Body City Council

Item ID 2026-336

Drafter Amelia May

Meeting Date October 27, 2025

Advisory Board/Committee Review

At the April 30, 2025 City Council Work Session, the Council directed staff to move forward with amending income eligibility guidelines for the real and personal property tax relief program for the elderly and disabled as detailed in Ordinance #O-2026-336.

Fiscal Impact

In Fiscal Year 2025, the current program parameters outlined in Manassas Code §110-52 yielded tax relief for our qualifying elderly and disabled residents in the amount of \$1,012,943. The changes proposed in this ordinance will likely increase that dollar amount slightly, but a figure cannot be predicted until applications for this program are received in the spring of 2026.

Executive Summary and Background Information

Virginia Code §58.1-3210 and 3506.2 allow for the exemption or deferral of taxes on real property of certain elderly individuals and individuals with disabilities, as well as alternative tax rates to be set by localities for the elderly and handicapped, respectively.

The City Council has enacted said tax relief for these vulnerable populations in Manassas Code §110-52, which was last addressed by Council in 2017.

This ordinance, in red-line format, shows proposed amendments to the City's Code §110-52, primarily simplifying the monetary limits per household, in income, net financial worth and percent of exemption in both real and personal property categories. The former Part 2 of the Section is also stricken, as the year-by-year elimination of percent-based exemptions begun in 2019 has concluded.

If adopted upon second reading, this ordinance will become effective January 1, 2026, and will apply to Fiscal Year 2027. Going forward, the Commissioner of the Revenue will update Council annually as to the need to revise the program base amount.

ATTACHMENTS

- [ORD #O-2026-336- Tax Relief Elderly-Disabled](#)
- [Redlined Ordinance #O-2026-336- Tax Relief Elderly-Disabled](#)

ORDINANCE #O-2026-336

First Reading	October 27, 2025
Second Reading	November 10, 2025
Enacted	November 10, 2025
Effective	January 1, 2026

AN ORDINANCE TO AMEND AND REENACT THE CODE OF ORDINANCES, CITY OF MANASSAS, VIRGINIA (2002), AS AMENDED, SECTION 110-52 RELATING TO REAL ESTATE AND PERSONAL PROPERTY TAX RELIEF FOR THE ELDERLY AND DISABLED

WHEREAS, the City of Manassas offers a real estate and personal property tax relief program for resident elderly and disabled taxpayers in accordance with state statutes; and

WHEREAS, City Council desires to continue to provide real estate and personal property tax relief to the most vulnerable of those taxpayers by adopting income guidelines that will be effective for the program in Fiscal Year (FY)2027; and

WHEREAS, Virginia Code 58.1-3210 permits the City to establish its own income figures for eligibility under its tax relief programs for the elderly and disabled.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Manassas, Virginia, meeting in regular session this 27th day of October, 2025:

1. That the Code of Ordinances of the City of Manassas, Virginia (2002) is hereby amended and reenacted by amending Section 110-52 as follows:

Sec. 110-52. Definitions.

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Base shall be the extremely low-income family income limit based upon a family of two, annually published by the U.S. Department of Housing and Urban Development for qualifying for the "Section 8 or Housing Choice Voucher Program." The total combined income for all sources during the preceding calendar year by owners of the dwelling who use it as their principal residence and owners' relatives who live in the dwelling are within the following limits:

REAL PROPERTY:

Household Income	Net Financial Worth	Exemption
Up to base	\$340,000.00	100%
Base to \$60,000	\$340,000.00	100% Up to \$3,400

PERSONAL PROPERTY:

Household Income	Net Financial Worth	Exemption
Up to \$60,000	\$340,000.00	100%

2. That the City Council will annually receive a report on the real estate and personal property tax relief program from the Commissioner of the Revenue to determine if the program base amount or relief limits need to be revised.
3. This ordinance shall take effect January 1, 2026.

BY ORDER OF THE COUNCIL

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

ATTEST:

Eric W. Smith City Clerk

MOTION:

SECOND:

RE:

ACTION:

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

ORDINANCE #O-2026-336

First Reading	October 27, 2025
Second Reading	November 10, 2025
Enacted	November 10, 2025
Effective	January 1, 2026

AN ORDINANCE TO AMEND AND REENACT THE CODE OF ORDINANCES, CITY OF MANASSAS, VIRGINIA (2002), AS AMENDED, SECTION 110-52 RELATING TO REAL ESTATE AND PERSONAL PROPERTY TAX RELIEF FOR THE ELDERLY AND DISABLED

WHEREAS, the City of Manassas offers a real estate and personal property tax relief program for resident elderly and disabled taxpayers in accordance with state statutes; and

WHEREAS, City Council desires to continue to provide real estate and personal property tax relief to the most vulnerable of those taxpayers by adopting income guidelines that will be effective for the program in Fiscal Year (FY)2027; and

WHEREAS, Virginia Code 58.1-3210 permits the City to establish its own income figures for eligibility under its tax relief programs for the elderly and disabled.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Manassas, Virginia, meeting in regular session this 27th day of October, 2025:

1. That the Code of Ordinances of the City of Manassas, Virginia (2002) is hereby amended and reenacted by amending Section 110-52 as follows:

Sec. 110-52. Definitions.

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Base shall be the extremely low-income family income limit based upon a family of two, annually published by the U.S. Department of Housing and Urban Development for qualifying for the "Section 8 or Housing Choice Voucher Program." The total combined income for all sources during the preceding calendar year by owners of the dwelling who use it as their principal residence and owners' relatives who live in the dwelling are within the following limits:

REAL PROPERTY:

Household Income	Net Financial Worth	Exemption
Up to base	\$340,000.00	100%
Base to \$60,000	\$340,000.00	100% Up to \$3,400

PERSONAL PROPERTY:

Household Income	Net Financial Worth	Exemption
Up to \$60,000	\$340,000.00	100%

2. That the City Council will annually receive a report on the real estate and personal property tax relief program from the Commissioner of the Revenue to determine if the program base amount or relief limits need to be revised.
3. This ordinance shall take effect January 1, 2026.

BY ORDER OF THE COUNCIL

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

ATTEST:

Eric W. Smith City Clerk

MOTION:

SECOND:

RE:

ACTION:

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:



City Council Agenda Item Report

Agenda Item No. 6.1

Submitted by: Parisa Attayi

Submitting Department: City Attorney

Meeting Date: October 27, 2025

Item Title

Resolution R-2026-340 Authorizing a Closed Meeting
(Staff: Craig Brown, City Attorney)

Suggested Action and/or Recommendation

Approve Resolution R-2026-340 Authorizing a Closed Meeting.

Suggested Motion

Item Type Authorize a Closed Meeting
Submitting Department City Attorney
Meeting Body City Council

Item ID 2026-340
Drafter Parisa Attayi
Meeting Date October 27, 2025

ATTACHMENTS

- [RES R-2026-340 Authorizing a Closed Meeting](#)

MOTION:

October 27, 2025

SECOND:

Regular Meeting

Res. No. R-2026-340

RE: RESOLUTION AUTHORIZING A CLOSED MEETING OF CITY COUNCIL

WHEREAS, it is necessary for the City Council to discuss and consider whether to dispose of City-owned real property located near downtown for commercial purposes, and the terms and conditions for a proposed sale of the property; and,

WHEREAS, a discussion of those terms and conditions in an open meeting would adversely affect the City's bargaining position or negotiating strategy; and,

WHEREAS, it is also necessary for the City Council of the City of Manassas to discuss the qualifications of candidates for appointment to City boards and commissions; and,

WHEREAS, pursuant to Virginia Code §§ 2.2-3711 (A) (1) and (3) these discussions regarding appointments and the sale of real property may take place in a duly convened closed meeting of City Council.

NOW, THEREFORE, BE IT RESOLVED by the Council for the City of Manassas, Virginia that the Council hereby authorizes the discussion of appointments and of the terms and conditions for the sale of real property, in a closed meeting of the Council.

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

ATTEST:

Eric W. Smith, II City Clerk

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:



City Council Agenda Item Report

Agenda Item No. 7.1
Submitted by: Parisa Attayi
Submitting Department: City Attorney
Meeting Date: October 27, 2025

Item Title

Resolution #R-2026-341 Certifying a Closed Meeting
(Staff: Craig Brown, City Attorney)

Suggested Action and/or Recommendation

Approve Resolution R-2026-341 Certifying a Closed Meeting

Suggested Motion

Item Type Certify a Closed Meeting
Submitting Department City Attorney
Meeting Body City Council

Item ID 2026-341
Drafter Parisa Attayi
Meeting Date October 27, 2025

ATTACHMENTS

- [RES R-2026-341 Certifying a Closed Meeting](#)

MOTION:

October 27, 2025

SECOND:

Regular Meeting

Res. No. R-2026-341

RE: RESOLUTION CERTIFYING A CLOSED MEETING OF CITY COUNCIL

WHEREAS, immediately prior to this Resolution the City Council of the City of Manassas adjourned into a closed meeting in accordance with the provisions of the Virginia Freedom of Information Act; and,

WHEREAS, the Freedom of Information Act requires a certification by City Council that such closed meeting was conducted in the manner required by law.

NOW, THEREFORE, BE IT RESOLVED by the Council for the City of Manassas, Virginia that the Council hereby certifies that to the best of each member's knowledge (1) only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act and (ii) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered in the meeting by the City Council.

Michelle Davis-Younger Mayor
On behalf of the City Council
of Manassas, Virginia

ATTEST:

Eric W. Smith II City Clerk

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting: