PRINCE WILLIAM COUNTY

Dale City Small Area Plan

Adopted: December 10, 2019

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INTRODUCTION AND BACKGROUND

The Dale City Small Area Plan intends to revitalize and capitalize on one of most prosperous unincorporated communities in the Commonwealth of Virginia ripe for increased economic growth in the eastern portion of Prince William County.

The small area plan has been prepared to further the economic development goals of the County to provide opportunities for high-quality employment integrated within a pedestrian-friendly, mixed-use center that will foster local and regional economic opportunities.

The primary focus of the Dale City Small Area Plan is to create a sustainable transit oriented and pedestrian friendly community anchored around five (5) nodes consisting of one (1) new community mixed-use center and four (4) revitalized commercial/civic nodes that offer a mix of arts, public space, retail and transit-oriented opportunities while also preserving existing natural resources.

Geographically, this small area plan is located on the southern edge of the National Capital area and connects to I-95 at the Dale Boulevard exit which is a major gateway entrance to the County. The study area also has the benefit of being in an established transit hub, accessible from I-95, Prince William Parkway, and Dale Boulevard, and the highly utilized PRTC's OmniRide Transit Center. This centralized location with a strong multi-modal opportunity is the springboard for the proposed development in the Plan.

The study area has a lot of potential for increased economic growth due to the area being prime for re-development and introducing new commercial development with access to a variety of transit opportunities. The study area is surrounded by a diverse and educated workforce with a low unemployment rate. The plan is also surrounded by existing and planned economic hubs including: Potomac Mills Mall, due north, and Marine Corps Base Quantico to the south, Ft. Belvoir to the north, and the planned Parkway Employment Center and North Woodbridge Small Area Plans to the northeast.

In addition to its prime location within the region and opportunities for economic growth, Dale City is a place displaying natural beauty that this Small Area Plan intends to preserve and emphasize. The 3,036-acre study area is primarily residential with four (4) commercial nodes and wooded with unique natural features that can be integrated into new developments to enhance the marketing potential of the area.

The existing Dominion powerline easements that traverse the Dale City Small Area Plan also offer an opportunity to create an extensive system of trails to connect to pre-existing and proposed trails along the Neabsco Greenway and to development in the surrounding area.

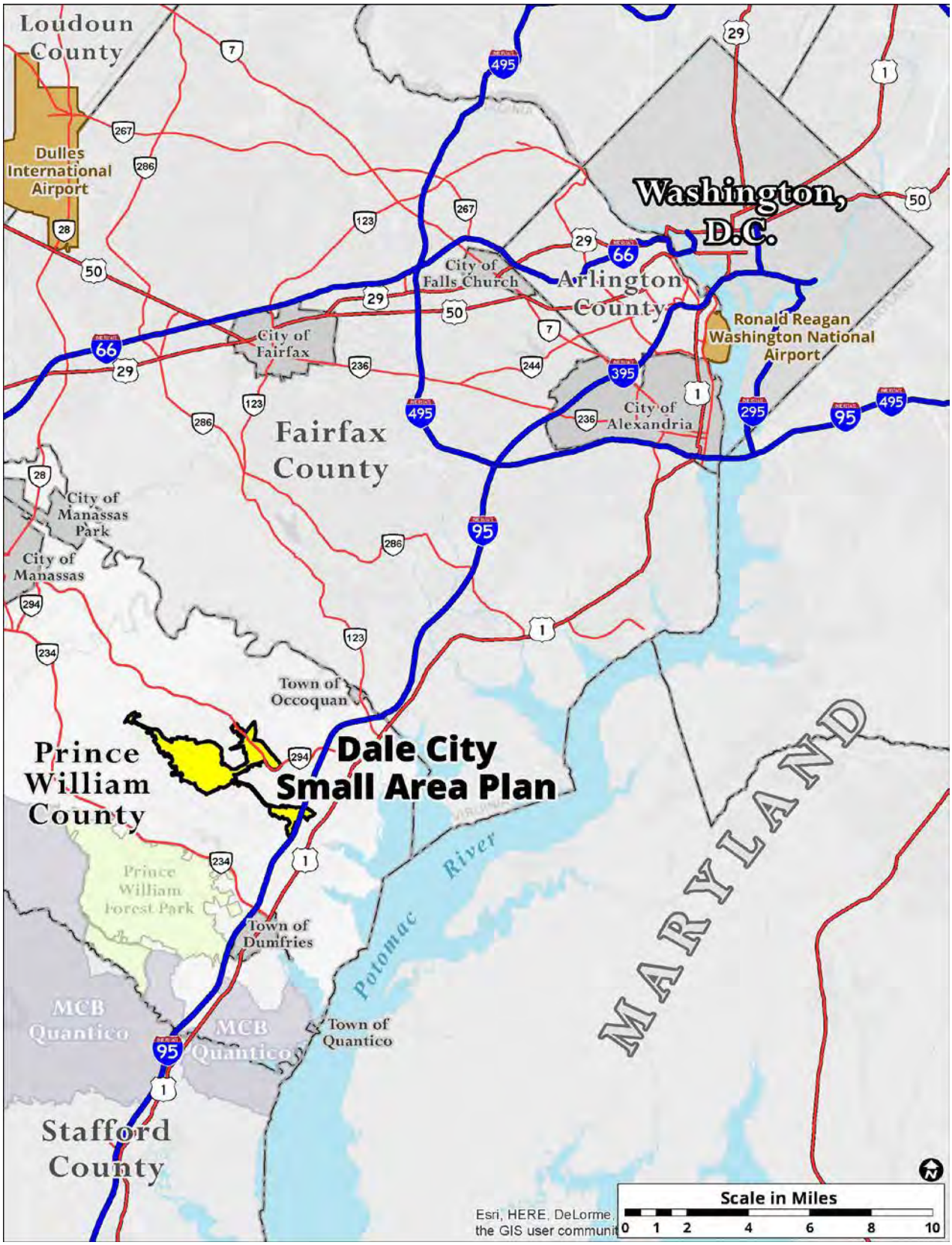

Figure 1: Dale City Small Area Plan in the Region

PURPOSE AND USE OF SMALL AREA PLAN

On August 3, 2016, the Board of County Supervisors initiated a scope of work for comprehensive plan amendments which included numerous small area plans and directed staff to prepare Dale City Design Guidelines. The Dale City Small Area Plan serves as a basis for the long-term vision for future growth and revitalization in the study area. The need to evaluate Dale City arose from several factors including regional changes in the marketability of office development, new state laws affecting the proffer system and a desire to see a new vision for what Dale City can become. The purpose of the Dale City Small Area Plan is to re-brand the area into an economically viable and a more sustainable community that builds upon the strengths of the previous Dale City Residential Planned Community (RPC) Plan. The vision and goals of the Plan are realized through the implementation of the action items established in this Plan. The Plan develops a foundation for more sustainable future along this corridor to help shape areas with a greater mix of uses, improved connectivity, and a stronger sense of place for the surrounding neighborhoods. The small area plan process includes research, stakeholder and public engagement, visioning, and the final plan.

Areas of Transformational Change

The Plan provides a mechanism to help realize the development potential within the Dale City boundaries. The transformational changes within the Dale City Small Area Plan are focused on five (5) nodes of development comprised of one (1) new community mixed-use development area and the revitalization of four (4) existing commercial/civic nodes. The specific planning areas of focus are denoted as follow:

- *Parkway Node*
- *East Gateway*
- *Minnieville Node*
- *Mapledale Node*
- *West Gateway*

The *Parkway Node* will consist primarily of new development occurring on the north side of the intersection of Prince William Parkway and Minnieville Road and redevelopment on the southwest side where Noblewood Plaza currently exists. The largest transformation of the *Parkway Node* will be a new community mixed use center consisting of commercial and residential development along with a transit center on an approximately 143 acre parcel north of the intersection of Prince William Parkway and Minnieville Road. The redevelopment of the existing Noblewood Plaza will consist of mixed use commercial and residential that replaces some of the outdated commercial area and augments the more recent built office complexes, mid-rise residential buildings and retail development within and around the land bay.

The *East Gateway* contains the land area surrounding Dale Boulevard that is a key entrance into Dale City and Neabsco Commons from I-95. This respective area borders both sides of I-95 and continues to the site where the future Americans in Wartime Museum is being built. The East Gateway is prime for revitalization as identified in the Key Redevelopment Areas by the Prince William County Department of Economic Development. On the north side of Dale Boulevard, a mixed-use development consisting primarily of residential, retail and office will offer a compact,

pedestrian-oriented environment with an opportunity to reduce the distance between home, work and retail destinations. On the south side of Dale Boulevard, a relocated Transit Center paired with a mixed-use commercial development is the focus of this revitalization area. The mixed-use commercial center will be comprised of retail, entertainment and office space which will be enhanced by the Americans in Wartime Museum. This blend of land use will make this location an ideal destination for regional tourism and the office component will be attractive for federal agencies or corporate offices due to its proximity to a strong multimodal network including easy access to I-95.

The *Minnieville Node* exists further west on Dale Boulevard at the intersection with Minnieville Road. This area is well known as the focal center of Dale City by residents and is ideal for revitalization as large portions of the development are approximately 45 years old. Currently, there are 4 existing land bays recommended for redevelopment. Center, Glendale and Forestdale Plazas were constructed in the 1970s. Boulevard Center was developed in the early 1980s and Cheshire Station was built in the late1990s. Based on the recommendations of the Dale City Small Area Plan, each of the land bays in this node will undergo a redevelopment process designed to enhance the retail area, improve pedestrian connectivity and provide linkages to transit. The existing Center Plaza will be transformed into a Main Street commercial/civic center that includes a grocery store anchor supplemented by retail, civic uses, enhanced farmers market and a new transit center. Glendale Plaza will be divided into retail on the west end with mixed-use and residential units on the east side. A new frontage street will provide an alternative route for pedestrians and vehicles to avoid the Dale Boulevard and Minnieville Road intersection. Cheshire Station will retain its commercial development but will be redesigned to include mixed-use office and open space. This will allow for a transition into Forestdale Plaza which is envisioned to contain mixed-use residential with townhomes on the east end of the development area. Boulevard Center is envisioned to include both residential housing and offices.

The *Mapledale Node* consists of the properties around the intersections of Dale Boulevard with Mapledale Avenue and Ridgefield Drive. This specific area is known by residents as the newer part of Dale City as most of the development occurred in this section in the 1980s into the early 1990s, well after the eastern portion of the residential planned community was built. This respective area currently serves the community as a neighborhood commercial center with civic facilities nearby. The intent of the plan is to revitalize this area by integrating mixed-use redevelopment that will provide improved pedestrian connectivity from surrounding adjacent neighborhoods to public facilities and retail destination points. Another component of the plan is to establish a place of civic identity. This includes a new library and pavilion area to serve as a community gathering place. The last element of the plan focuses on the establishment of senior housing on the south side of Dale Boulevard with mixed-use office/retail.

The *West Gateway* is the last area of focus in the Dale City Small Area Plan. This area serves as a transition zone between the more intense developed areas of Dale City and the less intense development existing on the west side of Hoadly Road. This respective area was considered a low redevelopment priority and the emphasis of the improvements are to create a visual gateway entrance into Dale City.

The remainder of the Small Area Plan consists primarily of either established residential communities, institutional uses such as schools and parklands, or small pockets of industrial uses. Beyond the two gateways and three nodes identified for new development or

revitalization, the Small Area Plan recommends retention of the established residential communities and reinvestment in the commercial properties over time as needs and markets for such services evolve.

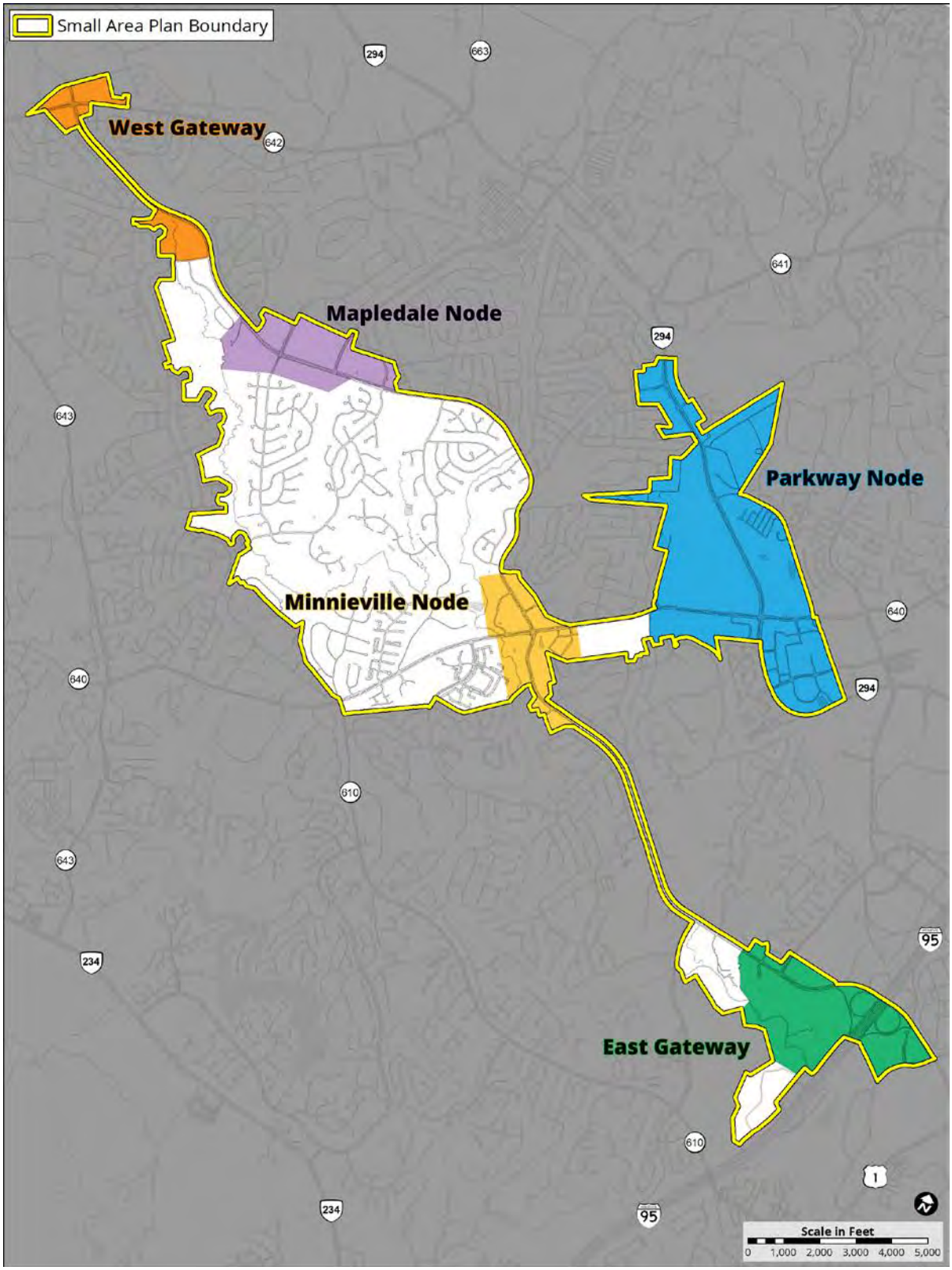

Figure 2: Dale City Study Area Boundary with Transformational Nodes

Organization of the small area plan

The Small Area Plan consists of eight major components which are identified below and will follow an extensive existing conditions and data analysis that sets the foundation upon which the Plan is built (See Figure 3).

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

Figure 3: Organization of the Plan

EXISTING CONDITIONS AND DATA ANALYSIS

History

Dale City was named by real estate developer Cecil Don Hylton. His selection for naming the new community was founded on the "hills and dales" of the rolling land where the development was to be built. Cecil D. Hylton saw an opportunity to fill the need for affordable housing for federal employees by constructing a planned community on property he acquired in the mid-1960s. In the late summer of 1968, Hylton began construction activities in Dale City after receiving rezoning approval to Residential Planned Community (RPC), on August 8, 1968, of approximately 3,204 acres starting west of I-95 along Dale Boulevard to what is now Kingsman Road. His second rezoning request to RPC, of an additional 2,208 acres, was approved on May 22, 1969, which allowed the Hylton Enterprise, LLC. to develop areas along Dale Boulevard west of Kingsman Road toward Hoadly Road. The streets along Dale Boulevard (the main east to west artery through the community) were completed by the mid-1970s. Generally, streets proceeded alphabetically when followed east to west, with such names as Ashdale, Barksdale, Birchdale, Cherrydale, Cloverdale, Darbydale, Evansdale, Forestdale. By 1980, Dale City residents no longer had to travel to Woodbridge or Manassas to obtain goods, services and entertainment as four commercial developments were built. These retail centers were Ashdale, Center, Glendale and Forestdale Plazas. In 1985, Potomac Mills shopping center opened, expanding the opportunity for Dale City to enter into the regional market. The following year Minnieville Plaza was built and in the early 2000s Cheshire Station Plaza added retail development at the intersection of Minnieville Road and Dale Boulevard.

Some of the Dale City subdivisions likely qualify as individual historic architectural districts. For example, the dwellings within Dale City Sections 1 & 2 were constructed circa 1966 to approximately 1970 and are recorded with the Virginia Department of Historic Resources as an historic district[1]. There were three types of residences built: one-story minimal traditional, Ranch-style and two-story minimal traditional. The one-story minimal traditional building plan within the neighborhood was typically three bays with brick veneer front façade and vinyl or asbestos siding on the gable ends. Variations in plan included a one-story, single bay, frame garage, exterior brick gable end chimney, and a one-story, two-bay shed-roofed front porch. The Ranch-style dwellings typically featured four bays with a raised stoop, which provided access to the front entry. Variations on the raised Ranch style dwelling incorporated a full-height, entry feature and an overhanging upper level. The two-story minimal traditional dwellings had two plan types. The first design featured three bays on the first floor with brick veneer on the exterior walls, while the second floor incorporated vinyl siding and two windows. The second plan featured a one-story garage wing and exterior brick chimney.[1]

However, the history of Dale City encompasses much more than mid-to-late twentieth century housing. Its history extends back in time for many thousands of years. Before European colonial contact (pre-contact), Native Americans occupied and walked across this plan area as far back in time as 10,000 B.P. Abundant evidence has been found of campsites and tool manufacture and maintenance. The Neabsco Creek stream valley and the rolling land on terraces above are ideal

[1] VCRIS 2019

locations to find evidence (sites) of pre-contact occupation. It is expected additional sites will be found during future archaeological studies.

During the early colonial period, plantations that profoundly impacted the plan area included Neabsco Ironworks Plantation and Bel Air Plantation. Neabsco Ironworks was founded by Colonel John Tayloe I and managed by two successive generations: John Tayloe II and John Tayloe III. The Tayloe family was a member of the wealthiest planter businessmen in Virginia. In the early 1730s Colonel John Tayloe acquired ownership of 5,000 acres surrounding Neabsco Creek. By 1737 Tayloe owned about 9,000 acres. Eventually his land stretched from Quantico Creek north to the Occoquan River and westward, comprising approximately 20,000 acres. From 1737 until about 1828, the family controlled what was probably the longest continually-operated furnace in northern Virginia. During nearly one century of operation, the Neabsco Mills Ironworks evolved into a multifaceted industrial operation that was similar in scale and operation to other Southern industrial plantations which relied on slave labor. In addition to the ironworks, they operated a grist mill, hotel, and shipyard, all of which was supported by a labor force of unskilled, semi-skilled and skilled indentured servants and slaves [2, 3, 4, 5, 6]. This expansive operation had a large effect on the County's economy, which has not been studied extensively, as well as on the health of the land as large amounts of timber and minerals were required to feed the operation [2,3,5,6,7].

Bel Air Plantation was built circa 1740 by Major Charles Ewell (c. 1713-1747) after he acquired 800 acres in 1739. It is located south of the intersection of Dale Boulevard and Minnieville Road, and west of Minnieville Road. The house is outside of the plan area, but the original plantation land extended into the plan area. The house is believed to be built on the foundations of an early frontier fort. Ewell was a vestryman and churchwarden of Dettingen Parish and formed a partnership in 1744 to establish an ironworks on the Occoquan River. His son, Col. Jesse Ewell (1743-1805), was a justice and militia commander for Prince William County. Reverend Mason Locke Weems (1759-1825), George Washington's first biographer and originator of the cherry tree story, married Frances Ewell (Jesse's daughter) in 1795 and is buried there. At the time of Jesse Ewell's death, 18 slaves were employed on this farm. In 1848 the house was bought by Chapman Lee, a native of Connecticut who farmed "Bel Air" without using slaves[6]. It continued

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[2] Heite, Edward F.: 1983 The Pioneer Phase of the Chesapeake Iron Industry: Naturalization of a Technology, by Edward F. Heite. Published in the Quarterly Bulletin by the Archeological Society of Virginia, Volume 38, Number 3, page133-182.

[3] 2003 Neabsco and Occoquan: The Tayloe Family Iron Plantations, 1730 – 1830, by Laura Croghan Kamoie.

[4] Kaomie, Laura Croghan: 1999Three Generations of Planter Businessmen: The Tayloes, Slave Labor and Entrepreneurialism in Virginia, 1710-1830. A Dissertation Presented to the Faculty of the Department of History at the College of William and Mary in Virginia, in Partial Fulfillment of the Requirements for a Degree of Doctor of Philosophy, by Laura Croghan Kamoie, 1999.

[5] Sandford, Douglas, Michael J. Klein, Todd Bonshire, Carter L. Hudgins, and Rick Smith: 1993 The Neabsco Mills Ironworks: A Phase I and Phase II Archaeological Survey. By Douglas Sanford with contributions from Michael J. Klein, Todd Bonshire, Carter L. Hudgins, and Rick Smith. Submitted to: Planning Office, County of Prince William.

[6] Prince William County Historical Commission – Historical Markers - 1978, Minnieville

[7] Patton 2012

as a farm throughout the 1800s and into the late twentieth century. During the late twentieth century parts were sold off for residential subdivisions. The remaining house and land were sold at auction in 2012.

Within the plan area, there is a stone foundation and cemetery located along Delaney Road that marks the site of Prince William County's second Presbyterian Church. Greenwood Presbyterian Church was dedicated in 1855. Oliver Chamberlin, Thomas Clarke and Abram Walden became the first trustees of the church. The structure burned during the Civil War. "The tombstone for Thomas Clarke and his wife, Mary, survives in the cemetery but many of the graves, some being Civil War soldiers, are unmarked[8]."

Civil War maps, such as McDowell and Schedler's 1862 map[9], show numerous farmsteads, pastures, agricultural fields and forests spread throughout the plan area. This suggests land started being broken up and sold as smaller lots prior to the Civil War, a practice that intensified after the war. While no pitched battles occurred in the plan area, troops from the Confederacy patrolled the area until March 1862. Afterward, Union troops patrolled and established picket posts throughout the area. The Confederate cavalry conducted raids in Dumfries and throughout the plan area along Telegraph, Minnieville, Hoadly, and Delaney roads. The ongoing presence of troops throughout Prince William County drained the local farmers of food and timber[10].

The Civil War devastated Prince William County. Accounts of the war disclose most citizens deserted their homes and lands, which were consequently destroyed or looted, when the two armies occupied the plan area. After the war, the plan area slowly recovered its agricultural and industrial heritage. Most large plantations were no longer viable without slave labor and were consequently subdivided and sold as smaller farms.

By the late nineteenth century communities were rebuilding. For example, in 1884 the community of Minnieville was substantial enough to have its own Post Office[8]. During the early twentieth century public, segregated school houses were built. While agriculture remained an important economic driver, Turner's research identified other trades such as, lumber dealers, merchants, saw mill owners, barbers, blacksmiths and wheelwrights, carpenters and builders[11]. Dairy farming, which had begun before the war, was able to flourish with the assistance of advanced refrigeration technology, but not on the scale as in western Prince William County. During the second and third quarters of the twentieth century, hog farming increased as an

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[8] Prince William County Historical Commission – Historical Markers
1978, Minnieville

[9] McDowell, Irvin and J. Schedler: 1862, *Map of n. eastern Virginia and Vicinity of Washington* [Washington, D.C.]: United States War Department, Corps of Topographical Engineers, Digital image on file in the Geography and Map Division of the Library of Congress.

[10] Curtis, Donald E.: 2006, *The Curtis Collection: A Personal View of Prince William County History*. Prince William County, VA: Prince William County Historical Commission.

[11] Turner, Ronald Ray: 1999, *Prince William County Virginia 1805-1955 Businesses*. Available online at http://www.pwcvirginia.com/documents/Business1805-1965.pdf.

agricultural mainstay taking advantage of inexpensive restaurant scraps available in Washington, D.C.[12].

Brown's 1901 map of Prince William County depicted a number of families in the plan area: Dewey, Glascock, Davis, Corwell's, Windsor, Bland Williams, Hanes, Simpson, Schubert, Clark, Chesier, Alexander, Round, Russell, Chamberlain, Posey to name a few. Early twentieth century topographic maps and aerial photography from 1937[13] and 1954 show dispersed farmsteads throughout the plan area that were separated by swaths of timber. Additional evidence of this dispersed farmstead and community land use is seen in the many family cemeteries found throughout the plan area[14].

After World War II, the G.I. Bill was enacted making low-interest mortgages available to veterans. Almost a decade later, the Federal Highway Act of 1956 set the course for the creation of the interstate system. These two phenomena led to the growth of suburban development patterns that are characterized by car dependent, large residential lots, and strip malls with overprescribed parking requirements. The construction of Interstate 95 through eastern Prince William County in 1964 helped spur the first wave of suburban development, epitomized by large tracts of single-family homes separated from self-contained shopping centers. During the 1980s and 1990s, eastern Prince William County continued to grow to both serve as a residential resource for the greater Washington region as well as an economic engine. Regional congestion spurred more multimodal investments to connect Woodbridge to the regional core, including introduction of commuter rail service at the Virginia Railway Express station in 1992 and construction of carpool and bus lanes along I-95 in 1997. Dale City's late twentieth century development was largely influenced by these events with successive waves of development reflecting the market's response to state and federal transportation investments in the burgeoning metropolitan Washington region.

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[12] Neuroth, Lydia: 2014, Oral History Project. Prepared by Lydia Neuroth for the Prince William County Historical Commission, Prince William County Historic Preservation Division and the Planning Department, in completion of her summer internship for the University of Virginia.
[13] United States Soil Conservation Service (USSCS): 1937, Aerial Photography
[14] Brown, William H.: 1901, Map of Prince William County, Virginia. Washington, D.C.: A.B. Graham Photo. Lith. Digital image on file in the Geography and Maps Division of the Library of Congress.

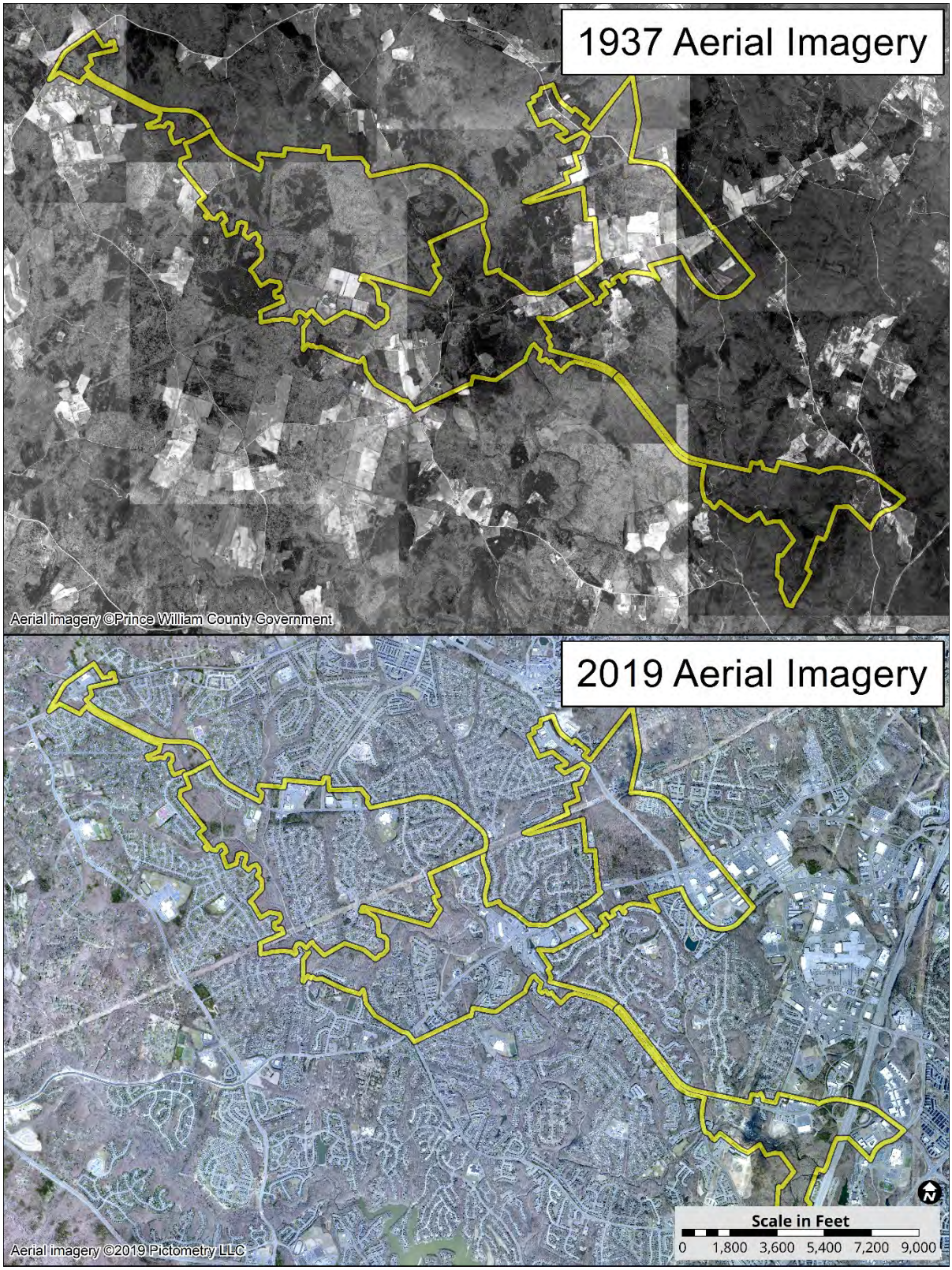


Figure 4: Dale City, Aerial Image (1937-2019)

Overview of Study Area Today

Dale City is part of the Washington D.C. Metropolitan area and located approximately 25 miles southwest of the Nation's capital. The study area is primarily within the Dale City Residential Planned Community (RPC) boundary and runs along the Dale Boulevard Corridor except for two areas. The first portion of the Small Area Plan outside the Dale City RPC is to the northeast in the vicinity of Prince William Parkway bound by Elm Farm Road to the northeast. This area is known as the *"Parkway Node"* on the Small Area Plan map. The second section is on the east side of Interstate 95 (I-95) and comprises the Neabsco Commons development. Altogether, the Dale City study area is bound to the west by Hoadly Road and to the southwest by Princedale Drive.

The Dale City study area is bordered primarily by residential development and contains mostly medium density residential within the study area around Mapledale Avenue and Lindendale Road and high density residential along Minnieville Road. There are two small segments that border either the eastern or northern most sections of the Dale City study area that are comprised of mostly commercial development.

The primary internal roads for the Dale City study area are Dale Boulevard and a small portion of the Prince William Parkway. Both Minnieville and Ridgefield roads cut across the study area and intersect with Dale Boulevard.

Dale City benefits from proximity to major employment centers including Fort Belvoir and Marine Corps Base Quantico. Commuter bus and rail provide access to I-95 and the major employment centers of downtown Washington, the Pentagon, Crystal City, Tysons Corner, Alexandria and Mark Center. In addition, Prince William-Metro Direct bus service provides peak hour connections to the region's Metrorail transit system. Due to its convenient location, the study area is a regionally significant commuter hub. It includes a series of commuter lots with over 3,000 spaces. These commuter lots are operated by the County and VDOT and provide access to the I-95 HOT lanes and commuter slug lines.

Dale City is a critical gateway into Prince William County from I-95. Dale Boulevard functions as a high-volume access route to and from I-95. It had average daily traffic (ADT) of 29,000 to 48,000 vehicles trips between Minnieville Road and I-95 based on 2017 VDOT traffic data. As of 2015, the population within this study area was 66,000 and provided 3,441 jobs.[15] Due to the ease of access and high visibility from I-95, Dale City is active with great economic opportunity.

The Metropolitan Washington Council of Governments (MWCOG) has identified the Potomac Mills area as an Emerging Employment Center.[16] Emerging Employment Centers are a type of Activity Center with rapidly developing "campus-style" suburban employment areas less than six square miles (3,840 acres) in total area, with more than 15,000 jobs projected in 2040. This designation is used as a tool to help guide land use and transportation planning decisions such as increasing the amount of employment or housing in the Center.

[15] Dale City, VA. SDAT Report, 2015

[16] Metropolitan Washington Council of Governments, Regional Activity Centers and Clusters, 2007

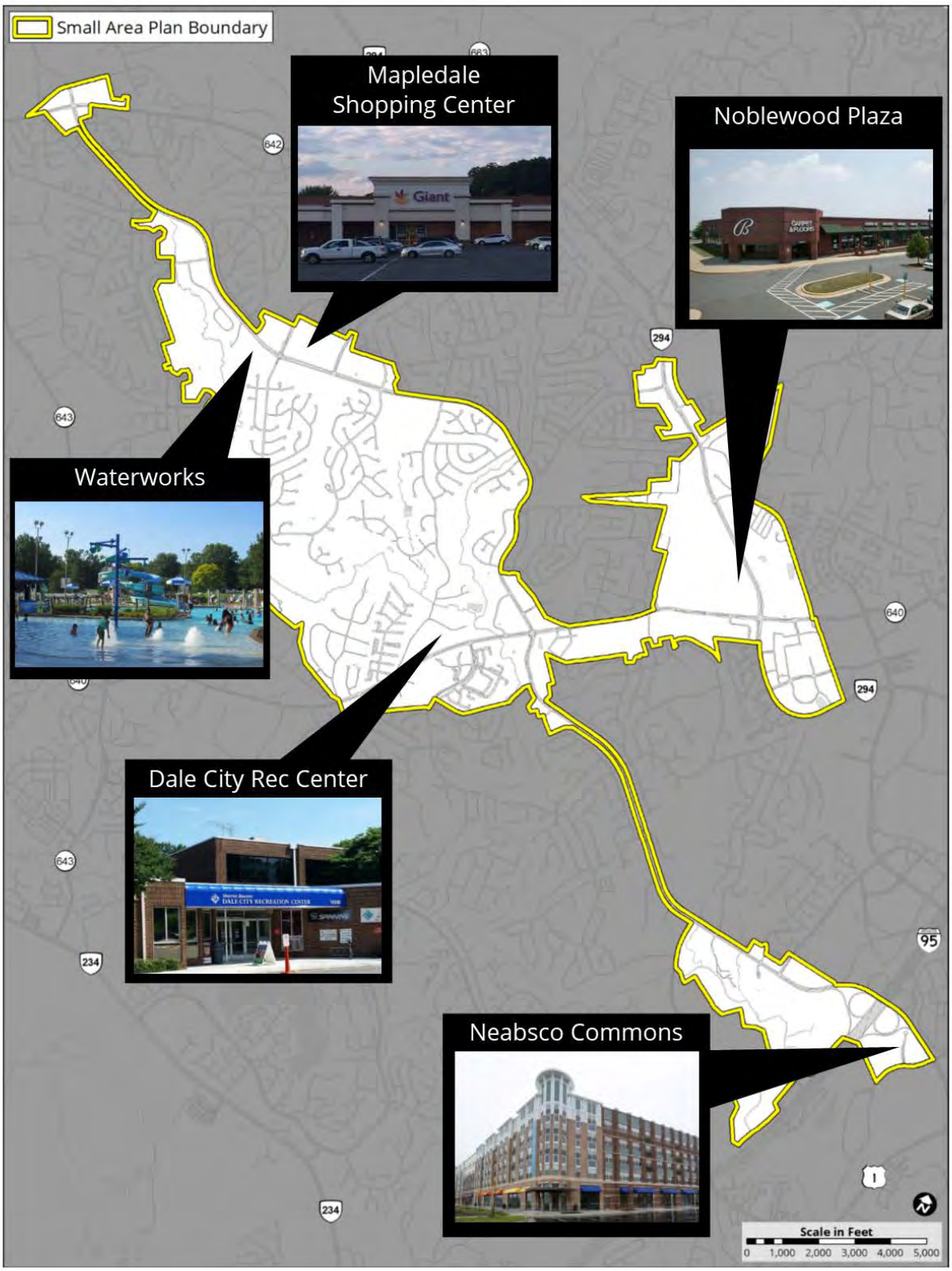


Figure 5: Dale City Study Area Today

Existing Land Use

The majority of the acreage in the study area is residential, commercial, institutional or open space. Commercial development is primarily located around four major intersections with Dale Boulevard and on the southeastern side of Prince William Parkway. There is approximately 108 acres of institutional land consisting of a library, fire & rescue stations, religious institutions and County owned commuter parking lots. In addition, there is approximately 280 acres of recreational land which is comprised mostly of parks. Dale City is a residential planned community with a mixture of residential housing of various densities. This respective land use is comprised of 28.4 percent of the land area. The high-density residential housing is located on Minnieville Road and is composed of apartments. Figure 6 provides a comprehensive view of the existing land use in the Dale City Small Area Plan boundaries.

Current Land Use	Land Area (± Acres)	Share of Use (± %)
Commercial	270.2	8.9
Industrial	5.8	0.2
Institutional	107.5	3.5
Undeveloped	931.1	30.7
Recreational Land	280.6	9.2
Residential-High	209.6	6.9
Residential- Medium	564.7	18.6
Residential- Low	89.3	2.9
Public Land, Schools	79.2	2.6
School – Private	3.9	0.1
Utility	44.4	1.5
Public Right-of Way/Commuter Parking Lots	450.3	14.8
Total	3,036.6	100%

Existing Land Use- Parkway Node

This node consists of a variety of land uses. The land bay on the southeast side of the intersection of Minnieville Road and the Prince William Parkway consists of Noblewood Plaza, which is a mix of retail and office development. Golansky Boulevard separates this area into two distinct developments. The north portion of this road, just west of Noblewood Plaza, consists mostly of office space. The south side of Golansky Boulevard is made up of a bank, a daycare and an assisted living facility. There are three undeveloped parcels of which one has a Special Use Permit #SUP2019-00001 application for constructing a Sheetz at Noble Pond Way. The land bay on the southwest side of the intersection of Minnieville Road and the Prince William Parkway consists of mostly commercial development with residential high density (River Run Senior Apartments) to the west and residential high-density due south. On the north side of the respective intersection, there exists mostly vacant land with the exception of the First Baptist Church and a residential mobile home site. The northern most section of the Parkway Node consists mostly of commercial and residential low-density developments.

Figure 6: Aerial View of Parkway Node

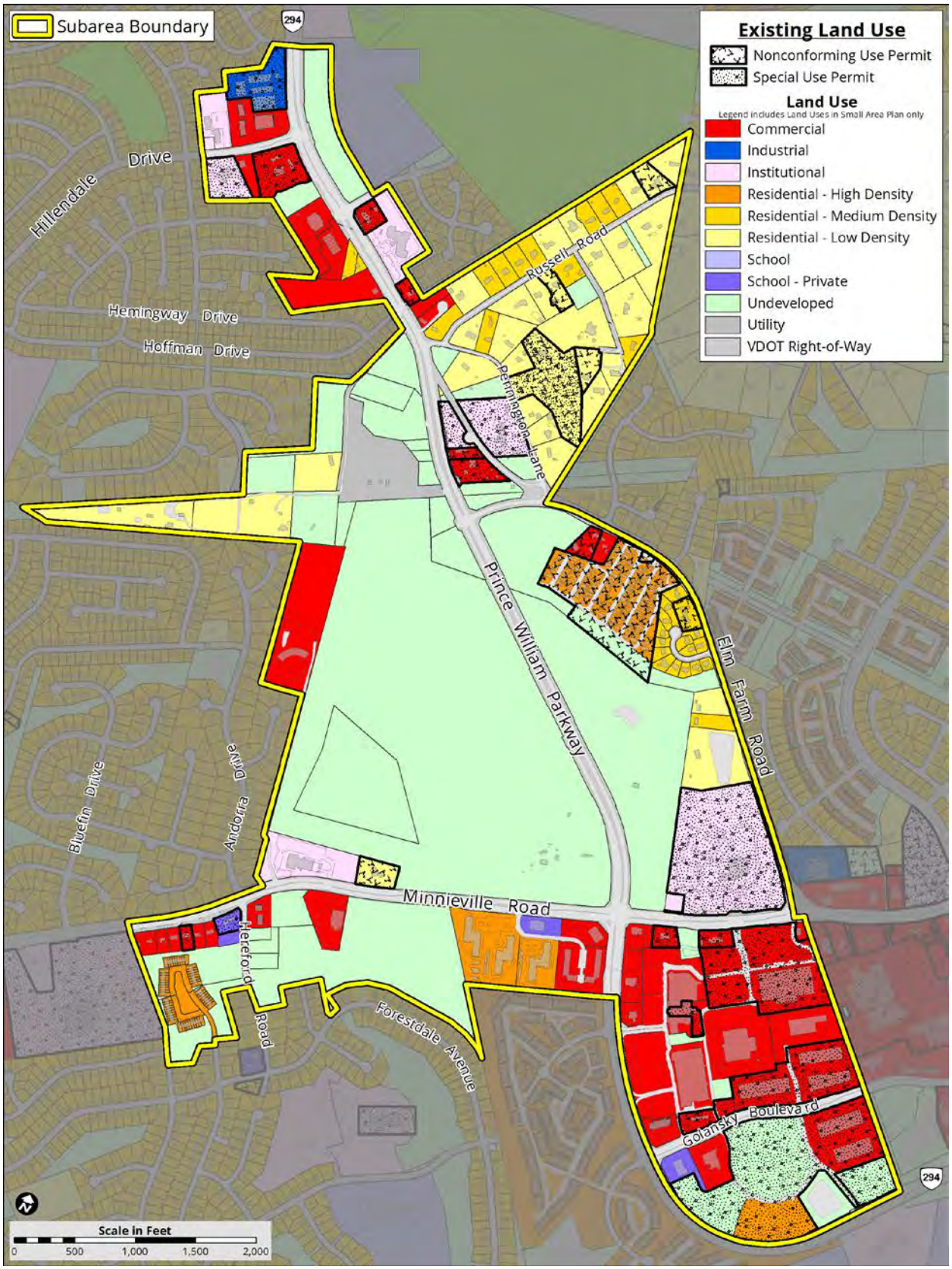


Figure 7: Existing Land Use (Parkway Node)

Existing Land Use – East Gateway

The majority of the acreage in the East Gateway is vacant land. On the east side of I-95, the existing land use is comprised of high density residential, retail and commercial. On the west side of I-95, the majority of land is vacant. There is commercial development within the Ashdale Plaza and on the south side of Dale Boulevard consisting of retail and restaurants. Currently, the Americans in Wartime Museum is being built in areas west and south of the At-Home store. Traveling west on Dale Boulevard within the East Gateway, there are three religious institutions and a recreational facility (Turley Field). The remainder of the area is residential with one water reclamation facility serving the eastern portion of Dale City. Figure 9 provides the current land use within the East Gateway area.

Figure 8: Aerial View of the East Gateway

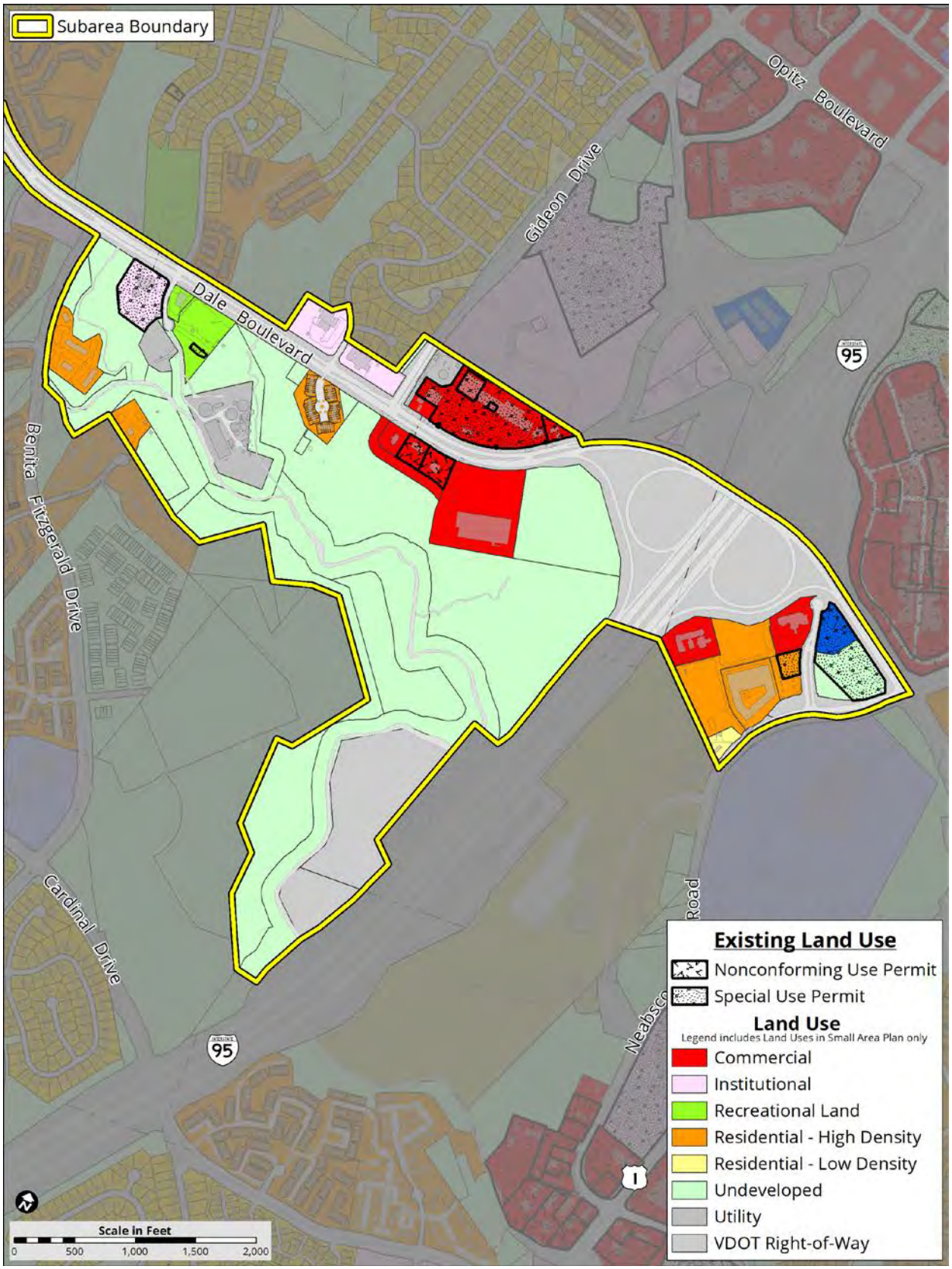


Figure 9: Existing Land Use (East Gateway)

Existing Land Use – Minnieville Node

The Minnieville Node is comprised of mostly commercial development within the four land bays around the intersection of Dale Boulevard and Minnieville Road. The land bays are made up of several plazas with retail commercial development and an anchor retail store for each shopping center. Center, Glendale and Forestdale Plazas were constructed in the 1970s. Boulevard Center was developed in the early 1980s, Minnieville Plaza was constructed in the mid-1980s and Cheshire Station was built in the early 2000s. Cheshire Station and Forestdale Plaza make the northeast bay and Glendale and Minnieville Plaza make up the northwest bay of the Minnieville Node. There is a small section of industrial use (public self-storage) on the south side of Minnieville Road behind the Boulevard Center. Behind Center Plaza there is a water reclamation facility. Proximal to the redevelopment node is recreational land (Sharron Baucom Dale City Recreation Center) and two schools (Minnieville Elementary and Beville Middle) west along Dale Boulevard. The remainder of the land use in the area is either Residential (High or Medium Density) or Undeveloped Land/Open Space.

Figure 10: Aerial View of the Minnieville Node

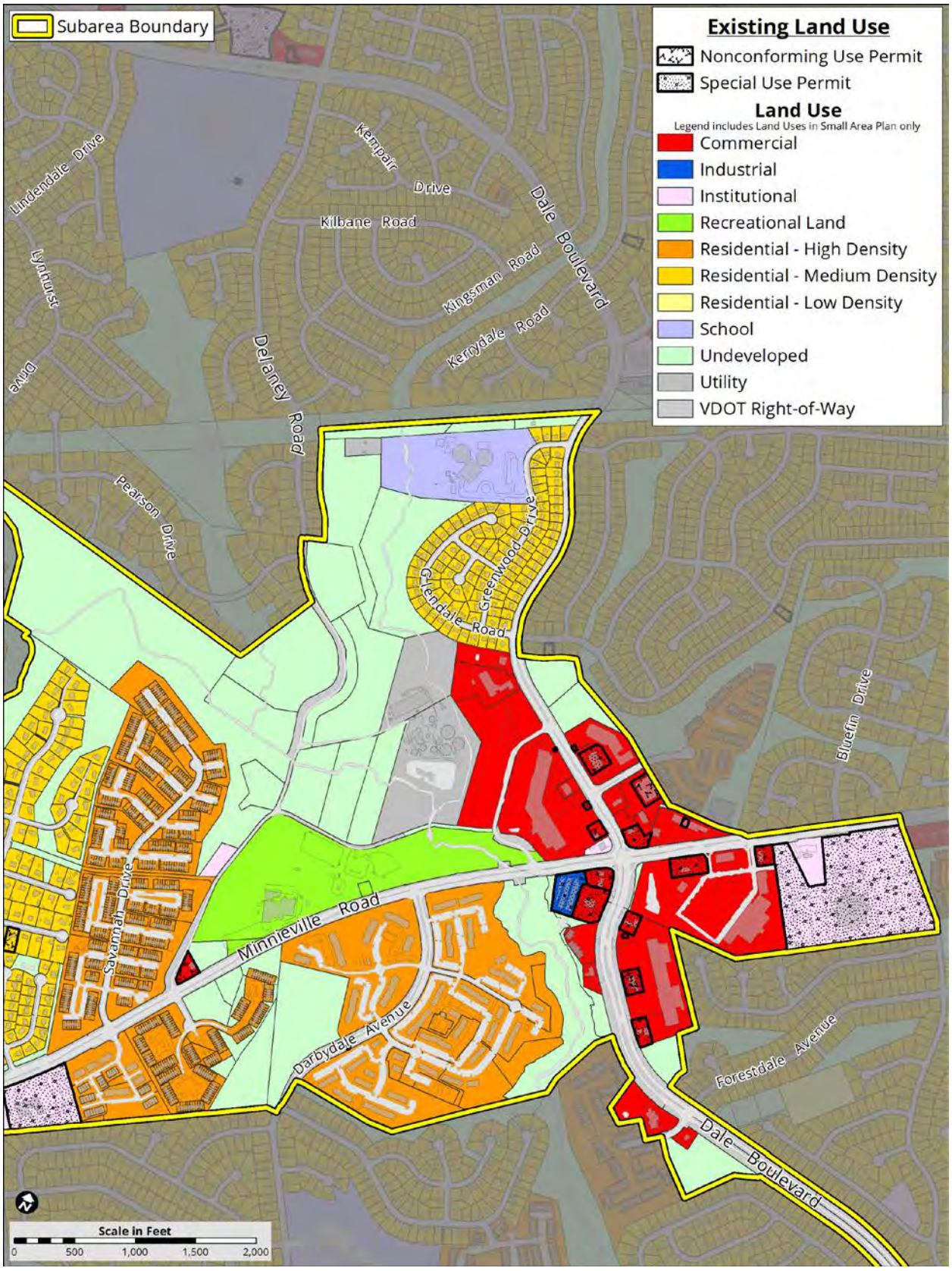


Figure 11: Existing Land Use (Minnieville Node)

Existing Land Use – Mapledale Node

The Mapledale Node consists of a variety of existing land uses including commercial, institutional, and open space.

On the north side of Dale Boulevard is Mapledale Plaza, a commercial development with vacant land on the east side of the parcel. To the west of Queensdale Drive is vacant land. On the east side of Ridgefield Road is the Prince William Ice Center, the Boys and Girls Club, a commuter parking lot and a gas station. East of Quate Lane is a vacant parcel that is the eastern boundary of the Mapledale Node.

On the south side of Dale Boulevard there are currently two parcels developed with commercial uses and a third parcel that has an application for a Special Use Permit #SUP2018-00009, Mapledale Storage Center. The remainder of the adjacent parcels in the eastern portion of the node are vacant. One of the vacant parcels is owned by Prince William County and was originally reserved as right-of-way for a future extension of Ridgefield Road south of Dale Boulevard, but this extension is no longer planned. West of the commercial area is the Andrew Leitch Regional Park.

Figure 12: Aerial View of Mapledale Node

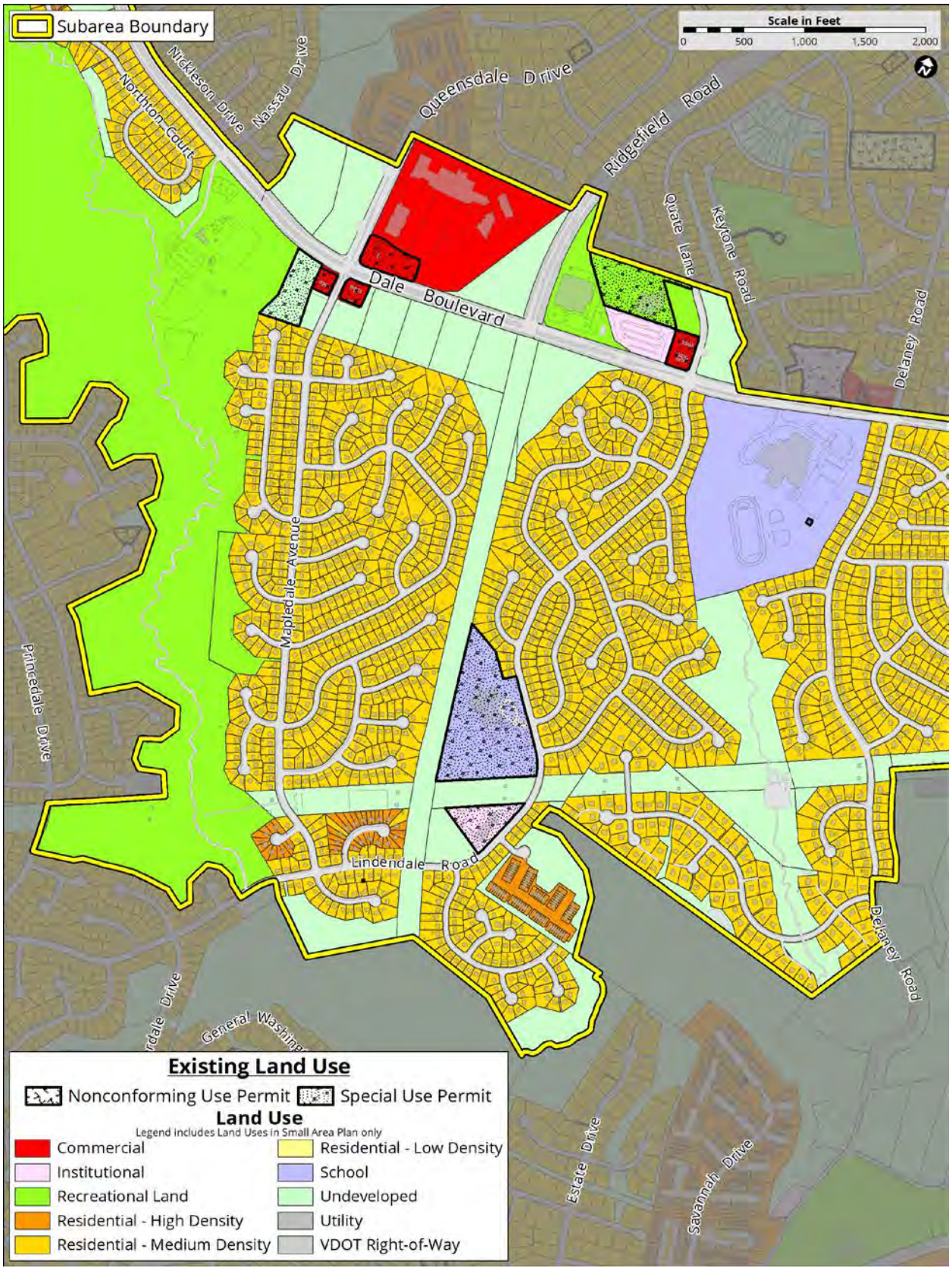


Figure 13: Existing Land Use (Mapledale Node)

Existing Land Use – West Gateway

The land in this area is mostly commercial with some vacant lots.

The west side of Hoadly Road is mostly commercial with a carwash, Food Lion, CVS and Walgreens as existing retail uses on four different parcels with a church (Prince of Peace United Methodist) between the carwash and Food Lion retail center.

On the east side of Hoadly Road, there is one commercial pad that is currently a 7-11. The remainder of the area at this intersection is vacant land with residential medium density surrounding the unused land.

Figure 14: Aerial View of West Gateway Node

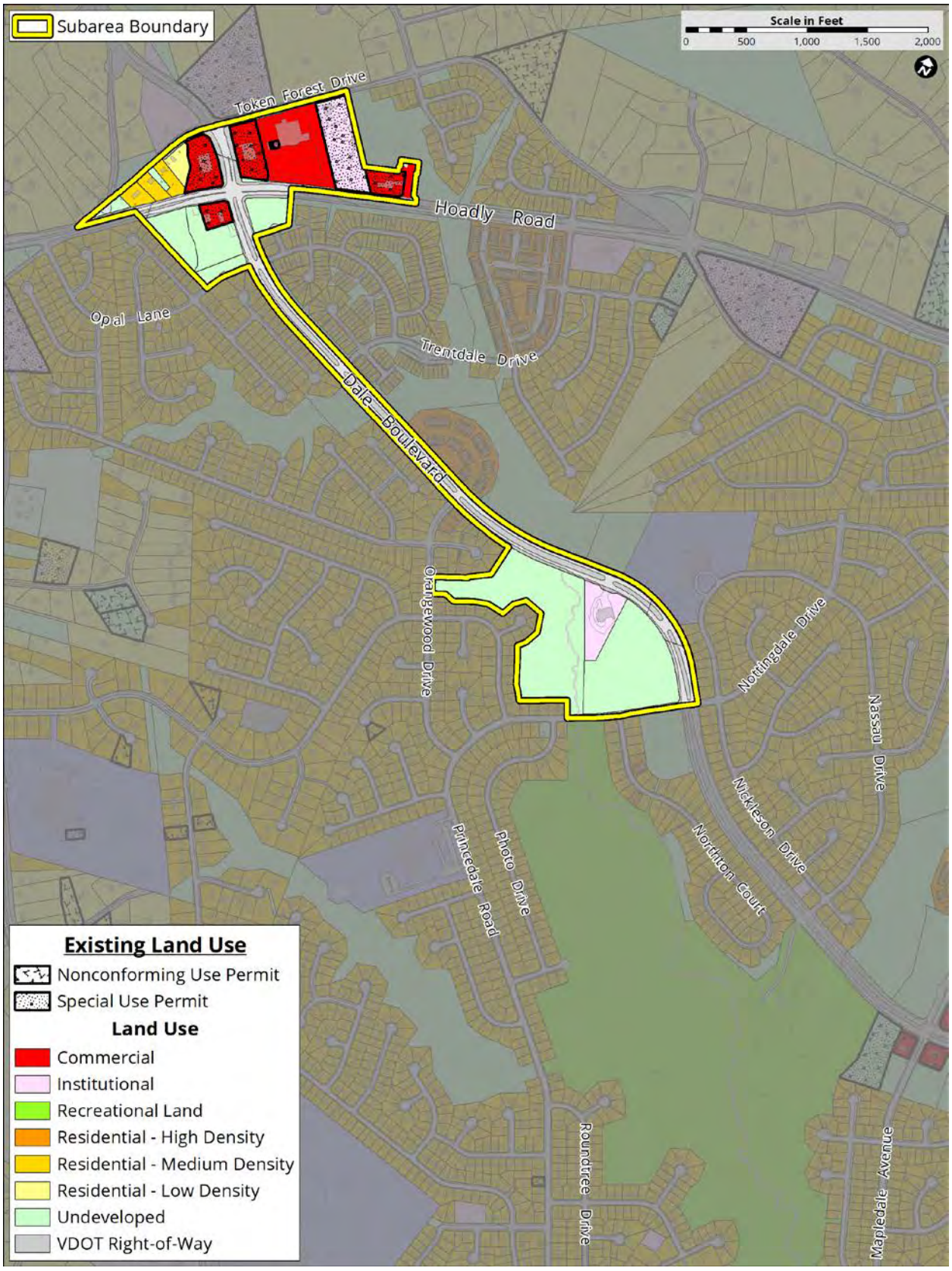


Figure 15: Existing Land Use (West Gateway)

Existing Zoning

The Zoning Ordinance[17] for Prince William County consists of text and a map that classifies all land into zoning districts. The Zoning Ordinance is subject to periodic revisions upon action by the Board of County Supervisors.

The study area is generally located along the Dale Boulevard Corridor except for two areas. The first section outside the Dale City Residential Planned Community (RPC) zoning district is to the northeast and exists around the Prince William Parkway bound by Elm Farm Road to the northeast. The second section is on the east side of Interstate 95 (I-95) and comprises the Neabsco Commons development. Altogether, the Dale City study area is bound to the west by Hoadly Road and to the southwest by Princedale Drive and is comprised of approximately 3,037 acres with several different zoning designations ranging from R-2, Suburban Residential density to O(H), Office High-Rise.

The residential zoning within the study area boundaries is in three distinct areas. First, the majority of residential occurs along Dale Boulevard and is zoned RPC, Residential Planned Community. The second significant area of residential development occurs in two sections along Minnieville Road. On the western part of Minnieville Road and intersecting Darbydale Avenue, there are apartments and the area is zoned R-16, Suburban Residential. On the eastern section of the road, there is an area zoned RPC, Residential Planned Community and turns into PMR, Planned Mixed Residential as you approach the Prince William Parkway. The last area of residential occurs in the northwestern section of the Prince William Parkway and is designated RPC, Residential Planned Community.

There are also four existing Highway Corridor Overlay Districts that impact the development of this study area. They are as follow: the Prince William Parkway, Minnieville Road, Dale Boulevard and Neabsco Mills Road. Figure 17 provides a comprehensive view of the current zoning designations within the Small Area Plan.

[17] Prince William County, Zoning Code, 2018

Existing Zoning- Parkway Node

The new community mixed use center on the north side of Minnieville Road is currently zoned a mix of A-1, Agricultural, R-2, Suburban Residential, and O(H), Office High-Rise. There is a current application to rezone a portion of this area to a PMD, Planned Mixed-Use District.

On the south side of Minnieville Road, the planned districts consist of PBD, Planned Business District, PMR, Planned Mixed Residential and RPC, Residential Planned Community. The zoning is mostly B-1, General Business.

The PMR, Planned Mixed Residential District is designed to permit and encourage the establishment of communities of varied housing types in planned developments of ten or more contiguous acres, incorporating appropriate public, community and supportive commercial and employment services. This district is intended to provide flexibility, and the opportunity for specialized application of planning principles.[18]

The PBD, Planned Business District is intended to provide for the flexibility of design necessary to implement the economic development goals and objectives of the County as set forth in the Comprehensive Plan. The PBD, Planned Business District should be established in areas served by a freeway or interstate highway or serviced by a minor arterial or greater designation roadway.[19]

The RPC designation provides a single zoning district that promotes an integrated business community within which businesses and residences are conveniently linked.[20]

Prince William Parkway and Minnieville Road are part of a Highway Corridor Overlay District which limits some uses, reduces the size and height of signage, requires landscape buffers and screening along the street, and limits direct access. Figure 16 provides the current zoning designations within the Parkway Node.

The four revitalization areas along Dale Boulevard (East Gateway, Minnieville Node, Mapledale Node, West Gateway) contain existing commercial and civic spaces that are ideal candidates for focusing redevelopment as there are several vacant parcels abutting these properties which are included in the revitalization plan for each of the nodes.

[18] Prince William County, *Zoning Code*, 2018
[19] ibid
[20] ibid

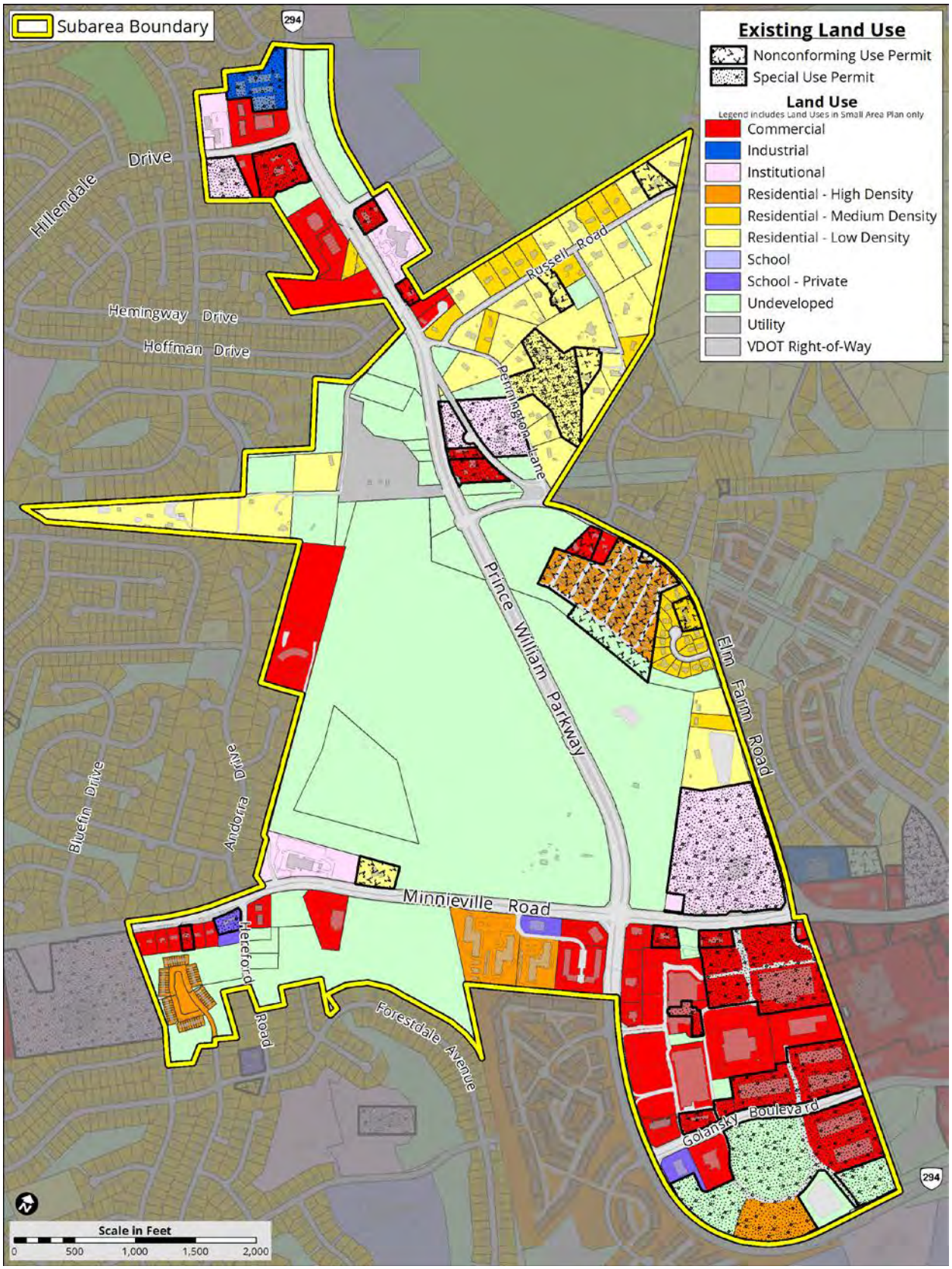


Figure 16: Current Zoning Designation (Parkway Node)

Existing Zoning – East Gateway

The zoning in the area west of I-95 is primarily RPC, Residential Planned Community. The RPC, Residential Planned Community, is intended to implement the general purpose, intent, goals, objectives, policies and action strategies of the Comprehensive Plan by promoting residential development consistent with the land use classifications of the plan in planned developments of not less than 500 contiguous acres under one ownership or control in those areas of the County where provisions for sanitary sewers, sewage disposal facilities, adequate highway access and public water supply are assured. Within such planned communities, the location of all residential, commercial, industrial and governmental uses, school sites, parks, playgrounds, recreational areas, commuter parking areas and other open spaces shall be controlled in such a manner as to permit a variety of housing accommodations and land uses in orderly relationship to one another.[21]

The zoning east of I-95 consists of O(H), Office High-Rise and B-1, General Business. The B-1, General Business District, is intended to provide areas for community-scale retail, office and institutional uses in appropriate areas.

There are two Highway Corridor Overlay Districts within this area, the Neabsco Mills and Dale Boulevard corridor which limits some uses, reduces the size and height of signage, requires landscape buffers and screening along the street, and limits direct access.

[21] Prince William County, *Zoning Code*, 2018

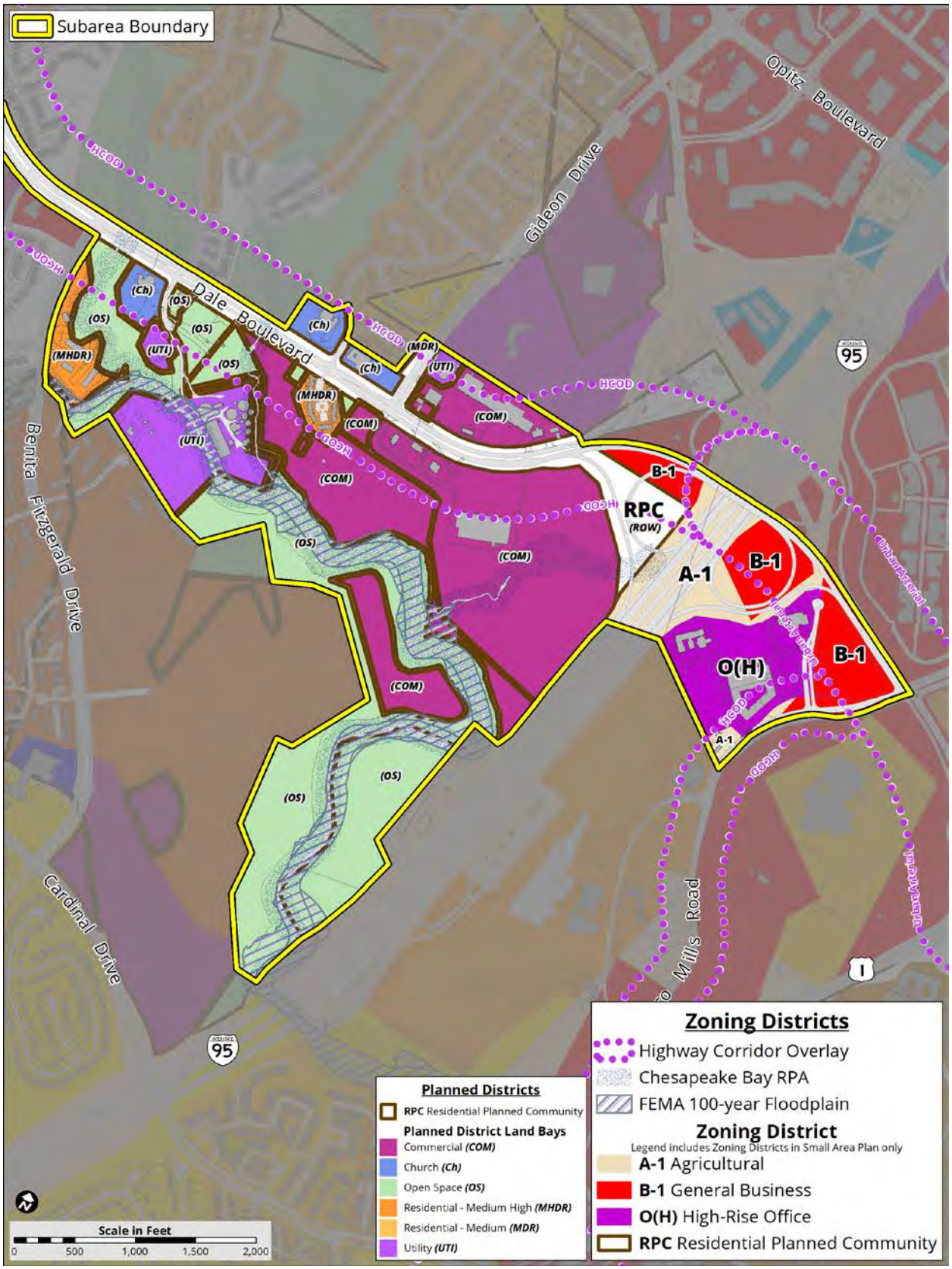


Figure 17: Existing Zoning (East Gateway)

Existing Zoning – Minnieville Node

The zoning in this area is primarily RPC, Residential Planned Community, with the exception of two parcels that are zoned B-1, General Business, on the north side of the Minnieville Road and Dale Boulevard intersection. These parcels are the Cheshire Station shopping center and the Minnieville Plaza shopping center.

The B-1, General Business District, is generally intended to provide areas for community-scale retail, office, and institutional uses in appropriate areas. The purpose of this district is to also promote retail employment opportunities and to enhance the tax base of Prince William County. The B-1 District is not designed to implement the non-retail employment-based land uses reflected in the Comprehensive Plan; non-retail uses, however, are permitted within the district to complement and support the retail purposes.[22]

Just south of the aforementioned intersection on Minnieville Road is a parcel zoned R-16, Suburban Residential. This parcel makes up the Dale Forest apartment complex.

There are two Highway Corridor Overlay Districts within this area, the Minnieville Road and Dale Boulevard corridor which limits some uses, reduces the size and height of signage, requires landscape buffers and screening along the street, and limits direct access.

[22] Prince William County, *Zoning Code*, 2018

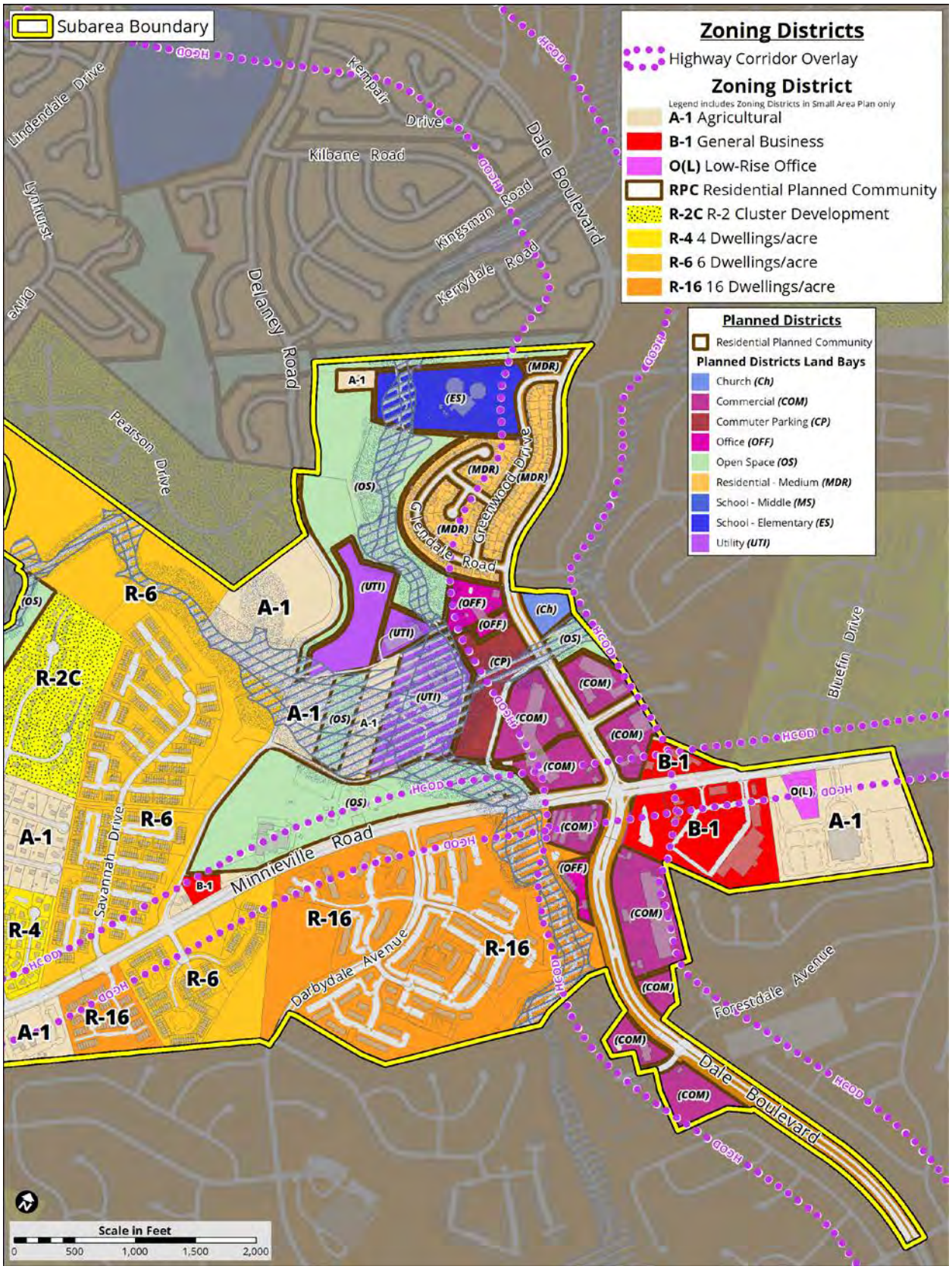


Figure 18: Existing Zoning (Minnieville Node)

Existing Zoning – Mapledale Node

The zoning in this area is entirely RPC, Residential Planned Community. Within the RPC, Residential Planned Community, district there are several commercial and civic properties. At the center of this node on the north side of Dale Boulevard is the Mapledale Plaza shopping center. To the east of this shopping center is a commercial skating rink, a Boys and Girls Club and a commuter parking lot. Across from Mapledale Plaza on the south side of Dale Boulevard is commercial property consisting of a gas station and a drive-through restaurant. Further west along Dale Boulevard is civic property consisting of the Andrew Leitch Park.

There is one Highway Corridor Overlay District within this area, the Dale Boulevard corridor, which limits some uses, reduces the size and height of signage, requires landscape buffers and screening along the street, and limits direct access.

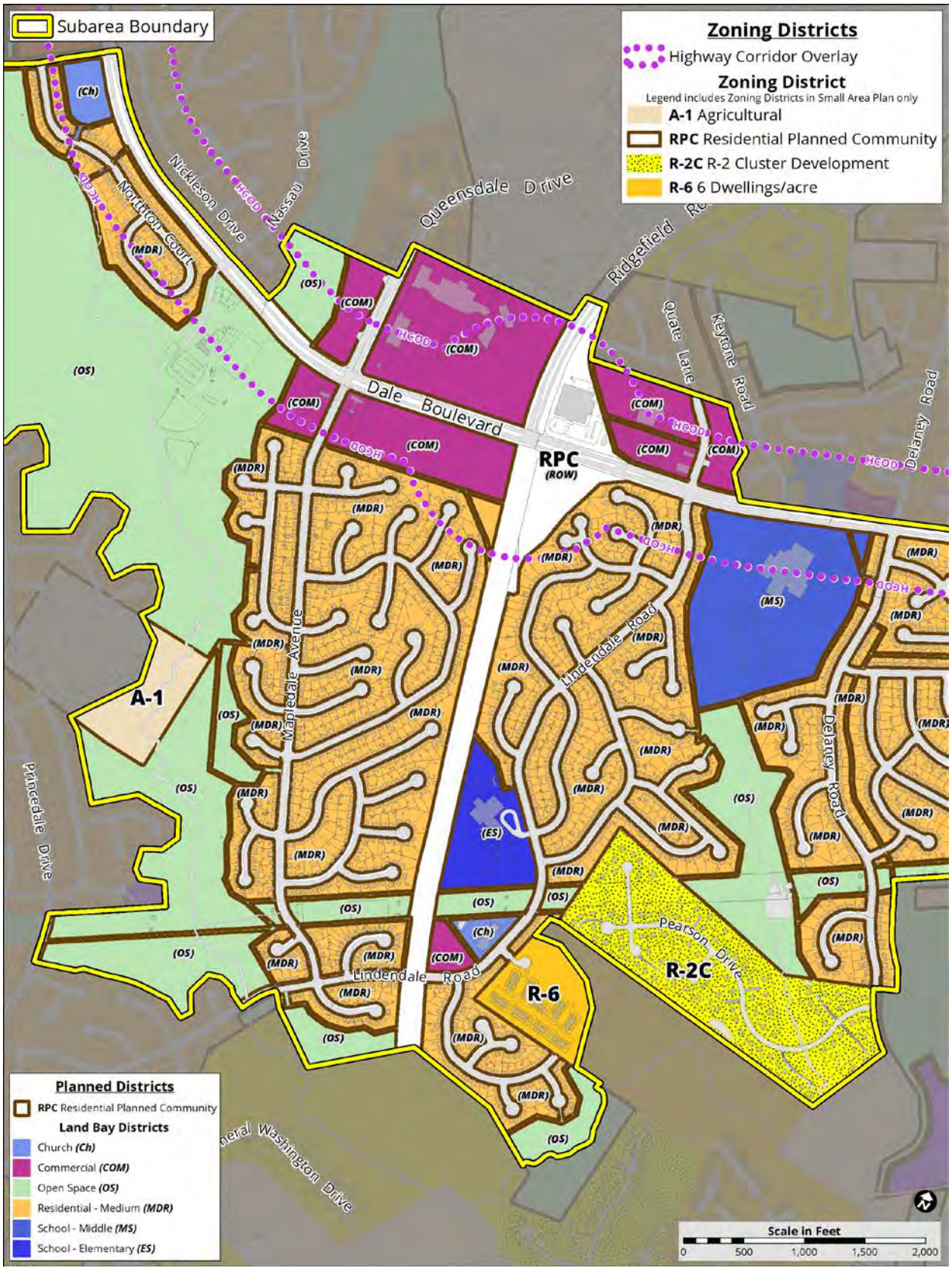


Figure 19: Existing Zoning (Mapledale Node)

Existing Zoning – West Gateway

The West Gateway Node is a mix of RPC, Residential Planned Community, B-1, General Business, B-2, Neighborhood Business and A-1, Agricultural zoned properties. The RPC, Residential Planned Community, zoning exists at three of the four parcels adjacent to the intersection of Dale Boulevard and Hoadly Road. Two of these parcels (southeast & southwest) are developed with commercial retail development. On the northwest parcel of the respective intersection is a land bay of retail development that consists of B-2, Neighborhood Business zoning. The next parcel north on Hoadly Road is zoned A-1, Agricultural, and is currently a church. Just north of the church property is a parcel zoned B-1, General Business, which is developed with a carwash facility.

The B-1, General Commercial District is intended to implement the regional commercial center and general commercial land use classification of the Comprehensive Plan. The B-2, Neighborhood Business District is designed to provide for areas of neighborhood-scale retail, and to a lesser extent, office and institutional uses but particularly consumer product and service centers in appropriate areas. The purpose of this district is also to promote employment opportunities and to enhance the tax base of Prince William County.[23]

There are two Highway Corridor Overlay Districts within this area, Dale Boulevard and Hoadly Road, which limits some uses, reduces the size and height of signage, requires landscape buffers and screening along the street, and limits direct access.

[23] Prince William County, *Zoning Code*, 2018

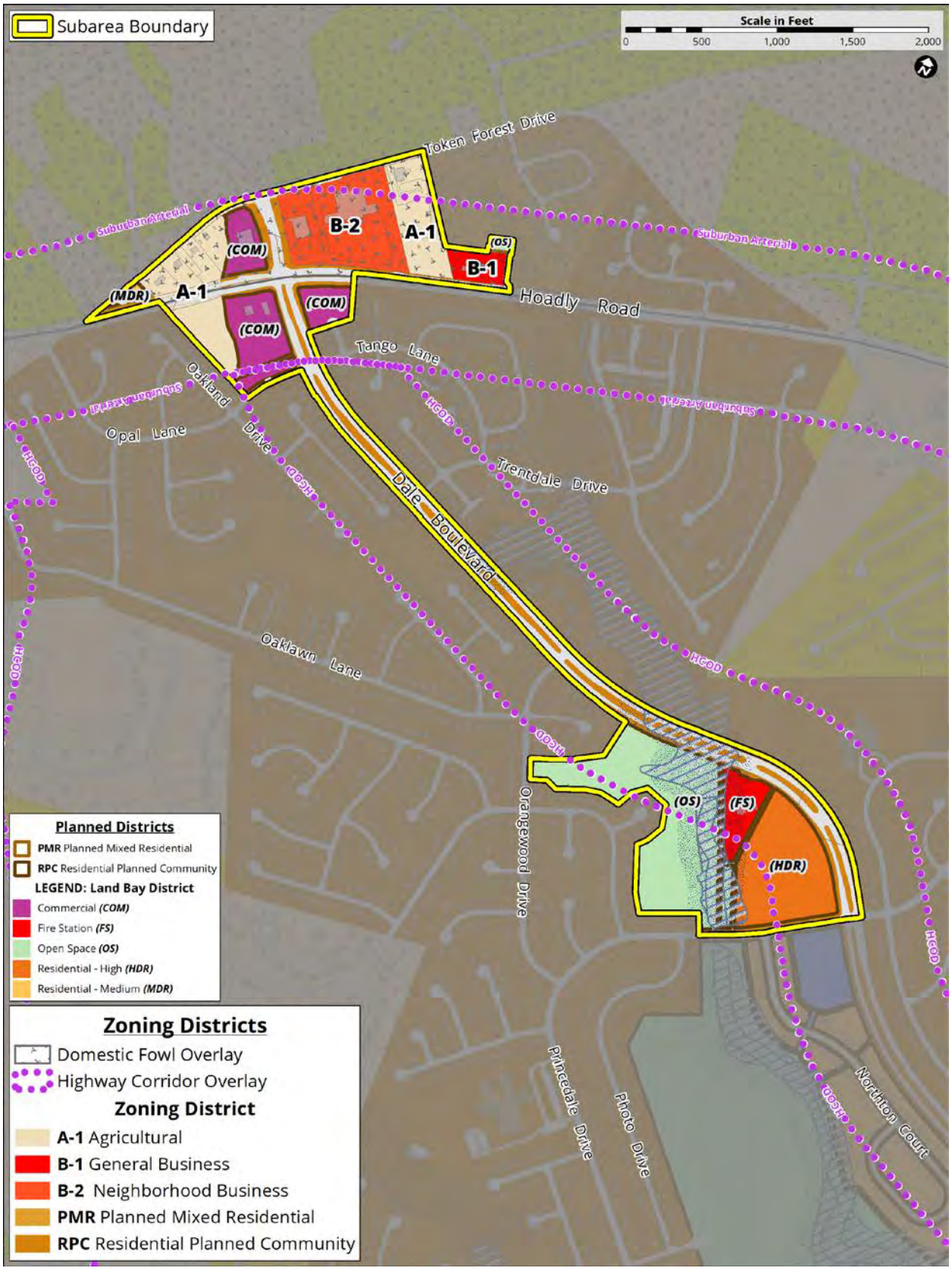


Figure 20: Existing Zoning (West Gateway)

Existing Zoning – Major Cases Not Developed

A key strategy to realize the vision of the small area plan is to provide redevelopment incentives to spur desired development. The current zoning does not serve to promote the central vision for the study area. The challenge for the Dale City Small Area Plan is to use it to guide zoning decisions to promote a sense of place in each of the proposed transect areas. Well-defined zoning regulations help residents and visitors navigate their surroundings which supports local businesses and strengthen the multi-modal transportation network.

There exists in the study area 3,221,245 square feet of non-residential gross floor area. Under the current approved zoning, the table below shows 2,114,531 square feet of gross floor area of approved non-residential development that has not been built yet. There are 14,209 existing residential units in the study area. There is currently 1,535 approved residential units all of which are remaining to be built. The tables below identify the zoning cases along with the approved commercial and residential building areas yet to be built.

Major Zoning Case/Project Name	Approved Building Area	Remaining to Be Built
Dale City RPC	558,265	558,265
Dale City RPC (Glendale Church)	32,338	32,338
Duvall	8,756	8,756
Elm Farm	342,492	342,492
Elrod (Neabsco Common)	31,960	31,960
English Oaks II Commerce Center	96,629	96,629
Garber	409,019	409,019
Gilbert	8,429	8,429
Loraine E. Selecman - Walnut Grove	116,109	116,109
Mapledale Storage Center	124,445	124,445
Neabsco Common Proffer Amendment	204,600	204,600
Prince William Commons	184,691	184,691
The Americans in Wartime (Museum Area)	100,000	100,000
Williams	12,791	12,791
Total	**2,114,531 SF GFA**	**2,114,531 SF GFA**

Residential Zoning Case/Project Name	Approved Units	Remaining to be built
Dale City (Brightwood Forest P3)	428	428
Dale City (Darbydale Apts)	163	163
Dale City (Darbydale Townhouses)	30	30
Dale City (Princedale)	199	199
Dale City (T-14)	378	378
Neabsco Common Proffer Amendment	174	174
Phelps	163	163
Total	**1,535**	**1,535**

Mobility Existing Conditions

Road and Highway Network

The County's comprehensive plan provides a hierarchical street classification system that distinguishes streets based on their ability to move automobile traffic. It identifies five types of roadways based on function, access, number of lanes, right of way width, design speed and bike and pedestrian facilities. These roads are classified as freeways/interstates, parkways, principal arterials, minor arterials and major collectors. While local roads are not included in the roadway classification, they serve an important role in providing direct property access primarily in residential areas. The Dale City local street network is characterized by a large number of dead-end streets that hinder interconnectivity. They are typically low speed, low traffic facilities that provide safe travel for pedestrians and bicyclists.

The County's Design and Construction Standards Manual's (DCSM) roadway classifications are linked to function within a roadway system. They help determine vehicular throughput, speed and access availability. The collector and minor arterial roadways provide relatively more frequent access points with relatively lower speeds than major arterial and freeway classifications. The local, major collector and minor arterial roads have the greatest potential to promote the local identity and reflect a sense of place through context sensitive design. The major collectors and minor arterials connect residential and commercial areas. The minor arterials include Minnieville Road between Cardinal Drive and Prince William Parkway and Dale Boulevard between I-95 and Hoadly Road. Principal arterials and interstates, such as Prince William Parkway and I-95, have fewer access points and allow for higher vehicular throughput and travel speeds with limited access points at interchanges and/or direct ramps to/from the High Occupancy Toll (HOT) lanes.

Major corridors connecting the Dale City area to other multimodal districts (i.e., small area plans) include Prince William Parkway and Minnieville Road. They connect to the Parkway Employment Center Small Area Plan to the north. The Dale Boulevard Corridor connects to U.S. Route 1 and the North Woodbridge Small Area Plan to the northeast.

The roadway network within the study area helps to disperse traffic and create a sense of place. However, as development continues the network will benefit from improved connectivity through increased street connections, inter-parcel access and use of appropriate street sections.

A description of the major roadways within the Small Area Plan is presented below.

- *Prince William Parkway (Route 294)* is a six-lane divided roadway. It is classified by PWC as a Principal Arterial. The roadway has left and right turn lanes at major intersections and has a posted speed limit of 45 miles per hour (mph) within the study vicinity. Historical traffic count data from VDOT shows that Prince William Parkway carried approximately 44,000 vehicles per day (vpd) between Hillendale Drive and Minnieville Road and approximately 51,000 vpd between Minnieville Road and Smoketown Road in 2018.[24]
- *Minnieville Road (Route 640)* is a six-lane divided roadway. It is classified by PWC as a Minor Arterial and has left and right turn lanes at major intersections. The posted speed limited on

[24] 2018 VDOT Jurisdiction Daily Traffic Volume Estimates Including Vehicle Classification Estimates Jurisdiction Report 76

Minnieville Road is 45 mph within the study area. Historical traffic count data from VDOT shows that Minnieville Road carried approximately 47,000 vpd between Dale Boulevard and Prince William Parkway and approximately 39,000 vpd between Prince William Parkway and Smoketown Road in 2018.[25]

- *Dale Boulevard (Route 784)* is a four-lane divided roadway that runs from Route 1 to Hoadly Road. It is classified by PWC as a Minor Arterial. The roadway has left and right turn lanes at major intersections. The posted speed limit along the roadway at various points is 45 mph and 35 mph in residential areas. Historical traffic count data from VDOT shows that Dale Boulevard carried approximately 47,000 vpd from Neabsco Mills Road to I-95 on the east end of the small area plan and approximately 12,000 vpd on the west end between Princedale and Hoadly Road.[25]

[25] 2018 VDOT Jurisdiction Daily Traffic Volume Estimates Including Vehicle Classification Estimates Jurisdiction Report 76

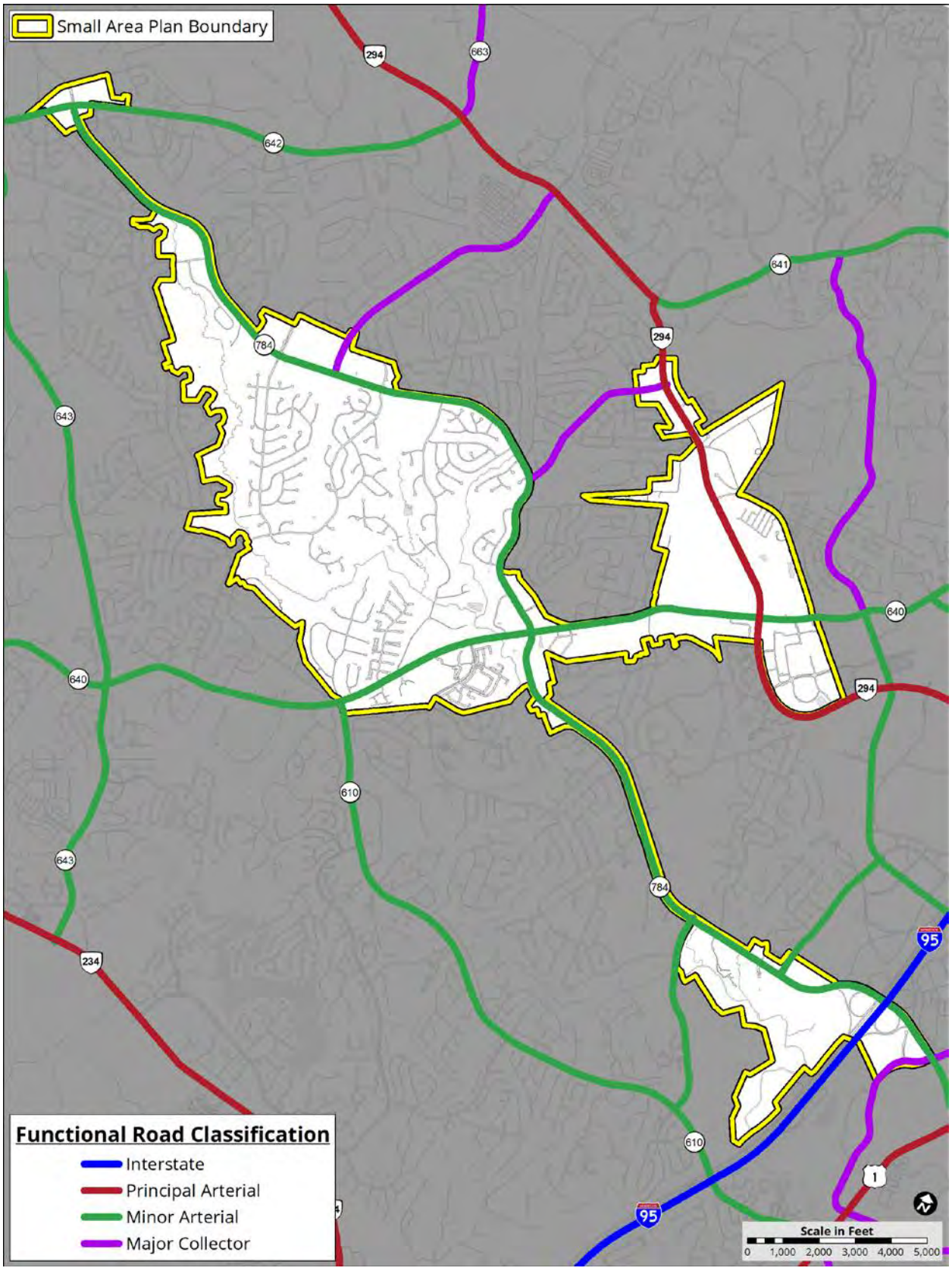


Figure 21: PWC DCSM Existing Road Classifications

Transit Network

The study area is not directly served by rail or commuter rail. However, a VRE station is located at Rippon Station, 2.6 miles to the east of the eastern most boundary of the Plan Area. A VRE Station is located in Manassas 8.4 miles west of the western boundary of the Plan Area. During the morning commute, the VRE provides northbound service to employment areas in eastern Fairfax County, the City of Alexandria, Crystal City and Washington, D.C. and returning service southbound during the afternoon commute extending past Woodbridge to Fredericksburg.

The Potomac and Rappahannock Transportation Commission (PRTC) is a multi-jurisdictional agency representing Prince William County, Manassas City, Manassas Park City, Stafford and Spotsylvania Counties and Fredericksburg City. The first three members listed below financially support bus and rail services, while the remaining three support rail services only.

PRTC provides commuter bus service along I-95 to points north through its OmniRide service. OmniRide's headquarters are in Dale City, Virginia. OmniRide's goal is to provide safe, reliable and flexible transportation options while helping to reduce congestion and pollution in one of the region's fastest growing areas. OmniRide's headquarters are in Woodbridge, Virginia, about 25 miles southwest of Washington, D.C.

OmniRide provides service from the commuter lots to points north including the Springfield – Franconia Metro Station, the Pentagon, Rosslyn, Ballston and Washington D.C. PRTC offers local bus services in Prince William County and the cities of Manassas and Manassas Park through its OmniRide & Cross County Connector services. OmniLink stops are located in the commuter parking lots along Dale Boulevard and Prince William Parkway.

Transit options provide more alternatives for commuters that enhance local economic productivity. As the study area continues to develop, it should seek to improve its transit connectivity and frequency.

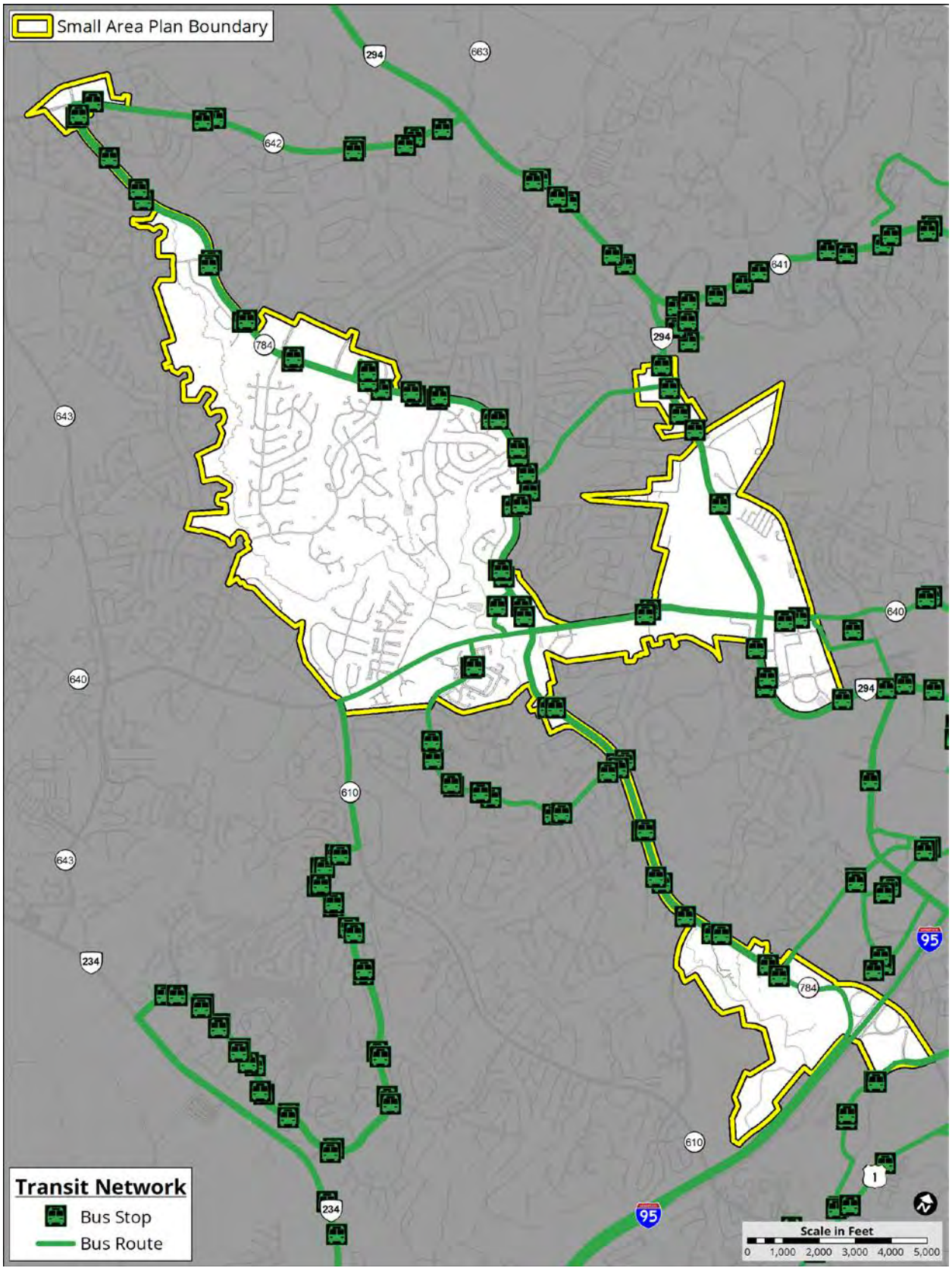


Figure 22: Transit Network

Bicycle Network

The County's 2008 Comprehensive Plan includes action strategies aimed at incorporating and promoting the use of Crime Prevention Through Environmental Design (CPTED) concepts in the design of all transportation projects including, but not limited to, linear parks, greenways, bike and pedestrian paths, and mass transit sites. In support of these action strategies several entities have worked together to establish a connected bicycle and pedestrian network.

The County's Gap Analysis map reflects the need for shared use and bicycle infrastructure along all roads that are classified as collectors and above. Shared use paths are typically planned as 10-foot wide asphalt paths providing access for both pedestrians and bicyclists separate from vehicular traffic. There are approximately 3 miles of bike/shared use trails in the study area. Figures 23-27 provide greater detail of the existing trail network in the proposed new community mixed use center and four revitalization areas of the plan.

The Study area is also traversed by U.S. Bicycle Route 1, often called U.S. Bike Route 1 (USBR 1). This is not a separate, parallel bicycle facility. It is a north-south route that runs the length of the eastern seaboard between Florida and Maine including Virginia. In Prince William County, USBR 1 begins at the Town of Occoquan at the Fairfax County line. It traverses Tanyard Hill Road, Old Bridge Road, Minnieville Road, Prince William Parkway and Hoadly Road to Route 234.

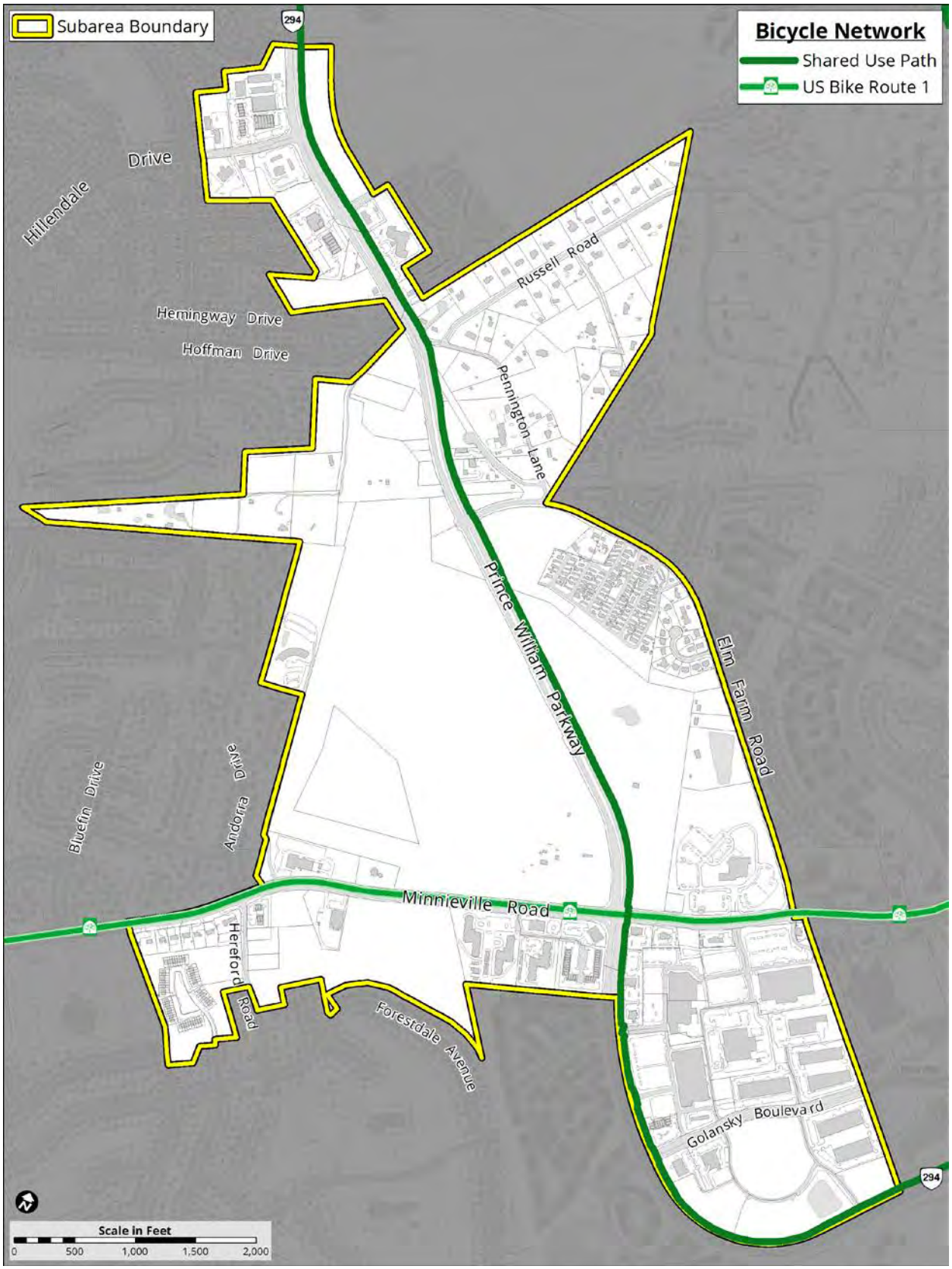


Figure 23: Existing Bicycle Network (Parkway Node)

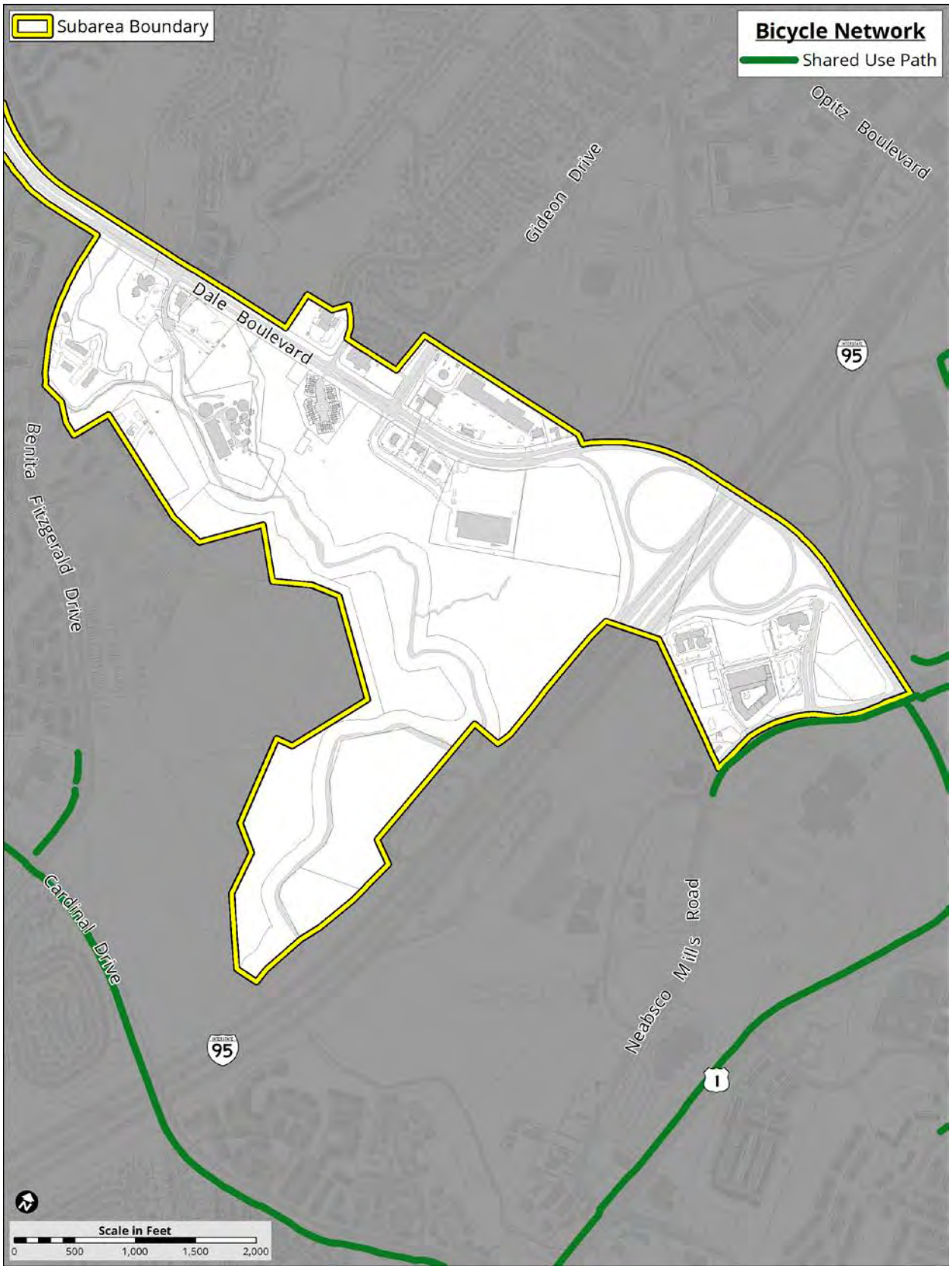


Figure 24: Existing Bicycle Network (East Gateway)

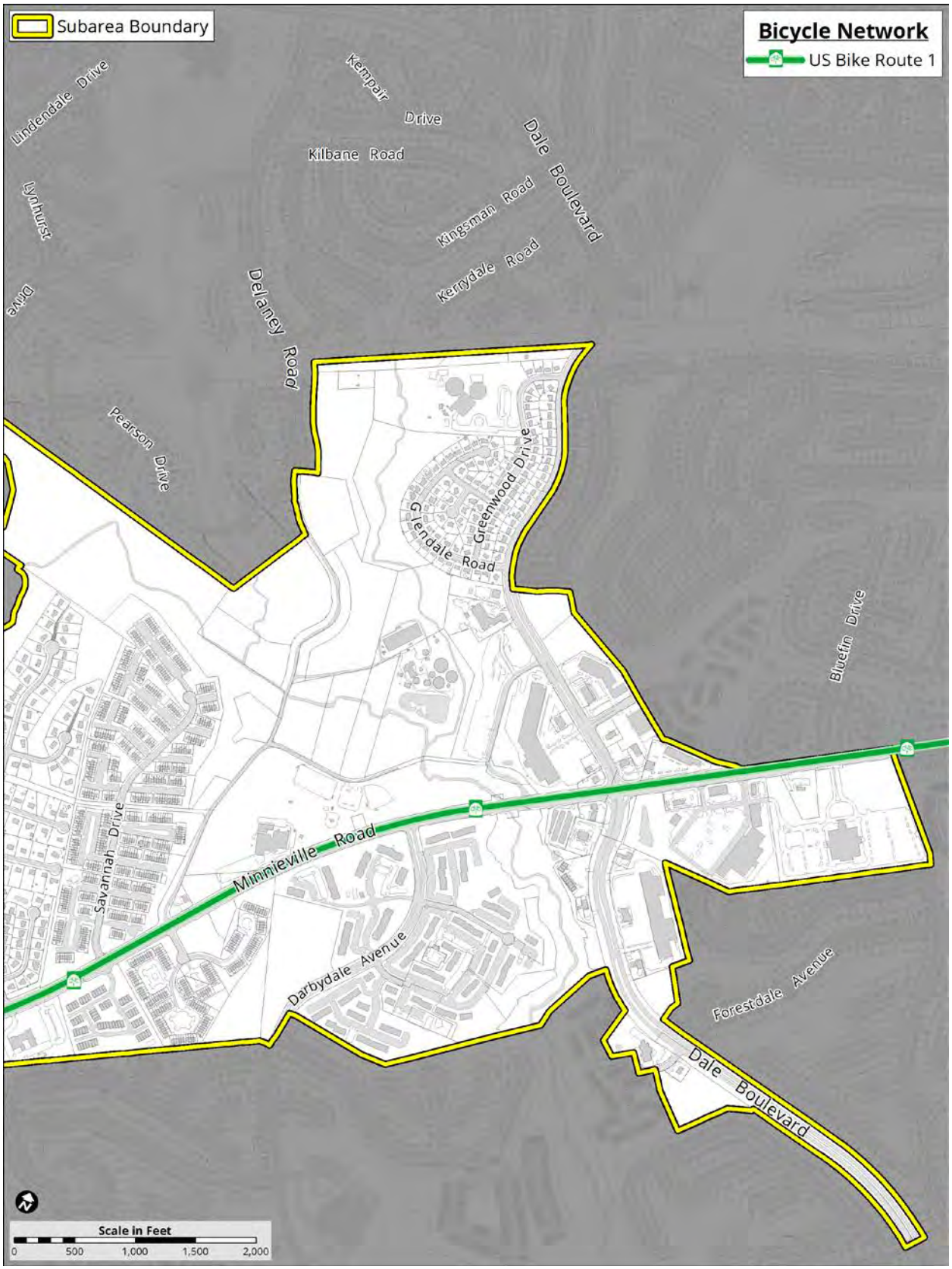


Figure 25: Existing Bicycle Network (Minnieville Node)

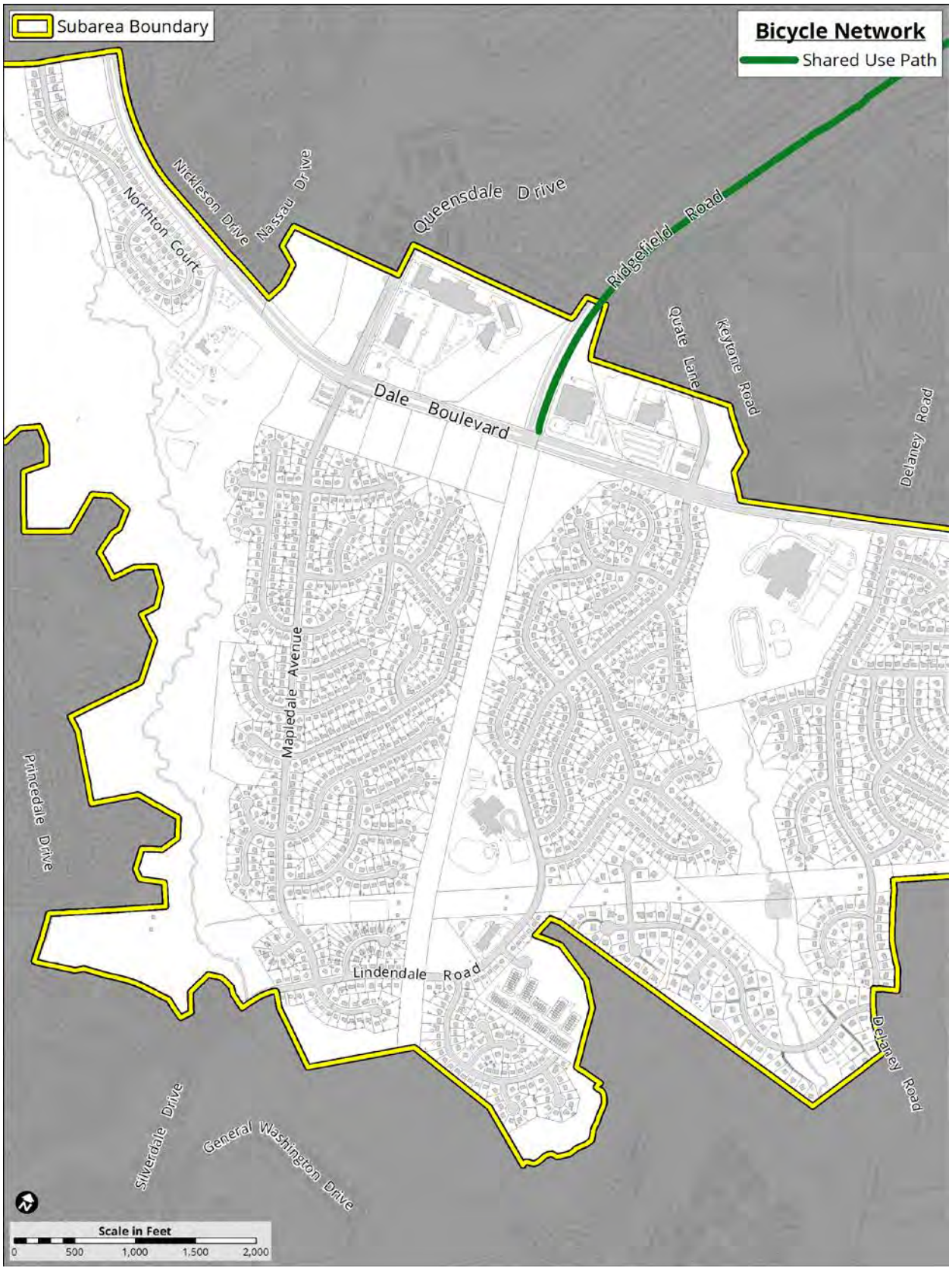


Figure 26: Existing Bicycle Network (Mapledale Node)

Figure 27: Existing Bicycle Network (West Gateway)

Pedestrian Network

There are numerous gaps in the pedestrian network in the Dale City study area. Except for shared use paths, existing sidewalks in the area are sporadic and generally narrow (approximately 4 feet in width). Additionally, pedestrian crossings of minor arterials and major collector roads are challenging for pedestrian crossings on Minnieville Road and Prince William Parkway.

Multimodal connectivity is an important element in transportation equity. The provision of bicycle and pedestrian facilities along with robust and dependable transit help improve access to jobs, educational institutions and other resources for all communities.

Additional connections are needed as the area develops and re-develops. Figures 28-32 provide greater detail of the existing pedestrian network in the proposed new mixed- use center and (4) revitalization areas of the plan.

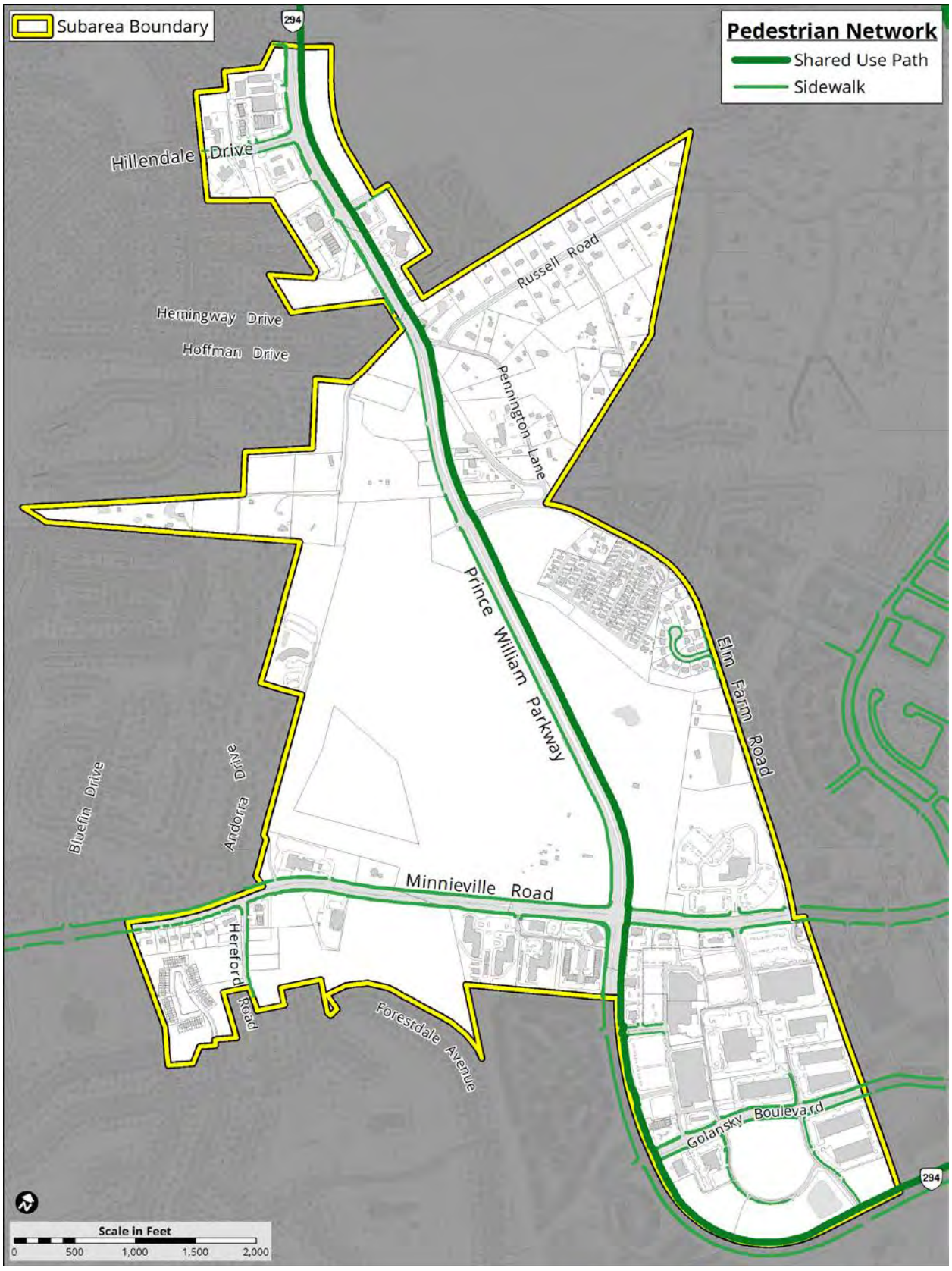


Figure 28: Existing Pedestrian Network (Parkway Node)

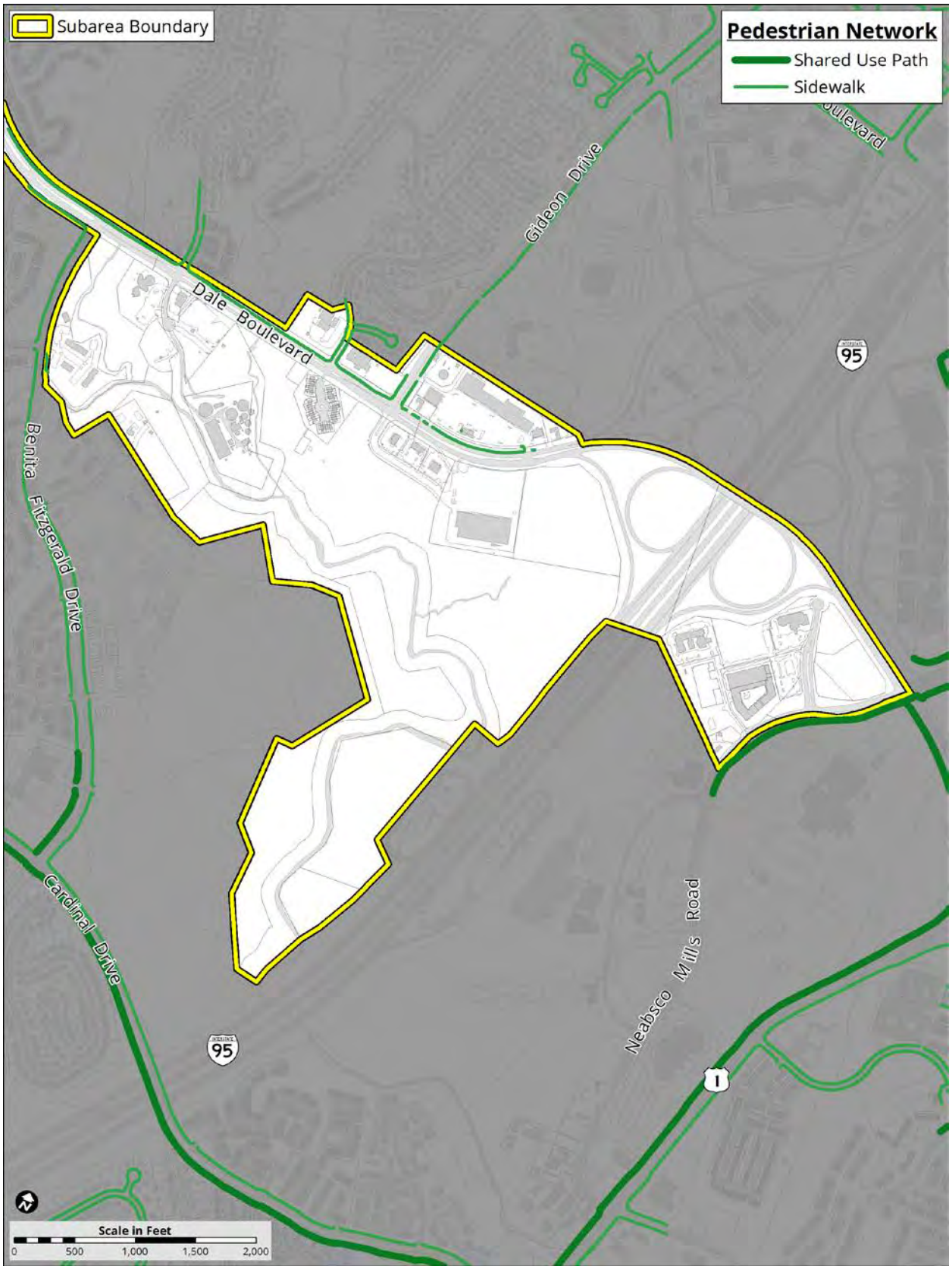


Figure 29: Existing Pedestrian Network (East Gateway)

Figure 30: Existing Pedestrian Network (Minnieville Node)

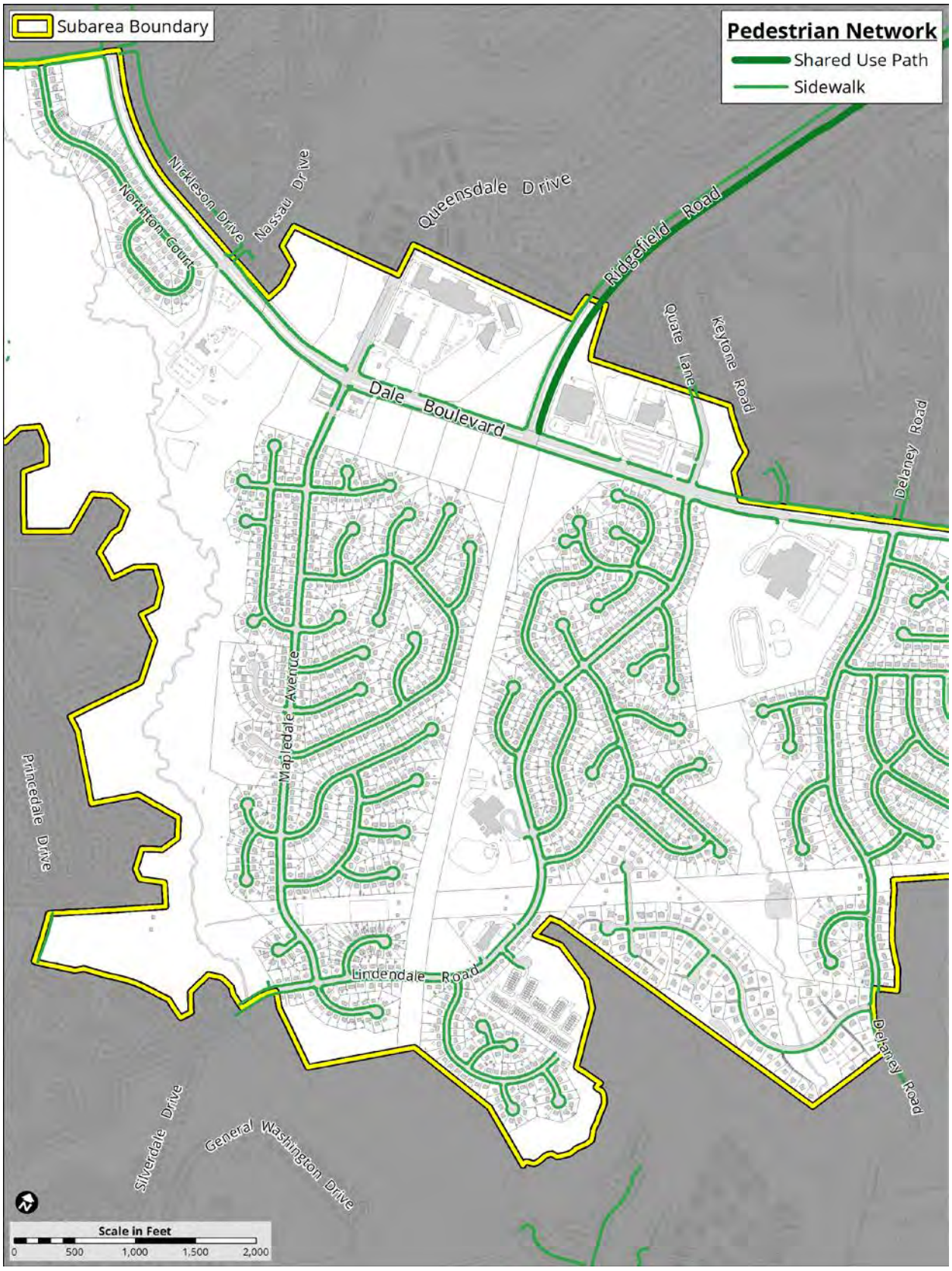


Figure 31: Existing Pedestrian Network (Mapledale Node)

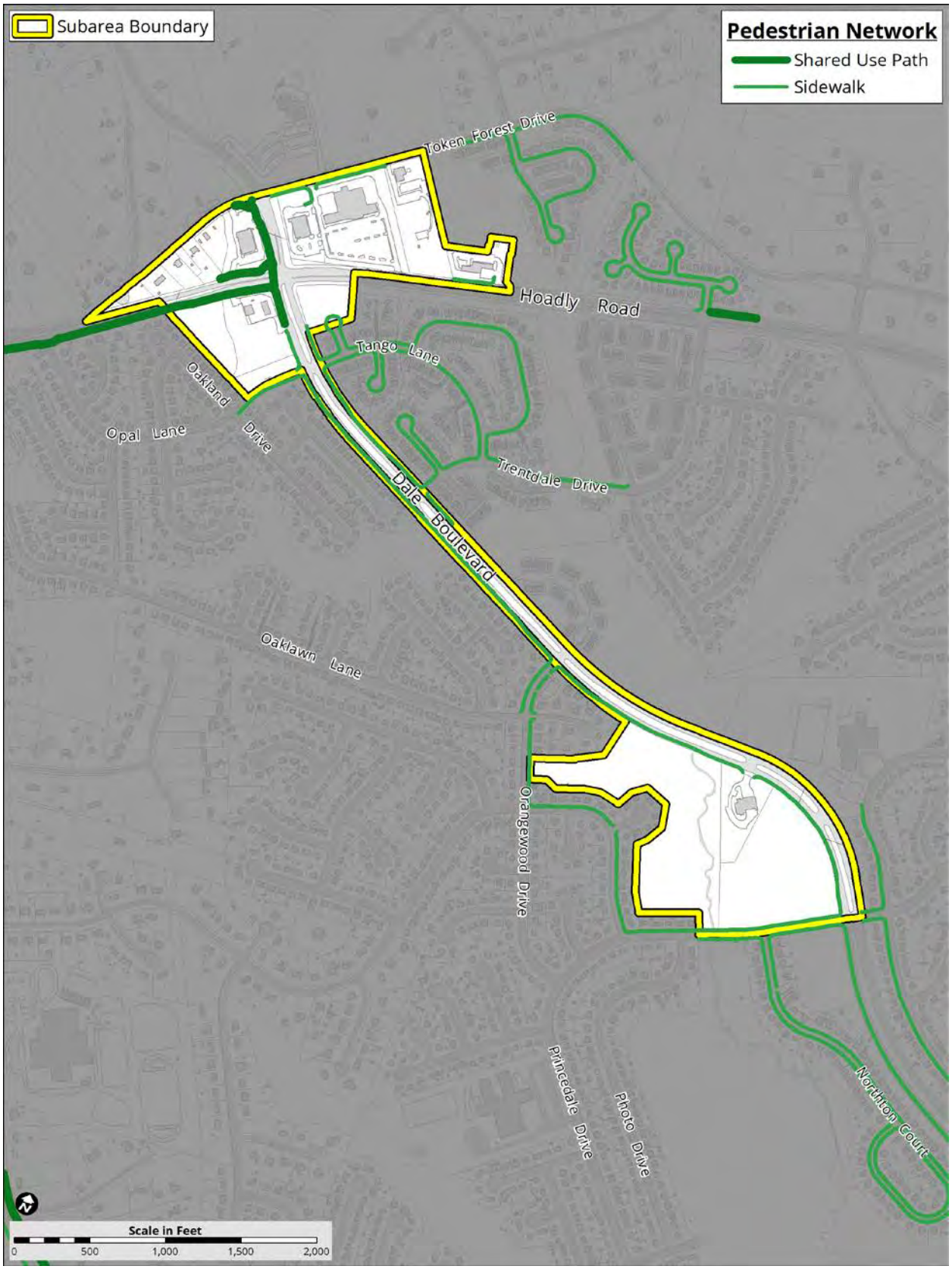


Figure 32: Existing Pedestrian Network (West Gateway)

Commuter Parking

There are two existing commuter lots within the study area, the Dale City lot is located behind Central Plaza on Gemini Way and the Lindendale lot is located next to the Boys & Girls Club of America. The former has 555 parking spaces and the latter has 215 parking spaces. In addition, there are three commuter lots just outside of the study area, Hillendale lot which is located next to the Dale City Volunteer Fire Department Station 13, Bethel United Methodist Church lot on Minnieville Road and the PRTC Transit Center Commuter lot which is at the intersection of Telegraph and Potomac Mills Road. Collectively, these lots offer an additional 591 parking spaces. All these commuter lots provide access to I-95, I-95 HOT lanes, OmniRide and OmniLink bus service. Figure 33 provides a view of the existing commuter lots within as well as those facilities just outside the Dale City Plan boundaries.

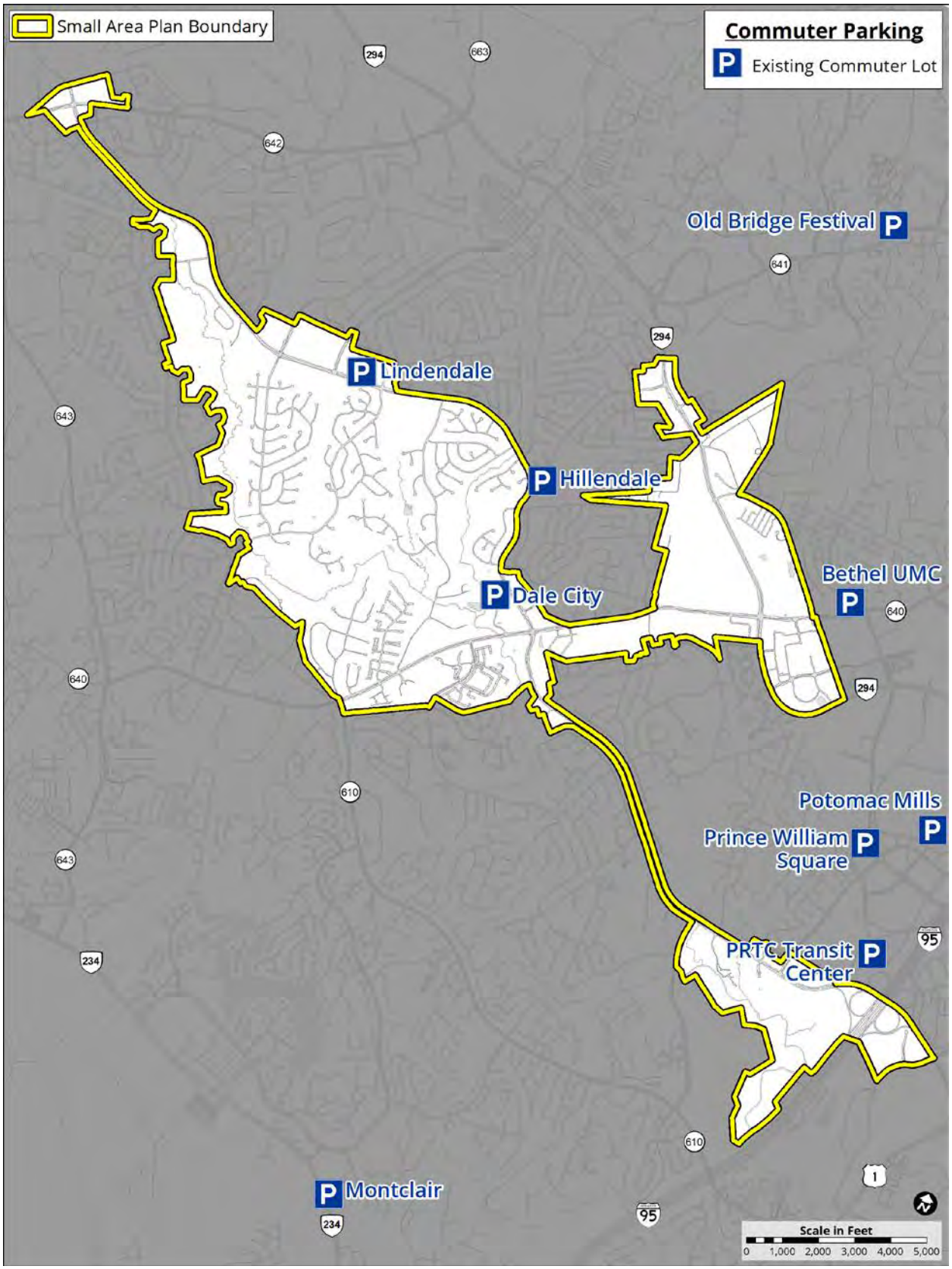


Figure 33: Existing Commuter Parking

Utility Infrastructure Existing Conditions

Public utility infrastructure provides electricity, drinking water and sewer services for residential and commercial uses, and communications networks. Within the study area, water distribution is provided mostly through Virginia American Water Company and a small portion of the area is supplied by the Prince William County Service Authority (PWCSA) facilities. Countywide, there are (22) water towers and (15) water booster stations. Within the study area there exists (3) water distribution tanks and no water treatment facilities as most of the water is purchased through wholesale agreements with Fairfax Water and small percentage from an exchange agreement with PWSCA.

Equally important, there are (2) water reclamation facilities owned by Virginia American with a combined capacity of approximately 10 million gallons per day that serve the majority of the study area. A small portion of the study area, around the Prince William Parkway and east of I-95, is served by the PWCSA. The flows from these areas are treated at the H.L. Mooney Advanced Water Reclamation facility. All these facilities have been upgraded with technology to meet the nutrient removal requirements associated with Virginia DEQ Chesapeake Bay program.

There are two high voltage electrical transmission line corridors above 130kV. There are electrical distribution lines through the study area providing service to residential and commercial customers. Dominion Virginia Power is the provider of electrical service for the study area.

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

A TMDL is a "pollution diet" that identifies the maximum amount of a pollutant a waterway can receive and still meet applicable water quality standards. A TMDL is the sum of wasteload allocations for point sources, load allocations for nonpoint sources, and a margin of safety to account for uncertainty. Point sources include sewage treatment plants, stormwater discharges, industrial discharges, etc. Nonpoint sources include pollutants carried by rainfall runoff from forests, agricultural lands, atmospheric deposition, abandoned land mines, etc.[26]

There are (9) telecommunication facilities in the study area and an additional (12) that are within 0.5 mile of the study area's boundary.

The existing infrastructure and utility systems accommodate the current demands within the study area. Additional infrastructure may be required as new developments are constructed. Figures 34-38 show the existing utility infrastructure in place.

[26] www.EPA.gov

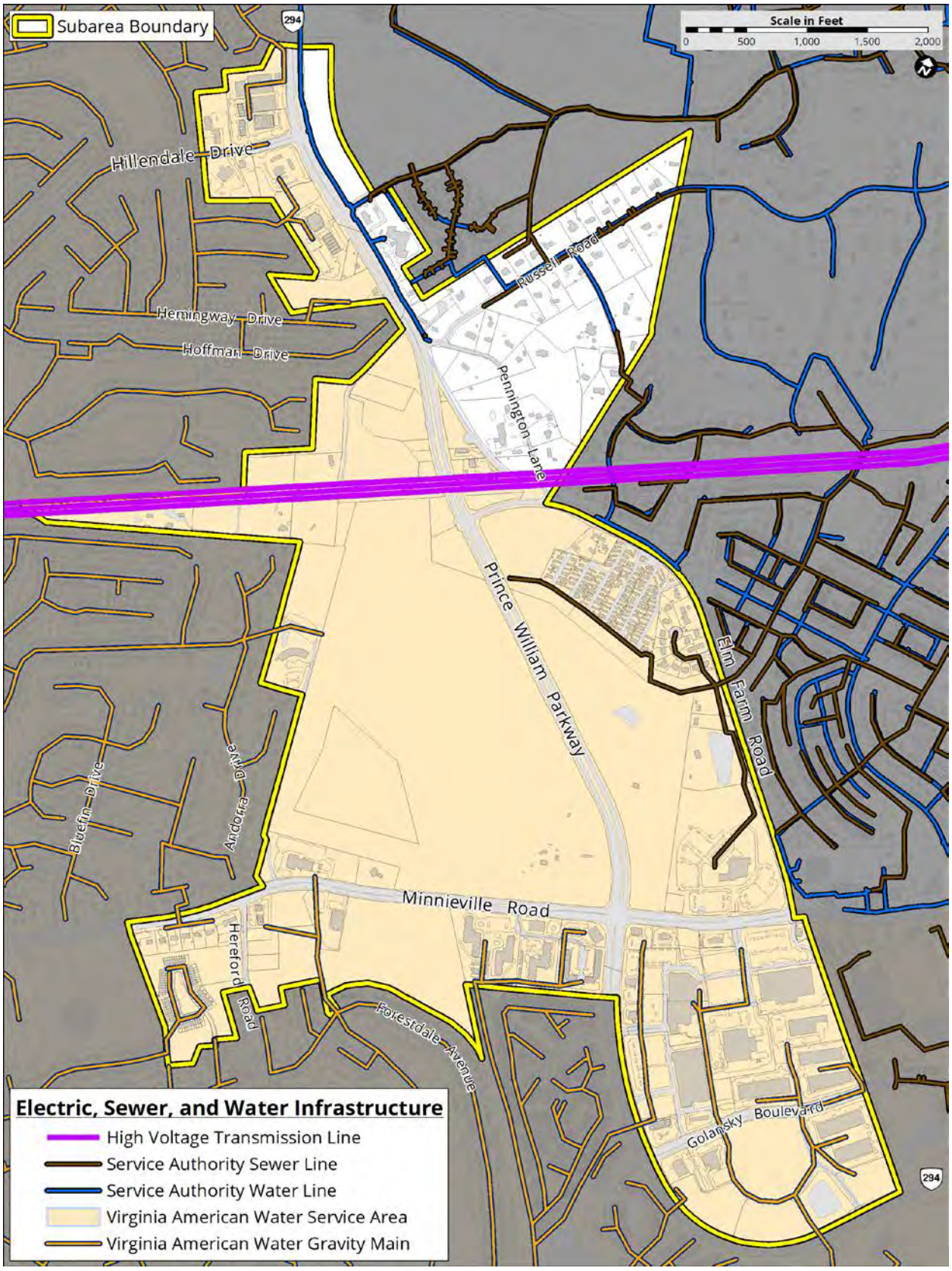


Figure 34: Existing Utility Infrastructure (Parkway Node)

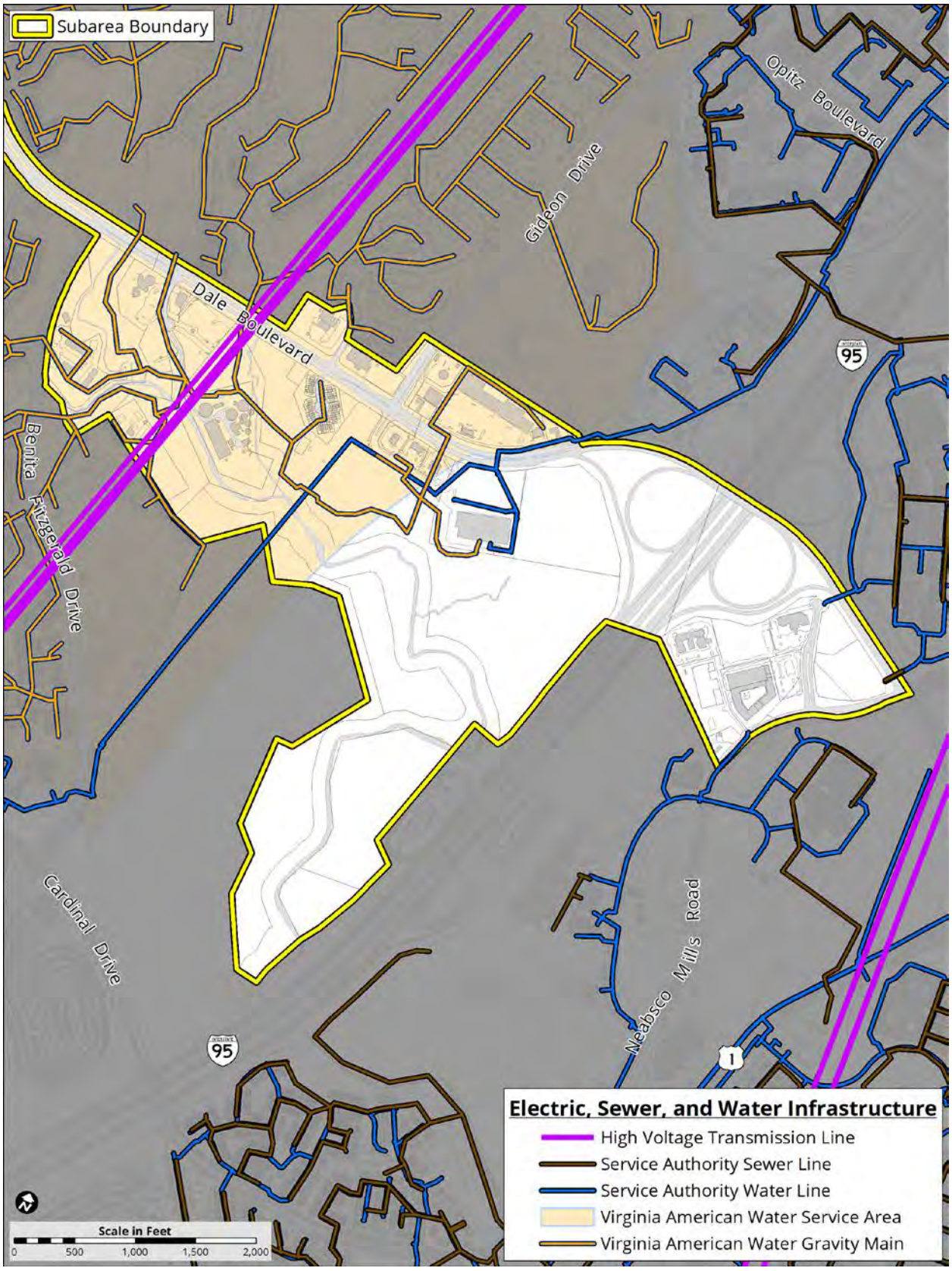


Figure 35: Existing Utility Infrastructure (East Gateway)

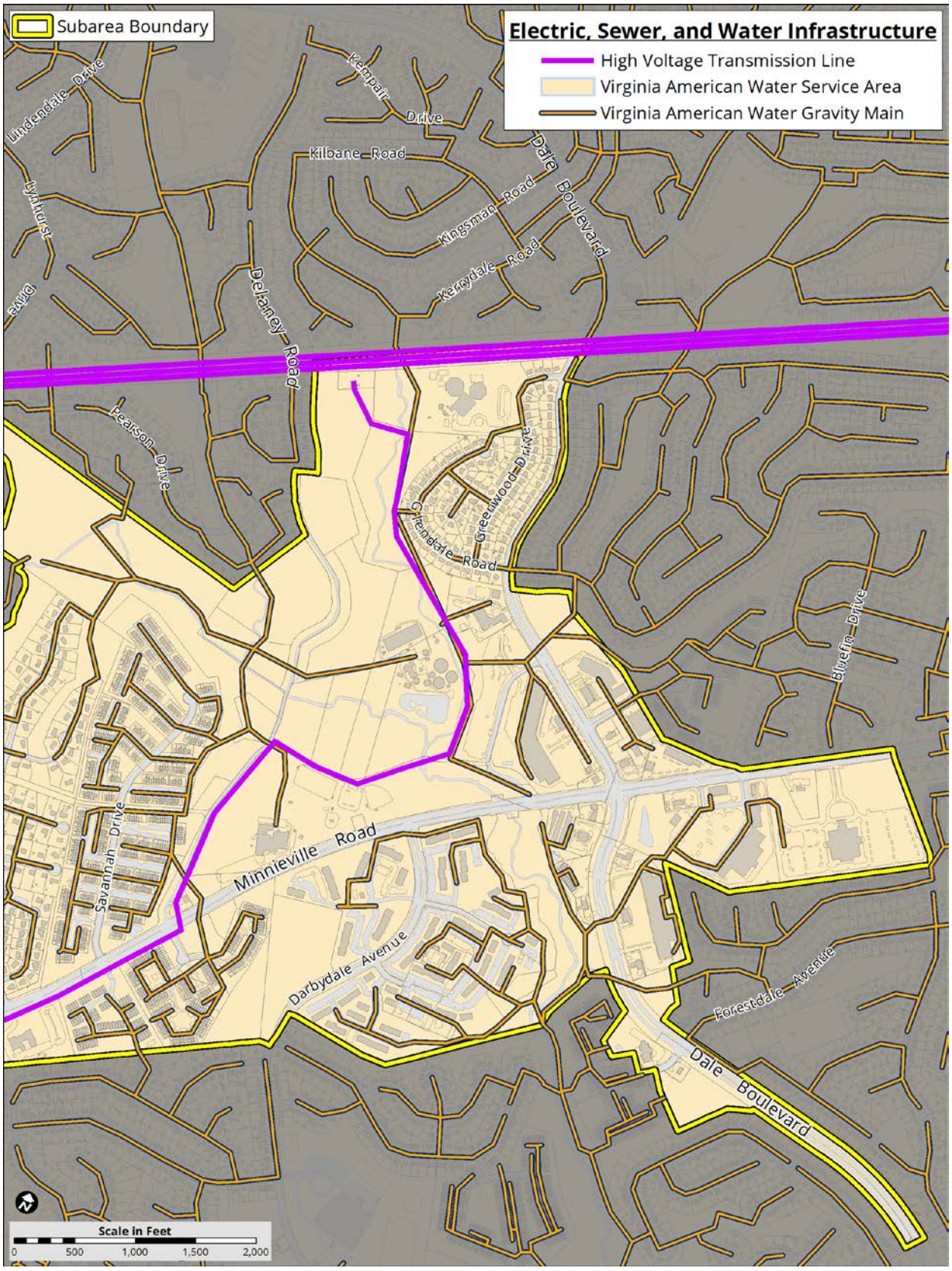


Figure 36: Existing Utility Infrastructure (Minnieville Node)

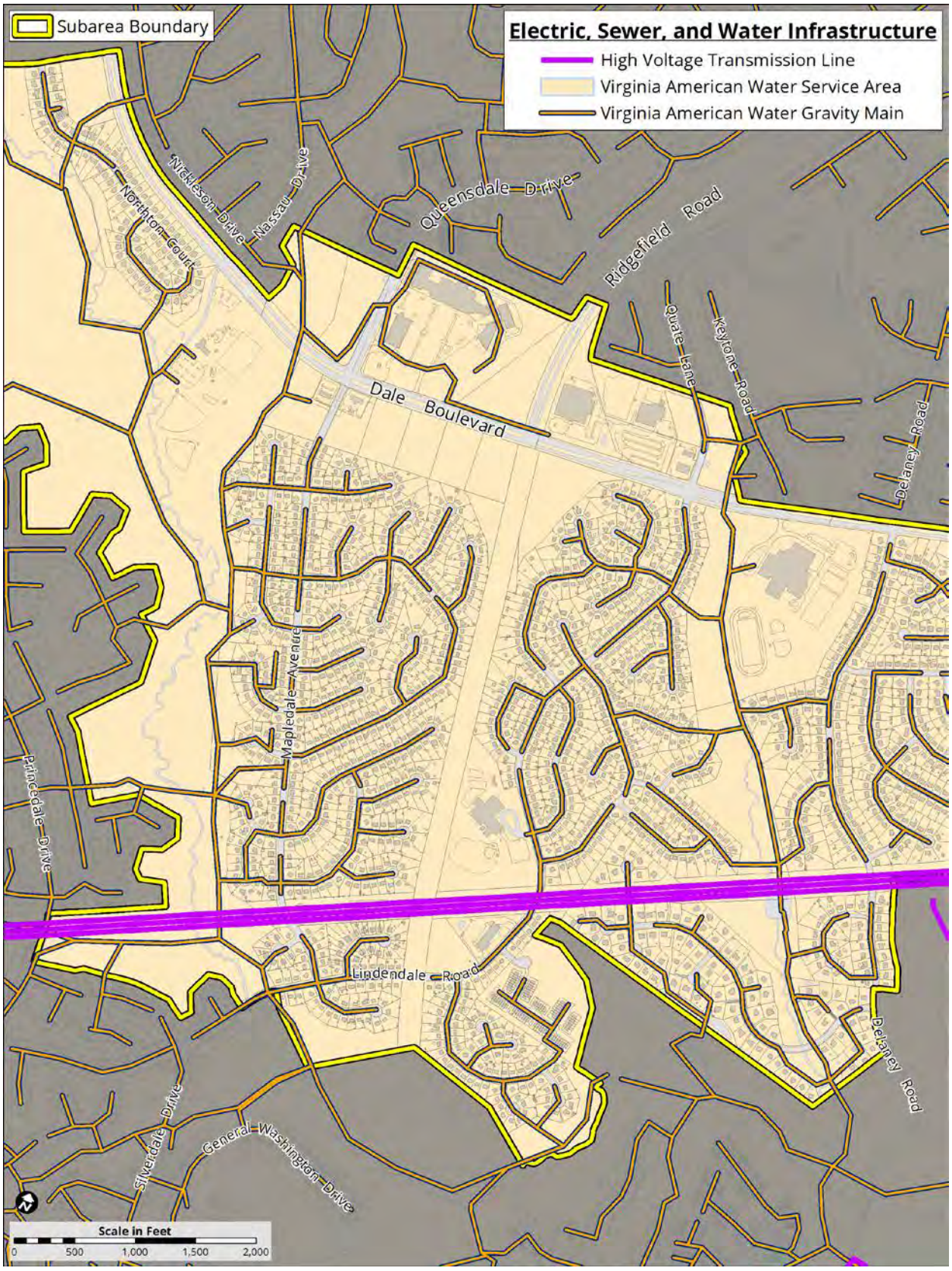


Figure 37: Existing Utility Infrastructure (Mapledale Node)

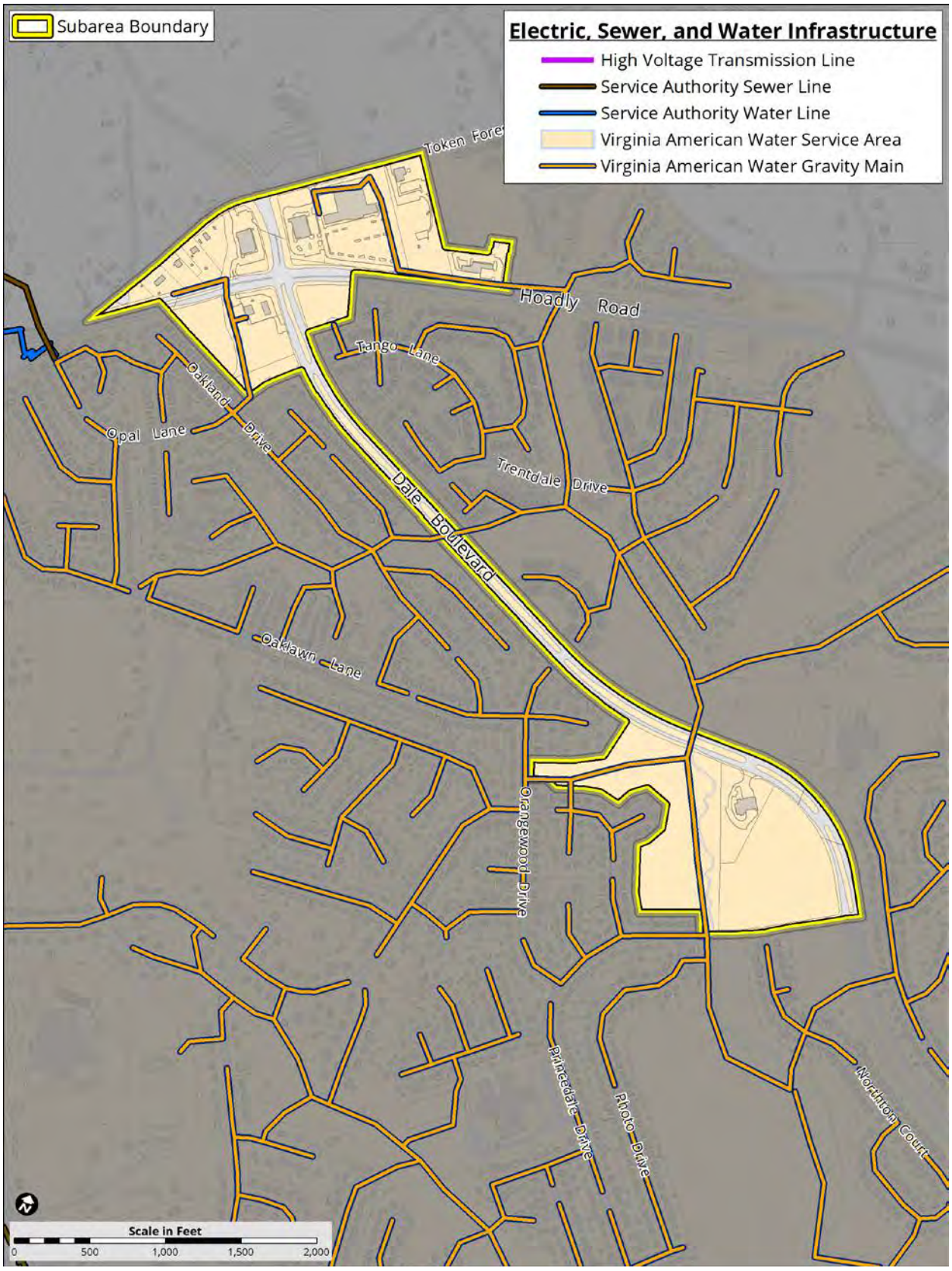


Figure 38: Existing Utility Infrastructure (West Gateway)

Environmental Existing Conditions

The study area encompasses approximately 3,036 acres and primarily runs along the Dale Boulevard corridor and bounded by Neabsco Mills Road to the east, Elm Farm Road to the north, Hoadly Road to the west and Princedale to the south. All surface water drains into the headwaters of either Neabsco Creek or Occoquan River. The majority of drainage (approximately 2743 acres) from the small area plan south of the intersection of Prince William Parkway and Minnieville Road enters either the Neabsco Creek or Hoadly Run which both flow directly into the Neabsco Creek. This respective creek in turn empties into the Potomac River and then into the Chesapeake Bay. The area of the small area plan north of the Prince William Parkway (approximately 293 acres) enters Hooes Run which enters the Occoquan reservoir and in turn empties into the Potomac River and then into the Chesapeake Bay.

Elevations range from 400 feet above mean sea level (AMSL) at its highest to 30 feet AMSL at its lowest. Generally, Prince William Parkway is the drainage divide between the two headwaters.

There are approximately 265 acres recorded FEMA 100-year floodplain. There are 439 acres of Chesapeake Bay Resource Protection Area (RPA). There are stands of forest in the undeveloped portions of the area, as well as non-forest cover (shrubs, grassy and bare areas) and impervious surfaces. The table below gives the acreage for each element listed.

Environmental Area	Acres
RPA	439
FEMA 100 year floodplain	265
Forested (tree canopy)	1,576
Non-Forest	1,460
Impervious Area	744
Total Area	3,036

Figure 39 shows the subwatershed boundaries for the small area plan. Figures 40-44 show the detailed environmental constraints for the proposed mixed -use center located on the Prince William Parkway as well as each of the commercial/civic nodes in the Dale City Small Area Plan.

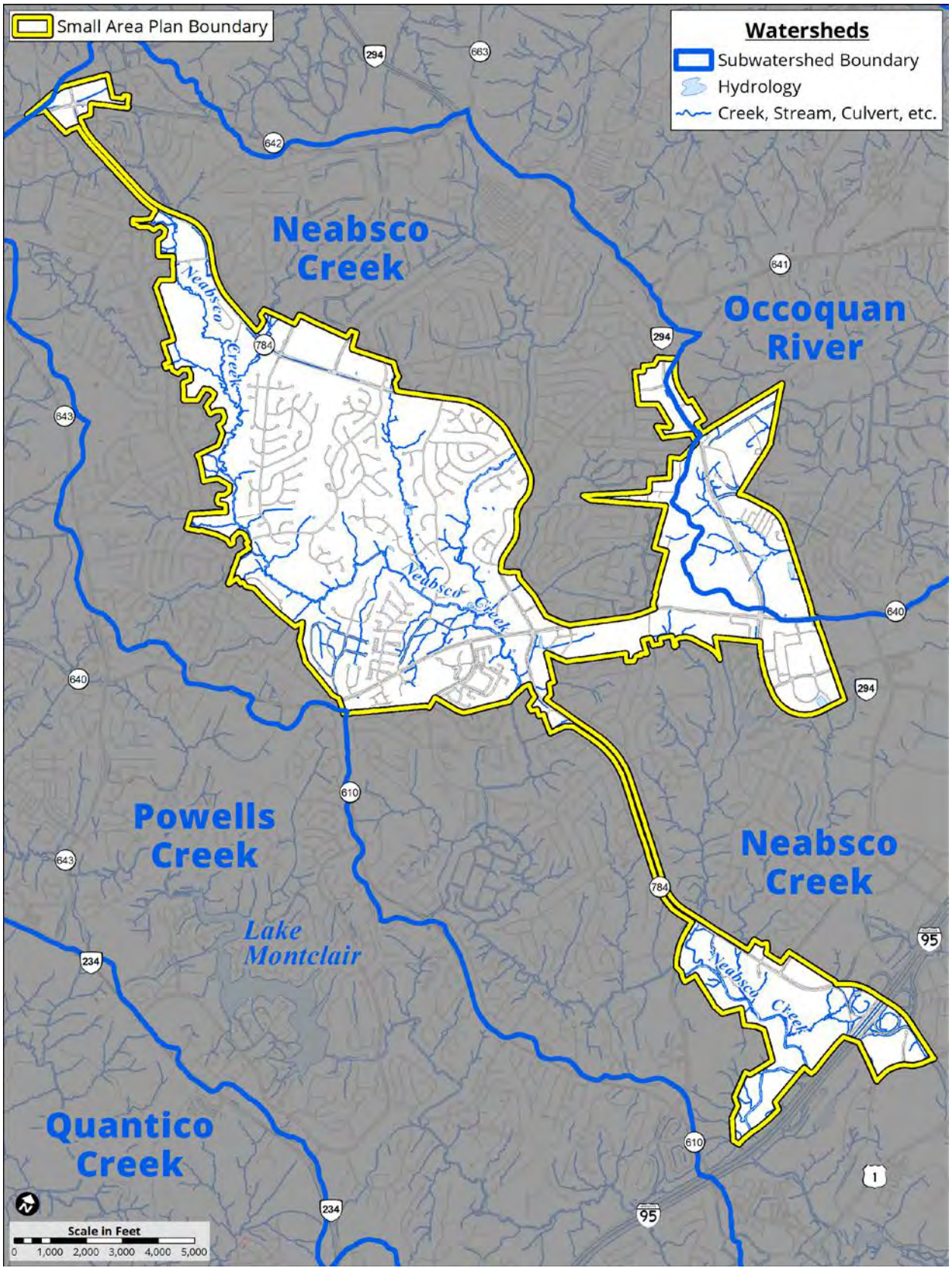


Figure 39: Dale City Subwatershed

Parkway Node

This area has forested streams and wetlands, RPA and healthy mature forest covering a large portion of the area North of Minnieville Road. The vegetation consists of new growth evergreen forest in the south and mature hardwood forest in the north. The area within this node's topography is typical of the broad uplands and low to moderate slopes that characterize the Outer Piedmont subregion. The area is made up of sandy loams and clay loams underlain by metavolcanic rocks associated with the Chopawamsic Formation. Topography of the area consists of a long irregular ridge running north to south through the area, with multiple knolls running down the center and small finger ridges jutting off the sides. Elevation ranges from 270 to 340 feet AMSL. This node drains into two tributaries of Hooes Run, which flow through part of the northeastern and southeastern portions of the area. Hooes Run flows into the Occoquan Reservoir, which drains into the Occoquan River, which flows into the Potomac River, which empties into the Chesapeake Bay before finally draining into the Atlantic Ocean. A small portion in the center of this node and east of the Prince William Parkway is designated as Chesapeake Bay RPA. *Figure 42* displays the existing environmental constraints within the Parkway Node.

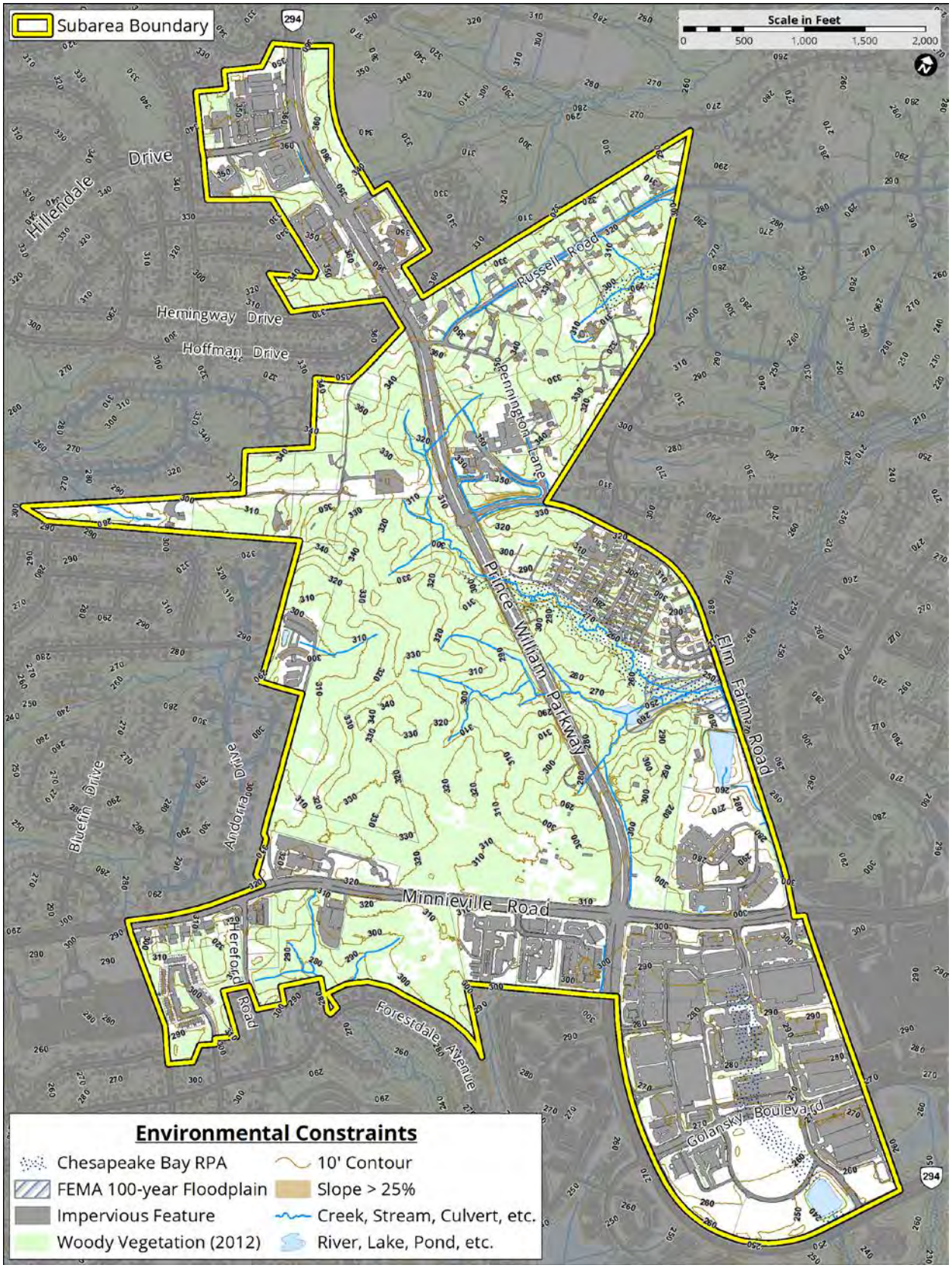


Figure 40: Environmental Constraints (Parkway Node)

East Gateway

This demarcated area is mostly developed east of the I-95. On the west side of I-95, a large portion of the node consists of mature forest except for pockets of development along the Dale Boulevard corridor. The area within this node has a topography that is typical of the transition from broad uplands to transition towards the coastal plain. Moderate to steeper slopes occur from the north towards the south portion of this node with an elevation change from a high 200 ft AMSL to a low of 30 feet AMSL along the Neabsco Creek. The area is made up of mostly sandy loams with a clayey subsoil. The majority of soil is either Watt Channery silt loam and Quantico Sandy loam in the northern portion of this node and Elsinboro Sandy Loam in the south. This node drains into the Neabsco Creek which flows into the Potomac River, which empties into the Chesapeake Bay before finally draining into the Atlantic Ocean. As a result, a large portion of this node south of Dale Boulevard and along the Neabsco Creek is designated as Chesapeake Bay RPA. Figure 41 displays the existing environmental constraints within the East Gateway.

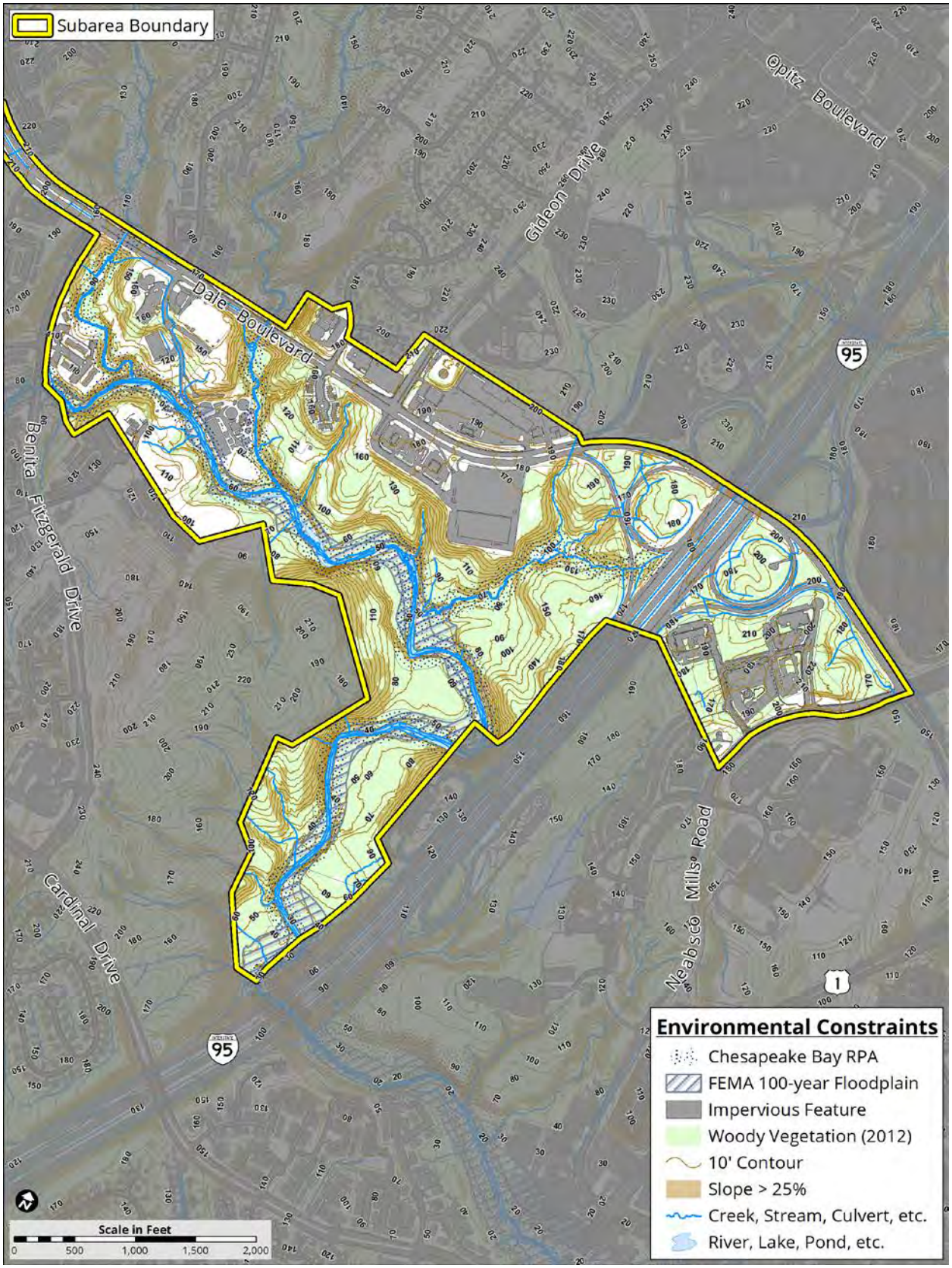


Figure 41: Environmental Constraints (East Gateway)

Minnieville Node

This node is mostly developed except areas along the banks of the Hoadly Run and Neabsco Creek. The undeveloped areas are forested with mature trees and run aside the embankments of the Neabsco Creek. The slopes are moderate with elevation ranging from a high of 350 feet AMSL in the west to a low of 160 feet AMSL on the southeastern portion of the node. The area is made up of mostly sandy loams with a clayey subsoil. The majority of soil is one of three types; Silt loam, Stumptown Flaggy loam and Delanco fine sandy loam. The Hoadly Run transects the node from the North across Dale Boulevard to merge into the Neabsco Creek just south of Central Plaza. This node drains into the Neabsco Creek which flows into the Potomac River, which empties into the Chesapeake Bay before finally draining into the Atlantic Ocean. As a result, a large portion of this node south of Dale Boulevard and along the Neabsco Creek is part of a Chesapeake Bay RPA. Figure 42 displays the existing environmental constraints within the Minnieville Node.

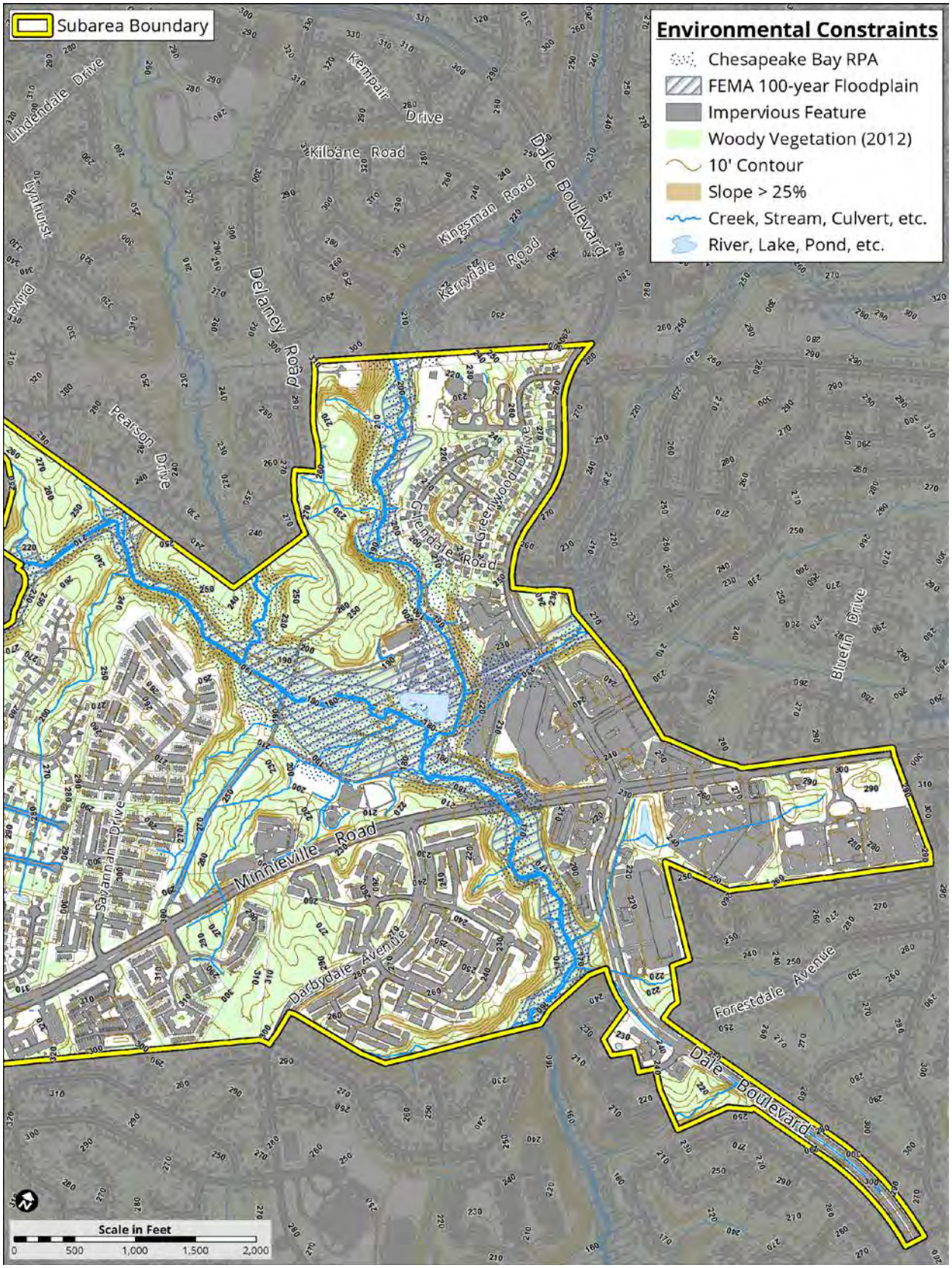


Figure 42: Environmental Constraints (Minnieville Node)

Mapledale Node

The land within this section consists of mostly residential and commercial development but still has a significant amount of forest coverage consisting of a mature canopy. The Andrew Leitch, Lindendale, Greenwood Farms and Saratoga Hunt parks have provided protection and conservation for many of the trees within this node. The slopes are low to moderate with elevation ranging from a high of 360 feet AMSL near Mapledale Plaza in the north to a low of 180 feet AMSL on the southeastern portion of the node. The majority of soil is comprised of Glenelg Buckhall Complex, Neabsco or Meadowville loams. The Neabsco Creek runs along the boundaries of the southern portion of this node. The watershed in this area drains into the Neabsco Creek which flows into the Potomac River, which empties into the Chesapeake Bay before finally draining into the Atlantic Ocean. As a result, a portion of this node along the Neabsco Creek is part of a Chesapeake Bay RPA. Figure 43 displays the existing environmental constraints within the Mapledale Node.

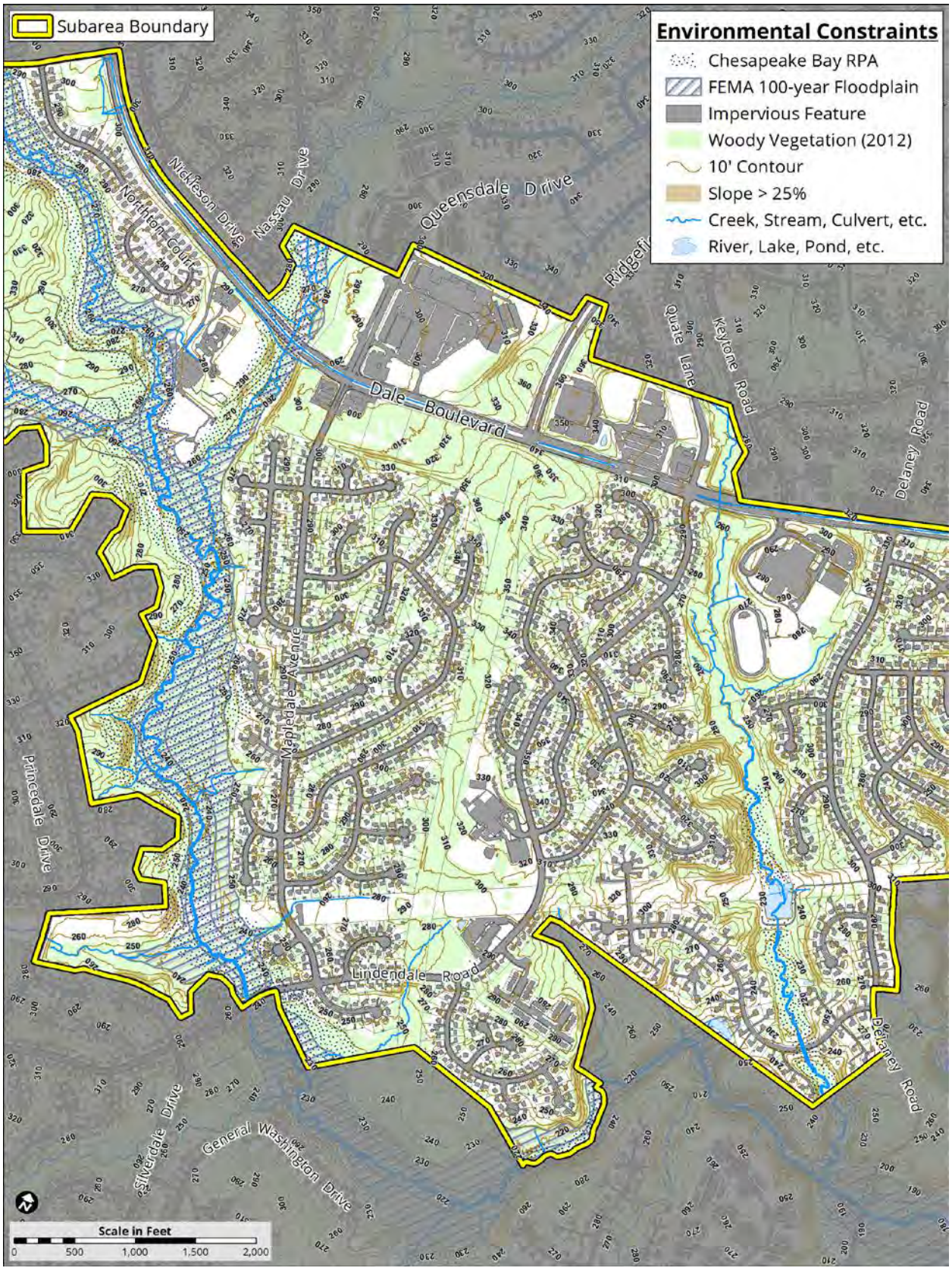


Figure 43: Environmental Constraints (Mapledale Node)

West Gateway

This node is mostly commercial development with small undeveloped parcels with trees. On the south east portion of the node there is a vacant parcel consisting of The slopes are very minimal with elevation ranging from a high of 400 feet AMSL in the west to a low of 360 feet AMSL in the east. The majority of soil is comprised of Meadowville and Gaila Sandy loams. A small tributary runs across Hoadly Road into the Neabsco Creek. This node is the western most portion of the Neabsco Creek watershed. Figure 44 displays the existing environmental constraints within the West Gateway.

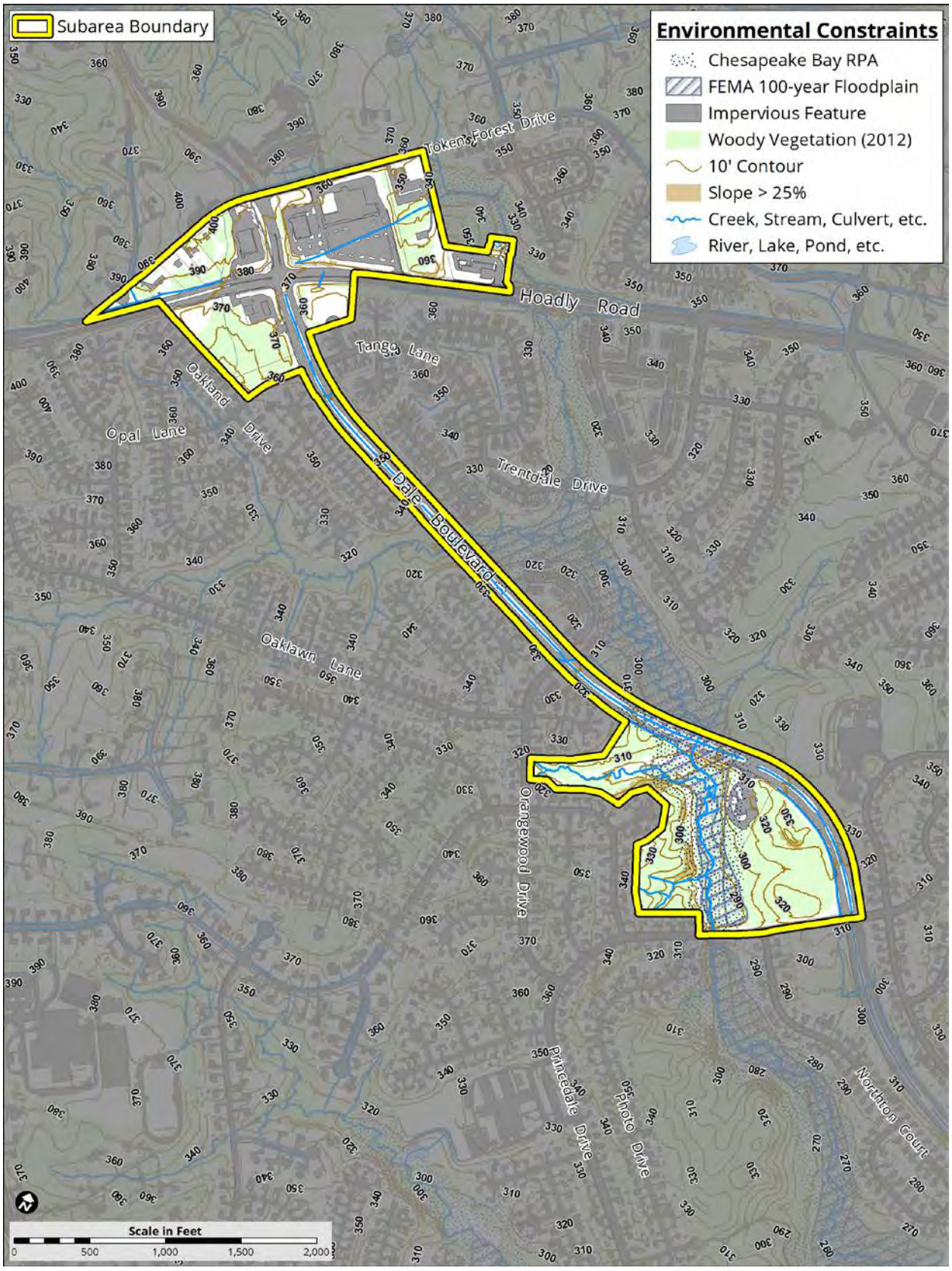


Figure 44: Environmental Constraints (West Gateway)

Existing Park Inventory

Name	Type	Acreage	Area
Andrew Leitch Park	Regional	218.75 acres	Dale City Small Area Plan
Sharon Baucom Dale City Recreation Center	Community Park	31.60 acres	Dale City Small Area Plan
PW Indoor Ice Rink	Community	7.59 acres	Dale City Small Area Plan
Hylton Boys & Girls Club	Community	8.06 acres	Dale City Small Area Plan
Turley Field	Community	4.99 acres	Dale City Small Area Plan
Beville Middle School	School/Community	29.09 acres	Dale City Small Area Plan
Minnieville Elementary School	School/Community	8.92 acres	Dale City Small Area Plan
Lindendale Park	Neighborhood Park	6.90 acres	Dale City Small Area Plan
Saratoga Hunt Park	Undeveloped Park	57.02 acres	Dale City Small Area Plan
Greenwood Farm Park	Undeveloped Park	50.34 acres	Dale City Small Area Plan
Chinn Aquatic & Fitness Center	Regional	89.44 acres	Adjacent to Dale City Small Area Plan
Birchdale Center	Community	8.64 acres	Adjacent to Dale City Small Area Plan
Cloverdale	Community	29.83 acres	Adjacent to Dale City Small Area Plan
John Jenkins Park	Neighborhood	21.51 acres	Adjacent to Dale City Small Area Plan

School Existing Conditions

There are twenty-four schools that serve the study area including fourteen elementary schools, six middle schools, and four high schools. The following is a detailed description of the existing school conditions for each of the district areas.

Parkway Node

The Minnieville & Prince William Parkway area is primarily served by the Jenkins Elementary School boundary with small portions served by the Bel Air Elementary, Minnieville Elementary, Kerrydale Elementary, and Westridge Elementary school boundaries. Similarly, the majority of the area is served by the Woodbridge Middle School with only small portions within the Hampton Middle and Beville Middle School boundaries. Finally, the entire area is within the Gar-Field High School boundary.

East Gateway

The majority of the East Gateway area lies within the Fitzgerald Elementary School boundary with only a small area served by Dale City Elementary. Additionally, the entire area lies within the Rippon Middle School and Freedom High School Boundary.

Minnieville Node

The Dale Boulevard & Minnieville Road area is primarily served by the Enterprise Elementary, Minnieville Elementary and Wilson Elementary school boundaries with a small portion within the Montclair Elementary School boundary. Similarly, the majority of the area is currently served by Beville Middle and Hampton Middle with only a small portion within the Woodbridge Middle School boundary. Finally, the area is split between the Hylton High and Gar-Field High school boundaries.

Mapledale Node

The Dale Boulevard & Mapledale Avenue area is primarily served by the Rosa Parks Elementary and Enterprise Elementary school boundaries with only a small area served by the Wilson Elementary, McAuliffe Elementary, and Penn Elementary school boundaries. The area is split between the Beville Middle, and Saunders Middle school boundaries. Finally, the entire area is within the Hylton High School boundary.

West Gateway

The Dale Boulevard & Hoadly Road area is split between the Rosa Parks Elementary, King Elementary, and Marshall Elementary school boundaries. Similarly, the area is divided between the Beville Middle, Saunders Middle, and Benton Middle school boundaries. Finally, the area is split between the Colgan High and Hylton High school boundaries.

2019-2020 - Existing School Inventory				
Elementary Schools				
School Name	**Student Capacity**	**Portable Classrooms**	**Students**	**% Utilized**
Rosa Parks ES	851	0	679	79.8 %
King ES*	430	0	442	102.8 %
Marshall ES*	738	0	704	95.4 %
McAuliffe ES*	446	0	440	98.7 %
Enterprise ES	398	4	359	90.2 %
Wilson ES	820	0	898	109.5 %
Bel Air ES*	392	2	392	100.0 %
Minnieville ES	623	0	557	89.4 %
Montclair ES*	581	1	670	115.3 %
Westridge ES*	709	0	697	98.3 %
Kerrydale ES*	355	1	345	97.2 %
Jenkins ES	749	0	545	72.7 %
Dale City ES*	362	3	414	114.4 %
Fitzgerald ES	764	2	828	108.4 %
Middle Schools				
Student Capacity	**Student Capacity**	**Portable Classrooms**	**Students**	**% Utilized**
Beville MS	1,191	0	1,068	89.7 %
Saunders MS	1,212	0	1,217	100.4 %
Benton MS*	1,464	0	1,434	98.0 %
Woodbridge MS	1,066	9	1,263	118.5 %
Hampton MS	982	2	1,118	113.8 %
Rippon MS	1,390	0	1,331	95.8 %
High Schools				
Student Capacity	**Student Capacity**	**Portable Classrooms**	**Students**	**% Utilized**
Colgan HS*	2,053	5	2,786	135.7 %
Hylton HS	2,053	0	2,193	106.8 %
Gar-Field HS	2,839	0	2,319	81.7 %
Freedom	2,053	8	2,131	103.8 %

*Schools with boundaries which only cover small portions of the small area plan.

Cultural Resources Existing Conditions

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

As discussed above, the plan area is divided into five nodes (Parkway Node, East Gateway, Minnieville Node, Mapledale Node and West Gateway, Figure 45). This existing conditions' analysis will look at cultural resources in each node and each node's surrounding area.

Parkway Node

This node consists of approximately 648 acres. Within this area are located two historic archaeology sites, likely representing twentieth century farmsteads, and one pre-contact site from dating from 8500 B.P to 1201 B.P. Five architectural sites have been recorded, three are mid-twentieth century houses, one is the Holland Cemetery, and the fifth is an early twentieth century farm complex. There is another cemetery located adjacent to the Church of Christ Dale City. There are no classified County Registered Historic Sites, Prehistoric High-Sensitive areas or Historic High-Sensitivity areas in this node.

East Gateway

This node is located just east of I-95 and extends west, straddling Dale Boulevard, to Gideon Drive. Within the node there are no recorded archaeology sites, architectural sites or cemeteries. There are no classified County Registered Historic Sites, Prehistoric Sensitive or Historic Sensitivity areas in this node.

However, adjacent this node's area is located three historic archaeology sites, which range in dates from early 1700 through the 1800s, and the first half of the twentieth century. Three architectural sites were recorded with similar date ranges as to the archaeology sites. Cultural resources that should be noted include the Neabsco Ironworks Plantation archaeology and architectural site and the Dale City Sections 1 and 2 Historic District. Approximately 127 acres of land along Neabsco Creek west of I-95 and south of the Americans at War Museum site is classified Prehistoric High-Sensitivity.

Minnieville Node

The Minnieville Node is centered on the intersection of Dale Boulevard and Minnieville Road. Within the node there are no recorded archaeology sites, architectural sites or cemeteries. There are no classified County Registered Historic Sites, Prehistoric High-Sensitive areas or Historic High-Sensitivity areas in this node.

However, there are approximately 650 acres adjacent this node that are in the plan area. Located in this area outside the node are 26 archaeology sites. Twenty-two sites are pre-contact sites that, unfortunately, do not contain diagnostic (dateable) artifacts. Two are historic sites with dates from the last half of the nineteenth century and the twentieth century and two are cemeteries.

One architectural site is within this area, the Greenwood Presbyterian Church and Cemetery and one architectural site is adjacent, the Bel Air plantation 076-0001. There are two cemeteries

listed on the County's cemetery register, the Dane-Hinton Cemetery and the Greenwood Presbyterian Church and Cemetery. A small portion of this area, adjacent to Bel Air Plantation, is classified Historic High Sensitivity. There are no classified County Registered Historic Sites or Prehistoric High-Sensitive areas in this acreage.

Mapledale Node

This node is generally located between Lindendale and Queensdale and encompasses some land south of Dale Boulevard. Within the node there are no recorded archaeology sites, architectural sites or cemeteries. There are no classified County Registered Historic Sites, Prehistoric High-Sensitive areas or Historic High-Sensitivity areas in this node.

However, there are approximately 900 acres surrounding this node that are in the plan area. One cemetery, the Reid cemetery is located in this surrounding area.

West Gateway

This node comprises approximately 93 acres. There are no archaeology sites, architectural sites or cemeteries recorded in this node. There are no classified County Registered Historic Sites, Prehistoric High-Sensitive areas or Historic High-Sensitivity areas in this node. In areas outside this node, aerial photographs and historic maps suggest remnants of farmsteads may be located on undeveloped land and cultural resource survey may be required prior to development.

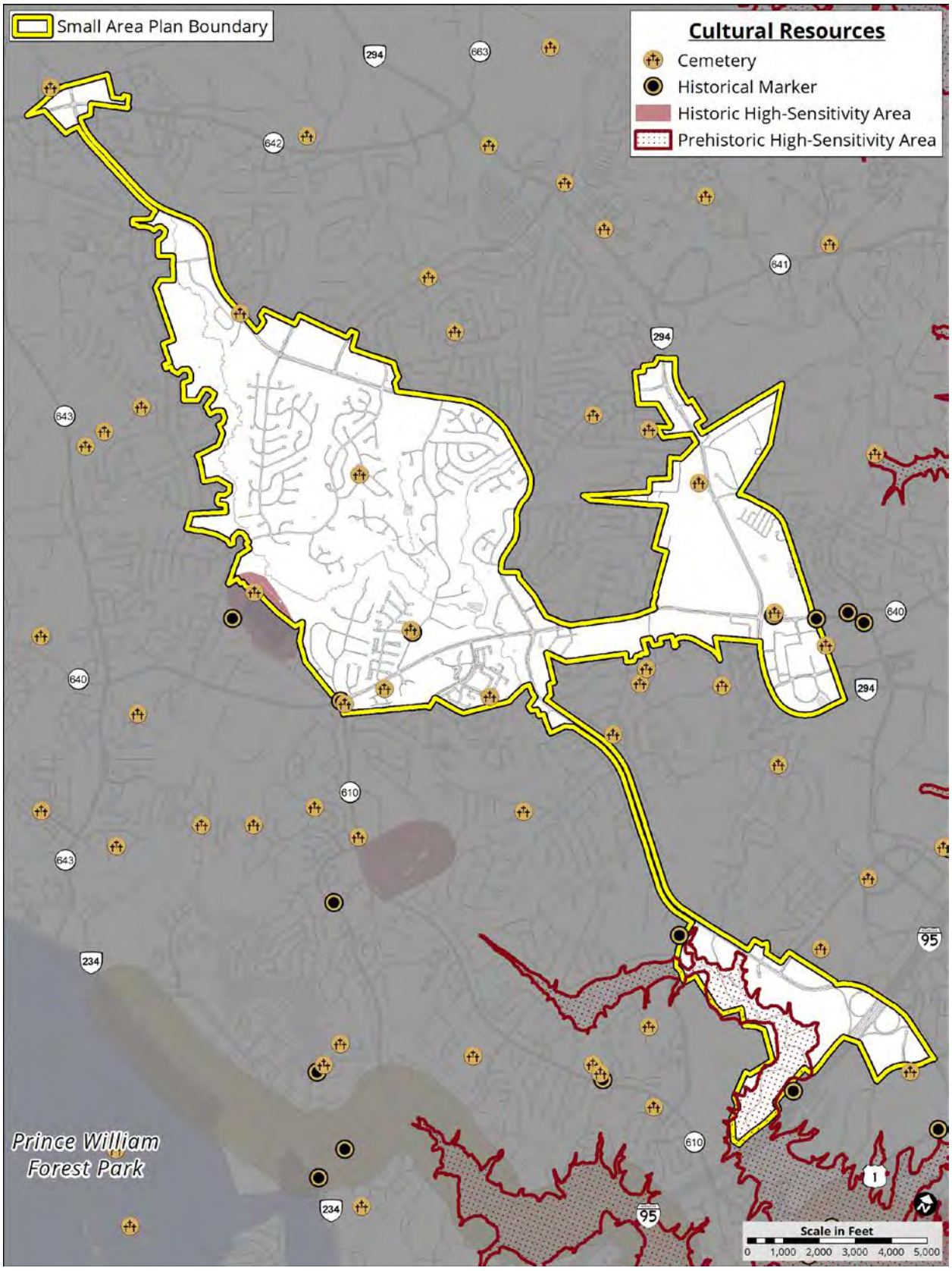


Figure 45: Existing Conditions – Cultural Resources

Commercial Community Indicators

Community indicators are numeric tools that help governments, citizens or businesses understand the health and vitality of their communities, alert them to problems and help them recognize what to do to fix those problems. This section reflects major economic indicators related to current employment in the Dale City.

As of 2017, the study area had an estimated population of 12,778 residents and a median age of 34.4. The percent of ethnicities within the study area include White residents (17.6%), Hispanic residents, of any race (31.6%), Black residents (27.5%), Asian and Pacific Islander residents (11.4%), and 113 residents identified as “Other” (2.2%).

Education and training play a large role in producing the local labor force. According to Census estimates[27], 82.2% of the residents earned at least a high school diploma; which is on par with both the state of Virginia (89%), and the national average (87.3%). Strong graduation rates can relate to a robust workforce. Also, more than half (75.8%) the local working age population is employed. The most common employment sectors for those who live in the study area are Education, Professional Services, and Retail.

[27] U.S Census American Fact Finder, 2017 5-yr ACS data estimates, 2019

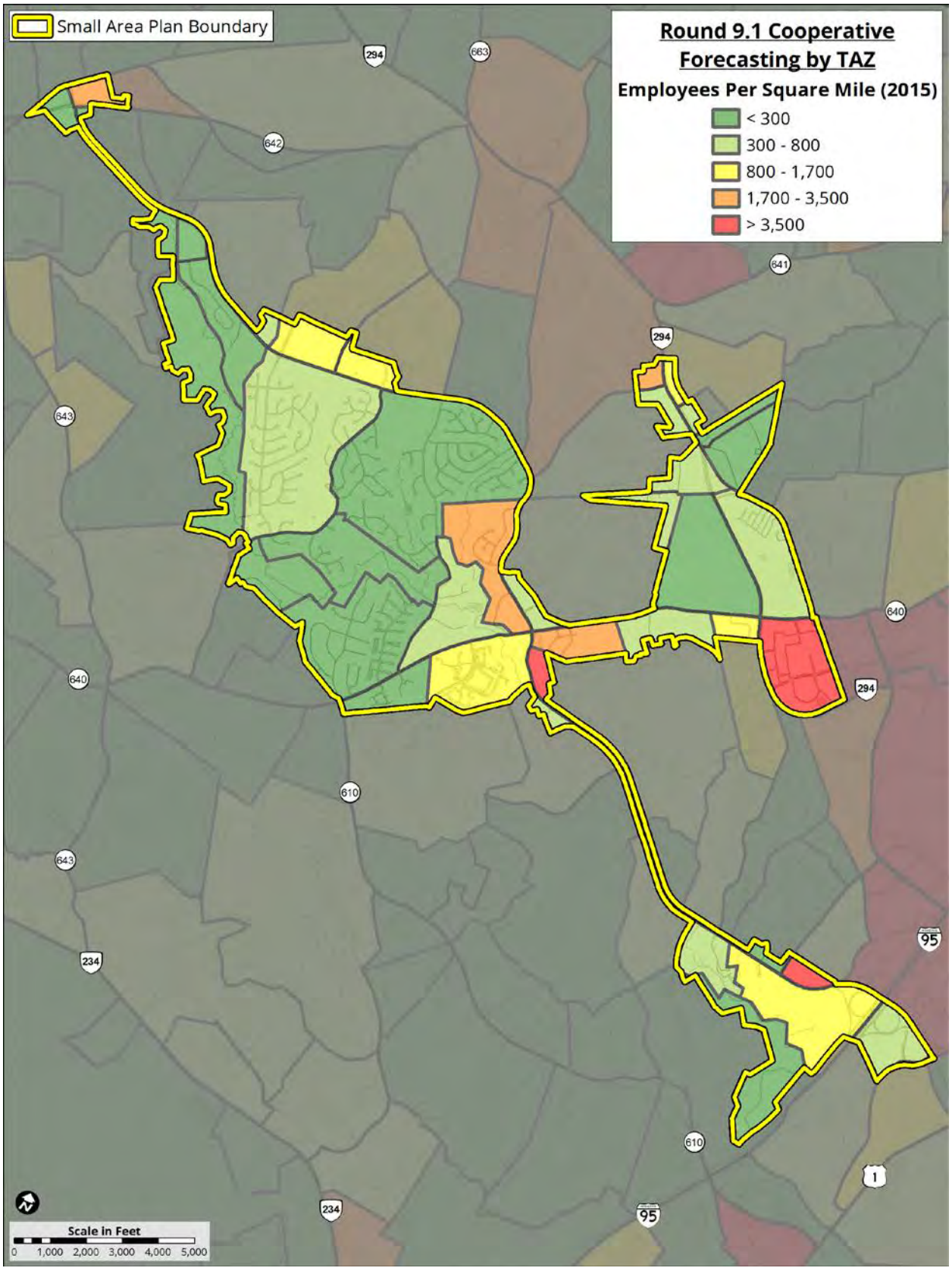


Figure 46: Employees per Square Mile

Residential Community Indicators

As of 2017, the median property value for the Dale City study area was $286,900, which is higher than the national average of $205,000. The homeownership rate is 41.1%, which is lower than the national average of 63.6%. Lower home ownership rates may point to a lack of affordable housing in the study area. Renters make up 58.9% of local households; median rents are $1,548 per month. These data were calculated from census tracts: 9004 block group 3,4,7,9 and 9012 group 3,12, 26,27.[28]

[28] U.S Census American Fact Finder, 2017 5-yr ACS data estimates, 2019

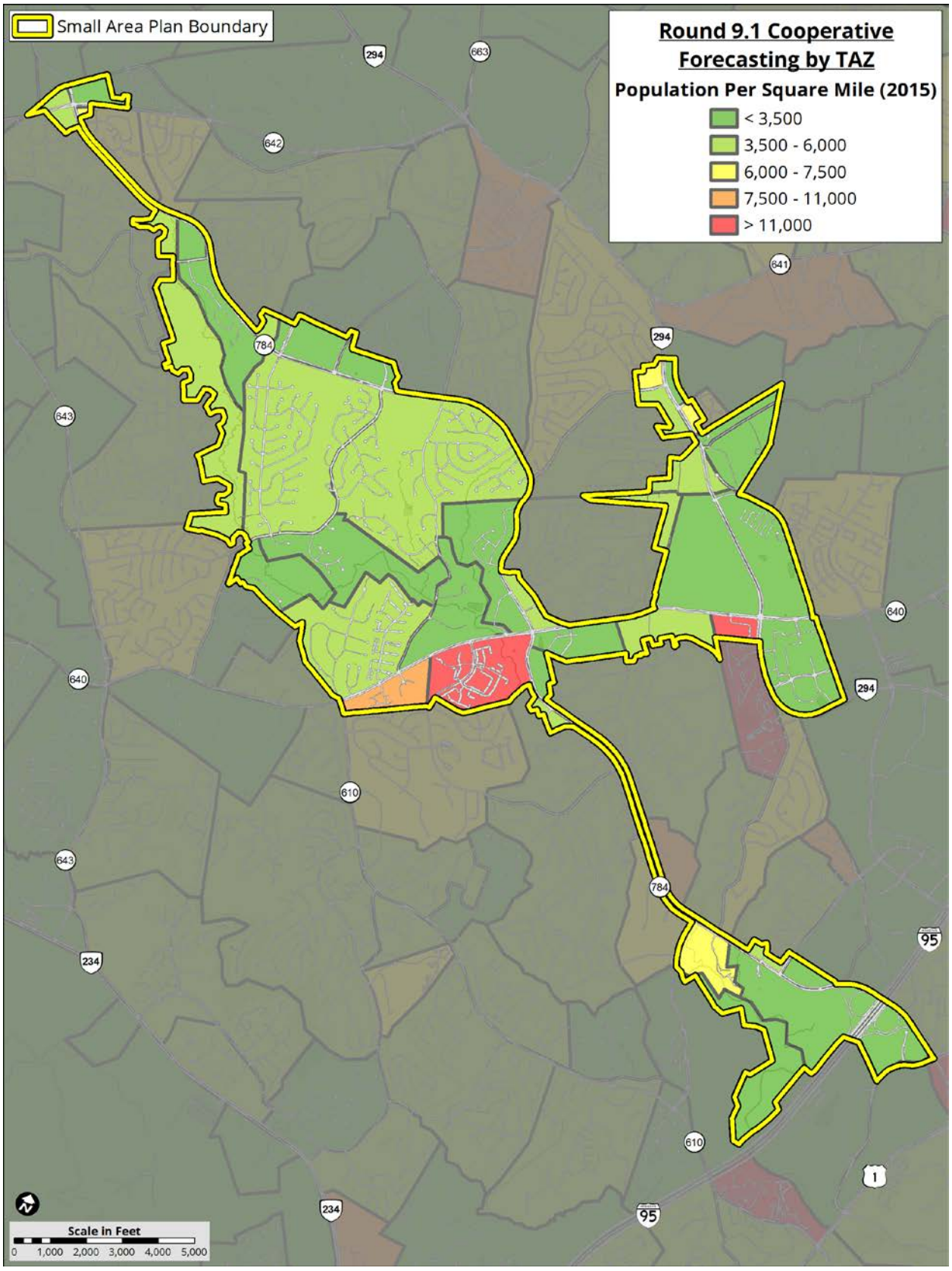


Figure 47: Population per Square Mile

Prior Planning Efforts

On August 3, 2016, the Board approved the proposed scope of work for comprehensive plan amendments which included numerous small area plans and directed staff to prepare Dale City Design Guidelines.

In response to this directive, staff engaged the American Institute of Architects Sustainable Design Assessment Team (SDAT) to assist in exploring potential improvements for four previously identified nodes along the Dale Boulevard corridor, at the intersections with Hoadly Road, Mapledale Avenue, Minnieville Road, and Gideon Drive. The Dale City, AIA SDAT Report was complete in 2016.[29]

Shortly thereafter, staff obtained a grant from the MWCOG Transportation /Land Use Connections Program to identify strategies to improve safety and connectivity for Dale City. The Dale City: Safety & Connectivity in A Planned Community report was completed in April of 2017.[30]

Public Participation Process

The Dale City Plan benefited from extensive public participation including:

- Stakeholder meetings in the community on September 20, 2018; and January 18, 2019. Participants discussed transportation connectivity and its effects on economic development, recreational and tourist attractions and neighborhood stabilization and affordable housing.
- A community charrette on March 11 and 14, 2019 with breakout sessions to focus on design elements. Participants in each group considered strategies that would leverage the area's strengths and address weaknesses.
- Community Conversations Meetings (3) on October 30, 2018, November 13, 2018, and November 14, 2018.
- Planning Commission work session and open house are scheduled for August 7, 2019.

[29] Dale City AIA Sustainable Design Assessment Team (SDAT)
[30] Dale City: Safety & Connectivity in A Planned Community report

Figure 48: Charrette & Previous Public Input Activity

VISION AND THEMATIC PRINCIPLES

The vision for the Dale City Small Area Plan will be implemented through a series of goals and action strategies that are introduced in the following paragraphs and woven throughout the Small Area Plan recommendations. With the establishment of an implementation plan, the plan will be activated such that action strategies occur in the short, mid, and long-term, and ongoing time frames to ensure that the plan is actualized by 2040.

Vision Statement

Dale City, the Friendliest Greenest planned community connecting people and places through well designed mixed- use centers, vibrant civic spaces, and safe sustainable infrastructure.

Small Area Plan Goals and Action Strategies

Figure 49 identifies the goals for each functional area of the Small Area Plan, providing thematic principles for achieving the Small Area Plan vision and guiding the Small Area Plan recommendations.

Within the following pages, these Goals are further elaborated upon and supported by specific Action Strategies. The Action Strategies are summarized in matrix form in the Implementation chapter of the Small Area Plan.

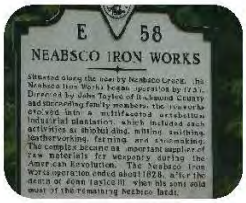
VISION: Dale City, the Friendliest greenest planned community connecting people & places through well designed mixed use centers, vibrant civic spaces and safe sustainable infrastructure.

PLACETYPES: Create a community that capitalizes on the existing green space while building a vibrant arts and entertainment area, and vibrant, pedestiran-friendly neighorhoods to create a place for both residents and visitors to live, work, and play.

MOBILITY: Create a multimodal network that connects to the community's mobility hubs and connect the area's neighborhoods with a robust pedestrian and bicycle network.

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

GREEN INFRASTRUCTURE: Ensure a robust and connected system of greenways, blueways, trails, open space and corridors that provide a benefit to the environment, community and local wildlife.



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

ECONOMIC DEVELOPMENT: Encourage economic development to attract and retain high quality businesses and services.

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

Figure 49: Thematic Principles

LAND USE

A major goal of the Dale City Small Area Plan is to “Dale City is a sustainable, pedestrian friendly, transit-oriented, commercial mixed-use center anchored by a vibrant civic spaces that fosters both local and regional economic opportunities while also preserving the extensive natural resources.” This section of the Plan is integral in the development, vision, and implementation of this goal.

This land use plan refers to the characteristics of density, diversity, and design present for a specific geography. A small area plan informs the linkages between several land use types and presents an overarching goal for the identity of these spaces. The framework for developing this Small Area Plan includes creating transportation network that supports mixed-use development and a high quality of life.

Transect and Activity Density Framework

The framework of this plan utilizes the core concepts of Transect and Activity Density. The Transect is a way to describe the range of natural and built environments from the countryside to the center of the city as a set of bands of uniform density called Transect Zones (See Figure 50). Each Transect Zone defines a consistent scale of density and intensity of development and the entire complement of streets, buildings, and open space that goes along with that level of intensity. Figure 51 is a standard table of Transect Zone densities defined for all of Virginia using Activity Densities. This table of Transect Zone densities and typical characteristics was developed through an analysis of real Virginia places, ranging from large urban downtowns to rural village centers. Figure 52 provides a 3-dimensional illustration of the form, layout, intensity, and type of transit technology that typically supports each of the Transect Zones.

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

This Plan identifies specific Transect densities for Dale City and has been used to define the types and surrounding contexts of both Multimodal Centers or Districts and Multimodal Corridors. The Activity Densities for each Transect Zone reflect both existing and future densities, although the future, planned land uses and densities are the primary consideration in the development of the Mobility and Level of Service sections of this Plan.

Figure 50: Transect Zones

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

Figure 51: Transect Zone Intensity Measures

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

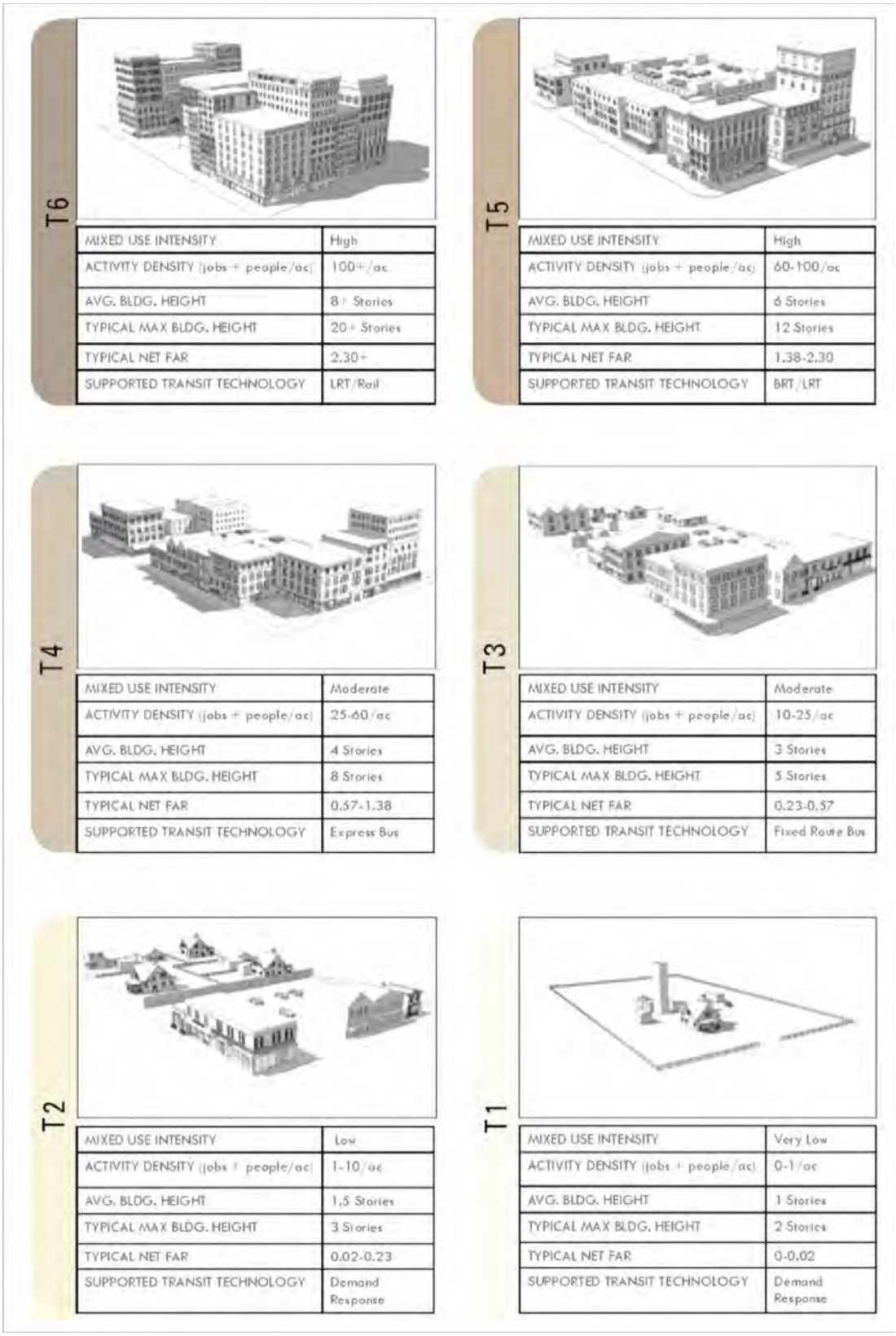


Figure 52: Transects for Future Planned Land Uses

Figures 53-57 identifies the transects for the future planned land uses and densities in each of the transformation areas of Dale City. A walkshed walking radius is utilized in the development of the transect to ensure the relationship between land use, density, and access to transit is considered.

The T-5 Transect in Dale City is located adjacent to and with all the acreage within easy walking distance of the proposed transit center. This area is selected for the highest mixed-use intensity in a study area due to the adjacency to the proposed transit center and the opportunity to create a signature building to help identify the area, signify a significant gateway to the County. The area within the East Gateway where the proposed new transit center is ideal for high mixed-use intensity. In addition, both the Minnieville & Parkway Nodes are areas with T-5 transect as it will consist of a commercial mixed-use center, high density residential adjacent to a new transit center.

The T-4 Transect is located adjacent to the T-5 Transects and provides a transition in mixed-use intensity to a moderate level. The T-4 Transect along the perimeter acts as a transition from the urbanity of the Community Mixed Use Center to represent a neighborhood scale of intensity.

The T-3 Transect in the neighborhood mixed use provide further transition from the T-4 to the surrounding land on the perimeter of the area.

The T-2 Transect is also located both the East and West Gateways as well as portions of the Mapledale, Minnieville and Parkway Nodes to provide for lower intensity residential or light industrial uses.

The T-1 Transect is located in both existing and proposed open space, recreational and institutional areas.

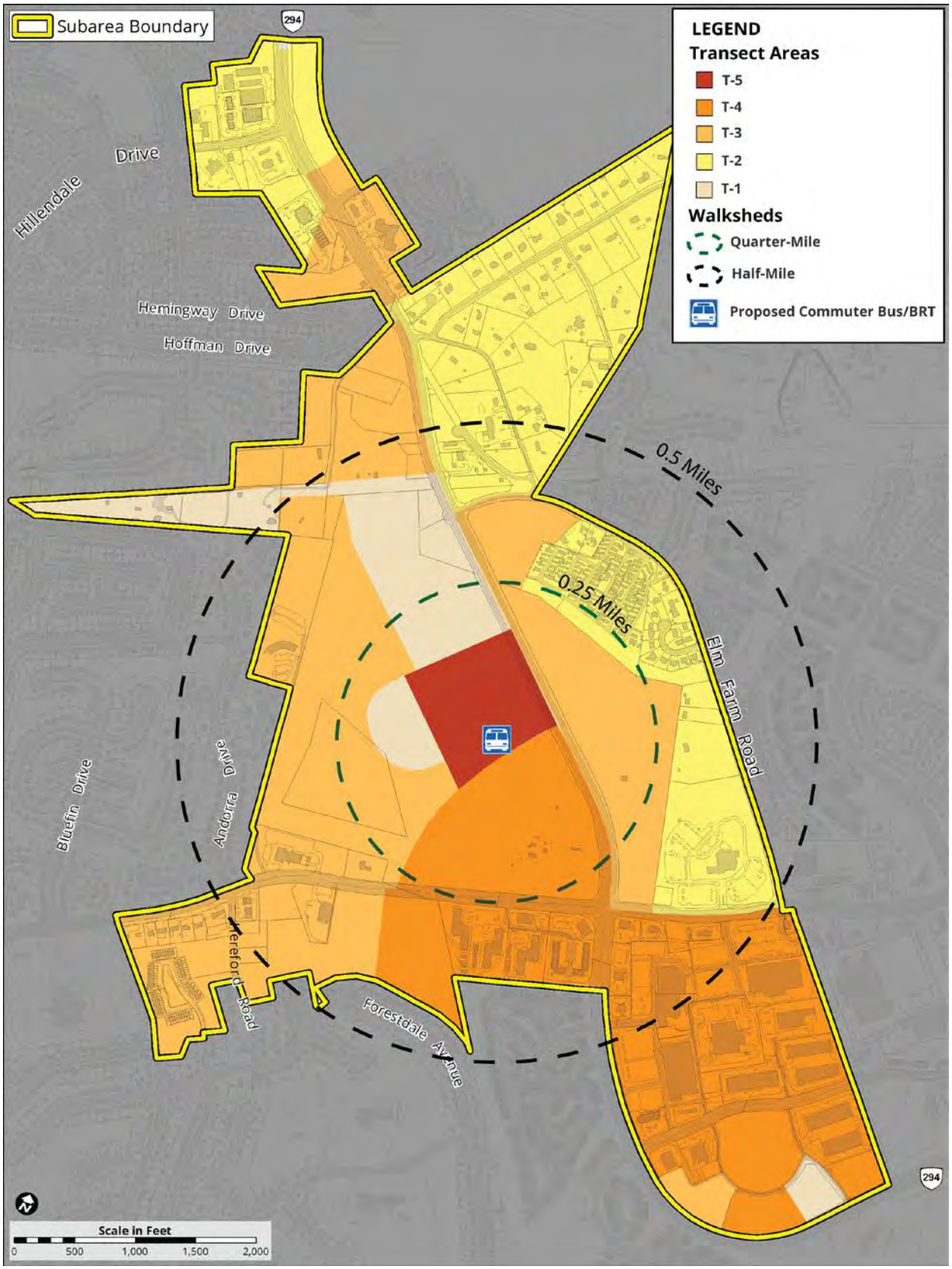


Figure 53: Transect (Parkway Node)

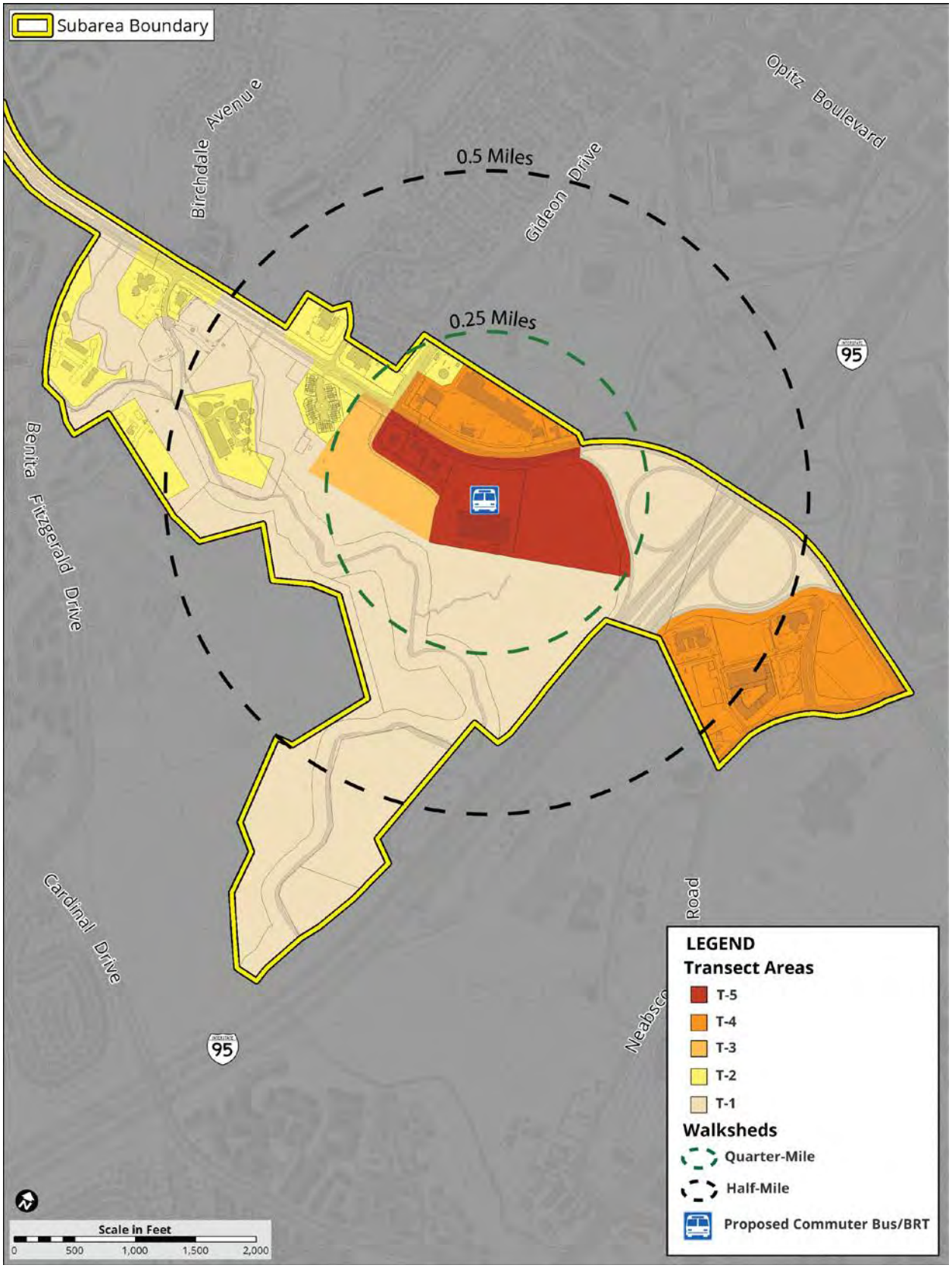


Figure 54: Transect (East Gateway)

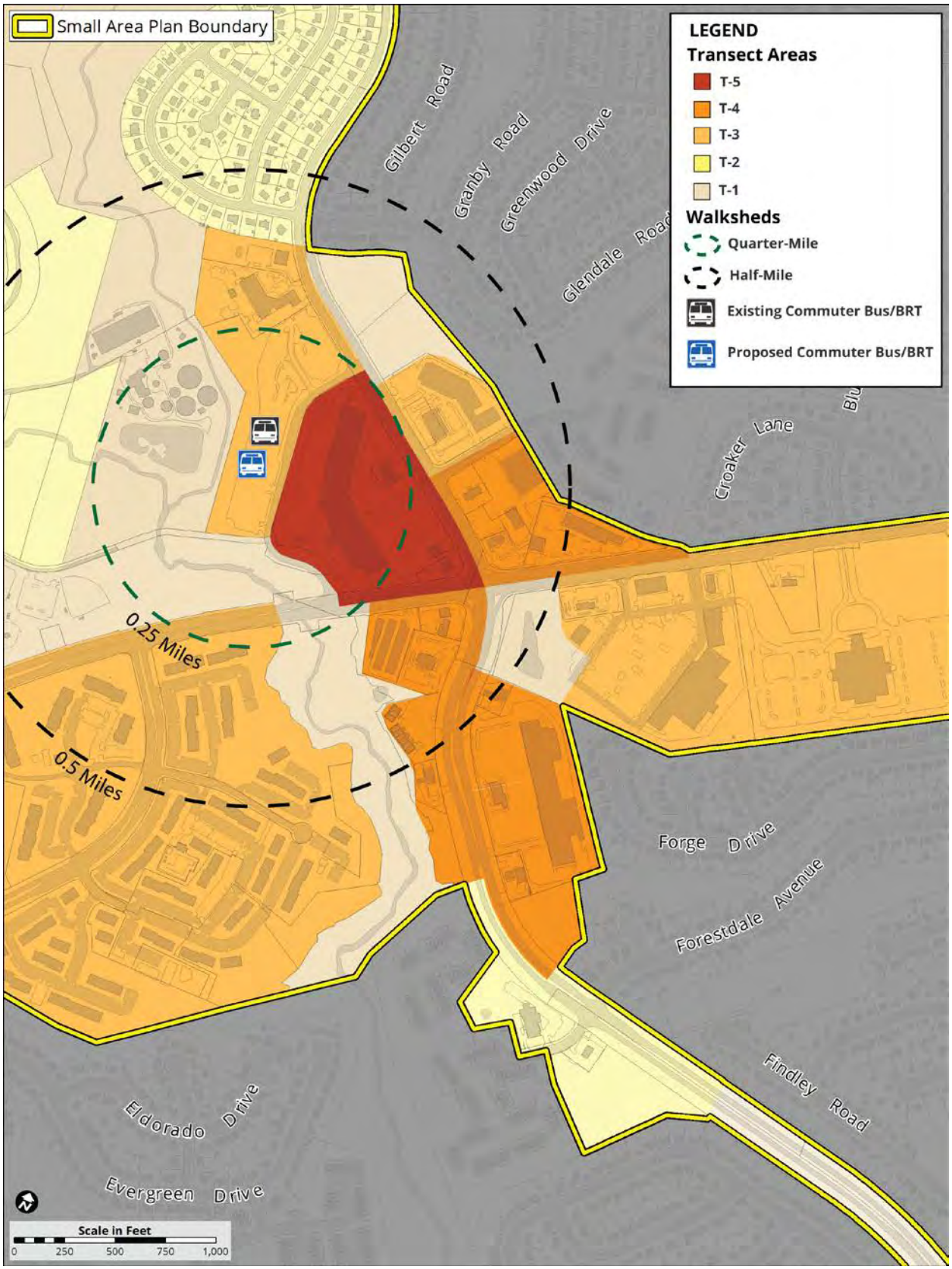


Figure 55: Transect (Minnieville Node)

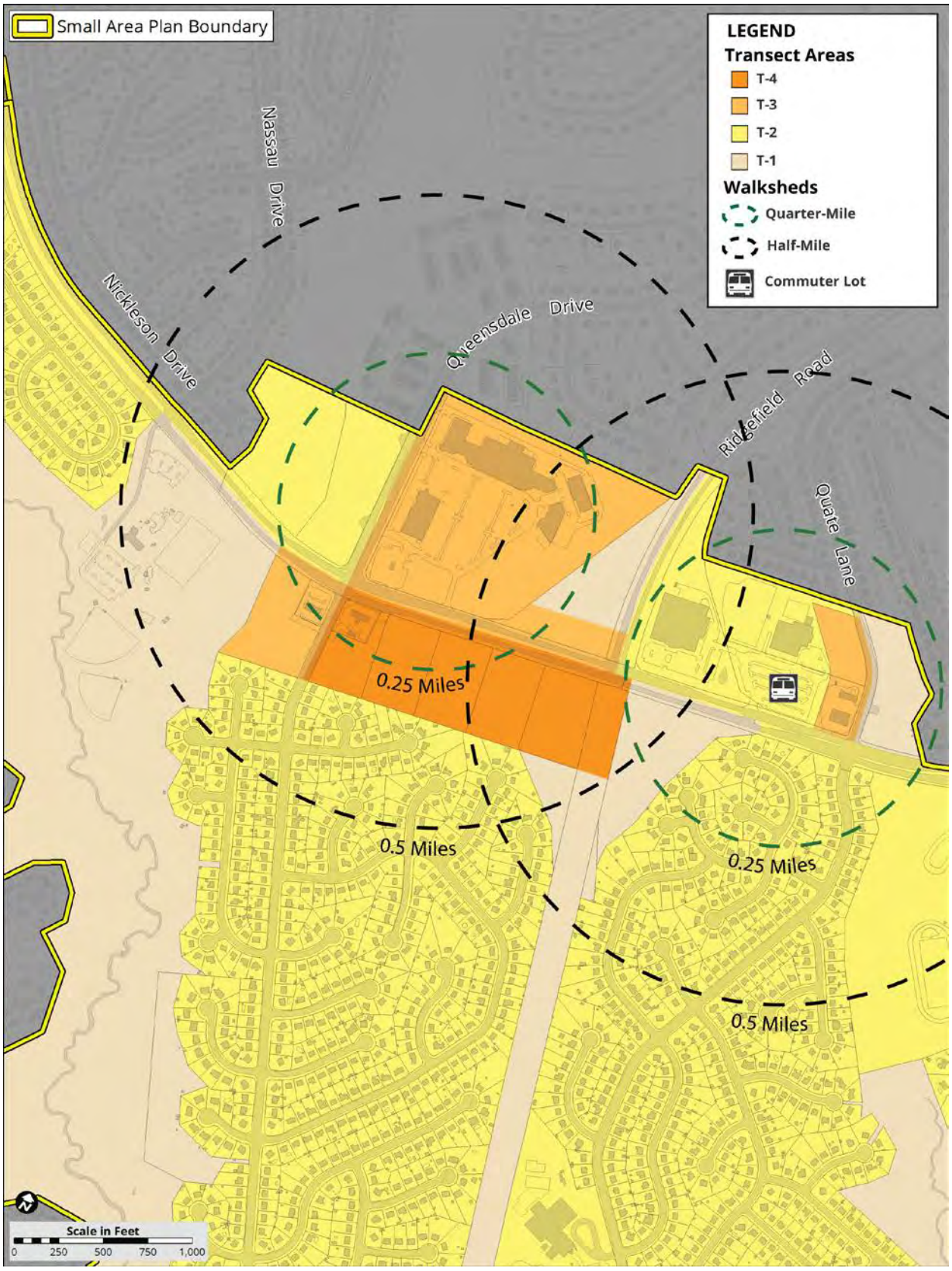


Figure 56: Transect (Mapledale Node)

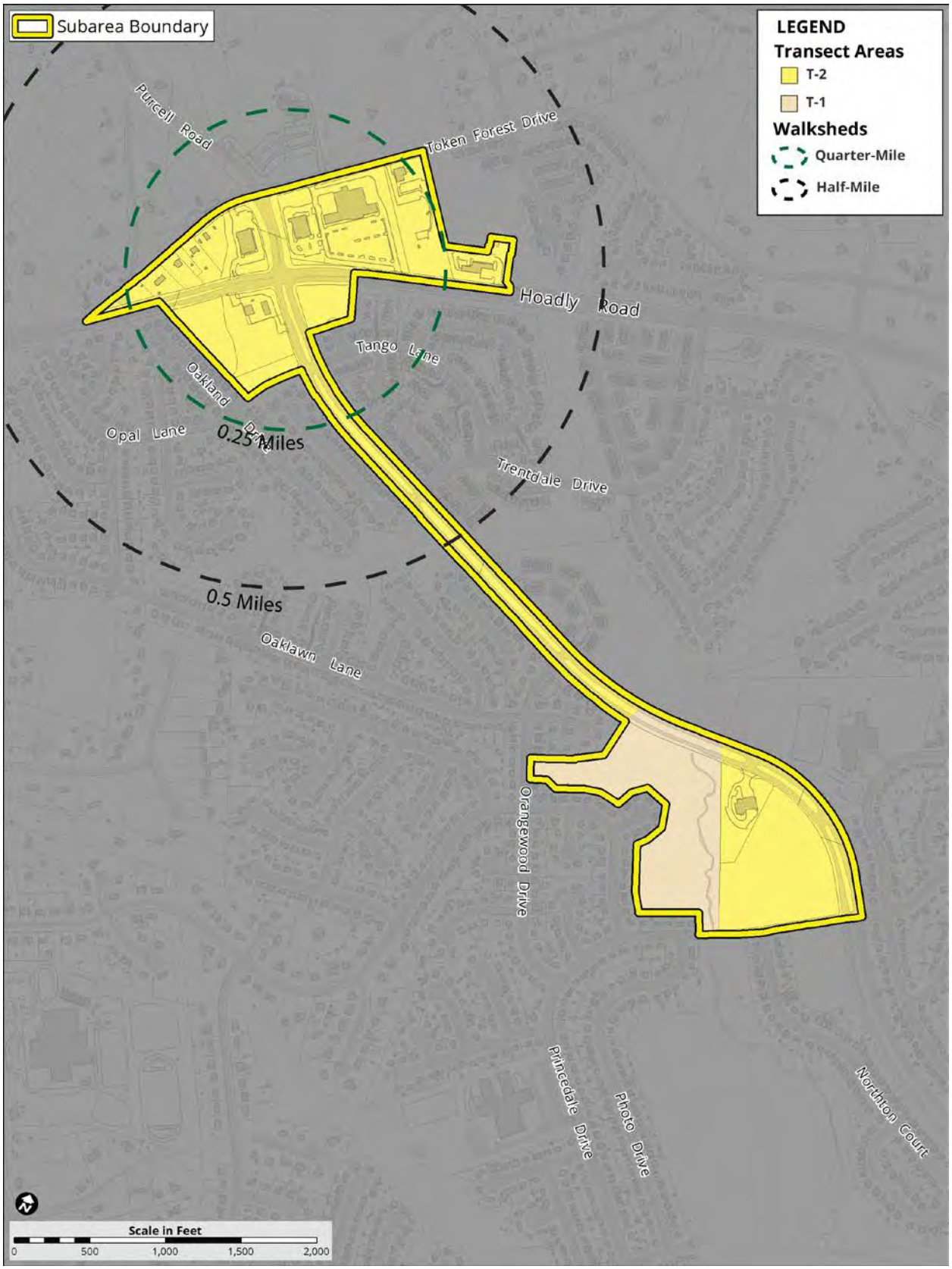


Figure 57: Transect (West Gateway)

Future Land Use Map

Figures 58-62 illustrates the proposed Long-Range Land Use classifications for the Dale City Small Area Plan. New long-range land use designations are proposed to implement the vision and goal of the plan to create a sense of place with a Community mixed-use centers and revitalized to capitalize on the extensive environmental resources. The proposed land use designations aligned with the designated Transects and Design Guideline Zones/Clusters provide a complete picture for future development.

Transect 5: High-Density Neighborhood Land Use with new Transit Center.

Transect 4: Proposed Community Mixed Use Center or Town Center

Transect 3: Proposed Neighborhood Mixed Use or Suburban Neighborhood.

Transect 2: Suburban Neighborhood Land Use

Transect 1: Semi-rural neighborhood and Open Space Land Use

Figure 65 provide a description of the uses, form, and character of each of the proposed long-range land use classifications developed for this Plan. These long-range land uses are instrumental in implementing the vision of the Dale City Small Area Plan. The Zoning Ordinance will require a review and a likely update to ensure that these proposed land uses can be realized.

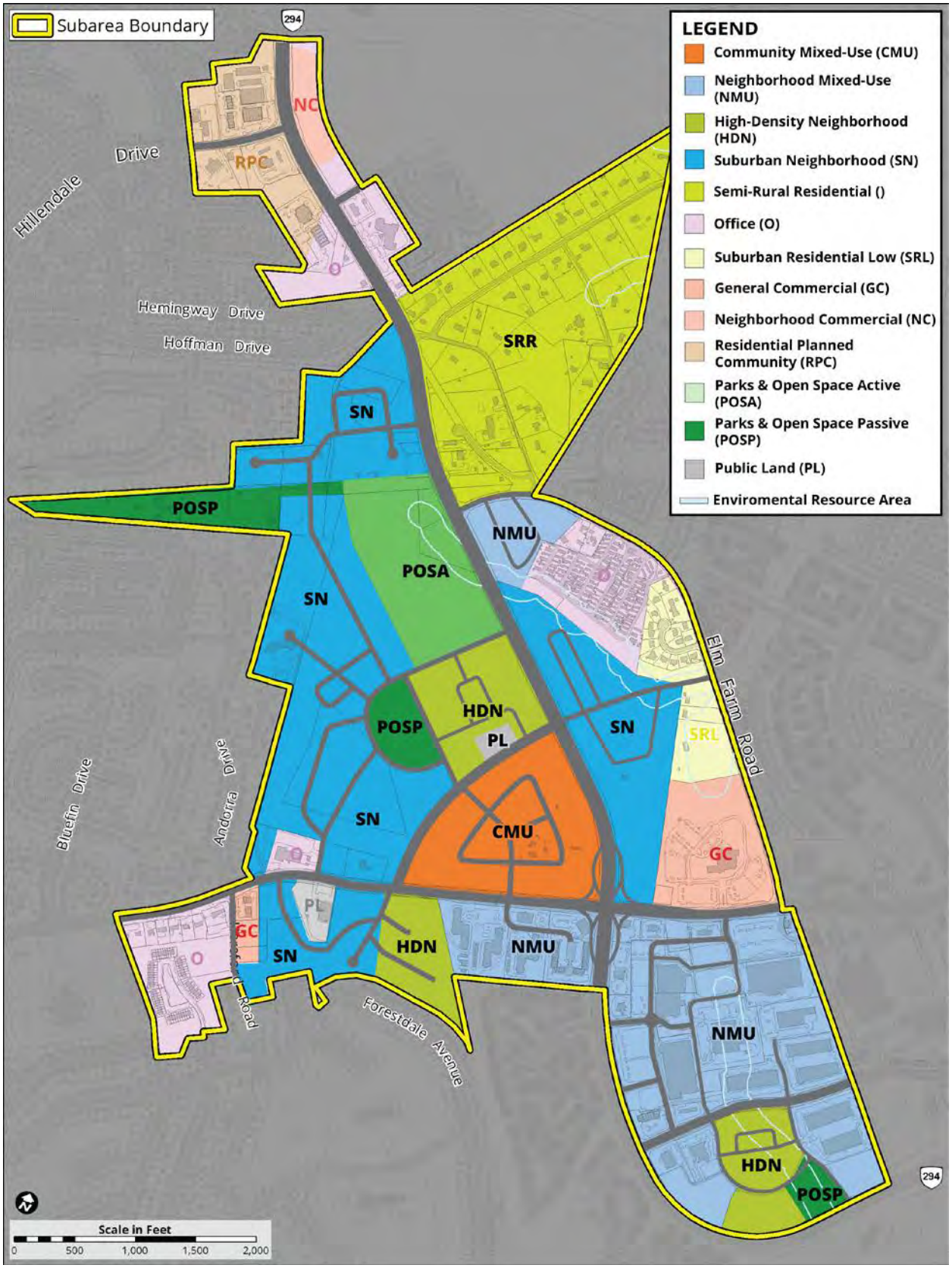


Figure 58: Proposed Long-Range Land Use Classifications (Parkway Node)

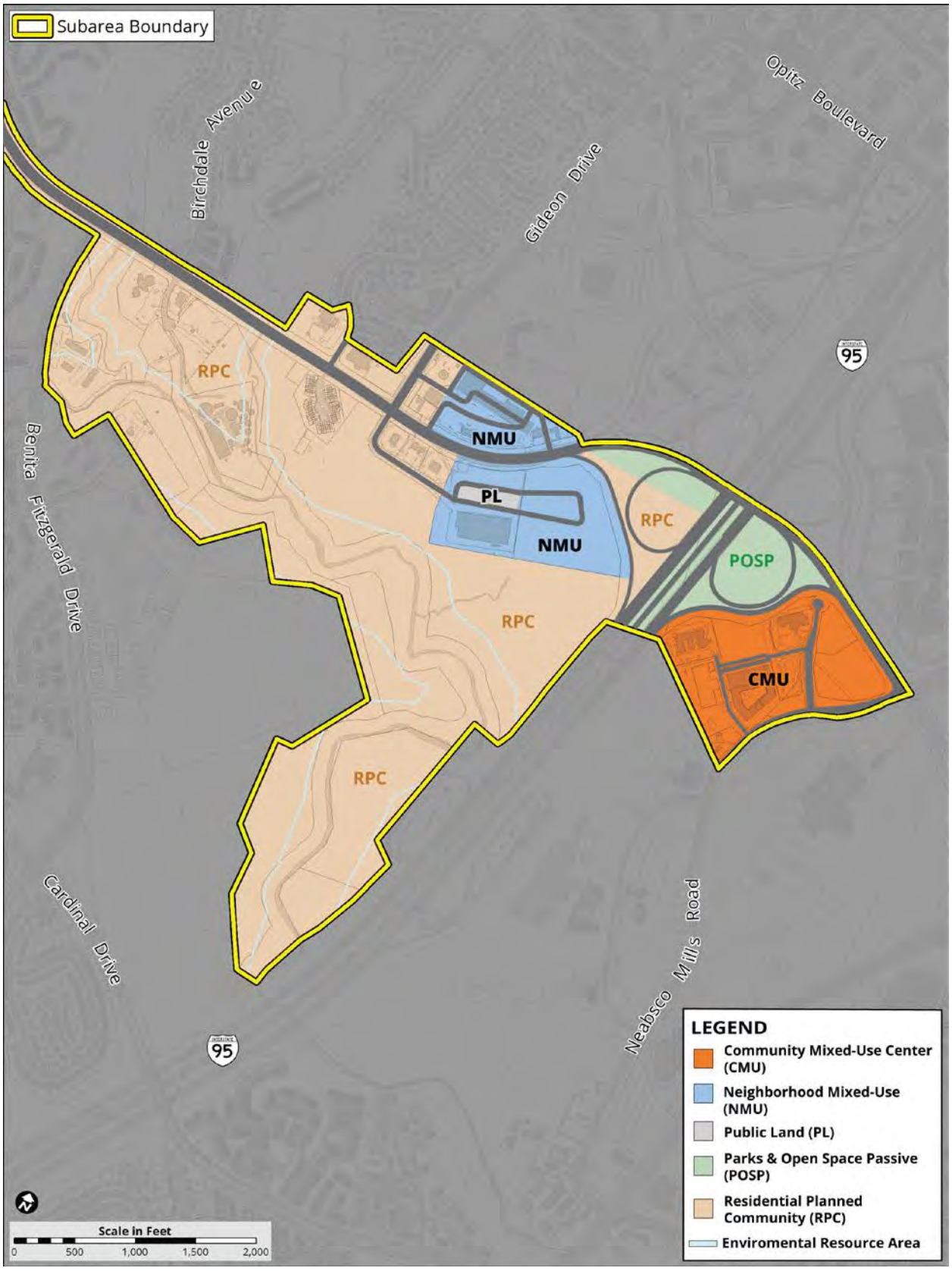


Figure 59: Proposed Long-Range Land Use Classifications (East Gateway)

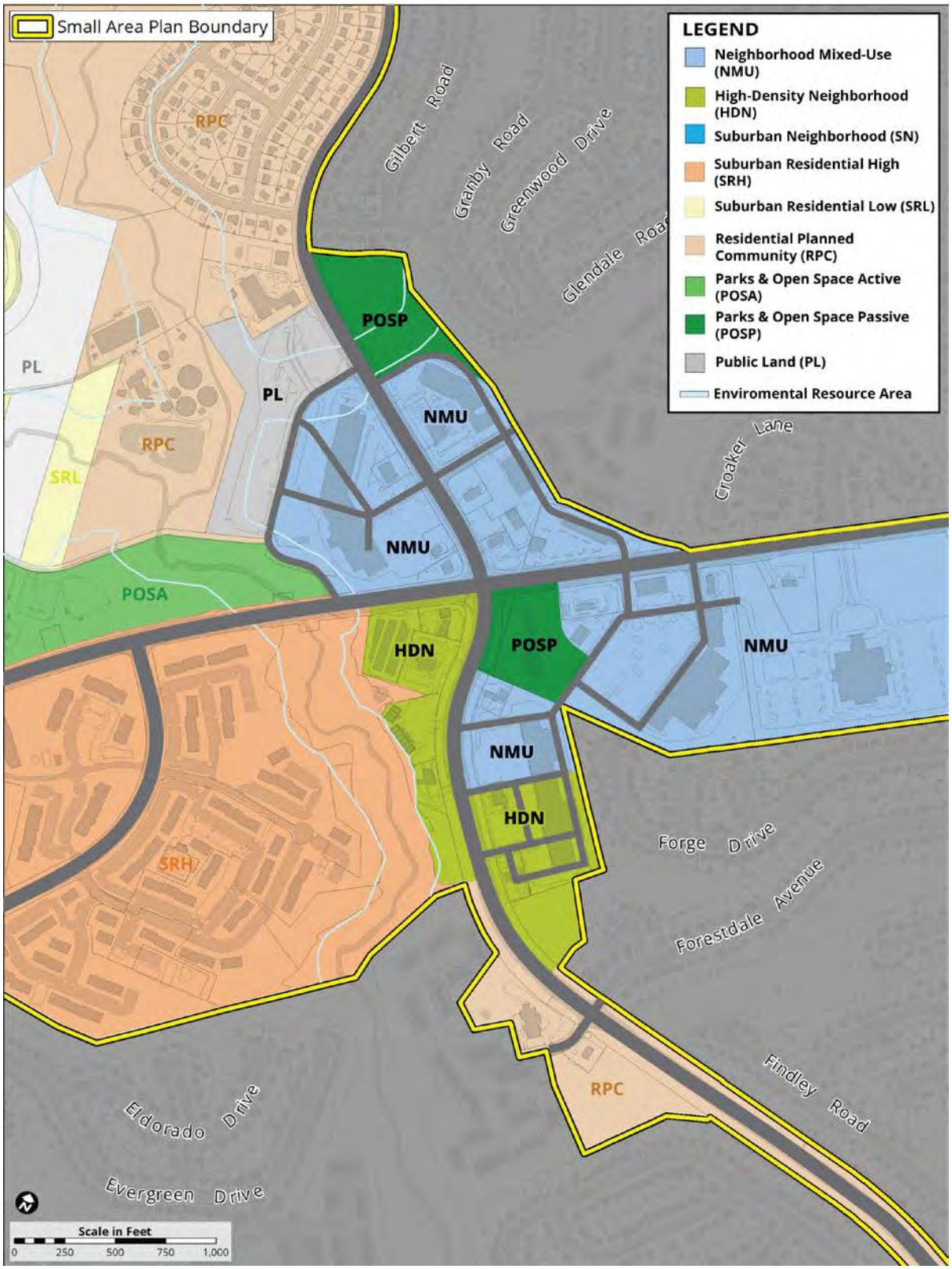


Figure 60: Proposed Long-Range Land Use Classifications (Minnieville Node)

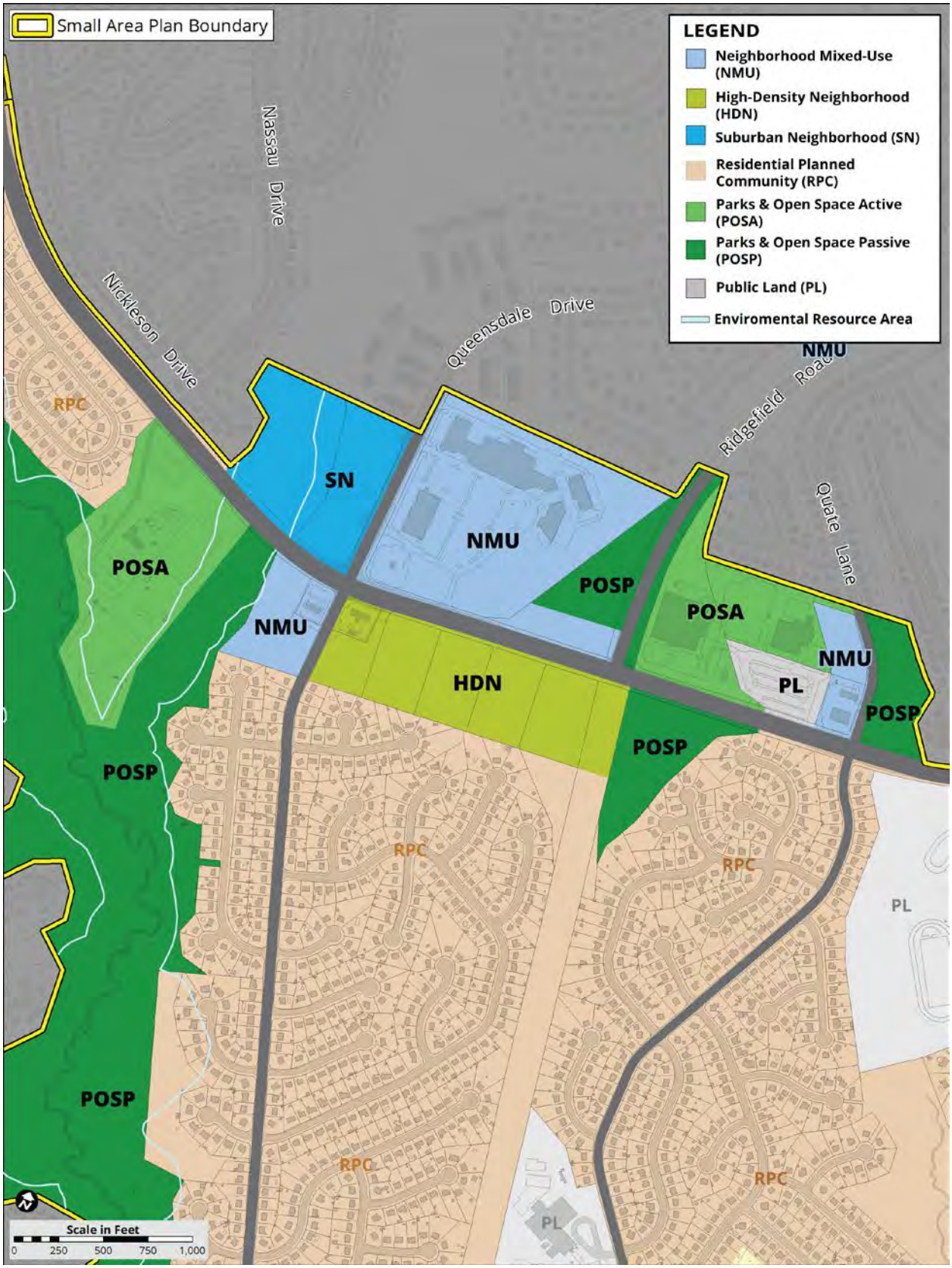


Figure 61: Proposed Long-Range Land Use Classifications (Mapledale Node)

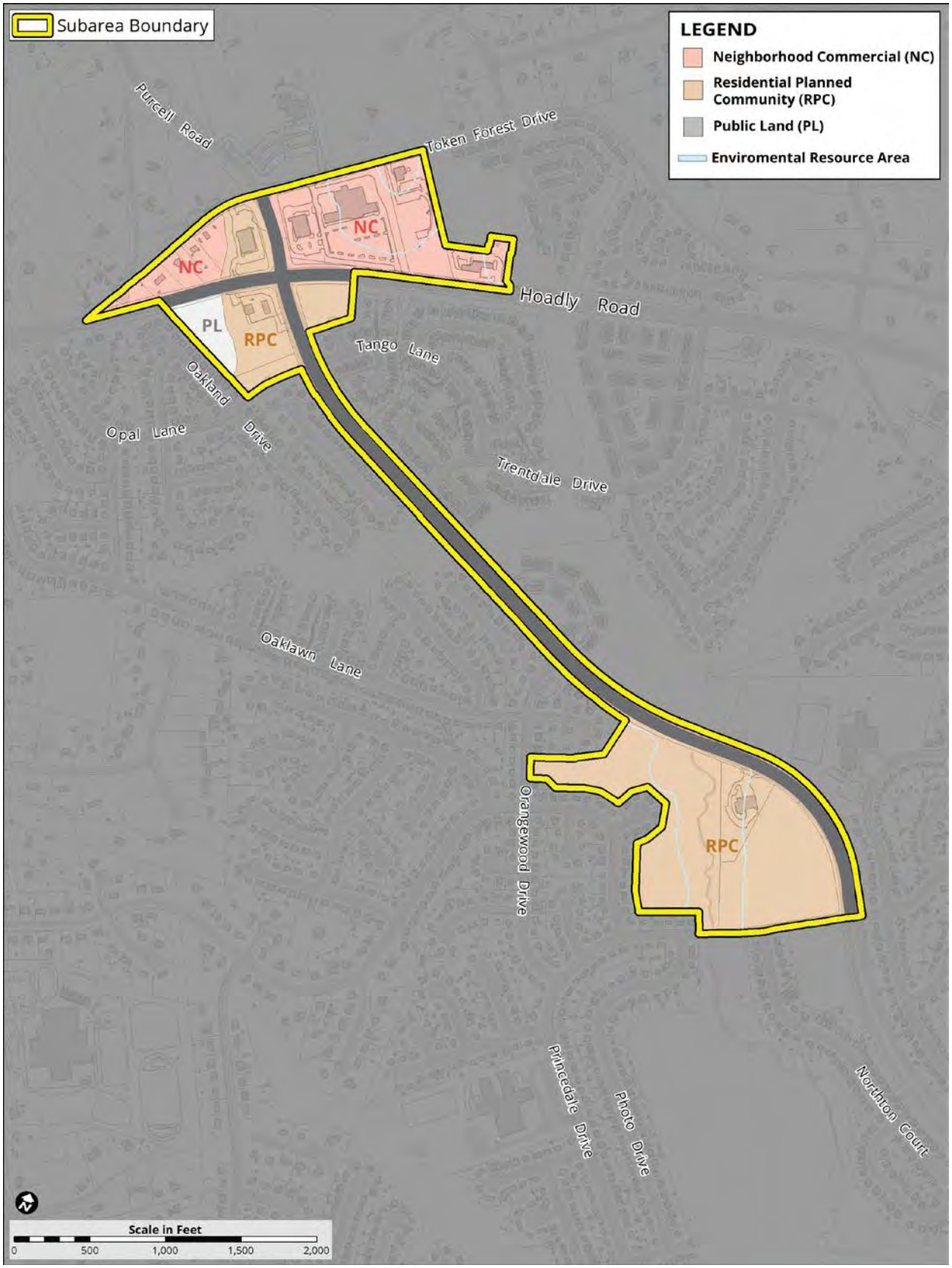


Figure 62: Proposed Long-Range Land Use Classifications (West Gateway)

	High-Density Neighborhoods	Community Mixed-Use Center	Neighborhood Mixed Use	Suburban Neighborhood
DESCRIPTION	 	 	 	 
	High-Density Neighborhoods provide opportunities to develop compact neighborhoods that can act as transitions between mixed use centers and lower density residential areas. These are high-density, walkable neighborhoods focusing on connections to mixed-use centers and transit. These areas can accommodate attached and multi-family housing types and may include small scale retail or office uses integrated into the neighborhood. Neighborhood design focuses on interconnected streets with short blocks and shallow setbacks. Parking is accommodated on-street or behind buildings. Development's visibility from Dale Boulevard is limited by substantial buffers, berms, and landscaping	Mixed-Use Centers include both residential and commercial uses arranged in a pedestrian-friendly form. These centers are locations for community commercial, entertainment destinations, and public facilities such as County offices and police/fire stations directly accessible to surrounding neighborhoods. Streets are interconnected and serve cars, cyclists, and pedestrians. Mixed-Use Centers should be connected by bus transit to nearby destinations and to nearest rail transit. Development is arranged in short blocks with shallow setbacks and both on-street parking or parking lots are appropriate.	Neighborhoods provide a focus on local employment uses within a mixed-use environment. First floor retail or commercial establishments and/or the inclusion of multi-family housing can support the developments. The intent is to create a vibrant, diverse places to accommodate a variety of businesses and housing development needs. Buildings have a short to medium setbacks and varying block sizes. Parking is predominantly structured with accommodations for on-street and limited surface parking.	Suburban Neighborhoods primarily accommodate single-family homes arranged in small to medium lots. Connections and pedestrian amenities should still be a priority for development design. These areas should also include parks, trails and open space integrated into the development in appropriate locations. Small office or service uses may be appropriate. Neighborhood design includes longer block with homes setback from the street and parking accommodated in private driveways and garages.

		High-Density Neighborhoods	Community Mixed-Use Center	Neighborhood Mixed Use	Suburban Neighborhood
USES	Primary Uses	• Single Family Attached • Multi-Family Residential	• Retail & Service Commercial • Office • Entertainment Commercial • Multi-Family Residential • Civic, Cultural, Institutional	• Multi-Family Residential • Retail & Services • Civic, Cultural, Community Institutional	• Single Family Detached • Single Family Attached • Civic, Cultural, Community Institutional
	Secondary Uses	• Retail & Service Commercial • Office • Retirement Communities • Accessory Residential Units • Civic, Cultural, Community Institutional	• Hotel • Parking	• Office • Retirement Communities • Hotel • Healthcare • Local Government Contracting	• Service Commercial • Office • Retirement Communities • Accessory Residential Units
FORM & CHARACTER	Use Pattern	Separate or Vertical Mixed Use	Separate or Vertical Mixed Use	Separate or Vertical Mixed Use	Separate or Mixed Use
	Target Residential Density	T-5-12-30 du/acre T-4- 8-24 du/acre	T-5-12-30 du/acre T-4- 8-24 du/acre	T-5-12-30 du/acre T-4- 8-24 du/acre T-3- 1-10 du/acre	T-3- 1-10 du/acre T-2 1-6 du/acre
	Target Non-Residential FAR	T-5- 1.2- 3.0 FAR T-4- 0.57-1.38 FAR	T-5- 1.2- 3.0 FAR T-4- 0.57-1.38 FAR	T-5- 1.2- 3.0 FAR T-4- 0.57 to 1.38 FAR T-3 -0.23 -0.57 FAR	T-3 -0.23 -0.57 FAR T-2 -0.02 -0.23 FAR
	Target Land Use Mix	Residential: 90-100% Non-Residential: 0-10% Civic: 0%+	Residential: 30-60% Non-Residential: 30-60% Civic: 10%+	Residential: 50-90% Non-Residential: 10-50% Civic: 5%+	Residential: 85-100% Non-Residential 0-10% Civic: 5 %+
	Target Building Height	T-5- 6-12 stories T-4- 4-8 stories	T-5- 6-12 stories T-4- 4-8 stories	T-5- 6-12 stories T-4- 4-8 stories T-3- 3-5 stories	T-3- 3-5 stories T-2 1-3 stories

		High-Density Neighborhoods	Community Mixed-Use Center	Neighborhood Mixed Use	Suburban Neighborhood
	Minimum Open Space	20% of site	20% of site	20% of site	30% of site
	Implementing Zoning Districts	PMD PMR R-U	PMD PMR PBD R-U	PMD PMR PBD V	SR-1 R-2 R-4 R-6 RHM PMR
	General Block Dimensions	200' – 660 in length	200' – 660 in length	200' – 660 in length	Flexible dimensions, based on circulation patterns and access to homes and parking areas.
	General Building Placement	A build-to line should be established from the edge of the curb or right-of-way. Three distinct zones should be developed along the streetscape areas – Landscape Planting Area/Amenity Zone (minimum 8'), Sidewalk Through Zone (6'-8') and the Building Zone (ranges from zero to 6', depending on activity spaces along the street). Building placement guidelines should be based on overall Transect.	A build-to line should be established from the edge of the curb or right-of-way. Three distinct zones should be developed along the streetscape areas – Landscape Planting Area/Amenity Zone (minimum 8'), Sidewalk Through Zone (6'-8') and the Building Zone (ranges from zero to 6', depending on activity spaces along the street). Building placement guidelines should be based on overall Transect.	A build-to line should be established from the edge of the curb or right-of-way. Three distinct zones should be developed along the streetscape areas – Landscape Planting Area/Amenity Zone (minimum 8'), Sidewalk Through Zone (6'-8') and the Building Zone (ranges from zero to 6', depending on activity spaces along the street). Building placement guidelines should be based on overall Transect.	Appropriate green buffers recommended along roadways. Homes built behind landscape buffers.
	Street Type	Urban Street sections	Urban Street sections	Urban Street sections	Urban Street sections

		High-Density Neighborhoods	Community Mixed-Use Center	Neighborhood Mixed Use	Suburban Neighborhood
	Pedestrian and Bicycle Circulation	8' minimum sidewalk width on all non-local street types. 5' minimum sidewalk width on local streets. Sharrow or protected bike lane. 10' shared use paths/trails connecting to natural areas	8' minimum sidewalk width on all non-local street types. 5' minimum sidewalk width on local streets. Sharrow or protected bike lane. 10' shared use paths/trails connecting to natural areas	8' minimum sidewalk width on all non-local street types. 5' minimum sidewalk width on local streets. Sharrow or protected bike lane. 10' shared use paths/trails connecting to natural areas	5' minimum sidewalk width on local streets.
	Parking	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards. Require appropriate screening for off-street parking areas fronting primary streets. Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages.	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards. Require appropriate screening for off-street parking areas fronting primary streets. Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards. Require appropriate screening for off-street parking areas fronting primary streets. Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages	Residential driveways should be located in front of a home except in urban areas where the driveways should be located behind the primary façade of the unit or on the side.
	Access to Parking	Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.	Limited vehicular access from primary streets. Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.	Limited vehicular access from primary streets. Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists	Garages are usually located in front or side of a home or in rear yard along alleyway within an urban area.

Figure 63: Uses, Form, and Character of Proposed Long-Range Land Use Classifications

	Suburban Residential High	Suburban Residential Low	Residential Planned Community
DESCRIPTION	 	 	 
	Suburban Residential High classification provides for areas of a variety of housing opportunities at the highest suburban density. The preferred housing type in this classification is multifamily (apartments and condominiums). The general density range in SRH projects is 10-16 dwellings per acre, less the ER designated portion of a property. In accordance with the transects.	Suburban Residential Low classification is to provide for housing opportunities at a low suburban density. The housing type in this classification is single-family detached, but up to 25 percent of the total land area may be single-family attached. The general density range in SRL projects is 1-4 units per gross acre, less the ER designated portion of a property. In accordance with the transects	The Residential Planned Community, Zoning District is intended to provide residential development in planned developments of not less than 500 contiguous acres under one ownership The location of all residential, commercial, industrial and governmental uses, school sites, recreational areas, commuter parking areas and other open spaces shall be controlled in such a manner as to permit a variety of housing accommodations and land uses in orderly relationship to one another.

		Suburban Residential High	Suburban Residential Low	Residential Planned Community
USES	Primary Uses	• Multifamily Uses • Single Family attached	• Single Family detached • Cluster housing	• Multi-Family Residential • Single Family detached • Single Family attached
	Secondary Uses	• Recreational • Civic • Institutional	• Recreational • Civic • Institutional	• Retail & Services • Civic • Recreational • Institutional
FORM & CHARACTER	Use Pattern	Residential Use	Residential Use	Separate or Mixed Use
	Target Residential Density	T-4- 8-24 du/acre	T-2- 1-6 du/acre	T-4- 8-24 du/acre T-3- 1-10 du/acre T-2 1-6 du/acre
	Target Non-Residential FAR	N/A	N/A	T-4- 0.57 to 1.38 FAR T-3 -0.23 -0.57 FAR T-2 -0.02-0.23 FAR
	Target Land Use Mix	Residential: 90- 100% Non-Residential: 5-10% Civic: 0-5%	Residential: 90-100% Non-Residential: 5-10% Civic: 0-5%	Residential: 60-90% Non-Residential: 10-40% Civic: 10%+
	Target Building Height	T-4- 4-8 stories	T-2- 1-3 stories	T-5- 6-12 stories T-4- 4-8 stories T-3- 3-5 stories T-2 1-3 stories
	Minimum Open Space	20% of site	20% of site	30% of site

		Suburban Residential High	Suburban Residential Low	Residential Planned Community
	Implementing Zoning Districts	R-16	R-2 R-4	PMD PMR R-2 R-4 R-6 R-16
	General Block Dimensions	Flexible dimensions, based on circulation patterns and access to homes and parking areas	Flexible dimensions, based on circulation patterns and access to homes.	200’ – 660 in length
	General Building Placement	A build-to line should be established from the edge of the curb or right-of-way. Three distinct zones should be developed along the streetscape areas – Landscape Planting Area/Amenity Zone (minimum 8’), Sidewalk Through Zone (6’-8’) and the Building Zone (ranges from zero to 6’, depending on activity spaces along the street).	Appropriate green buffers recommended along roadways.	A build-to line should be established from the edge of the curb or right-of-way. Three distinct zones should be developed along the streetscape areas – Landscape Planting Area/Amenity Zone (minimum 8’), Sidewalk Through Zone (6’-8’) and the Building Zone (ranges from zero to 6’, depending on activity spaces along the street). Building placement guidelines should be based on overall Transect.
	Street Type	Urban Street sections	Standard Street sections	Urban Street sections

		Suburban Residential High	Suburban Residential Low	Residential Planned Community
	Pedestrian and Bicycle Circulation	8' minimum sidewalk width on all non-local street types. 5' minimum sidewalk width on local streets. Sharrow or protected bike lane. 10' shared use paths/trails connecting to natural areas	8' minimum sidewalk width on all non-local street types. 5' minimum sidewalk width on local streets. Sharrow or protected bike lane. 10' shared use paths/trails connecting to natural areas	8' minimum sidewalk width on all non-local street types. 5' minimum sidewalk width on local streets. Sharrow or protected bike lane. 10' shared use paths/trails connecting to natural areas
	Parking	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards. Require appropriate screening for off-street parking areas fronting primary streets. Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages.	Off-street parking areas is permitted in side garage or front yards.	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards. Require appropriate screening for off-street parking areas fronting primary streets. Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages
	Access to Parking	Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.	Garages in urban areas should be located in rear yard with access through alleyways.	Limited vehicular access from primary streets. Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists

Figure 64: Uses, Form, and Character of Proposed Long-Range Land Use Classifications

	Office	General Commercial	Neighborhood Commercial
DESCRIPTION	 	 	 
	The purpose of this classification is to provide for areas of low-to medium-rise, offices or research and development activities. Projects developed in this classification shall be for office use, with retail and retail service uses discouraged. Office development areas is encouraged to be in accordance with the Illustrative Guidelines for Office Development, provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office.	The purpose of the General Commercial classification is to recognize areas of existing commercial activity along major County roadways that serve a local market rather than a regional market. Access to GC uses shall be limited to abutting arterial or collector roadways, rather than from lesser abutting roadways, except where inter-parcel connections are provided between abutting GC sites.	The purpose of the Neighborhood Commercial classification is to provide commercial areas to serve surrounding residential neighborhoods. NC designated areas shall be planned and developed in a comprehensive, coordinated manner. NC projects shall not be nearer than one mile from any other NC area or project, or any GC or Convenience Retail (CR) area or project. The site orientation of an NC project shall be toward surrounding neighborhoods, with project access from primary neighborhood-serving roadways, rather than from roadways serving pass-through/pass-by traffic.

		Office	General Commercial	Neighborhood Commercial
USES	**Primary Uses**	• Offices • Business Schools, Colleges • Computer and Network Services • Hotel • Medical or Dental Office • Package or Courier Services • Research & Development	• Retail • Restaurant • Hotel • Theater • Medical or Dental Office • Financial Services • Mixed Use	• Retail • Restaurant • Barber shop • Child-care facility • Financial Institution • Travel agency
	Secondary Uses	• Adult Daycare • Recreational Facility • Restaurant • Parking	• Office • Medical or Dental Office • Business Schools, Colleges • Computer and Network Services	• Medical or dental office • Medical or dental laboratory
Form & Character	**Use Pattern**	Based on Street Typology	Based on Street Typology	Based on Street Typology
	Target Residential Density	N/A	N/A	N/A
	Target Non-Residential FAR	T-3 -Up to 0.57 FAR T-2 -Up to 0.23 FAR	T-3 -Up to 0.57 FAR	T-2- Up to 0.23 FAR
	Target Land Use Mix	Non-Residential: 0 % Residential: 90-100% Civic: 5%+	Residential: 0% Non-Residential 100% Civic: 0%+	Residential: 0% Non-Residential 95-100% Civic: 5%+
	Target Building Height	T-3 – Up to 5 Stories T-2- Up to 3 Stories	T-3 – Up to 5 Stories T-2- Up to 3 Stories	T-2 -Up to 3 Stories
	Minimum Open Space	20% of site	20% of site	20% of site

		Office	General Commercial	Neighborhood Commercial
	Implementing Zoning Districts	O (L) O (M)	PMB B-1 O(L)	B-2 B-3
	General Block Dimensions	Ideal 200' – 660 in length Flexible dimensions, based on circulation patterns and access to buildings and parking areas.	Ideal 200' – 660 in length Flexible dimensions, based on circulation patterns and access to buildings and parking areas.	Ideal 200' – 660 in length Flexible dimensions, based on circulation patterns and access to buildings and parking areas.
	General Building Placement	At major street intersections and in areas with higher levels of activity, it is recommended that at least 50% of each building's frontage should occupy the street frontage along designated build-to lines. The main entrances of buildings should be located along primary streets or facing key intersections. As these uses are primarily located in suburban areas, appropriate green buffers are recommended along roadways. Limited "teaser" parking (not to exceed 1-2 rows of parking) can be accommodated away from the street. The placement of a building in relationship to streets should be consistent with that of adjacent existing buildings, in order to establish a cohesive street wall and visual character along the street. When existing buildings are set back further from the street, new buildings may establish a precedent for a new build-to line closer to the street, specifically at major intersections or in areas with higher levels of activity.	At major street intersections and in areas with higher levels of activity, it is recommended that at least 50% of each building's frontage should occupy the street frontage along designated build-to lines. The main entrances of buildings should be located along primary streets or facing key intersections. As these uses are primarily located in suburban areas, appropriate green buffers are recommended along roadways. Limited "teaser" parking (not to exceed 1-2 rows of parking) can be accommodated away from the street. The placement of a building in relationship to streets should be consistent with that of adjacent existing buildings, in order to establish a cohesive street wall and visual character along the street. When existing buildings are set back further from the street, new buildings may establish a precedent for a new build-to line closer to the street, specifically at major intersections or in areas with higher levels of activity.	A build-to line should be established from the edge of the curb or right-of-way. Three distinct zones should be developed along the streetscape areas – Landscape Planting Area/Amenity Zone (minimum 8'), Sidewalk Through Zone (6'-8') and the Building Zone (ranges from zero to 6', depending on activity spaces along the street). Building placement guidelines should be based on overall Transect), and recommendations as mentioned within "Active Ground Floors and Street Wall Conditions."

		Office	General Commercial	Neighborhood Commercial
	Street Type	Urban Street sections	Urban Street sections	Urban Street sections
	Pedestrian and Bicycle Circulation	5′ minimum sidewalk width. 10′ shared use paths and/or trails connecting to natural areas.	5′ minimum sidewalk width. 10′ shared use paths and/or trails connecting to natural areas.	8′ minimum sidewalk width on all non-local street types. 5′ minimum sidewalk width on local streets. Sharrow or protected bike lane.
	Parking	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards Landscapes screening required for off-street parking areas that has frontage on primary or secondary roads. Refer to "General Building Placement" above for "teaser parking" placement.	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards. Require appropriate screening for off-street parking areas fronting primary streets. Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages.	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards. Require appropriate screening for off-street parking areas fronting primary streets. Access to off-street parking areas is recommended from secondary streets only to limit interruptions along primary street building frontages.
	Access to Parking	Parking and service access from secondary streets is preferred; access from primary streets should be limited. Pedestrian connections to the sidewalk and/or trail network are recommended..	Parking and service access from secondary streets is preferred; access from primary streets should be limited. Pedestrian connections to the sidewalk and/or trail network are recommended.	Limited vehicular access from primary streets. Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.

Figure 65: Uses, Form, and Character of Proposed Long-Range Land Use Classifications

	Parks & Open Space Active	Parks & Open Space Passive	Public Land
DESCRIPTION	 	 	 
	The purpose of this classification is to designate existing and projected parks and recreational areas of the County. Active uses involving development of parkland to provide facilities including the construction of buildings, fields, courses and other related infrastructure to support active recreational activities.	The purpose of this classification is to designate existing and projected parks and recreational areas of the County. Passive uses generally require or result in little or no alteration of the landscape and produce little or no light, noise or visual intrusion on their surroundings.	The purpose of identifying public lands in the Comprehensive Plan is to provide an indication of existing and planned public facilities, institutions, or other government installations such as but not limited to government centers, judicial centers, and related facilities.
Primary Uses	• Active Recreation • Sport fields • Courses • Swimming Pools	• Passive recreation • Trails, hiking, bicycles • Fishing • Canoeing, kayaking	• Public facilities • Institutions • Government Center • Transit Centers & Commuter lots
Secondary Use	N/A	N/A	N/A

	Parks & Open Space Active	Parks & Open Space Passive	Public Land
Use Pattern	Based on Street Typology	Based on Street Typology	Based on Street Typology
Implementing Zoning Districts	N/A	N/A	N/A
Target Residential Density	N/A	N/A	N/A
Target Non-Residential FAR	T-1 Up to 0.02 FAR	T-1 Up to 0.02 FAR	T-3- Up to 0.57 FAR
Target Land Use Mix	Civic: 100%	Civic: 100%	Civic: 100%
Target Building Height	1-3 Stories	1 Story	1-5 stories
Minimum Open Space	50%	50%-80%	20%
General Block Dimensions	Flexible dimensions based on circulation patterns and access to buildings and parking areas.	Flexible dimensions based on circulation patterns and access to buildings and parking areas.	Flexible dimensions based on circulation patterns and access to buildings and parking areas.

	Parks & Open Space Active	Parks & Open Space Passive	Public Land
General Building Placement	Appropriate green buffers are recommended along roadways. Buildings should be placed behind the landscaped buffer areas. Additional setbacks are recommended for recreation uses located adjacent to existing and new residential communities.	Appropriate green buffers are recommended along roadways. Buildings should be placed behind the landscaped buffer areas. Additional setbacks are recommended for recreation uses located adjacent to existing and new residential communities.	Appropriate green buffers are recommended along roadways. Buildings should be placed behind the landscaped buffer areas. Main entrances of buildings should be located along primary streets or facing key intersections.
Street Type	Standard street sections	Standard street sections	Standard street sections
Pedestrian and Bicycle Circulation	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas.	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas.	5' minimum sidewalk width. 10' shared use paths and/or trails connecting to natural areas.
Parking	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards.	Prioritize on-street parking; off-street parking (garage, lots) should be located within block interiors or in rear yards.	Off-street parking is allowed in front, side and rear yards on all street types. Landscaped buffers are recommended for front yard parking along primary streets. Drop-off zones are permitted at the rear, side or front of buildings.
Access to Parking	Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.	Consolidated vehicular access points are recommended to simplify traffic patterns, limit streetscape interruptions and minimize conflicts among pedestrians, bicyclists, and motorists.	Consolidated vehicular access along primary streets. Pedestrian connections to the sidewalk and/or trail network is recommended.

Figure 66: Uses, Form, and Character of Proposed Long-Range Land Use Classifications

Multimodal Planning

Prince William County is implementing multimodal planning using the methodology developed by the Department of Rail and Public Transportation (DRPT). The Multimodal System Design Guidelines (2013) established a process to facilitate the coordination of integrated multimodal transportation systems throughout Virginia. This process includes analysis of existing and future population and employment density, designation of multimodal districts and corridors, determination of modal emphasis, and ultimately, the planning for specific street cross sections within activity centers. Although this plan is not intended to be reviewed under the DRPT system, by using the guidelines future incorporation of the plan into a Multimodal System should be seamless. The DRPT Multimodal Design Guidelines define Activity Density as (population + jobs)/acre. Prince William County will determine the activity density for each small area plan district by calculating the potential number of jobs and population expected with planned residential and non-residential development of the planning area. The table below provides detail on the activity density for the Dale City Small Area Plan (a multimodal district) consistent with the Transect Zones, Future Land Use map, and Design Guideline Zones/Clusters. The planned activity density for Dale City is between 3.67and 12.67 activity units per acre, which corresponds on the high end to a P3 Medium Town or Suburban Center type according to the DRPT Multimodal System Design Guidelines.

	Dale City Small Area Plan Estimates		
District (Small Area Plan)	**LOW**	**MEDIUM**	**HIGH**
Non-residential (Potential GFA)	2,540,093	5,640,774	8,741,455
Total Jobs	6,911	15,721	25,530
Dwelling Units	1,801	3,556	5,310
People	4,220	8,579	12,938
Total People + Jobs	11,131	24,300	38,468
Total Land Area	3,036 acres		
Activity Density	3.67	8.00	12.67
Density Classification	P-2	P-3	P-3

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

Figure 67: Multimodal Center Intensity

Illustrative Plans

A series of illustrative drawings were created to demonstrate, in detail, the development potential of Dale City's Parkway Node, East Gateway, Minnieville and Mapledale Nodes. Each of these illustrations incorporates the major themes of place, mobility, design and interconnectedness with civic and green spaces.

Parkway Node

The Parkway Node is a commercial/civic center, which contains walkable mixed uses including office, retail, residential, and civic spaces. The commercial center comprises the commercial and transportation hub of the northern western end of the intersection of Minnieville Road and Prince William Parkway. Two existing multimodal hubs and a potential third mass transit options create a market for a mixed- use commercial/civic center.

- OmniRide system provides access to various destination points throughout the region.
- Woodbridge VRE station is approximately 3.4 miles due east of this node of development.
- The Potomac Mills area which is approximately 1.4 miles east of this respective node is a candidate site for a future Metrorail Blue Line extension.

The multimodal access provided by these hubs and the remaining highway system connections help create a market for a premier mixed-use town center containing residential, commercial, and civic uses in a compact and walkable setting.

The Parkway Node Illustrative Plan demonstrates the following development and redevelopment opportunities:

- A new commercial community center with vertical mixed-use, ground floor retail, and walkable streets. A main street would provide a pedestrian spine through the commercial center with access to a new transit center.
- The greatest intensity of mixed-use development takes place across from the proposed new transit center.
- Mixed-use development along the northwest and southwest portions of the Commercial Center provides a transition zone from the areas of greatest intensity to the lower density, single-family homes just outside the study area.
- Focus building entrances along walkable pedestrian focused streets.
- A new transit center providing access to various points of destination throughout the region.
- A new Parkway and Minnieville interchange to provide continuity of traffic flow that meets VDOT Requirements.
- Creation of a central park to provide civic and green space to all residents of the district.

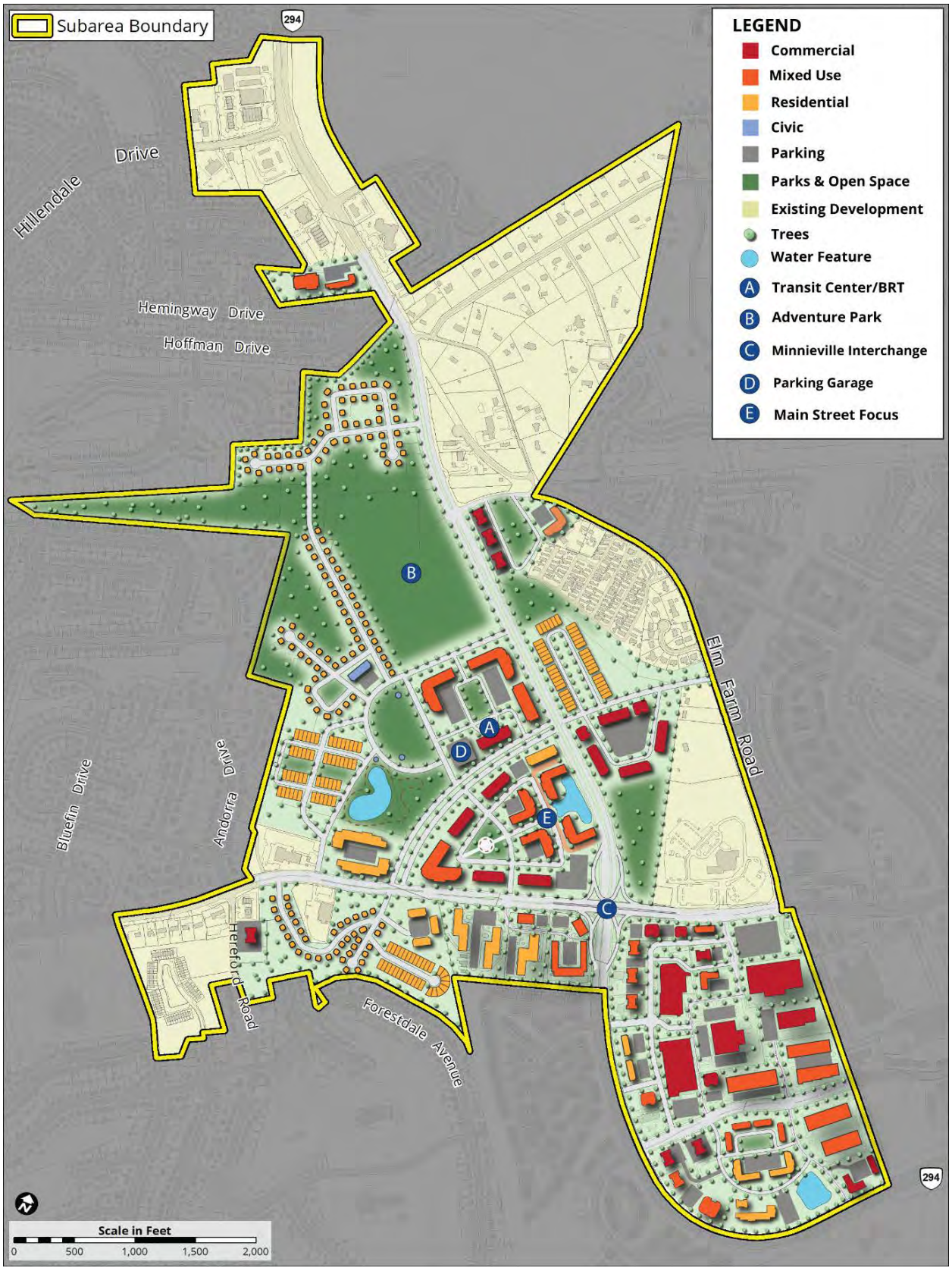


Figure 68: Illustrative Plan (Parkway Node)

East Gateway

The focus of the East Gateway is on facilitating redevelopment of the commercial properties along Dale Boulevard into a vibrant mixed-use transit center. On the northside of Dale Boulevard, a mixed use residential and retail development will enhance the entrance into Dale City. On the southside of Dale Boulevard, a mixed use residential/office development supplemented by retail and a new transit center will revitalize this key gateway into Prince William County. This redevelopment area will capitalize on the new Americans in Wartime Museum and the ability to be within walking distance to a new transit center. A pedestrian and bike path across the bridge over the interstate will provide a non-motorized linkage between Dale Boulevard to U.S. Route 1.

The East Gateway Illustrative Plan demonstrates the following redevelopment opportunities:

- Create a vertical mixed-use node of office, retail, and residential with the potential for commercial and civic spaces along Dale Boulevard.
- Connectivity to areas east of the I-95 corridor through a pedestrian and bike path over the interstate bridge.
- Rippon VRE station is located at 2.6 miles east of Neabsco Mills Rd.
- Create a more walkable, human scale, streetscape centered along Dale Boulevard.
- Facilitate transit accessibility at a relocated bus transit station.
- Construct a new parking garage for transit center and mixed use development.
- Construct a new shared use path to connect developments on the east and west sides of I-95.
- Capitalize on tourism associated with the new Americans in Wartime Museum.
- Create opportunity for federal agencies and corporate facilities to relocate within the office buildings within the redevelopment area.

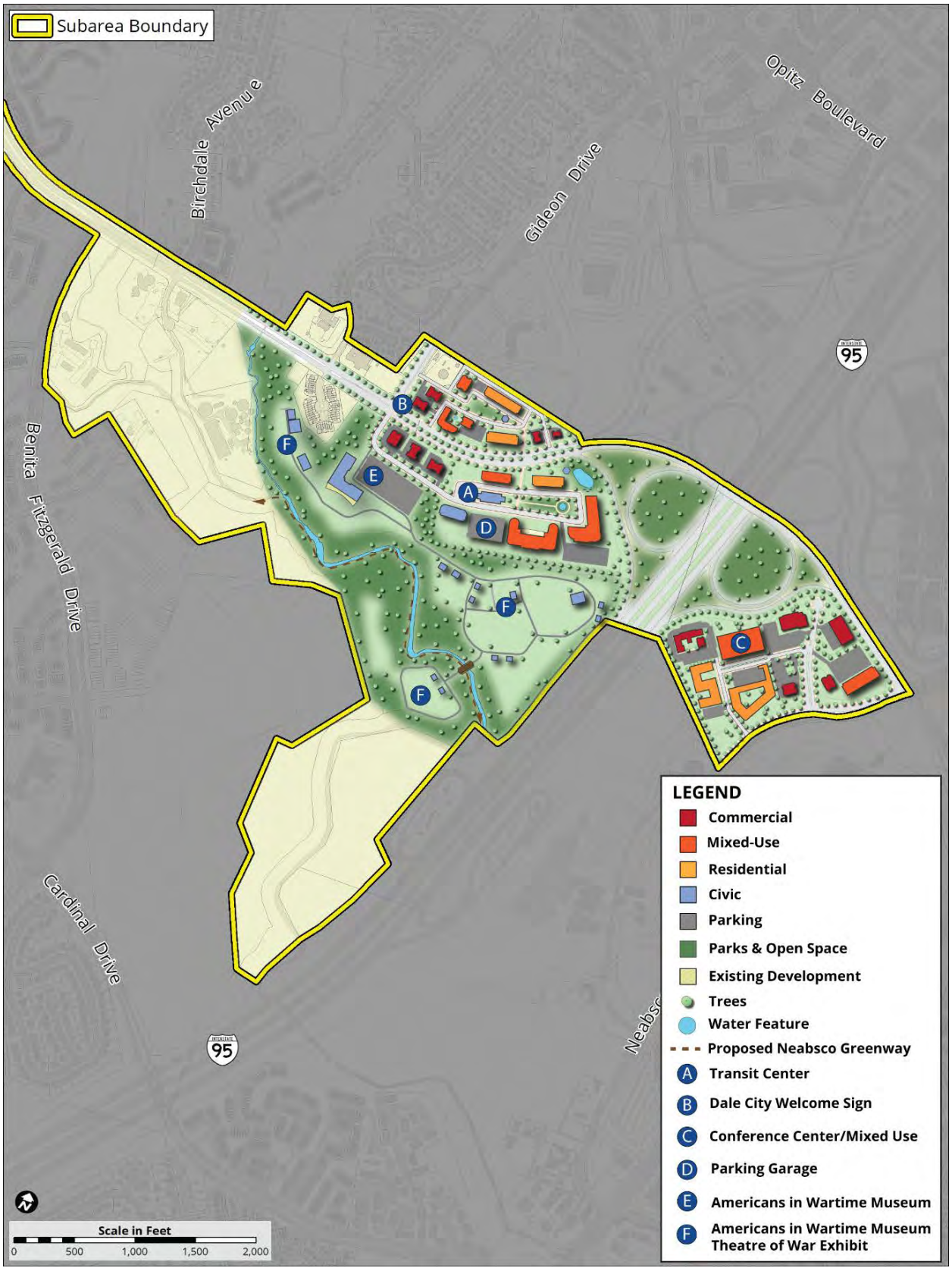


Figure 69: Illustrative Plan (East Gateway)

Minnieville Node

The Minnieville Node is primarily part of existing commercial development within a residential planned community that will be redeveloped to create a vibrant mixed-use, walkable, community. Much of the residential development surrounding the Minnieville Node is within walking distance of 0.5 mile of less but not be fully utilized. The redevelopment will focus on creating new walkable areas that connect residential areas with commercial and civic areas and allow better connectivity between land bays around the intersection of Minnieville Road and Dale Boulevard.

The Minnieville Node Illustrative Plan demonstrates the following redevelopment opportunities:

- Create a vertical mixed-use node of office, retail, and residential with the potential for commercial and civic spaces along Dale Boulevard.
- Create new local streets that serve as frontage roads to retail development and provide vehicles an alternative route to avoid the Minnieville Road and Dale boulevard intersection.
- Create a more walkable, human scale, streetscape centered along Dale Boulevard.
- Facilitate transit accessibility at a new bus transit station to allow riders access to other destination points in the region.
- Create an interconnected system of greenways and shared use paths that link all four land bays within the Minnieville Node.
- Create a civic plaza and several pocket parks within the redevelopment area.
- Upgrade and relocate the existing neighborhood library to an urban community library.
- Build a new Urban Ecological Center as a science based learning facility for the community.
- Provide aesthetic improvements to the Farmer’s market.
- Encourage local and regional trail connectivity via the Neabsco Greenway Trail system.

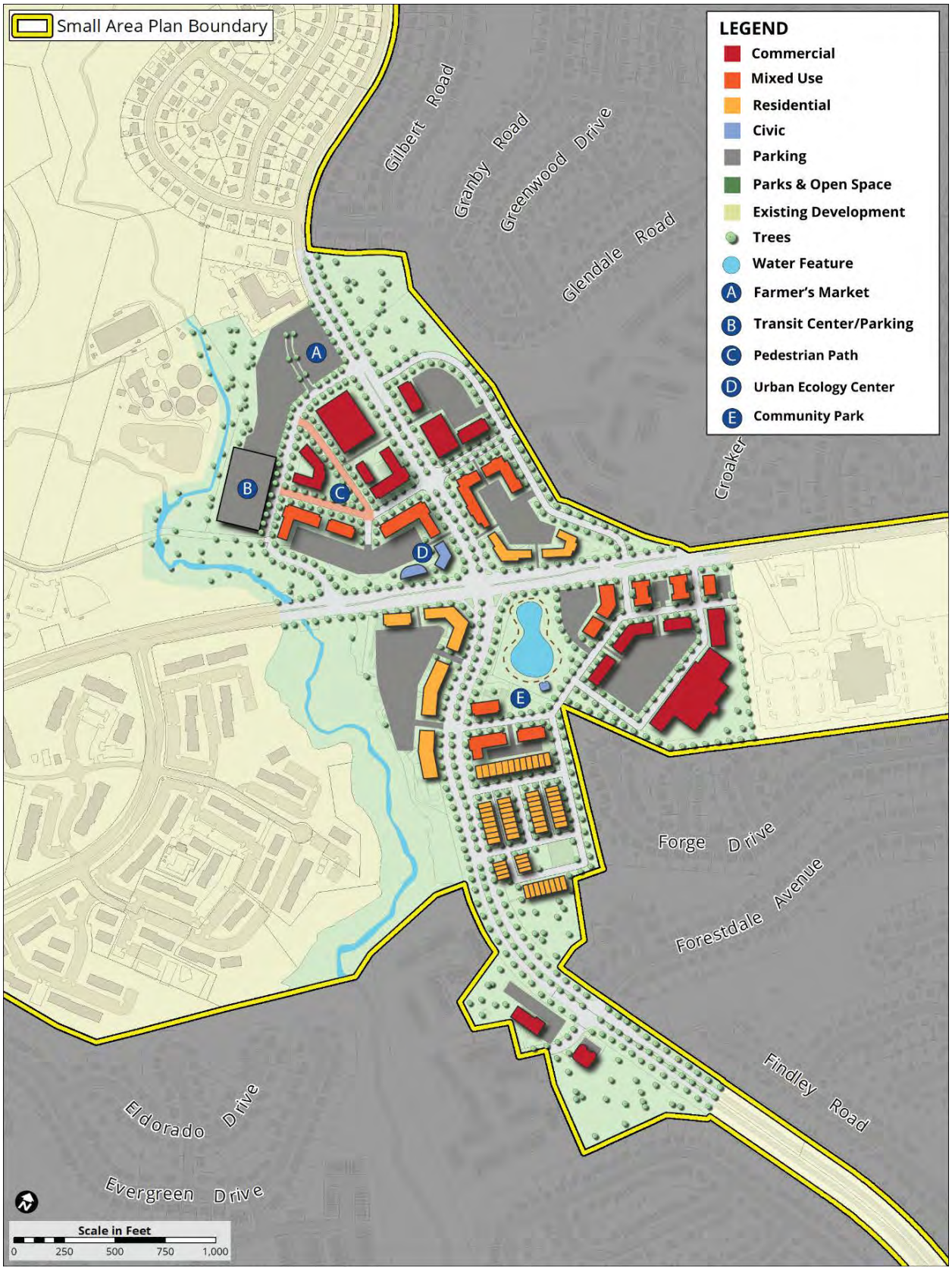


Figure 70: Illustrative Plan (Minnieville Node)

Mapledale Node

The focus of the Mapledale node is on facilitating redevelopment of the commercial properties along Dale Boulevard into a vibrant mixed-use, walkable, community. Much of the residential development is within walking distance from the Mapledale plaza and adjacent civic areas, building on this notion, it is paramount to enhance the pedestrian and bicycle network to provide connectivity within the area. While the plan study area boundaries incorporate adjacent residential properties to provide a comprehensive view of community opportunities, constraints, and connectivity, the Mapledale node is limited to the redevelopment of commercial properties along Dale Boulevard with the addition of new civic spaces and residential multifamily development.

The Mapledale Node Illustrative Plan demonstrates the following redevelopment opportunities:

- Create a revitalized commercial/civic plaza that serves both as a retail center and as a civic and community gathering place.
    - Construct a new library to serve County residents.
    - Build an amphitheater to serve as a community entertainment and activity location.
    - Build a new trail system with bird towers to provide a unique environmental and pedestrian experience.
- Create a more walkable, human scale, streetscape centered along Dale Boulevard.
- Facilitate transit accessibility at bus transit stops on both sides of Dale Boulevard.
- Facilitate pedestrian connectivity from the adjacent established residential communities to the mixed-use core of the Mapledale Plaza.
- Create pedestrian connectivity across Ridgefield Drive, linking the recreational facilities to Mapledale plaza.
- Encourage local and regional trail connectivity via the Neabsco Greenway Trail.
- Consider improvements and upgrades to the Andrew Leitch Park as a local and regional park.

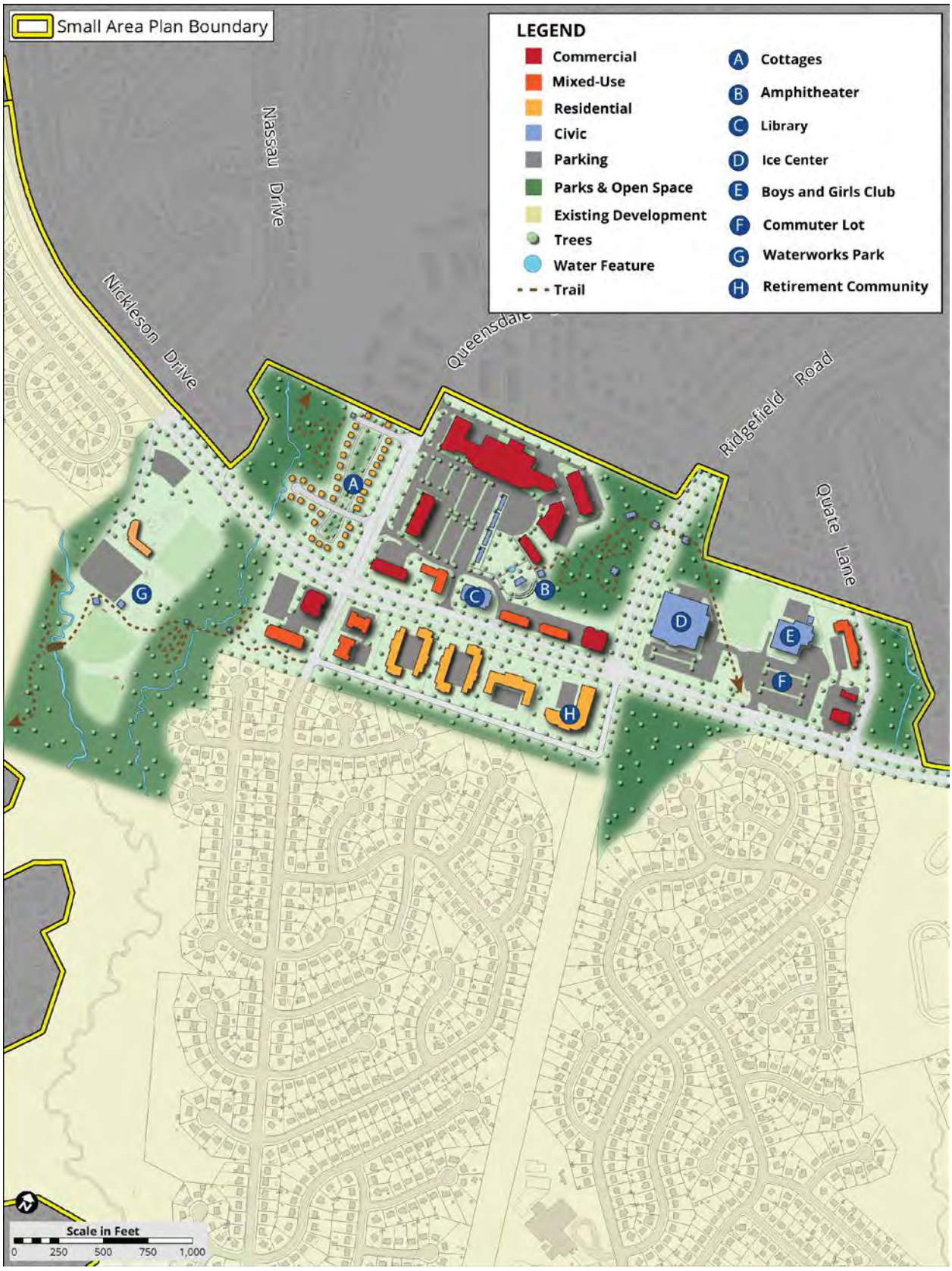


Figure 71: Illustrative Plan (Mapledale Node)

Land Use Implementation

Implementation efforts will focus on the establishment of a new Mixed-Use Zoning District (MUZD) to foster redevelopment of underutilized commercial parcels, create pedestrian-scaled design parameters, and create a transportation framework that respects the regional functionality of Prince William Parkway and the importance of the Dale Boulevard and Minnieville corridors while providing inter-parcel connectivity for all modes within the Commercial/Civic mixed use centers. Establishment of the Neabsco Greenway Trail to provide access throughout the Dale City area and Route 1 will enhance multi-purpose connectivity.

The implementation of the MUZD will also entail complementary changes to the County's Design and Construction Standards Manual to address barriers to integrated mixed use developments, notably reduction or elimination of required buffers separating discrete uses that may be appropriate for single-use districts, but often run counter to the objectives of mixed-use communities. Street design criteria will also be aligned with the County's Street Standards and ultimately with DRPT Multimodal System Design Guidelines recommendations to consider changes appropriate for streets serving higher density place types with modal emphases for walking, bicycling, and transit. The effect of dense urban design standards and guidelines will be considered through review of the County's Level of Service standards.

Mixed Use areas provide compact, pedestrian-oriented environments with opportunities for a mix of residential, commercial, entertainment, cultural, and recreational amenities. Although this area provides for residential uses, commercial and entertainment uses are the primary draw to the mixed-use center. The importance of reducing the distance between home, work, and entertainment/retail destinations, Suburban Mixed-Use areas serve as logical locations for transit stops.

A mix of uses, which may be provided through mixed-use buildings and multi-story single-use buildings that may be integrated in a walkable street pattern.

Commercial developments provide opportunities for larger format retail commercial establishments and smaller commercial establishments within a "main street" style environment. These developments should be designed to provide access to adjacent neighborhoods and to patrons living in Dale City.

DESIGN GUIDELINES

The Design Goal is to create and implement high-quality design standards for pedestrian-scaled private and public development. Integrate facility design and public safety programs to enhance safety and personal security.

The Dale City plan area general design objectives will be implemented through the use of the established recommendations of the AIA SDAT study, "Dale City, Virginia: The Friendliest Greenest Little City Around" and the Transportation/Land Use Connections Program (MWCOG TLC). The intent of these studies was to assess the physical components and layout of the key intersections along Dale Boulevard, and to develop a foundation to shape them into areas with a greater mix of uses, improved connectivity, and a stronger sense of place for the surrounding neighborhoods. The Design Guidelines established in these documents are a set of tools to convey ideas, design approaches, and practices that should be applied in the design and development of projects in the Dale City area.

The referenced Design Guidelines create a baseline of minimum expectations for both new development and modifications to existing land uses in the Dale City plan area. The use of the guidelines in the Dale City plan area will guide design decisions toward creating a vibrant and sustainable environment that ensures impacts of growth are positive and creates benefits for the local economy, community, and environment. Some of the key elements of these design guidelines were to:

- Retrofit the study area with a gridded street network - "park once and walk";
- Make Dale Boulevard a "complete street" to better accommodate buses, bicyclists, and pedestrians;
- Support a greater mix of land uses including new shops and small restaurants;
- Build on the activity generated by the existing park and ride lot and weekend farmers' market;
- Improve the public realm. Create a network of small civic plazas connected by pedestrian paths, tree-lined streets, sidewalks, outdoor seating, and on-street parking.

MOBILITY

Goal: Create a multimodal network that leverages, connects, and expands the community's mobility hubs**.**

This document provides information on the Dale City Small Area Plan, one of the designated multimodal Districts in Prince William County. The planned activity density for Dale City is between 3.67-12.67 activity units per acre, which corresponds to a P3 (Medium Town or Suburban Center) type on the high end and P2 (Suburban Center) on the low end and the average activity density of 8.00 which corresponds to a P3 (Medium Town or Suburban Center) density classification according to the DRPT Multimodal System Design Guidelines. Dale City has 5 distinct development nodes, East Gateway, Minnieville, Parkway, Mapledale and West Gateway. The densest development will occur at these cores, with a transition to lower density transect zones as one moves away from the center of each core.

Dale Boulevard is the center corridor designed to serve a residential community whose goal is to improve walkability and bikeability, as well as transit access along the corridor. Enabling people to walk and bike along Dale Boulevard is critical since there are limited parallel routes due to the topography and curvilinear residential street design.

The overarching theme of the mobility plan is to frame multimodal access around the two key multimodal hubs: the I-95 interchange and Omni-Ride stop/commuter lots throughout the Small Area Plan. In addition, improving connectivity by providing access to community serving centers through improved pedestrian and bicycle facilities is essential. Key elements of the transportation plan include:

- Establishing multimodal hubs that provide improved connectivity throughout the small area plan.
- Creating a grid of streets to improve mobility throughout the small area plan.
- Enhancing transit service and last mile connections to transit.
- Creating safe bicycle and pedestrian connections along Dale Boulevard, as well as across Minnieville Road and Prince William Parkway.
- Completion of the Neabsco Greenway trail system.

Road and Highway Network

The study area for the Dale City Small Area Plan has two urban areas and two suburban areas where new or improved future road network is anticipated. Additionally, improvements along Dale Boulevard will improve the mobility throughout the plan area.

- The **Parkway Node** is planned for an internal road network that results in block lengths that allow for a pedestrian environment that facilitates a balance in mode share along roadways. A new road transects the development that connects Prince William Parkway with Minnieville Road will provide ingress and egress to the development as well as provides a transition between commercial mixed use and the residential components of the node. The incorporation of a new transit center along with a new Interchange at the intersection of the Prince William Parkway and Minnieville Road is an important element to improve mobility in the study area.
- The **East Gateway** will consist of a relocated transit center and utilize existing ingress/egress to Dale Boulevard. The internal streets are looped to provides easy access to mixed use residential and commercial retail, the Americans in Wartime Museum and office complex within the interconnected parcels.
- The **Minnieville Node** will improve mobility in the study area. The redevelopment of several land bays will provide new frontage roads that will provide vehicles and pedestrians an alternative route to avoid the intersection of Dale Boulevard and Minnieville Road. A new internal road network will provide greater connectivity for residents to access retail and office as a means to achieve key mobility objectives. A new transit center will provide strategic connectivity to other points of destination in the region.
- The **Mapledale Node** will consist of any extension of Ridgefield Road south of Dale Boulevard and a connector street between the new extended Ridgefield Road and Mapledale Avenue. Two new streets will connect to Queensdale Drive that will provide access to the new residential single family units.
- The **West Gateway** will not have any changes to the existing road network system.

Lastly, transforming Dale Boulevard into a “Complete Street” that allows people to walk, bicycle and take transit, as well as drive, by applying the County’s Urban Boulevard Standard. Redevelopment of the proposed nodes are the heart of Dale City and because walking and bicycling are critical for economic development, this segment should be the first priority for active transportation improvements. Another consideration to improve transportation is the use of dedicated bus lanes during rush hours to incentivize the use of public transit thereby reducing the amount of vehicles on the road. These tactical transit lanes can improve road safety by reducing the need of vehicles to switch lanes when a bus approaches or leaves from a bus stop. In addition, consideration should be made to include freight movement and curbside management to accommodate local deliveries and TNC providers in new and redeveloped areas.

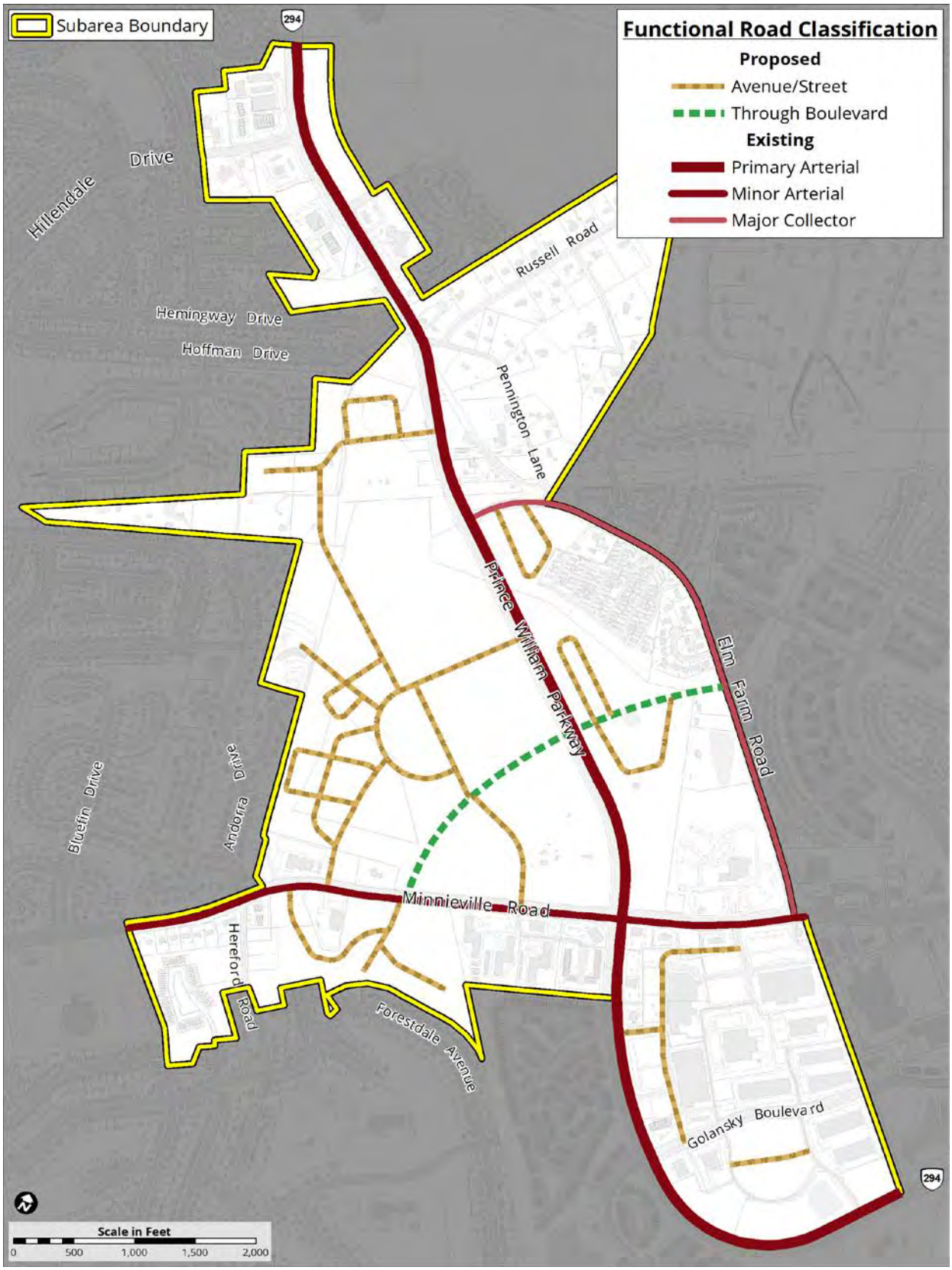


Figure 72: Proposed Road Network Classifications (Parkway Node)

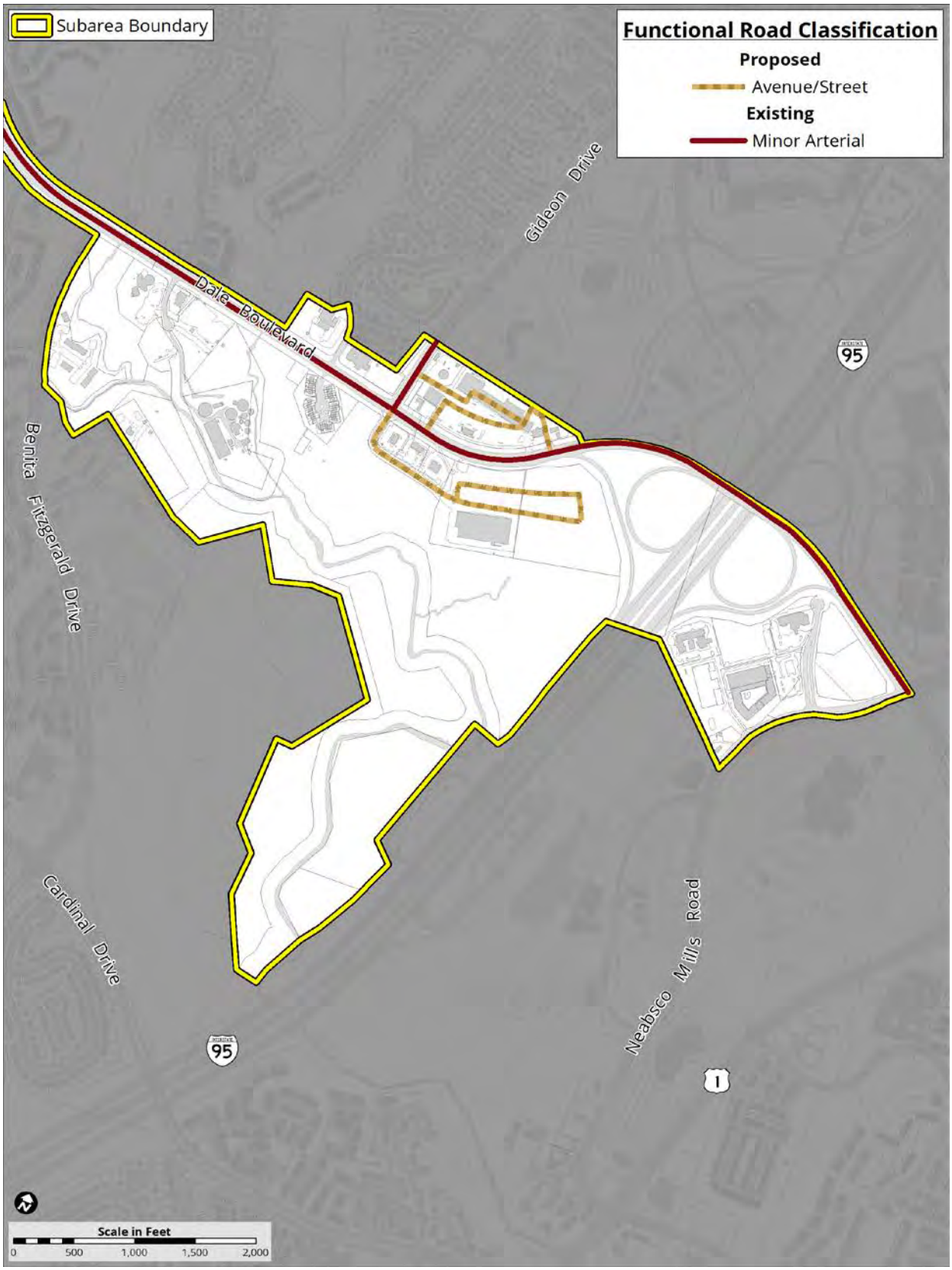


Figure 73: Proposed Road Network Classifications (East Gateway)

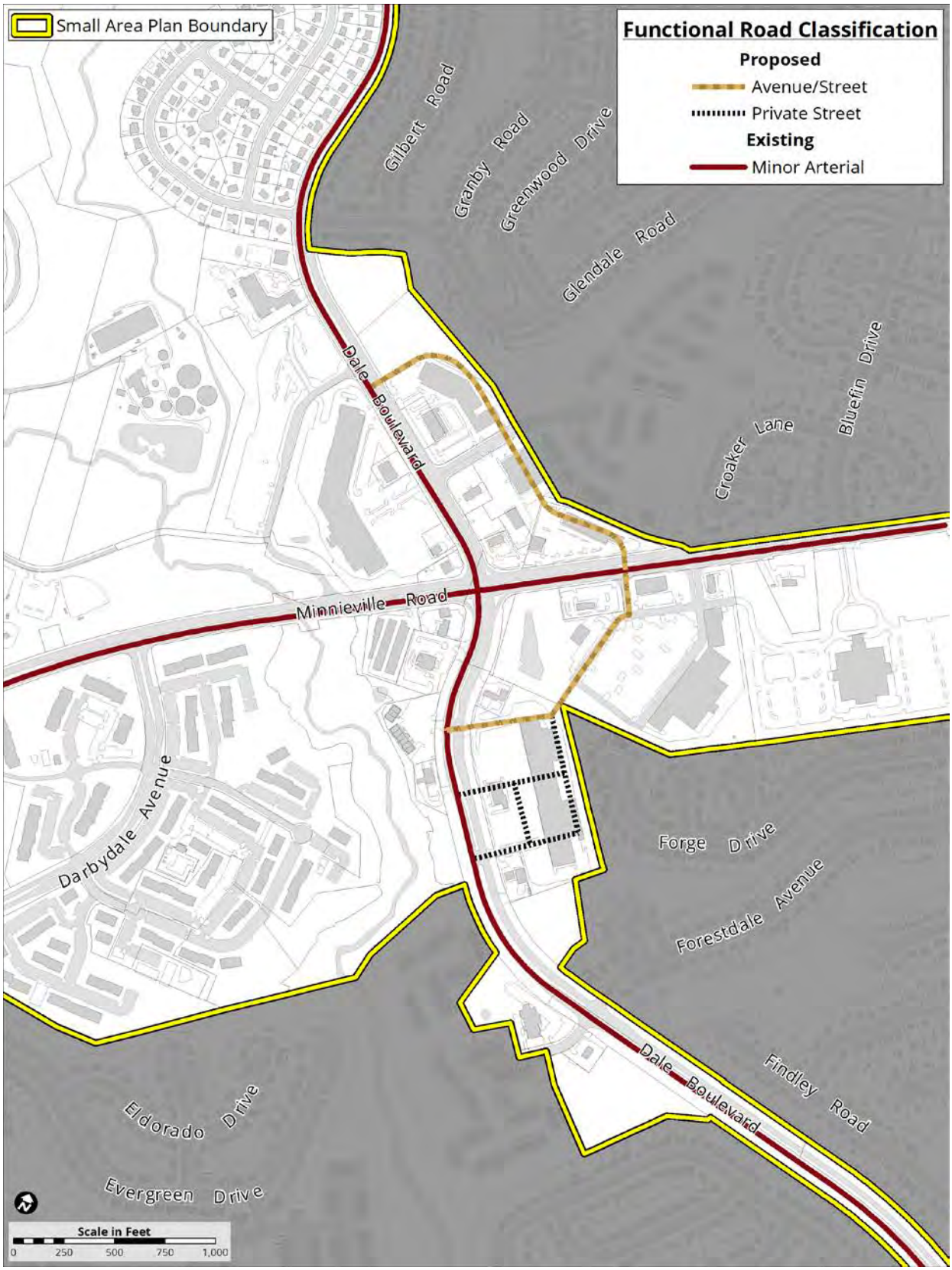


Figure 74: Proposed Road Network Classifications (Minnieville Node)

Figure 75: Proposed Road Network Classifications (Mapledale Node)

Figure 76: Proposed Road Network Classifications (West Gateway)

Proposed Transit Network

The study area is not directly served by rail or commuter rail (Virginia Rail Express-VRE), however, there exists a robust commuter bus service network along Dale Boulevard, Minnieville Road and Prince William Parkway which provides access to the VRE and to destination points north along I-95 through its OmniRide service. Some of the proposed transit network improvements include:

- The Parkway and Minnieville Nodes are planned for OmniRide transit centers which will provide access to various locations throughout the Washington Metropolitan area. A relocated OmniRide Transit center relocated from Telegraph Road to Dale Boulevard will provide easy access to I-95 and destination points throughout the region. Access to a highly utilized Rippon VRE station, which is 2.6 miles east of the study area, will provide access to key sites north and south of Prince William.
- Increase OmniRide routes and frequency from the Dale City Commuter Lot on Gemini Way so park-and-riders can avoid driving on the congested east segment of Dale Boulevard.
- Encourage more Slugging or casual carpooling from commuter lots.
- Use of dedicated bus lanes during rush hours to incentivize the use of public transit.
- Utilize Vanpool Alliance opportunities to reduce traffic congestion.
- Consider trolley service along Dale Boulevard to each node consisting of commercial, transit and civic facilities.

Opportunities for improved transit services in the form of a Metrorail Blue Line extension should be preserved through right-of-way preservation and interagency coordination but are not expected to be implemented as part of this plan through the 2040 horizon year.

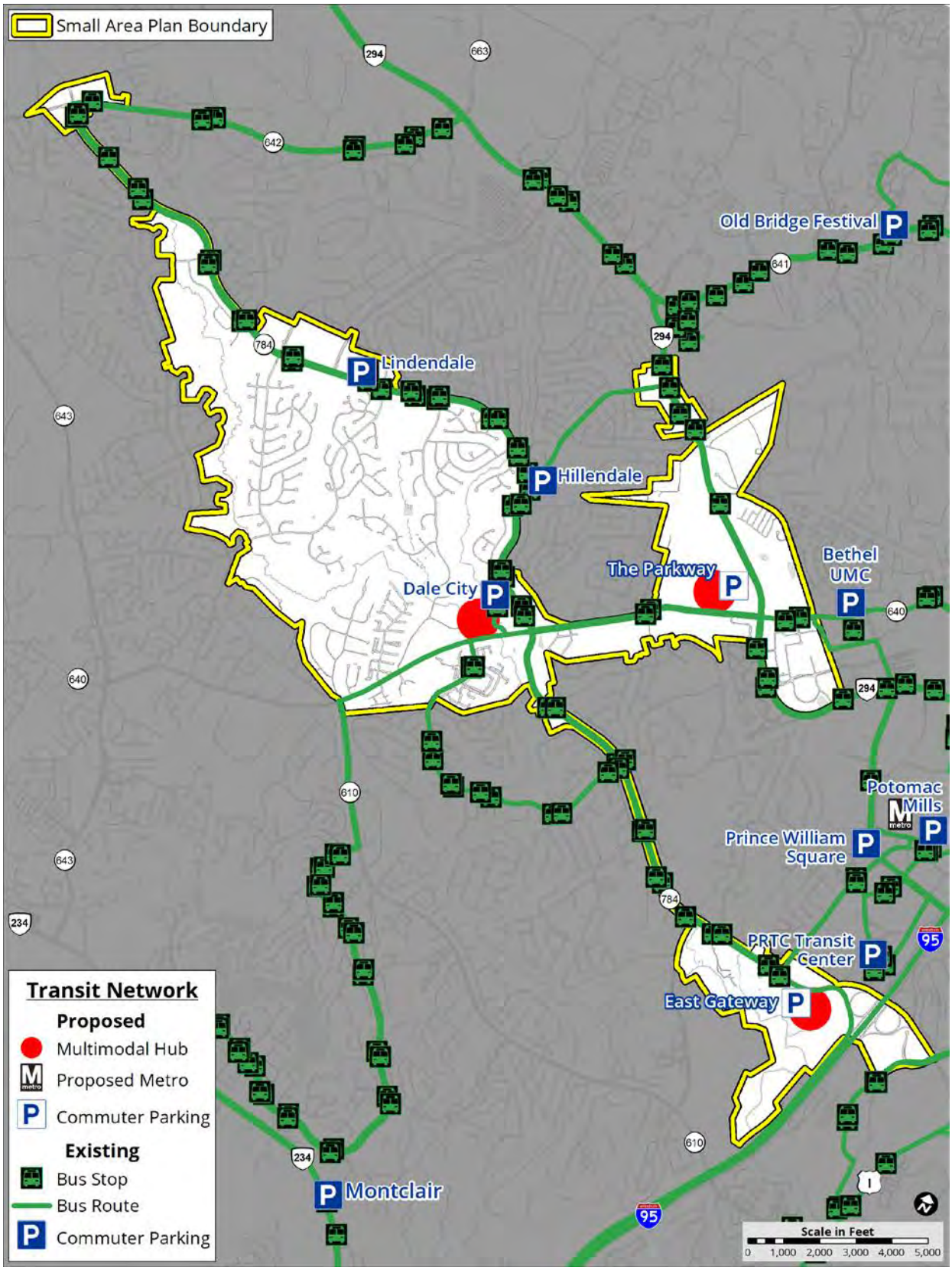


Figure 77: Future Transit Network (Dale City)

Proposed Trail Connections

The proposed trail network in the Dale City focuses on connecting the five distinct nodes together further reinforcing the shared identity of Dale City. Dale Boulevard and Minnieville Road act as the primary mobility spine of the plan. The proposed trail connections utilize the natural resource areas located throughout the plan to provide greater connectivity to the surrounding area and provide residents with natural recreation opportunities.

Within the Dale City Small Area Plan there are two regional trail systems planned:

U.S. Bicycle Route 1

U.S. Bicycle Route 1 is a regional bicycle route which is planned to run approximately 1,525 miles along the east coast from Florida to Maine. The current alignment in Virginia runs 274 miles and traverses 21 Virginia localities.[31] Within the Dale City Small Area plan the trail runs along north-south along Minnieville road.

Neabsco Greenway Trail

The Neabsco Greenway Trail will run east-west parallel to Dale Boulevard and allow bicycle and pedestrian users access destinations throughout Dale City connecting many residential, commercial and institutional uses in the area.

[31] VDOT, U.S. Bicycle Routes

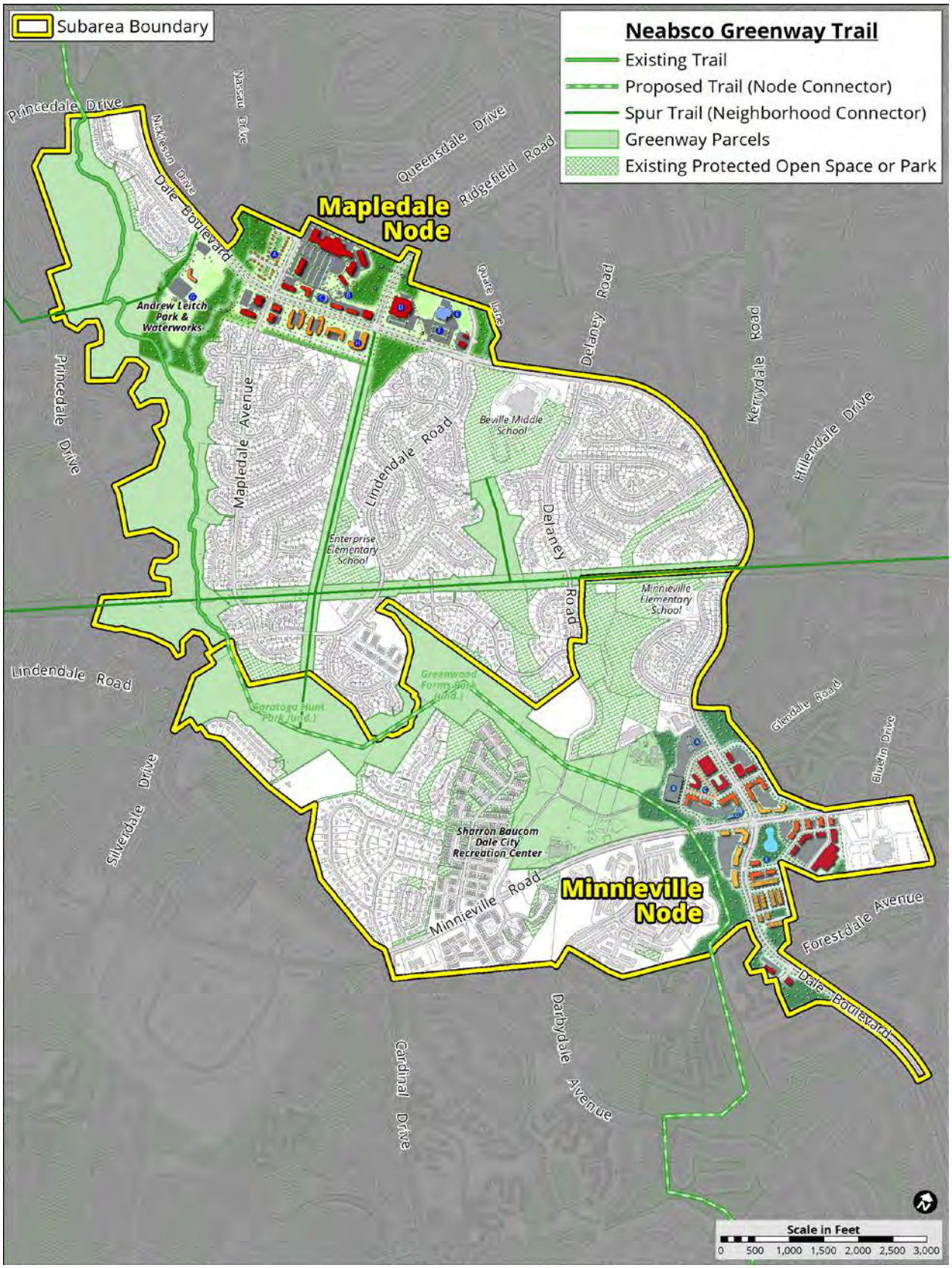


Figure 78: Proposed Trail Connections

Proposed Bicycle Network

The proposed bicycle network in the Dale City Small Area Plan reflects feedback from the public that they desire better connectivity in the bicycle network.

The proposed bicycle network recognizes that a functional bicycle network must provide seamless connectivity and comfortable separation on high-volume and high-speed roadways that allow people to get from their neighborhood to other destinations. Starting from the roads with the highest volumes and speeds, bicycle facilities will transition from shared use paths to bike lanes to sharrows, matching the facility to the roadway conditions.

In some cases, the existing curb-to-curb distance will not need to be altered, and bicycle facilities may be achieved through relatively low-cost re-striping efforts. In other cases, the optimal bicycle facility may require additional right-of-way and/or road widening to accommodate new bicycle facilities.

Although the focus of this document is to guide how roadways are designed and built, the proposed bicycle network also includes off-road pathways such as the Neabsco Greenway Trail, that will provide both recreation and transportation connectivity within and beyond the plan area.

The Study area is also traversed by U.S. Bicycle Route 1, often called U.S. Bike Route 1 (USBR 1). This is not a separate, parallel bicycle facility. It is a north-south route that runs the length of the eastern seaboard between Florida and Maine including Virginia. In Prince William County, USBR 1 begins at the Town of Occoquan at the Fairfax County line. It traverses Tanyard Hill Road, Old Bridge Road, Minnieville Road, Prince William Parkway and Hoadly Road to Route 234.

Dale Boulevard, Minnieville Road, and Prince William Parkway will have connection through bicycle path extension to bicycle emphasis routes while providing connections to Route 1 in the east and Hoadly Road in the west but with a lower level of traffic-stress.

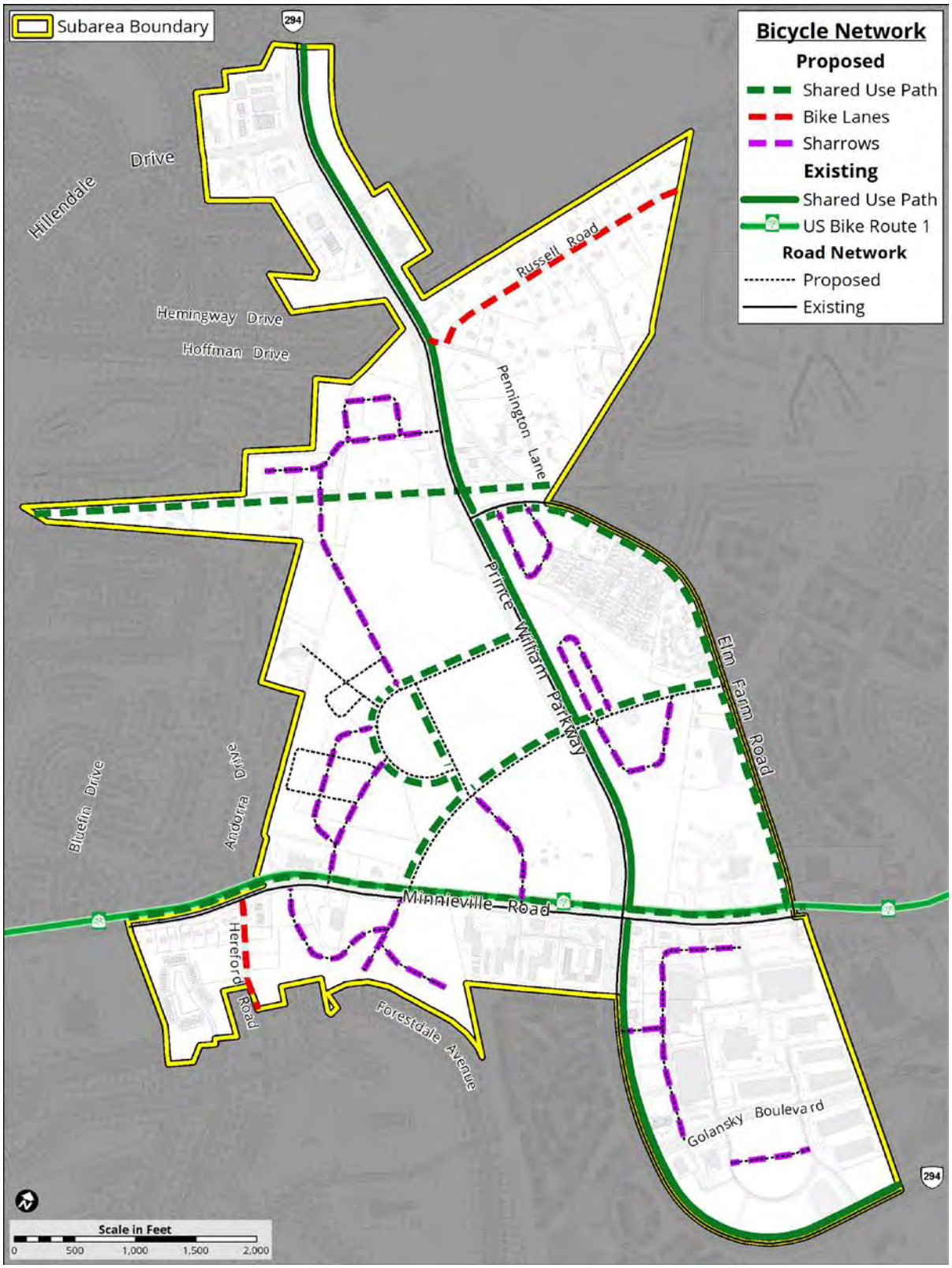


Figure 79: Proposed Bicycle Network (Parkway Node)

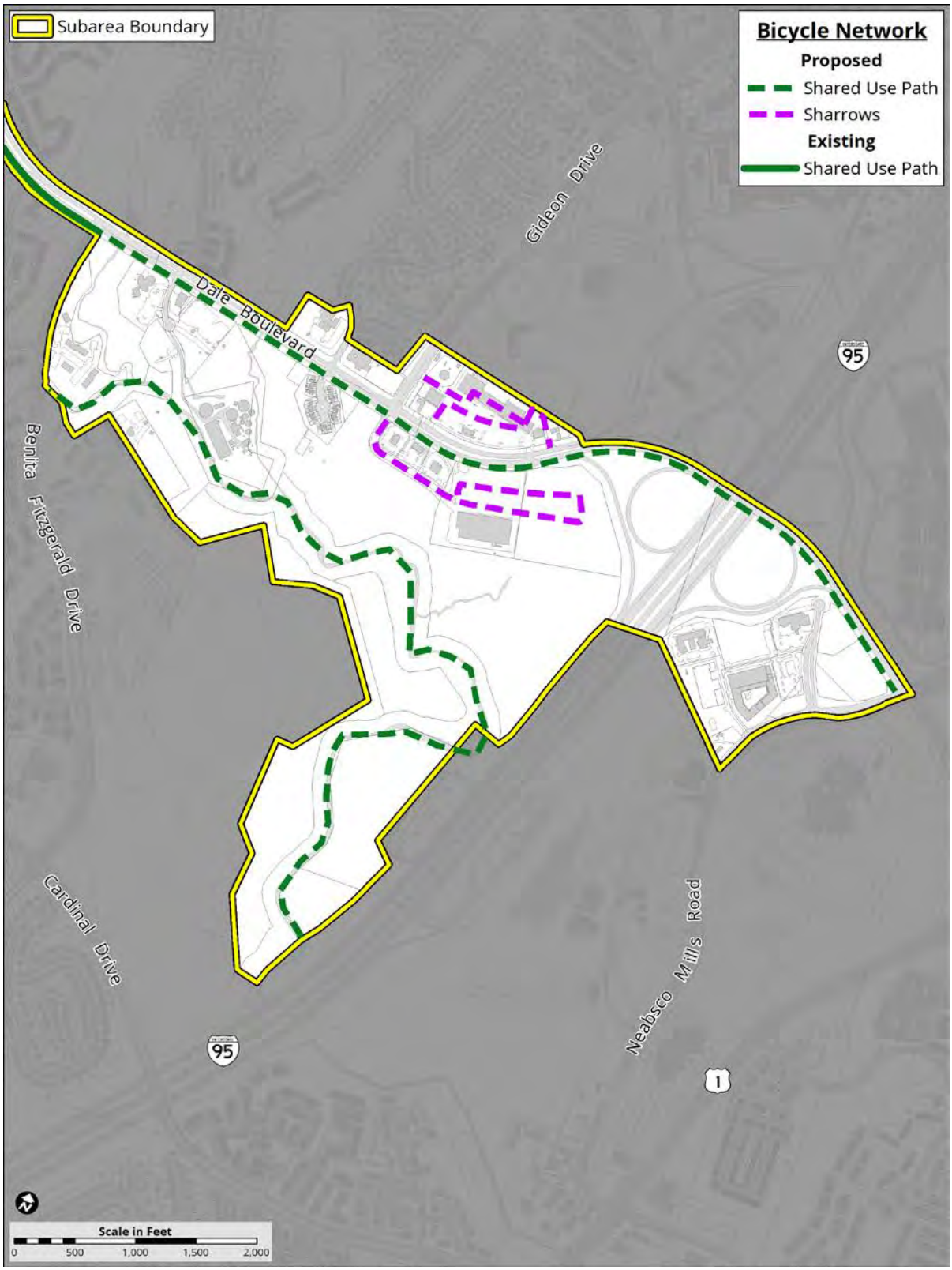


Figure 80: Proposed Bicycle Network (East Gateway)

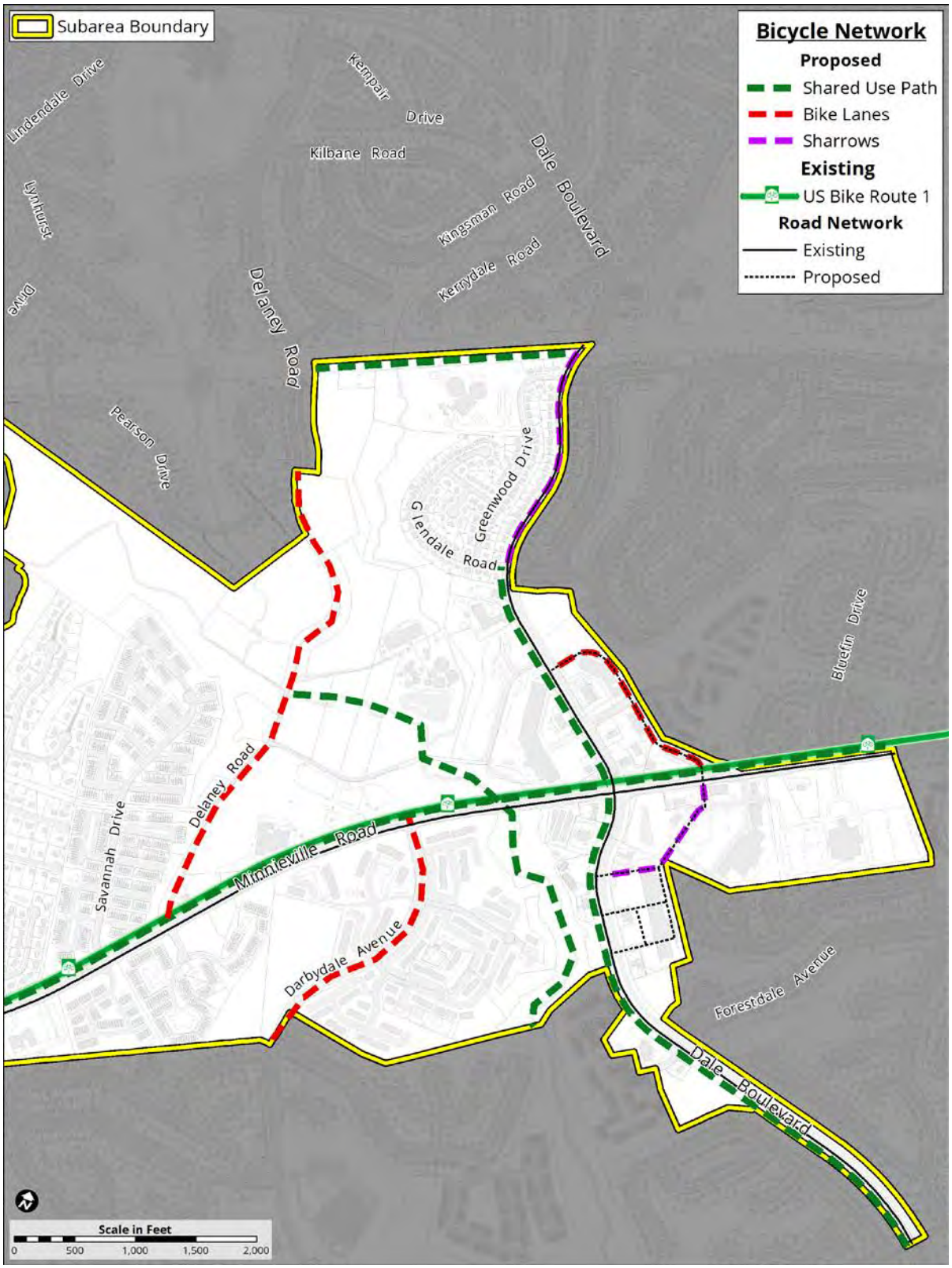


Figure 81: Proposed Bicycle Network (Minnieville Node)

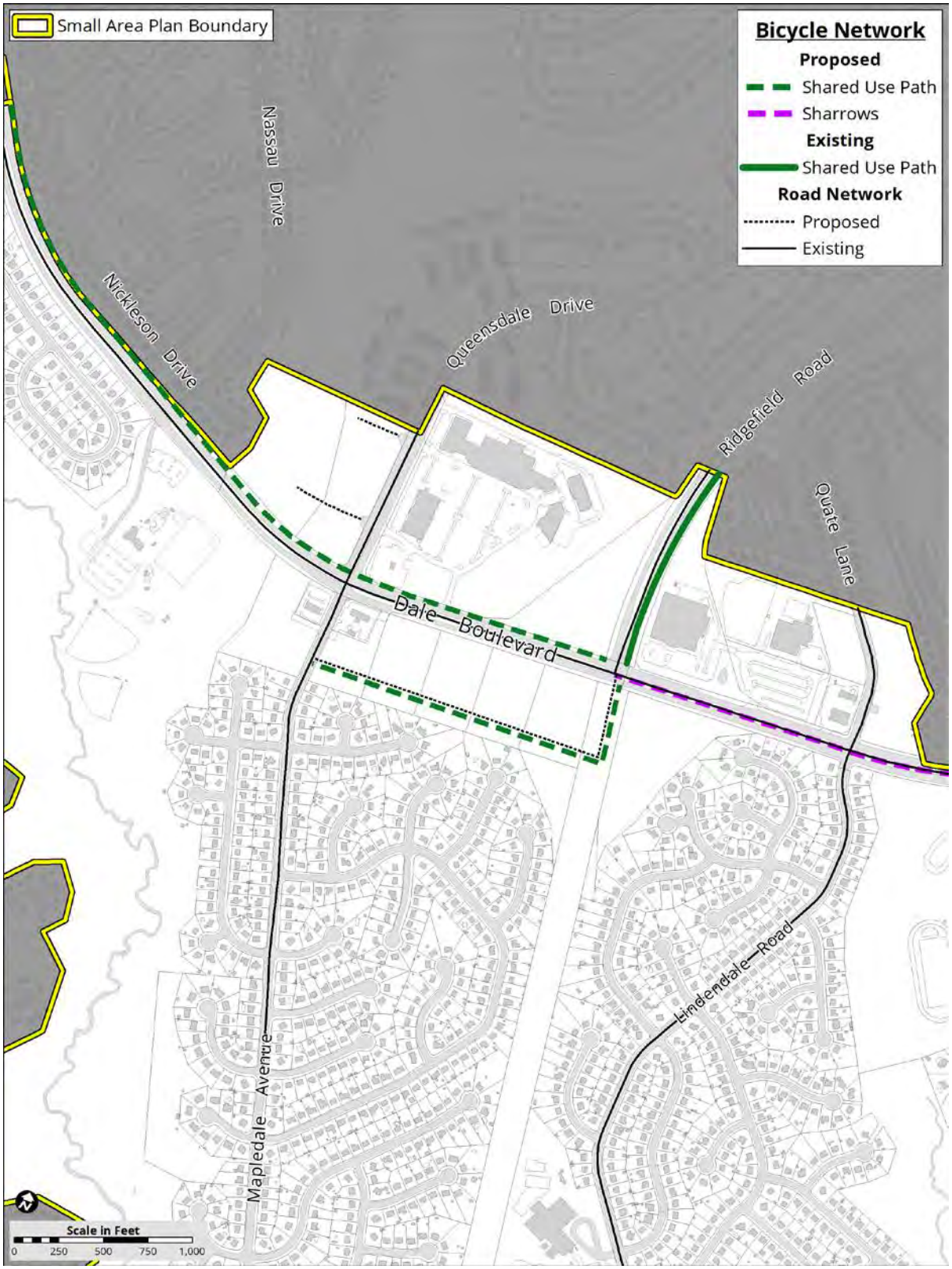


Figure 82: Proposed Bicycle Network (Node)

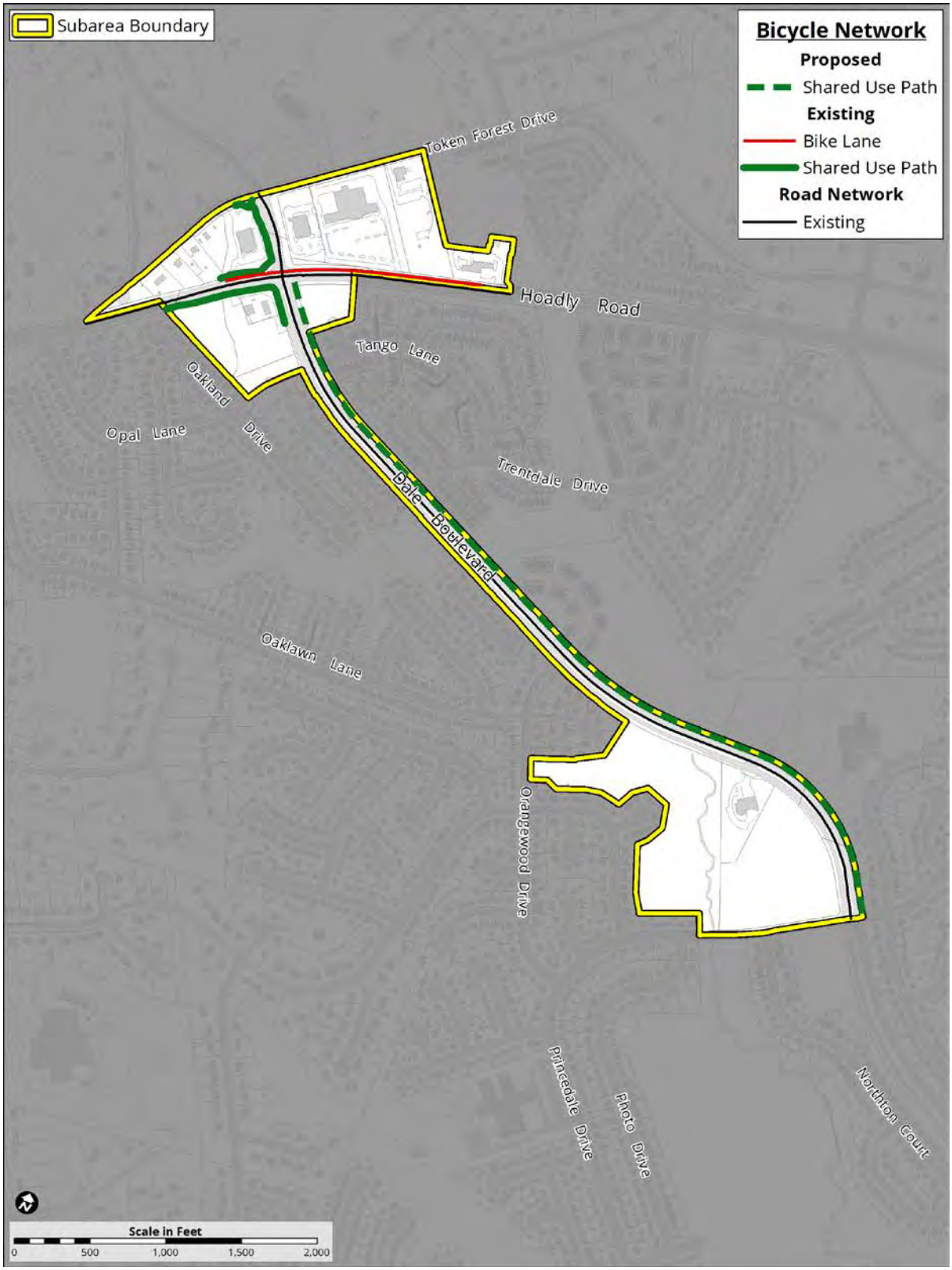


Figure 83: Proposed Bicycle Network (West Gateway)

Example Bicycle Facility Images

Shared Use Path - Shared Use Paths are 8'-10' wide trails designed for walking, jogging, and bicycling. They are often constructed with asphalt or concrete. Shared use paths may be located adjacent to a roadway or separated, near a stream, wetland, or other natural area. Shared use paths are considered one of the most comfortable bicycle facilities, suitable for riders of all skill levels.

Figure 84: Shared Use Paths

Source: http://www.infrastructure.sa.gov.au/infrastructure_projects/greenways_project/greenways_project/marino_rocks

Bike Lanes - Bike lanes are exclusive on-road bicycle facilities, most suitable for roads with less than 3,000 vehicles per day and speed limits 30 mph or less. Bicycle lanes increase bicyclist comfort and confidence on busy streets, and the separated lane provides defined road space for bicyclists. Lanes increase the predictability of bicyclist and motorist positioning and interaction and visually reminds motorists of bicyclists' legal right to the street.

Buffered bike lanes are exclusive on-road bicycle facilities, with a striped designated buffer space between the motor vehicle lane and the bike lane. This type of bike lane provides increased comfort for cyclists.

Figure 85: Bike Lanes

Source: http://www.infrastructure.sa.gov.au/infrastructure_projects/greenways_project/greenways_project/marino_rocks

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

Figure 86: Sharrows

Source: http://blog.tstc.org/2017/03/15/uber-sharrow-transportation-options/

Source: http://iamtraffic.org/engineering/behaviors-and-risk/

For more example bicycle facility images, visit https://nacto.org/publication/urban-bikeway-design-guide/

Proposed Pedestrian Network

The proposed pedestrian network includes both new facilities as well as improvements to existing facilities. The proposed pedestrian network includes constructing sidewalk on both sides of all streets when feasible or a shared use path on one side in lieu of a sidewalk and includes the installation of high-visibility crosswalks at appropriate intersections in Dale City. Some of the other enhancements to the network include:

- Safe intersections are essential to a walkable, bikeable street. Recommended improvements for Dale Boulevard, with priority to the Downtown segment, include:
    - High visibility crosswalk marking such as continental or zebra striping at all marked crosswalks.
    - More frequently marked crosswalks in the redeveloped centers and in other locations and crosswalks on all four legs in the commercial and civic centers. At unsignalized, higher volume pedestrian crossings, rectangular rapid flashing beacons (RRFB) or pedestrian hybrid signals (HAWK) should be considered.
    - Crosswalk improvements on VDOT maintained roads will need to be supported by a crosswalk study. An engineering study should be performed on crosswalks at uncontrolled locations.
- Appropriate corner radii for all users. In general, this means reducing the radius from the current 60-foot radius to not more than 35 feet. The larger the radius, the longer the pedestrian crossing (and, therefore, the pedestrian signal cycle) and the faster motorists can make the turn and, therefore, increase the potential for conflicts with pedestrians. The first improvement has already been made at the Forestdale Avenue intersection with Dale Boulevard where a corner curb extension was recently installed on the northwest corner in conjunction with continental crosswalk striping.
- Slip Lane Redesign. Consider removing slip lanes that allow free right turns to reduce crossing distances and improve safety.
- In addition, a proposed pedestrian access for crossing Minnieville Road & Dale Boulevard for access to newly proposed transit centers will create a more comfortable pedestrian path between the planned commercial center and the transit station.
- Given that Complete Street improvements in the East and West segments are likely to occur in the long term, sidewalks should be completed in the short term so people can walk and bike along Dale Boulevard. They should be added in the following order: first at bus stops, then the East segment, and finally the West segment.

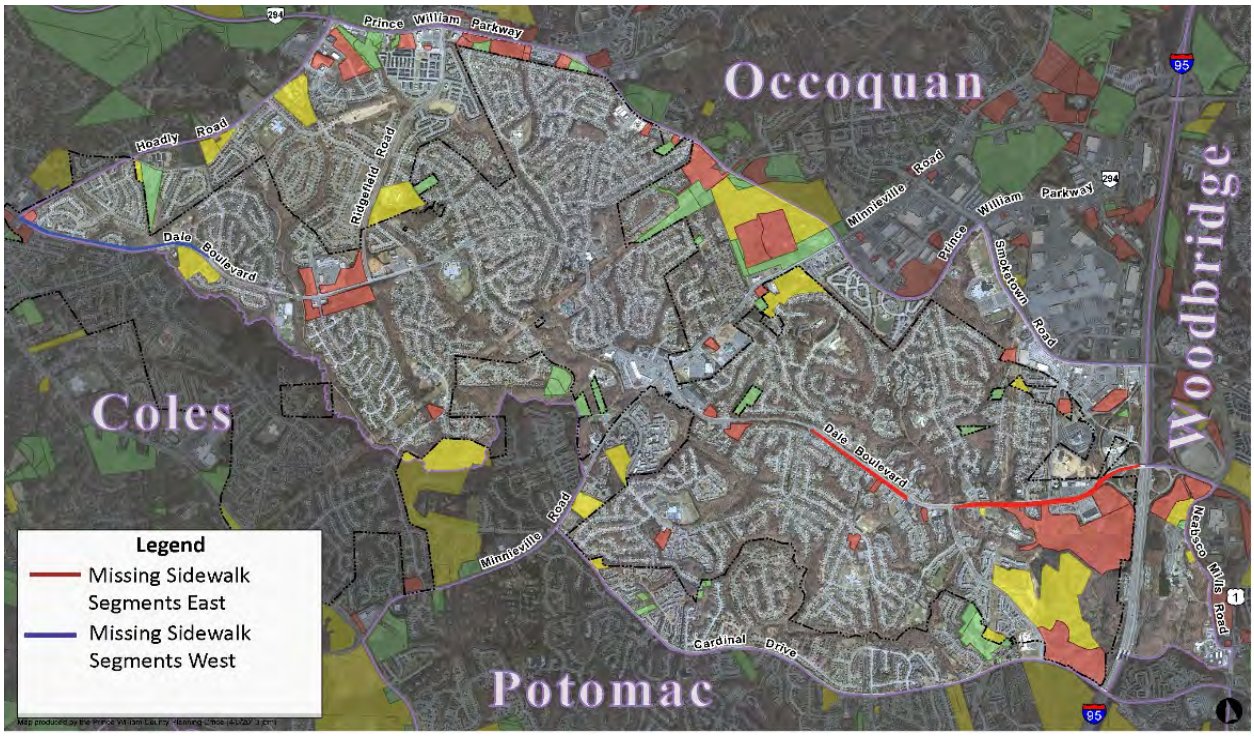


Figure 87: Short Term Improvements to Pedestrian Network

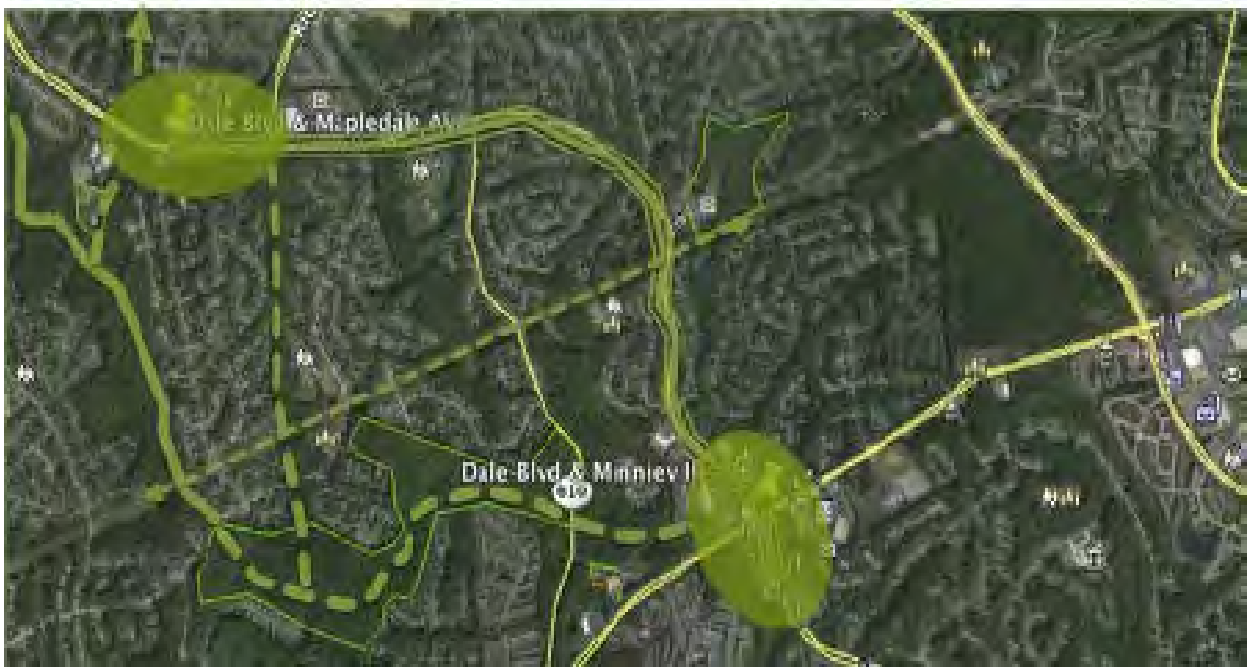


Figure 88: Neabsco Greenway Trail from Mapledale Avenue to Minnieville Road

Existing trail along Neabsco Creek

Future trail to connect Downtown Centers

Spur trails to connect to neighborhoods

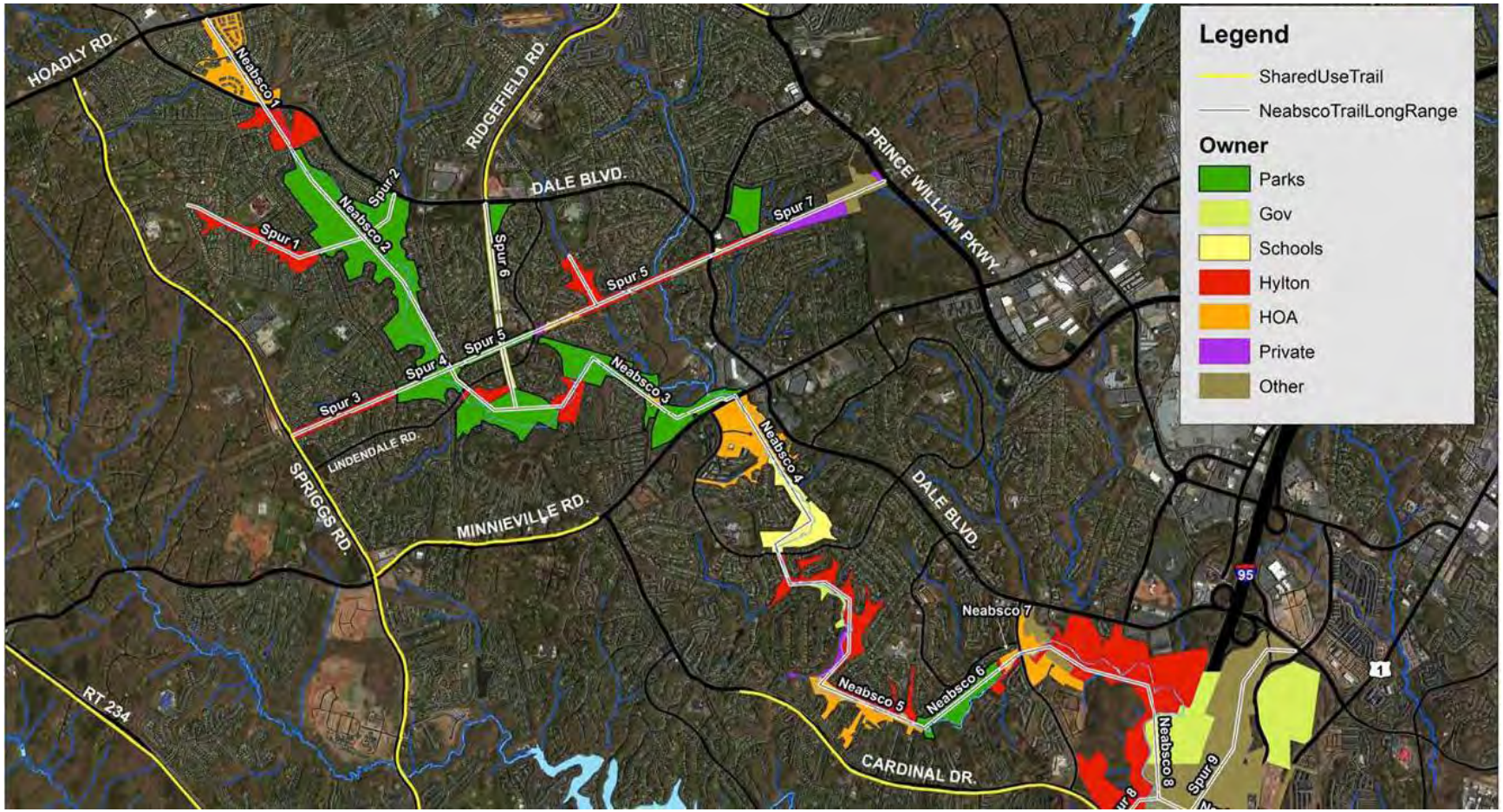


Figure 89: Neabsco Greenway Trail from Hoadly Road to East Gateway Phases and Spurs

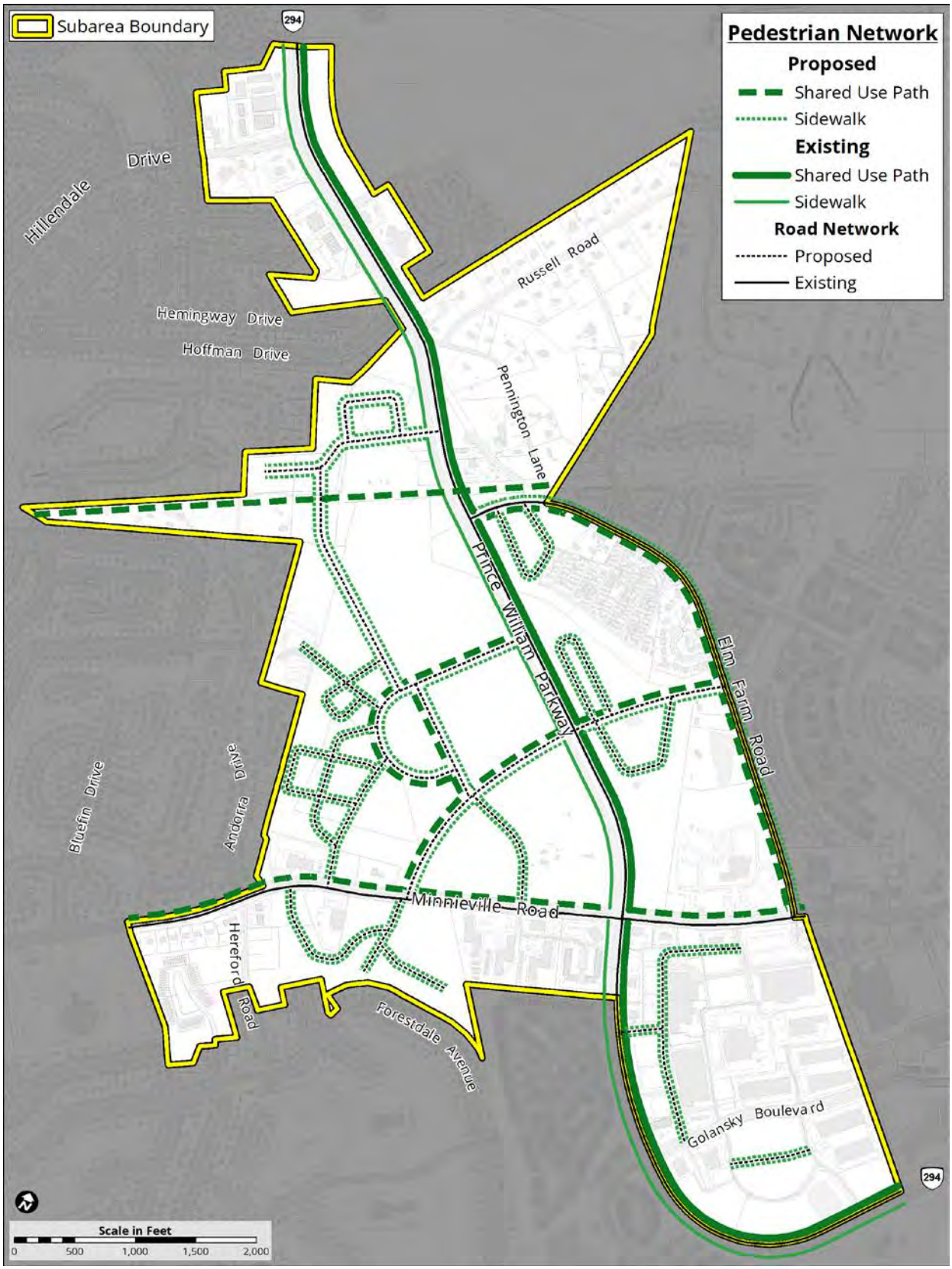


Figure 90: Proposed Pedestrian Network (Parkway Node)

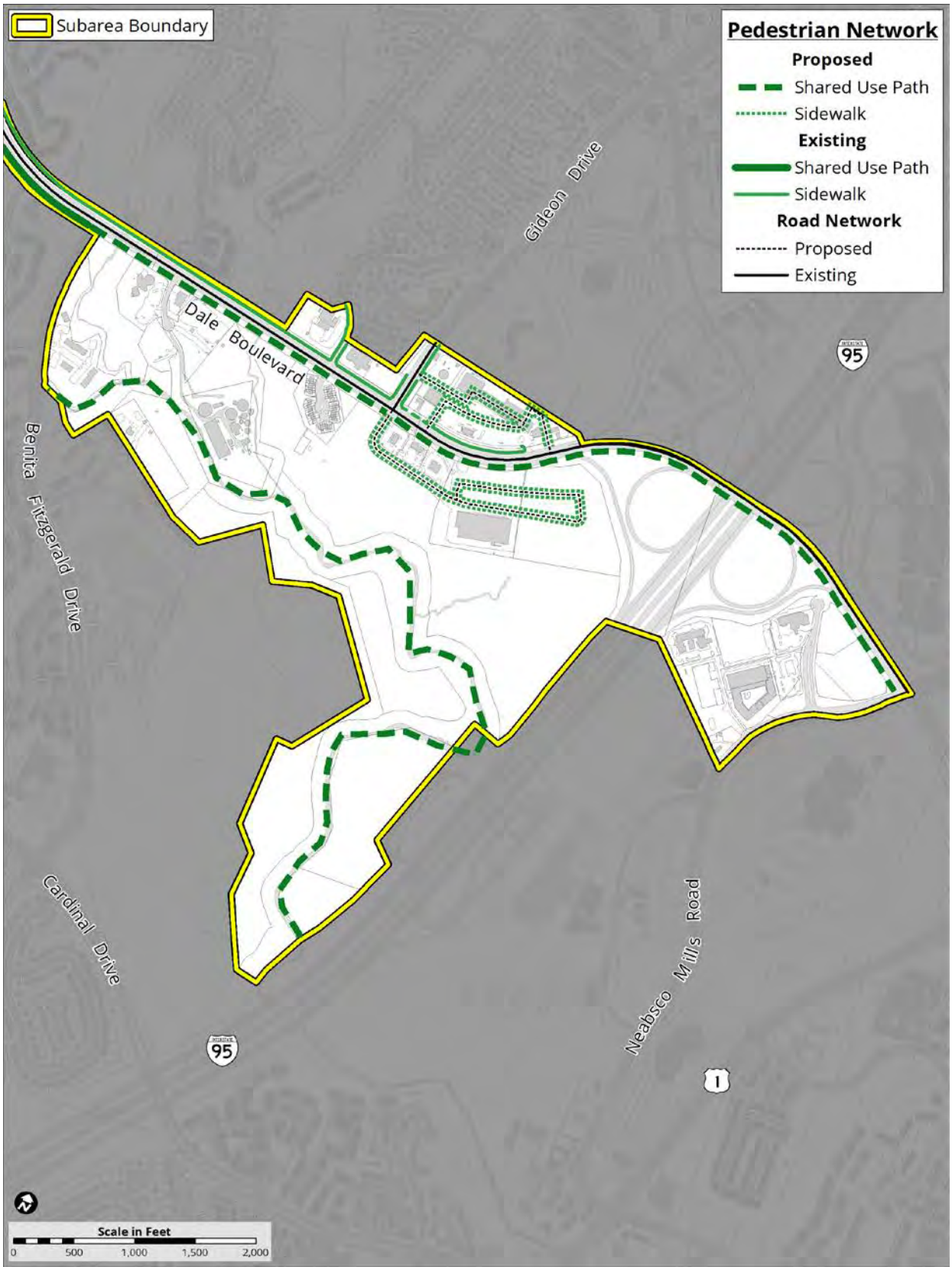


Figure 91: Proposed Pedestrian Network (East Gateway)

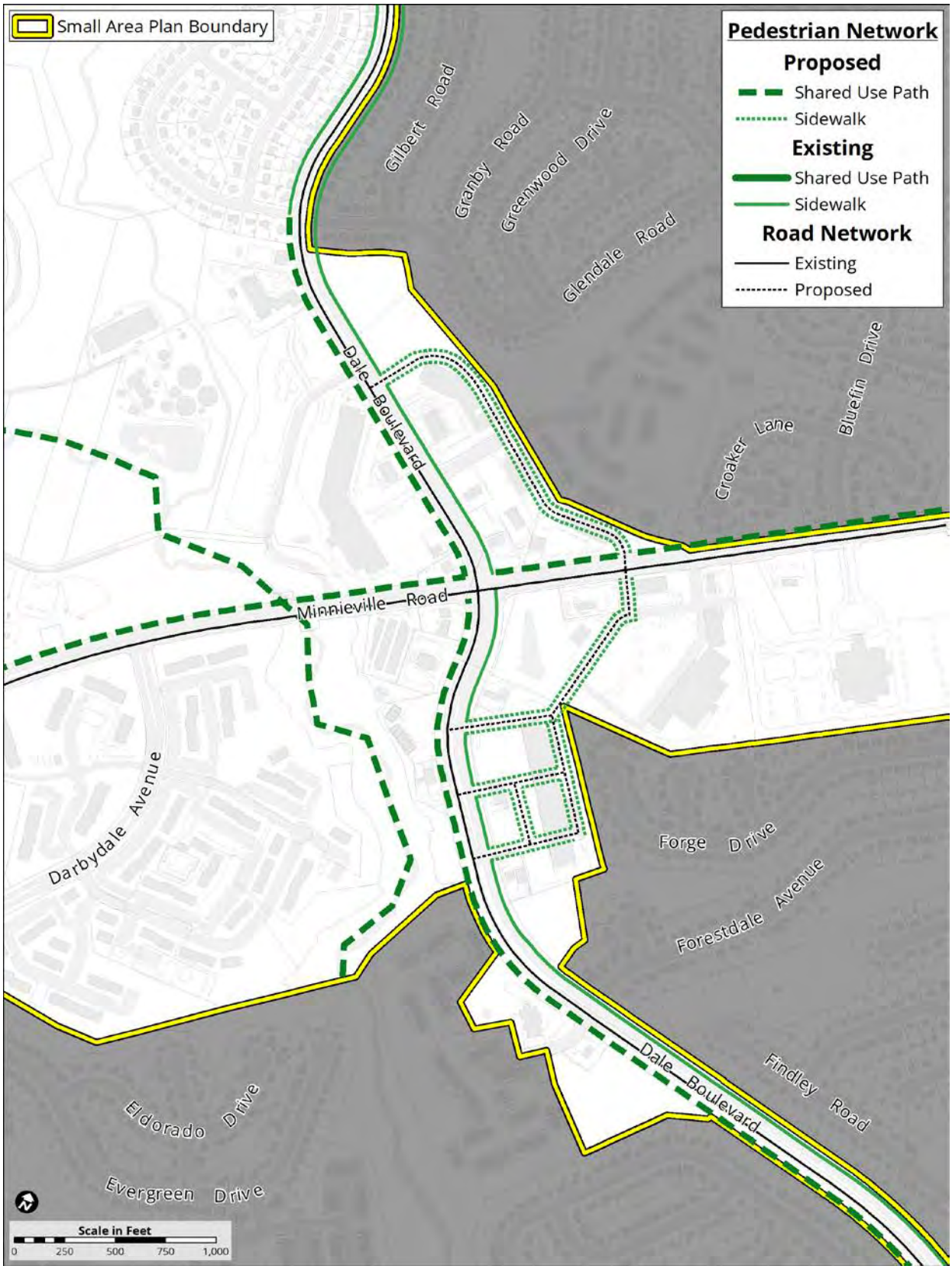


Figure 92: Proposed Pedestrian Network (Minnieville Node)

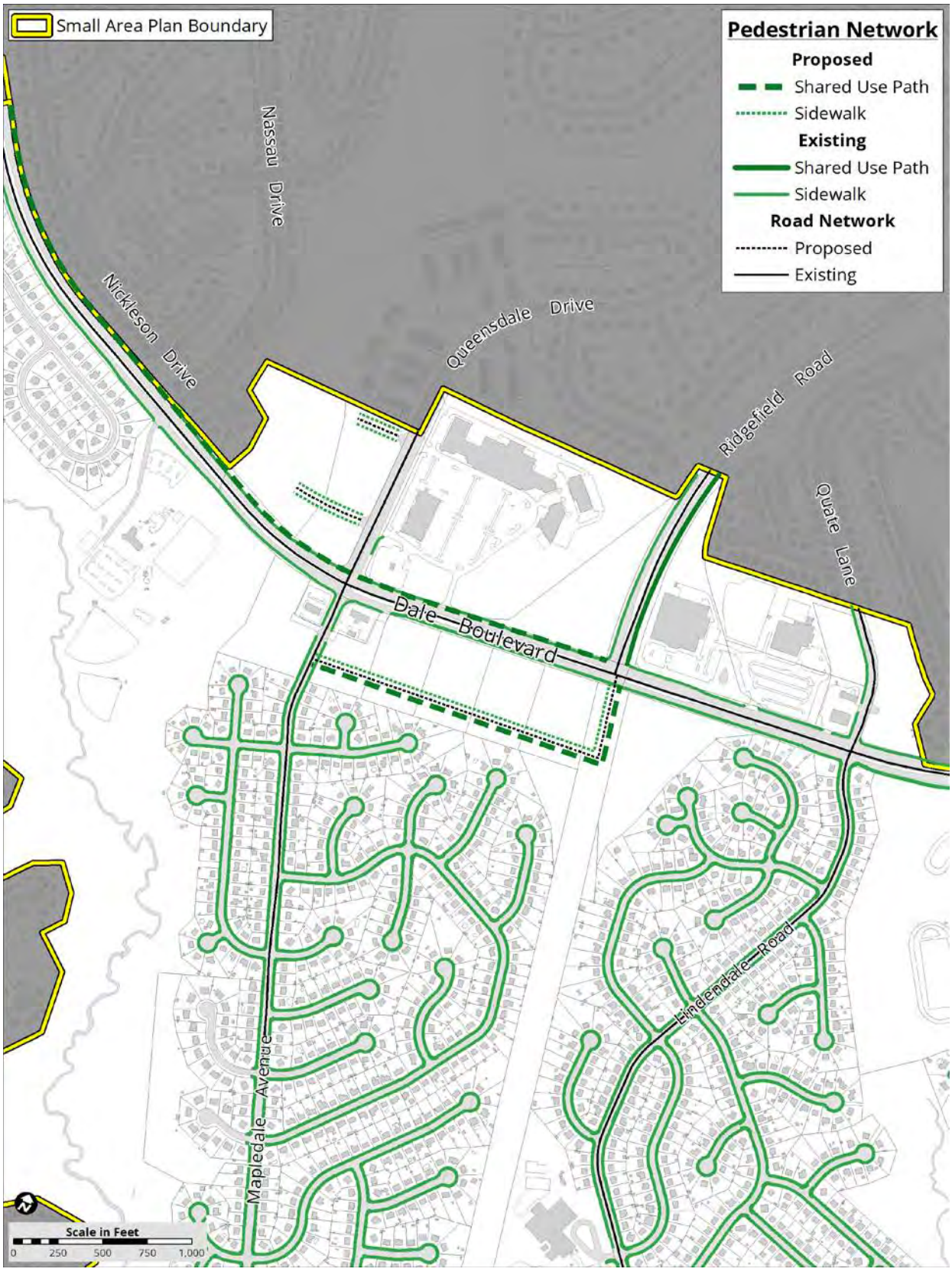


Figure 93: Proposed Pedestrian Network (Mapledale Node)

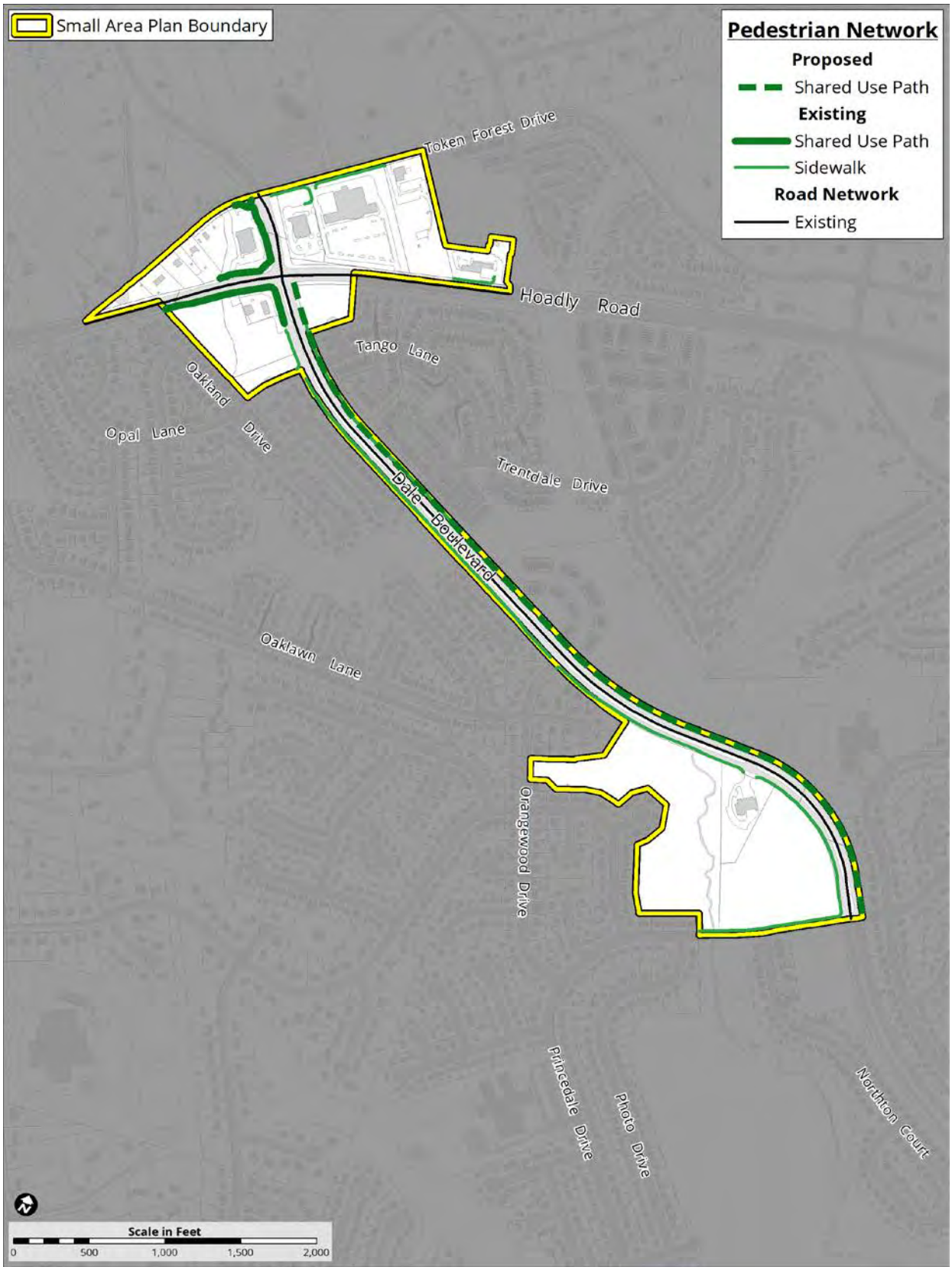


Figure 94: Proposed Pedestrian Network (West Gateway)

Mobility Plan Summary

The Prince William County Thoroughfare Plan highlights the major roadways (interstates, parkways, arterials, and collectors) and provides information concerning their typical sections, right-of-way requirements, lane requirements, termini points, and functional classifications. The following table provides specific information about each roadway included in the Landing at Prince William Small Area Plan. The following graphics depict urban street sections. No Changes are planned for existing roads that are not classified as Urban Streets.

Proposed Mobility Plan							
Facility	**Route #**	**Termini/Location**	**Functional Class**	**Typical Section**	**Number of Lanes**	**Bike Facility**	**Pedestrian Facility**
Road Network Transit	BRT						
Minnieville Road	Route 640	Elm Farm Road to Dale Boulevard	Minor Arterial	MA	6	Proposed Shared use path /North	Shared use path /North
Minnieville Road	Route 640	Dale Boulevard to Darbydale Avenue	Minor Arterial	MA	6	Existing Shared use path /North	Existing Shared use path/North
Elm Farm Road	Route 892	Prince William Parkway to Minnieville Road	Major Collector	MC	2	Proposed Shared use path/West	Proposed sidewalks/East
Dale Boulevard	Route 784	Neabsco Mills to Gideon Drive	Minor Arterial	MA	4	Proposed Shared use path/South	Partial Existing sidewalks
Dale Boulevard	Route 784	Gideon Drive to Minnieville Road	Minor Arterial	MA	6	Existing & Proposed Shared use path	Existing & Proposed Shared use path
Dale Boulevard	Route 784	Minnieville Road to Glendale Drive	Minor Arterial	MA	4	Existing Shared use path	Existing Shared use path/Sidewalks
Dale Boulevard	Route 784	Glendale Drive to Ridgefield Road	Minor Arterial	MA	4	Proposed Sharrows	Existing Sidewalks North & South
Dale Boulevard	Route 784	Ridgefield Road to Hoadly Road	Minor Arterial	MA	4	Proposed Shared use path/North	Existing Sidewalks South

Proposed Mobility Plan							
Facility	**Route #**	**Termini/Location**	**Functional Class**	**Typical Section**	**Number of Lanes**	**Bike Facility**	**Pedestrian Facility**
Prince William County Parkway	Route 294	Hillendale Drive to Minnieville Road	Primary Arterial	PA-1	6	Existing Shared use path /East	Existing Sidewalks/West
Prince William County Parkway	Route 294	Minnieville to Smoketown Road	Primary Arterial	PA-1	6	Existing Shared use path /East	Existing Sidewalks/ West
Parkway Node							
Proposed West Quartz Boulevard		Minnieville Road to Prince William Parkway	Through Boulevard	UTB-1	4	Proposed Shared use path/North	Proposed Sidewalks
Proposed East Quartz Boulevard		Prince William Parkway to Elm Farm Road	Through Boulevard	UTB-1	4	Proposed Shared use path/North	Proposed Sidewalks
Street (1)		Prince William Parkway connects to Street (2) and Street (3)	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (2)		Loops to connect to Street (1)	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (3)		Street (1) to Street (4)	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (4)		Prince William Parkway to Street (7)	Avenue/Street	UAS-1	2	Proposed Shared use path/North	Proposed Shared use path/ North
Street (5)		Street (3) to Street (6)	Avenue/Street	UAS-1	2	None	Proposed Sidewalks
Street (6)		Street (4) to cul de sac	Avenue/Street	UAS-1	2	None	Proposed Sidewalks
Street (7)		Street (4) to West Quartz Blvd.	Avenue/Street	UAS-1	2	Proposed Shared use path/East	Proposed Shared use path/East

Proposed Mobility Plan							
Facility	**Route #**	**Termini/Location**	**Functional Class**	**Typical Section**	**Number of Lanes**	**Bike Facility**	**Pedestrian Facility**
Street (8)		Street (4) to Street (10)	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (9)		Loops to connect to Street (10)	Avenue/Street	UAS-1	2	None	Proposed Sidewalks
Street (10)		Street (4) to Minnieville Road	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (11)		West Quartz Boulevard to Minnieville Road	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (12)		Loops to connect to Elm Farm Road	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (13)		Loops to connect to on northside of East Quartz Blvd.	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (14)		Loops to connect to on southside of East Quartz Blvd.	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (15)		Minnieville Road to Street (16)	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (16)		Minnieville Road to cul de sac	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (17)		Street (16) to cul de sac	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (18)		Prince William Parkway to Street (19)	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks

Proposed Mobility Plan							
Facility	**Route #**	**Termini/Location**	**Functional Class**	**Typical Section**	**Number of Lanes**	**Bike Facility**	**Pedestrian Facility**
Street (19)		Post Office Road to Golansky Blvd.	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (20)		Central Loop to Noblepond Way	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Russell Road		Pennington Lane to Smoketown Road	Local Street	RM-1	2	Bike Lane	None
Hereford Road		Minnieville Road to Forestdale Avenue	Local Street	RL-2	2	Bike Lane	Existing Sidewalk/East
East Gateway							
Street (21)		Southside of Dale Boulevard	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (22)		Gideon Road to Street (23)	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (23)		Loops to connect to Dale Boulevard	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Minnieville Node							
Street (24)		New street that acts as a frontage street north of the redeveloped Glendale plaza that will provide vehicles and pedestrian an alternative route	Avenue/Street	UAS-1	2	Bike lanes	Proposed Sidewalks
Street (25)		New street that provides connection through Cheshire Station to new development on Dale Boulevard	Avenue/Street	UAS-1	2	Proposed Sharrows	Proposed Sidewalks
Street (26)		Street (25) to Street (28)	Private Street	UPS-1	2	None	Proposed Sidewalks

Proposed Mobility Plan							
Facility	**Route #**	**Termini/Location**	**Functional Class**	**Typical Section**	**Number of Lanes**	**Bike Facility**	**Pedestrian Facility**
Street (27)		West side of Street (26) to Dale Boulevard	Private Street	UPS-1	2	None	Proposed Sidewalks
Street (28)		East side of Street (26) to Dale Boulevard	Private Street	UPS-1	2	None	Proposed Sidewalks
Street (29)		Street (27) to Street (28)	Private Street	UPS-1	2	None	Proposed Sidewalks
Darbydale Avenue		Evergreen Drive to Minnieville Avenue	Local Street	RL-2	2	Bike Lane	Existing Sidewalk/East
Delaney Road		Minnieville Avenue to Pearson Drive	Local Street		2	Bike Lane	No Sidewalks
Mapledale Node							
Street (30)		Extension of Ridgefield Road across Dale Boulevard to provide local access to a new development south of Dale Boulevard	Avenue/Street	UAS-1	2	Proposed Shared use path/East	Proposed Shared use Path/East
Street (31)		New street for residential development east and northside of Queensdale	Private Street	UPS-1	2	None	Proposed Sidewalks
Street (32)		New street for residential development east of Queensdale and north of Dale Boulevard. If easement could be obtained connect new street to Nickleson Drive	Private Street	UPS-1	2	None	Proposed Sidewalks
Transit Network							

Proposed Mobility Plan							
Facility	**Route #**	**Termini/Location**	**Functional Class**	**Typical Section**	**Number of Lanes**	**Bike Facility**	**Pedestrian Facility**
Commuter Bus Transit Center	OmniRide Station	Located in East Gateway south of intersection of Dale Boulevard and Gideon Road					
Commuter Bus Transit Center	OmniRide Station	Located behind Central Plaza on Gemini Way commuter lot					
Commuter Bus Transit Center	OmniRide Station	Located in Parkway Node within the Quartz development.					
Infrastructure Improvements							
Construct Road/Pedestrian Network	Various locations throughout Dale City						
Construct Bicycle Network	Various locations throughout Dale City						
Construct Minnieville / Prince William Parkway Interchange	Interchange with shared use path.						
Construct Neabsco Greenway	Trail from Andrew Leitch Park to the Sharron Baucom Dale City Recreation Center and eventually to Route 1 in Woodbridge.						

Through Boulevard (UTB-1): A Through Boulevard is the street type of multimodal capacity. It has higher speeds, medians and street trees. It is intended to move traffic at a higher level of service in urban centers.

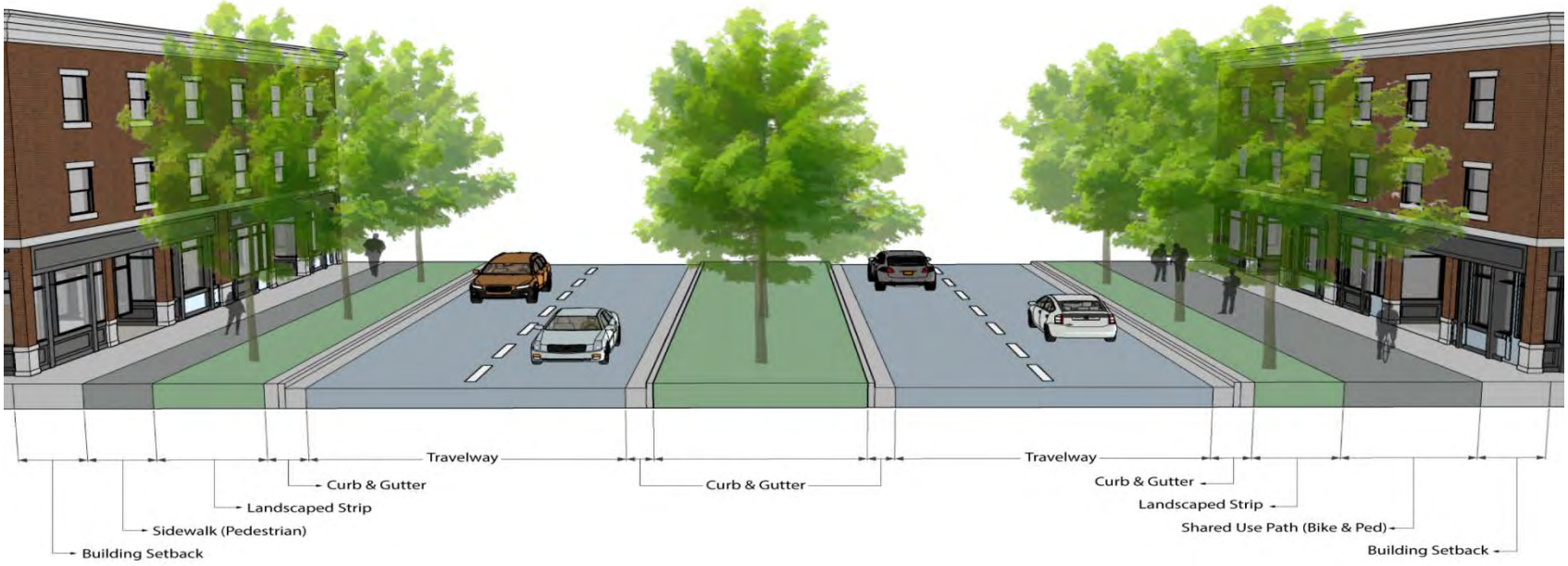


Figure 95: Through Boulevard (UTB-1)

Avenue/Street (UAS-1): An Avenue/Street serves to connect Boulevards and Streets to Through Boulevards. It provides access to businesses and residential areas as a primary function. (median optional, 16’-36’)

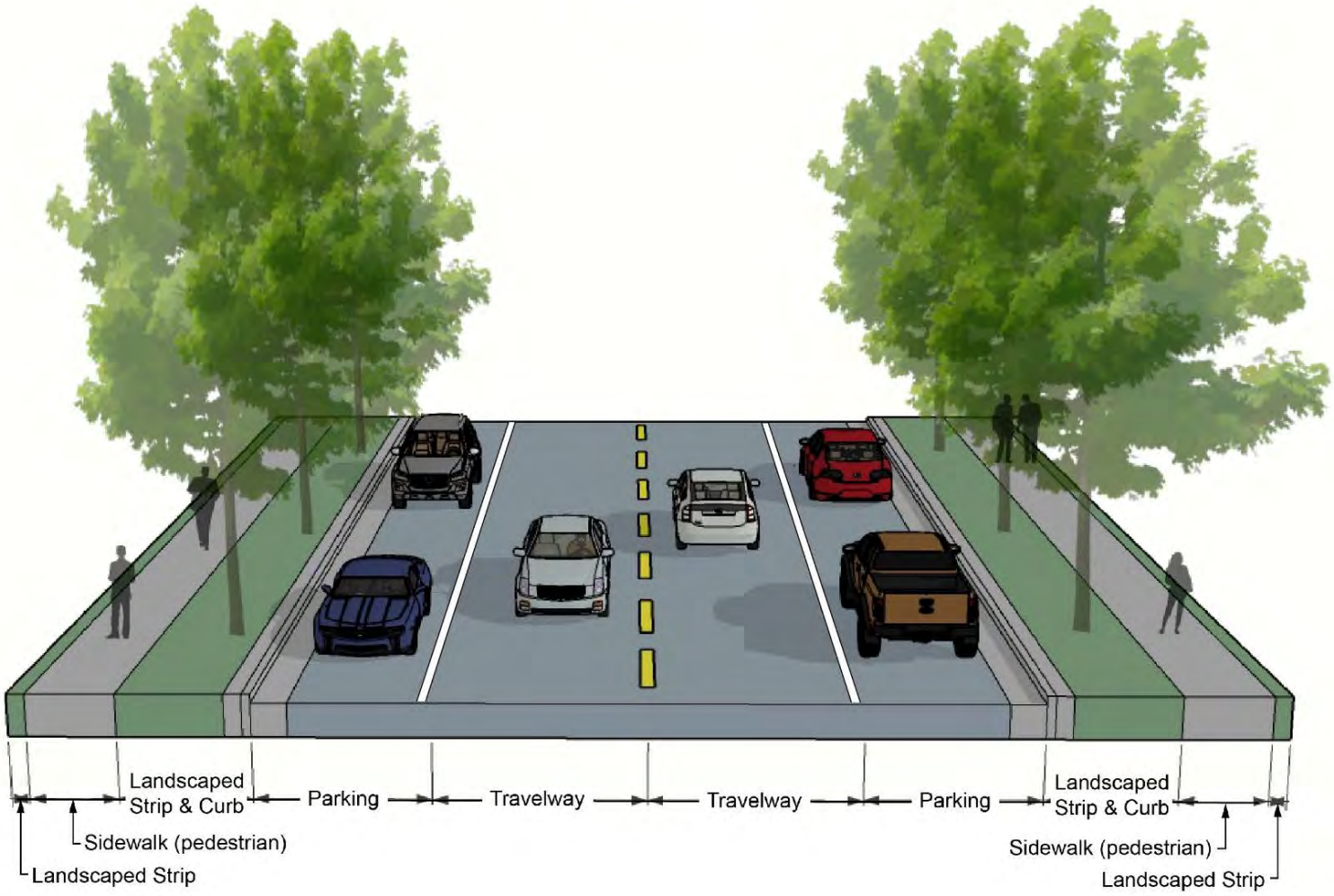


Figure 96: Avenue/Street (UAS-1)

Private Side Street (UPS-1): A Private Side Street is intended for urban residential areas with on street parking and choker islands for landscaping. These streets will not be maintained by VDOT.

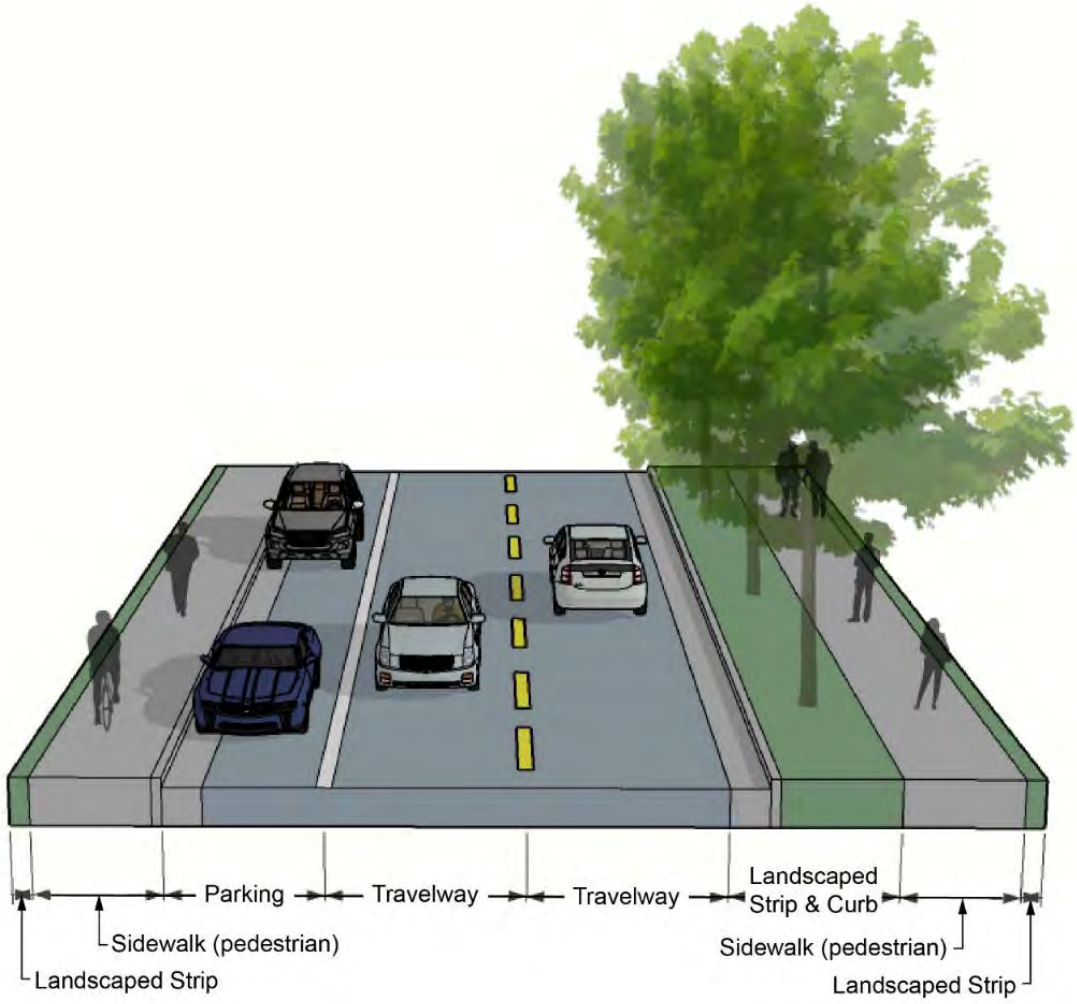


Figure 97: Private Side Street (UPS-1)

GREEN INFRASTRUCTURE

The Dale City Small Area Plan has a very diverse green infrastructure. Through the heart of the Dale City plan lies several public parks, protected open space, and the Neabsco Creek. These environmental assets provide the setting for an extensive series of natural resources. While the Dale City small area plan will be the home to a dense mix of future development at several nodes, the protection of the County's environment and the provision of recreational opportunities for residents are strategic goals for the entire community. Dale City's green infrastructure is made up of the area's existing and future trails, public and private open spaces, stream corridors, and trees and represents both sensitive areas that must be avoided by development and green assets that can be integrated into future developments to enhance the look and function of new residential and commercial places.

The purpose of this section of the small area plan for Dale City is to identify the environmental features of this area and develop policies to address how these environmental areas will be protected, enhanced, and integrated into the study area once it is fully implemented. Existing greenway connections extend from the West Gateway at Hoadly Road into the developed areas along a system of creeks, valleys, parks, and environmental features all the way to the East Gateway near I-95. This plan will help ensure a robust and connected system of green infrastructure.

The Neabsco Greenway Trail is partially constructed, is proposed to run the entire length of this small area plan. Within the Dale City area, the trail is planned to link several parks, retail and civic centers and other destinations including the future Americans in Wartime Museum.

In terms of the green infrastructure, the route of this trail is significant for this small area plan as it traverses all the entire small area plan. The establishment of a trail route that is both safe and scenic with views of the Neabsco Creek will provide a catalyst for new businesses and aid in creating a sense of place for Dale City.

Sensitivity to this tremendous resource and gem of Prince William County is a priority of this small area plan. The intent of this plan is to ensure the small area plans connects and enhances with this environmental resource for both the benefit of local wildlife and of the community.

Green Infrastructure Goal: Ensure a robust and connected system of greenways, trails, open space and corridors that provide a benefit to the environment, community and local wildlife.

Parkway Node Green Infrastructure Plan centers around enhancing the existing environmental features along the Parkway and connecting residents to these features.

- Develop a park adjacent to the Parkway that will afford both passive and active recreation that will protect and preserve the areas local wildlife.
- Ensure the parks developed within the commercial/civic centers are connected by utilizing street design standards that focus on the use of street trees and other landscaping and streetscaping design features to provide for an integrated, connected network to the surrounding greenways.
- Provide a shared path along Minnieville and Prince William Parkway to provided pedestrian/bicycle connections to other points of destination in the area.
- Integrate small pocket parks within new developments to serve as centers for community gatherings.
- Provide street trees along sections of the Prince William Parkway to visually enhance the connection to the Parkway Commercial Center for the residents of the community.
- Corridors, trails, and blueways generally shown on the trails map may take place on public property, within the public right-of-way, or on private property through voluntary donations by citizens, and through negotiating proffers from landowners and/or the development community as development occurs. Private property owners are not obligated to participate in the trails program.

East Gateway Green Infrastructure Plan is designed to connect the existing park facilities to other amenities and surrounding environmental features to create a green corridor for the benefit of the community and local wildlife.

- Fund the remainder of the Neabsco Greenway Trail to support the use of non-vehicular modes of transportation.
- Acquire land identified as environmentally Preserve land identified as environmentally and culturally sensitive to the south of the Americans in Wartime Museum.

Minnieville Node Green Infrastructure Plan is designed as a network of greenways improving connectivity from adjacent land uses to existing nearby park facilities to enhance a green corridor.

- Develop one new pocket parks and plaza within the node.
- A central park utilizing stormwater management facility as a water feature within the new park.
- Create an interconnected system of greenways/shared-use paths and sidewalks.
- A new Urban Ecology science education center could provide programs for children and residents about the local ecology of Prince William County.
- Develop a framework of major greenway connections utilizing Neabsco Creek and Hoadly Run as well as the utility corridors.
- Shade structures & civic space for farmers market to connect community with agri-businesses.
- Connect residents and visitors to significant natural resources and Sharon Baucom Park.

Mapledale Node Green Infrastructure Plan will provide connectivity to existing recreation while creating a new community gathering place.

- Create pedestrian access to recreational amenities such as the Boys and Girls Club, the Ice Rink and Andrew Leitch Park with the Waterworks Park and the trail-head to the Neabsco Creek Trail.
- A new amphitheater to bring the community together outdoors.
- Trail system connecting green areas of Mapledale plaza through pedestrian crossing at Ridgefield Road to the Prince William Ice Rink green areas.
- A new birding tower to provide scenic views of the area and learn about native flora and fauna.

West Gateway Node Green Infrastructure Plan is retaining the natural surroundings acting as a transition area between the low-density development west of Hoadly Road and the higher density to the east.

- Connecting existing pedestrian and shared use paths along Hoadly and Purcell Road.

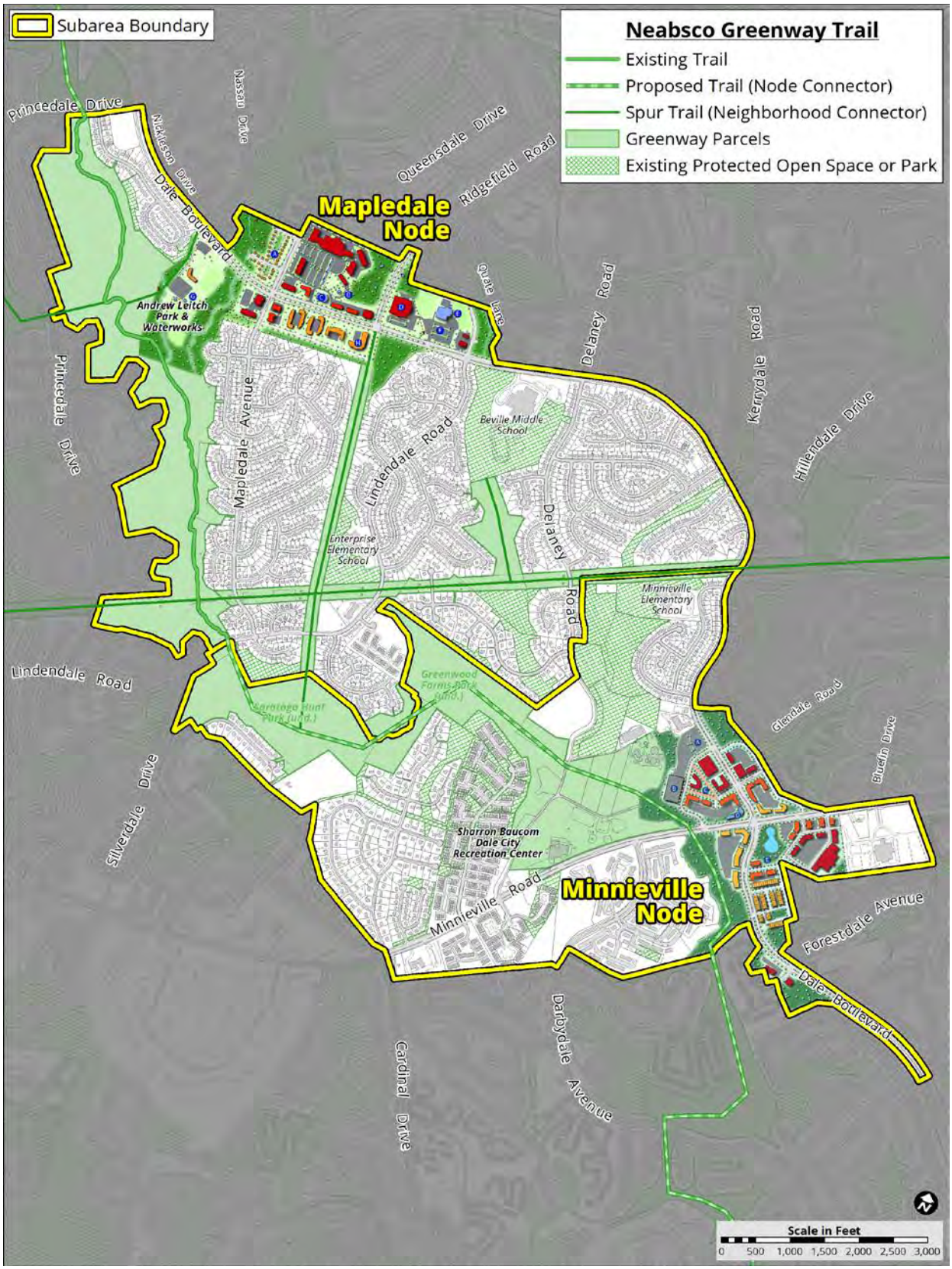


Figure 98: Green Infrastructure Map

CULTURAL RESOURCES

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

Dale City like much of the eastern portion of the County was planned and built-out before policies where adopted necessitating cultural resources survey, preservation and interpretation of our past. As a result, few systematic cultural resource surveys were conducted. However, potential remains for significant elements of the area's history to remain on undeveloped land.

Twenty-one cultural resource surveys in the plan area recorded a total of 34 archaeology sites: 23 were pre-contact archaeology sites, eight were historic archaeology sites and three were multi-component sites (historic and pre-contact). All of the 23 pre-contact sites were a lithic scatter, temporary camp or tool manufacture or tool maintenance site. The historic sites consisted of an iron works plantation, two nineteenth century dwellings, four were occupations from early to mid-twentieth century and one occupation dates to the second half of the nineteenth century. Two of the multi-component sites were cemeteries and the third appears to be an historic trash midden with pre-contact artifacts.

Ten architectural sites were recorded during cultural resource surveys. Three of these are standing mid-twentieth century houses, two are cemeteries, the Greenwood and Dane-Hinton cemeteries, two are farmsteads located at the intersection of Minnieville Road and Prince William County Parkway, one is the Virginia American Water Plant, one is an historic district, Dale City Sections 1 & 2 Historic District, and the last is the Neabsco Iron Works Plantation.

The county's survey for cemeteries registered six cemeteries in the plan area: the Church of Christ Dale City, Dane-Hinton, Greenwood Presbyterian, Reid, Glascock and Holland cemeteries. Most of these appear to be family or community cemeteries. One is associated with an older church.

Efforts to link and interpret cultural resources within this area have already started. The Prince William County Historical Commission installed six historical roadside markers. The County's Architectural Review Board sponsored an archaeological study of and the Historical Commission published a book about the Neabsco Iron Works Plantation.

Cultural Resources Plan

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

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

- Require, on undeveloped land in the Small Area Plan, Phase I Cultural Resource Surveys to search for evidence of pre-contact and historic period sites. Due to the rarity of recorded sites in Dale City, Phase II evaluation should strongly be considered on all sites found. Sites recommended as significant should be subject to Phase III data recovery.
- Preserve human burials in-situ in accord with section 32-250.110 Preservation of Existing Cemeteries, or, if proposed for exhumation and reburial, secure a burial permit from the Virginia Department of Historic Resources.
- Identify sources such as grants (matching or fully funded) to finance archaeological surveys.
- Cultivate private and public partnerships to conduct archaeological research.
- Consider graduate internships to complete cultural resource action strategies in this plan. Cultivate partnerships with graduate colleges and universities.
- Partner with the Department of Parks, Recreation and Tourism on internship programs and projects.
- Record the road to Bel Air from Delaney Road as an archaeology site.
- Conduct archival research and archaeological excavations on the Greenwood Presbyterian Church. Use the data generated to prepare a history of the church and cemetery.
- Conduct archaeological surveys on open space in the plan area.

Policy – Acquire the Neabsco Iron Works Plantation, conduct archival research and archaeological documentation and interpret and open this site to the public.

- Cultivate a partnership with owners of Neabsco Iron Works Plantation to convey land to the County.
- Secure financing and conduct archival and archaeological research on the Neabsco Iron Works Plantation.
- Work with VDOT to transfer VDOT land to the County.
- Interpret research results to the public.
- Use technology to interpret the Neabsco Iron Works plantation to the public.
- Secure financing, plan, engineer and construct the Neabsco Greenway Trail through the Neabsco Iron Works Plantation site without damaging sensitive historical (archaeological and architectural) resources.

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

- Continue to conduct research and install historical markers and interpretive kiosks. Where possible, collocate interpretive elements with planned open spaces and parks and on trails.
- Where appropriate, partner with developers and property managers to install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Historic Preservation Division.
- Prepare and distribute, through various interpretive media, the small area plan's history.
- Where technology reduces cost and increases efficiency, employ technology to bring historical interpretation to the public.
- Require developers to use the Plan Area's history in placemaking.
- Where appropriate, plan and install interpretive trails and connect trails to the mixed-use center and residential areas outside the small plan area.
- Cultivate partnerships for trail easements across private land.

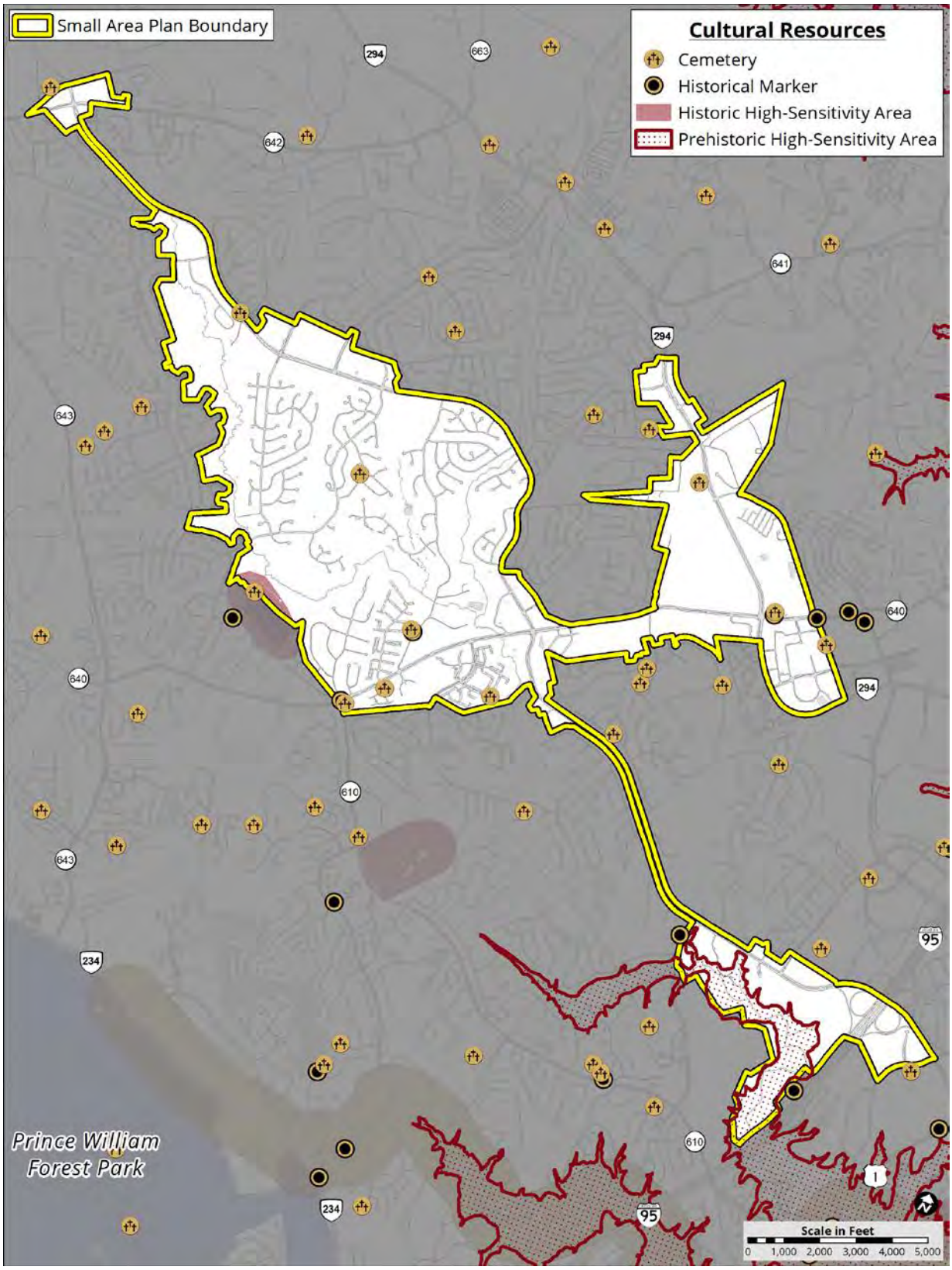


Figure 99: Cultural Resources

ECONOMIC DEVELOPMENT

Goal: The Dale City Small Area Plan area will encourage economic development to attract and retain high quality businesses and services.

The Dale City Small Area Plan captures the elements necessary for transforming the area into a vibrant, transit-oriented commercial center that celebrates and protects cultural resources and natural features, while leveraging assets for economic growth and a high quality of life. A primary focus of the Dale City Small Area Plan is to continue to support existing assets within the study boundary, including existing businesses and retail spaces, and to identify vacant parcels with development potential.

Dale City established a solid foundation for increased economic growth due to its availability of commercially zoned areas and tracks of undeveloped parcels, its proximity to several mass transportation modes, Potomac Mills Mall, Marine Corp and Americans in Wartime Museums.

The Dale City area is adjacent to one of six designated regional activity centers in the county and is an area targeted to accommodate desired economic development. As indicated in the table below, the Round 9.1 forecasts for economic development, maintained by the Metropolitan Washington Council of Governments (MWCOG), indicate that the region will experience substantial growth during the next two decades with population growing by about one-fourth and employment growing by about one third.

	Regional (Round 9.1)	**Countywide (Round 9.1)**	**Dale City and Vicinity (Buildout)**
2015 Population	5,387,300	441,600	12,788
2040 Population	6,712,600	569,500	15,485
Growth 2015-2040	1,325,300	127,900	2,707
Percent Increase	24.6%	29.0%	21.2%
2015 Employment	3,160,900	143,100	4,591
2040 Employment	4,116,000	240,900	6,368
Growth 2015-2040	955,100	97,800	1,777
Percent Increase	30.2%	68.3%	38.7%

The Small Area Plan builds on existing economic development assets, including:

- Transit Hub: With proximity to I-95, VRE and OmniRide, Dale City is the positioned well to access employment centers throughout the Metro area, and to accommodate “reverse commutes”.
- The Small Area Plan is expected to be a regional housing resource with appropriate connections to regional employment centers OmniRide, and the nearby Woodbridge and Parkway Employment Center, and nearby military installations Fort Belvoir Army Base and Marine Corps Base Quantico.
- A well-trained and educated workforce.
- Proximity to existing commercial town centers and entertainment
- Natural amenities including the Neabsco Creek, Neabsco Greenway Trail and over 280 acres of Park.
- Existing businesses; businesses who are candidates for expansion; businesses who could relocate or open a second location in the study area.
- Inventory of ideal retail and commercial/industrial spaces.
- Vacant parcels with development potential.

Opportunities for targeted industries within the study area include – targeted industry profile:

Advanced Manufacturing*:* Dale City has the water/sewer, natural gas, broadband and transportation infrastructure that would be desired by an advanced manufacturing firm, rezoning property to industrially use along the Prince William Parkway provides an opportunity to capitalize on this industry.

Federal Government Contracting: With its proximity to military infrastructure, international airport access and IT Infrastructure in place, Dale City has the assets that would make it attractive for businesses engaging in Federal Government Contracting. By integrating public facility uses into the office complexes within the mixed-use centers, County leases could attract developers of Class A office space that would then be readily available to federal government contractors.

Healthcare: Dale City is nearby the medical campuses of Sentara and Kaiser Permanente along with two higher education facilities, Northern Virginia Community College and George Mason University’s Science & Technology campus. A collaboration between the practical and academic institutions provides an opportunity for integrating programs that serving the Healthcare Industry.

Information Communications Technology: With resilient and affordable power, telecommunications infrastructure (fire and electricity), water capacity, educational institutions, and international airport access, Dale City is a good location for the ICT cluster. Due to the proximity of infrastructure, properties along the Parkway have potential for data centers and other ICT uses.

Life Sciences: With the George Mason University’s Biomedical Research Lab only 10.6 miles away and several local labs including H20 Quality lab, Quest Diagnostics and Sunrise

Laboratories nearby, and several commercially zoned properties within the study area, Dale City would be a great opportunity for a Life Sciences company to establish a facility.

Logistics: Dale City has several large parcels of land that are necessary for the Logistics but would require rezoning to industrial uses.

Opportunities to expand surrounding industries in technology and research and development are optimal if parcels are properly zoned for mixed, commercial, and light industrial uses. Growth in existing industries can continue if Dale City expands concentrated areas of retail services and office space. Target industries such as healthcare, information communications technology, and life sciences can flourish, particularly considering STEM fields that can take advantage of the area's natural environmental resources both on land and in adjacent waterways. Utilizing separate or vertical mixed-use patterns can promote consistency across a variety of uses and create a sense of place and community. Allowing flexible land-use mixes can further aid in creating vibrant technology and employment centers within the Dale City Small Area Plan. In addition, by integrating public services into mixed-use buildings the Small Area Plan would attract developers of Class A office space, which in turn could attract high-wage jobs.

Economic Development as a Guiding Principle

Action Strategies:

- Each legislative application (such as a rezoning, proffer amendment or special use permit), should consider and address the extent to which the application contributes to furthering the economic development goal of the Dale City Small Area Plan.
- Applications should include a diversity of housing types and include affordable housing components to attract a wide range of potential employees to meet the needs of new employers.
- Focus on the importance of supporting existing businesses and develop a robust Business Retention & Expansion (BR&E) program.
- Consider rezoning to increase the amount of commercially zoned property to be more attractive to federal government contracting, Information Communications Technology, and healthcare cluster companies.
- Support needs for Federal Government Contracting, Information Communications Technology, and Healthcare cluster companies – increase Class A office space within the plan area.
- Within the Technology / Flex area of the small area plan support efforts to consolidate properties to better attract to companies in the logistics cluster in order to capitalize on the proximity and good access to transportation infrastructure.
- Identify opportunities for public private partnerships and entertain a wide range of proposals from the development community for public private partnership ideas.

Economic Development Tools & Incentives

Prince William County already offers competitive incentives to attract target industries and businesses to the county. They include competitive tax rates, the Prince William County Economic Development Opportunity Fund and Low Business Tangible Personal Property Tax Rates. Dale City is part of the county's Opportunity Zone and can leverage other powerful tools and incentives to encourage and shape redevelopment in the Small Area Plan. The focus will be on public intervention and capital improvements to encourage more intensive mixed-use and walkable development, support existing uses, attract complementary uses, and strengthen accessibility. Assistance in sharing the costs of new and upgraded public infrastructure such as open space and structured parking are examples of improvements that can facilitate increment financing, business improvement districts, partnerships, and other programming. If necessary, proposals for development within the Small Area Plan should include a plan for use of economic development tools, including, but not limited to, the tools and incentives discussed below. Use of these tools may require additional staff, perhaps from the Department of Economic Development, to guide the implementation of the small Area Plan, including locating a satellite Economic Development office in Eastern Prince William.

Opportunity Zones

An Opportunity Zone is an economically-distressed community where new investments, under certain conditions, may be eligible for preferential tax treatment. Localities qualify as Opportunity Zones if they have been nominated for that designation by the state and that nomination has been certified by the Secretary of the U.S. Treasury via his delegation of authority to the Internal Revenue Service. Opportunity Zones are designed to spur economic development by providing tax benefits to investors. First, investors can defer tax on any prior gains invested in a Qualified Opportunity Fund (QOF) until the earlier of the date on which the investment in a QOF is sold or exchanged, or December 31, 2026. If the QOF investment is held for longer than 5 years, there is a 10% exclusion of the deferred gain. If held for more than 7 years, the 10% becomes 15%. Second, if the investor holds the investment in the Opportunity Fund for at least ten years, the investor is eligible for an increase in basis of the QOF investment equal to its fair market value on the date that the QOF investment is sold or exchanged

Tax Increment Financing

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

Business Improvement Districts

The County can establish by ordinance a business improvement district (BID) in a defined area within which property owners pay an additional tax on real estate in order to fund improvements or services within the district's boundaries. Taxes generated by BIDs can be used for district maintenance, security, capital improvements, marketing and promotion, facilities operation and staffing, and more. The services provided by a BID would be supplemental to those already provided by the County. Establishing a BID would be crucial to maintaining streetscape, street furniture and the appearance of civic spaces that should be incorporated into the design of the town center. Establishment and guidance of BIDs would require dedicated staff resource, perhaps in the Department of Economic Development.

Industrial Revenue Bonds

The County can issue tax-exempt or taxable industrial revenue bonds (IRBs) on behalf of qualified companies to finance the construction of buildings and related infrastructure (including parking). Examples of qualifying projects are construction of corporate headquarters and facilities for nonprofit corporations, such as trade associations.

Strategic Rezoning

Zoning tools play a critical role in accommodating and encouraging development, and in facilitating desired land use mix and densities. Having appropriate zoning is particularly important to the success of transit stations, such as the OmniRide and access to nearby VRE station. The new mixed-use zoning district being developed is intended to encourage mixed-use development with a set of rules that are predictable, fair and cost-effective.

Public/Private Partnerships

The Prince William County Department of Economic Development Department already maintains a host of state and local partnerships to promote cooperative economic development in the County[32]. For example, at Innovation Park, the county maintains a partnership with George Mason University. In particular, the two organizations will collaborate to develop joint marketing opportunities to enhance the reputation of Innovation not only as a technology center but also as a desirable area for town center development. County investment and visionary planning has enabled Innovation to develop into a thriving life sciences center. Similarly, County investment in North Woodbridge would allow the area to leverage assets such as its educated work force and its central location to major employment centers. With George Mason University already having a strong presence within the North Woodbridge Small Area Plan with the Potomac Science Center, the county could pursue a similar partnership approach as is being taken with Innovation Park. The property adjacent to the Science Center building is vacant which provides an opportunity for science and technology companies to collocate with the existing use.

GoVirginia Support and Grant Programs

Prince William County is part of the GoVirginia Region 7. GoVirginia supports programs to create more high-paying jobs through incentivized collaboration between business, education, and

[32] More information can be found here: http://www.pwcecondev.org/state-local-partners

government to diversify and strengthen the economy in every region of the Commonwealth. The organization maintains a database of grants programs and administers grants regionally.

State-Level Grant Programs and Incentives

The Commonwealth of Virginia, through the Virginia Economic Development Partnership (VEDP), offers a catalogue of incentives to promote economic development throughout the commonwealth. These incentives include grants for localities, direct financial assistance to businesses, tax incentives for businesses, infrastructure support and training programs. The most applicable programs are listed below.[33]

Discretionary Incentives

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

Commonwealth's Development Opportunity Fund (COF)

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

Infrastructure Assistance

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

Economic Development Access Program (EDA)

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

Transportation Partnership Opportunity Fund (TPOF)

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

[33] A full list of incentives is located here: https://www.vedp.org/incentives

Capital Improvement Plan

The Prince William County financial and program planning ordinance requires that the County Executive prepare a capital plan annually. The development of the Capital Improvement Program (CIP) is guided by the Board of County Supervisors' (BOCS) adopted Strategic Plan, Comprehensive Plan, and Principles of Sound Financial Management. The following projects are programmed in the Dale City Small Area Plan:

- **Gemini Way Pedestrian Improvements**

  Project Description: This project involves pedestrian improvements at the intersections of Gemini Way at Dale Boulevard and at Minnieville Road, and the construction of a 635 foot sidewalk connection on the east side of Gemini Way from the sidewalk along Minnieville Road to a location across from the second entrance of the Virginia Department of Transportation's (VDOT) Dale City Commuter Lot where a sidewalk currently exists. The project also includes installing one new pedestrian signal-controlled crossing, curb ramps, crosswalks, and a retaining wall.

  - Construction is anticipated to begin in February 2020 (FY20) and is scheduled for completion in August 2020 (FY21).
  - Project provides enhanced safety and connectivity for pedestrians within the County.
  - Project Cost: $1,062,000

Figure 100: Gemini Way Pedestrian Improvements

- **Neabsco Mills Road Widening (Dale Boulevard to Route 1)**

  Project Description: The project will design and construct roadway improvements to widen Neabsco Mills Road from two-lanes to four-lanes from Route 1 to Dale Boulevard. The design of the project will include intersection improvements, bicycle/pedestrian facilities, curb and gutter, and a raised median. Currently, only funding for design has been approved and appropriated. The project plan is for state, federal and NVTA 30% funding to be appropriated in FY17-18.

  - Relieve Congestion and Improve Safety – Construction improvements along this corridor will help alleviate congestion and produce higher safety standards at intersections and dangerous curves. The highest service impact will be experienced during peak morning and evening travel periods.
  - Construction is anticipated to begin in March 2021 (FY21) and is scheduled for completion in December 2022 (FY23).
  - Project cost: $34,304,000

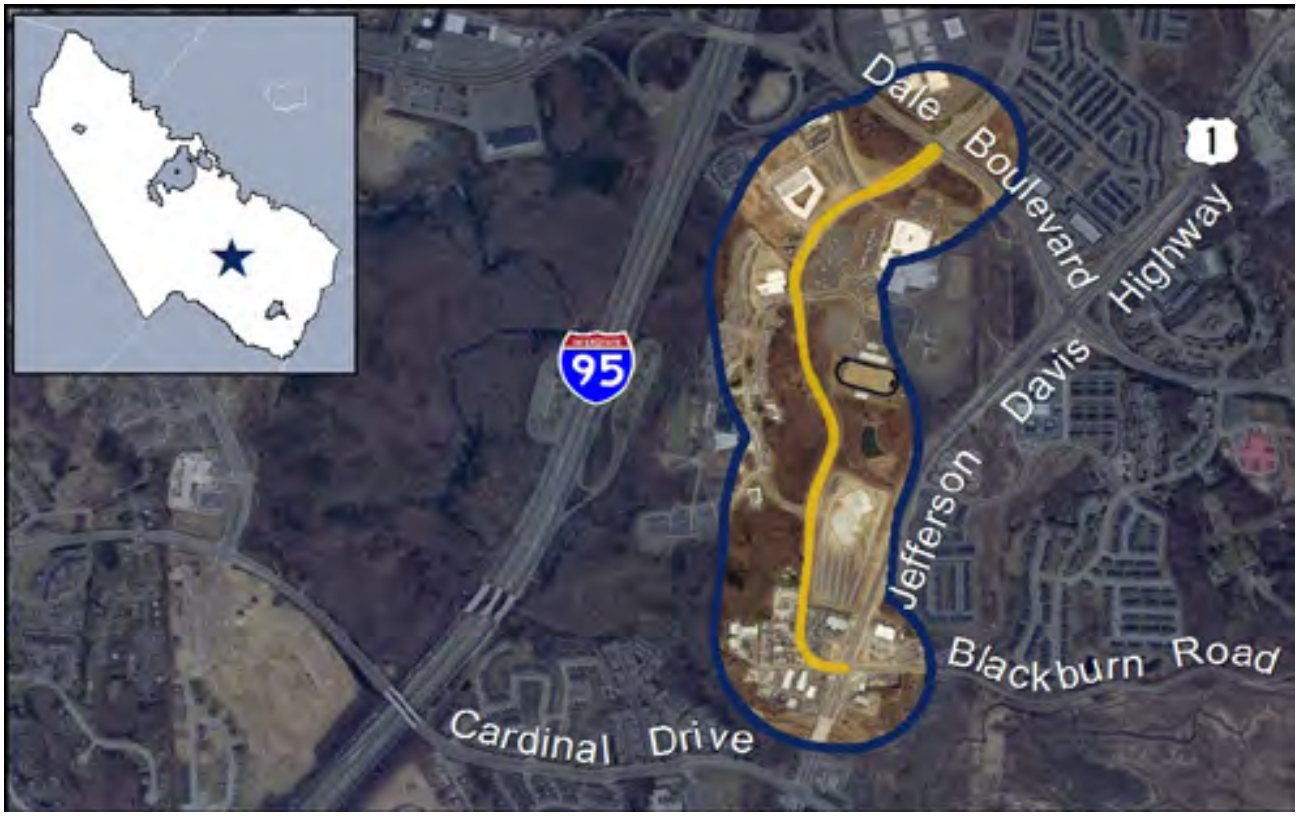


Figure 101: Neabsco Mills Road Widening

The following Capital Improvement Projects have been recognized as needed infrastructure improvements.

- **Minnieville Road at Prince William Parkway Interchange**

  Project Description: Grade separated intersection at Minnieville Road and Prince William Parkway to improve operations of the intersection. Currently, the signalized intersection of Prince William Parkway and Minnieville Road operates at an unacceptable Level of Service during peak periods. The project improves traffic flow and reduces delays on this section of Prince William Parkway and Minnieville Road. The project will also improve the transportation network and provide enhanced access to major destinations such as Dale City and Potomac Mills.

  - BOCS approved Including this project in the Mobility Bond Referendum for November 2019 and the referendum was approved by voters on November 5, 2019.
  - Estimated cost approximately $70,000,000 with the duration of the project estimated to be 4 to 6 years.

Figure 102: Minnieville Road and Prince William Parkway Interchange

- **Neabsco Greenway**

  Project Description: The Neabsco Greenway Trail is planned to run along the banks of the Neabsco Creek from Andrew Leitch Park to the Sharron Baucom Dale City Recreation Center and eventually to Route 1 in Woodbridge.

  - Currently, the only existing segment of this trail is the 3.5 miles of trail located in Andrew Leitch Park which were finished in 2012 with the installation of five bridges throughout the park.
  - The Neabsco Greenway has only received partial funding to complete the segment that runs from Princedale to Lindendale.
  - The funding to complete the remainder of the project has not been identified.

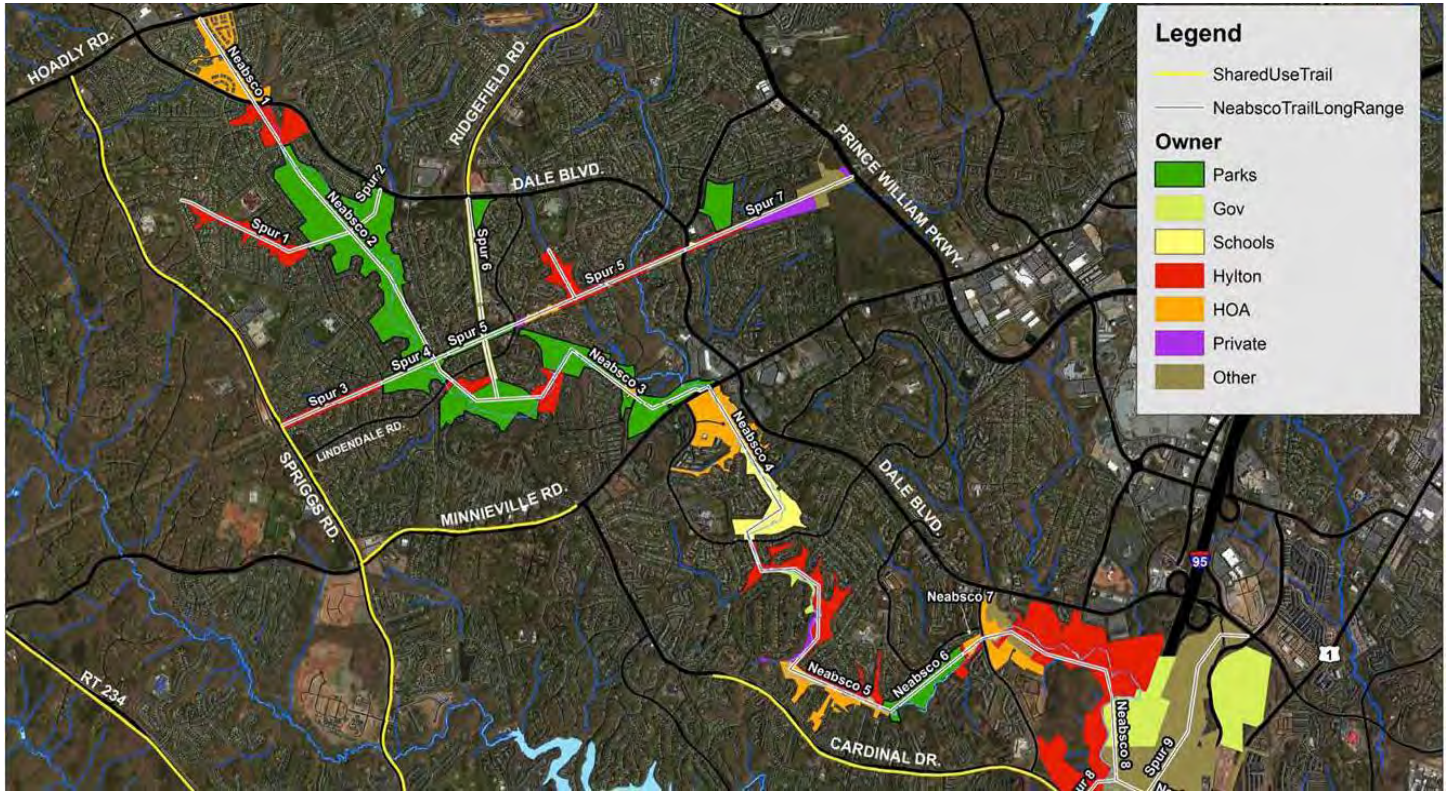


Figure 103: Neabsco Greenway Trail

LEVEL OF SERVICE PLAN

Goal: Ensure an adequate number of public facilities to meet the existing and projected needs of the community.

This section of the small area plan provides an assessment of expected public facility needs to address the anticipated buildout of the Comprehensive Plan. The level of service standards for the County are currently undergoing review and may be updated as this plan proceeds through the adoption process. Each of these level of service needs is addressed from a high-level approach, considering the changes in development anticipated through the year 2040 according to Round 9.1 estimates (Council of Governments (COG) Round 9.1 long-range forecast provides data on population, household, and employment growth in Prince William County). Two key action items for plan implementation consists of 1) annual monitoring to determine the extent to which all areas of the County are maintaining adequate standards and 2) the process for location and design of facilities and the consideration of overlapping service areas for each type of public facility.

The Dale City Small Area Plan seeks innovative approaches to accommodate the County's needs for new community service facilities over time. Incorporating public services such as schools, police stations, libraries, and parks should be included within the Dale City boundaries to provide the greatest proximity to residential density. Incorporating these services into these mixed-use areas also helps create "third places" for community activities and passive congregation (i.e. not work or home but places such as religious institutions, cafes, clubs, public libraries, or parks). The plan objective would be to integrate public facility uses into projects as redevelopment occurs.

Safe and Secure Community

Fire and Rescue

The primary objectives for fire and rescue adequacy relate to response times and the capacity for the number of responses handled by individual stations. This Small Area Plan is primarily serviced by Fire Station 10, 13, 20, 18, 17 which provides substantial conformance to both the four-minute travel time for fire suppression and basic life support (BLS) and the eight-minute travel time for advanced life support (ALS) standards. Travel times may be adversely impacted when tactical units serve more than 2000 incidents per year. The estimated growth suggests the need for an additional fire and rescue station in the Minnieville Road area to meet the projected capacity increase. The estimated growth suggests the need for additional fire and rescue services equivalent to about one new fire station.

Projected Fire and Rescue Facility by Existing and Projected Population		
	Existing (2017)	Additional Need by 2040
Fire and Rescue Stations	5	1
Incidents (per year)	10,480	1,213

Police

The primary need for police force expansion and the facilities to house them relates to population growth. The proposed population growth would translate to a need for about 16 new police officers. The facility is currently served by the Eastern District and Central District Police Station. The facility demand for the increase in officers can be incorporated into existing police facilities. Additionally, current policy encourages public safety satellite field offices in Commercial/Mixed-Use areas, as a ground floor use in a vertically mixed-use building, to increase public safety and police visibility. It is recommended that a public safety satellite field office (for Police and/or Sheriff) be located in the mixed use center of the East Gateway. Animal Control and Training facilities needs projected within the Small Area Plan is incorporated into the expansion of existing countywide Animal Control facility and the planned expansion of the Public Safety Training facility.

Projected Police Facility Needs by Existing and Projected Population		
Facility Type	Existing (2019)	Additional Need by 2040
Police Station	1	0.06
Satellite Field Offices	2	1
Administrative Support Facilities	0	2,125 sq. ft.
Animal Control	0	520 sq. ft.
Public Safety Training Center	0	2,513 sq. ft.

Criminal Justice

The level of service standards for criminal justice primarily address the need for adequate space for the PWC Sheriff's Office. The proposed population growth would translate to a need for less than 1 new sheriff deputy. The facility demand generated by the proposed plan should be incorporated into future expansion of Sheriff's Office facilities. Additionally, current policy encourages public safety satellite field offices in Commercial/Mixed-Use areas, as a ground floor use in a vertically mixed-use building, to increase public safety and sheriff visibility. It is recommended that a public safety satellite field office (for Police and/or Sheriff) be located in the commercial mixed use development within the Parkway Node.

Projected Criminal Justice Facility Needs by Existing and Projected Population		
Facility Type	Existing (2019)	Additional Need by 2040
Sheriff's Office	0	334 sq. ft.
Satellite Field Offices	0	1
Administrative Support Facilities	0	76 sq. ft.

Education

Schools

The primary need for new or improved schools relates to the number of students generated by new residential development. The number of projected students varies between different housing unit types, for example single-family houses typically generate more students than multi-family units. Each housing type has a Student Generation Factor that can be applied to predict the number of students that will be generated. The growth in residential population through 2040 indicates an increase in student generation that would equate to two thirds of an elementary school, one fifth of a new middle school, and a little more than one tenth of a new high school.

Projected School Needs by Existing and Projected Population		
Type of School	Existing (2019)	Year 2040
Elementary	14	0.68
Middle	6	0.19
High	4	0.13

Libraries

The need for library space is based on several operating criteria related to materials circulation, as well as a planning criterion related to facility size per capita. The Dale City forecast Small Area Plan growth would suggest the need for an additional ±9,907 square feet of library space. Collocating a Community library with a compatible use, such as a senior center, could meet the anticipated buildout proposed by 2040 as well as provide a community space for active and passive recreation. The re-development of the Mapledale Node shows one new community library incorporated into the conceptual design and the Minnieville Node would relocate the existing neighborhood library to become a community library.

Projected Libraries by Existing and Projected Population		
Library Type	Existing (2019)	Year 2040
Sq. Ft. per Capita	0	9,307 sq. ft.
Books per Capita	0	19,389

Parks and Recreation

The need for parks and open space incorporates both needs for active uses, such as playing fields, and passive uses that benefit both recreation and habitat protection. The Dale City area is currently served by both active parkland, such as the 219-acres Andrew Leitch Regional Park, and passive undeveloped parks such as the 57 acres Saratoga Hunt Park. The forecasted small area plan population suggests the need for a total of approximately 116 acres of parkland, however, the development of master plans for the Saratoga Hunt (57 acres) and Greenwood Farm (50 acres) Parks would provide additional acreage to incorporate into the County's active park system and would address the deficit created by the projected population. In addition, the development of a new mixed use community center in the Parkway node will create a new walkable urban adventure park and open space resources, such as pocket parks and linear promenades proposed in the plan will provide an additional 68 acres thereby minimizing the need for additional park space. Incorporating the proposed parks within the plan along with developing Saratoga Hunt and Greenwood Farms Parks would provide a positive variance of 100 acres of new parkland.

Projected Parks by Existing and Projected Population		
Park Type	Existing Parks in Plan Area (2019)	Additional Acreage Needed (2040)
Neighborhood	1	7.76 acres
Community	6	31 acres
Regional	1	46.5 acres
Linear/Resource	2	31 acres
Total	10	116 acres

Broadband needs and wireless communications gaps

The contemplated redevelopment of existing infrastructure provides opportunities to facilitate improved broadband and wireless communications services from both physical and administrative perspectives. Redevelopment opportunities within the small area plan are focused within the Dale City Commercial/Civic Centers, but also in the remaining areas contemplated for the study area. Throughout the study area, the development of the new zone provides an opportunity to ensure that wireless communication infrastructure implementation follows Section 15.2 of the Code of Virginia as amended by Chapter 835 of the 2018 Virginia Acts of Assembly.

IMPLEMENTATION PLAN

The intent of this section is to identify actions that will need to be undertaken to implement the plan. The transformation of the study area will be a dynamic process that will occur in phases. The key to this implementation strategy is identifying those activities which can be easily achieved while, at the same time, being effective in signaling the perception that improvements are starting to occur. The art of implementation involves a methodical approach that demonstrates the completion of early actions that show improvements are beginning to happen – change that can build on successes and notify the market that a new and exciting transformation is beginning to emerge. To realize the recommendations outlined in this Small Area Plan, the implementation strategies outlined in the following tables are organized into key areas that are vital in promoting a successful transformational change that is aligned with attaining the vision of the plan. The recommendations in this section include the action, timeframe, coordinating agencies, and strategies to address the goals of the plan and are organized into the following areas:

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

These eight areas of community planning encourage strategic development or redevelopment centered around goals, actions and temporal phases for implementation. The following timeframe for activation of these activities are identified and organized as follow:

- **Short-Term:** 0-2 years
- **Mid-Term:** 2-10 years
- **Long-Term:** 10+ years
- **Ongoing:** continuous process

Transportation

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

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Short Term	Design	Adopt Design Guidelines	PWC	Confirm boundaries between Comprehensive Plan and Design Guidelines and between Potomac Communities Design Guidelines and Dale City Guidelines
Short Term	Cultural	Identify funding sources such as grants (matching or fully funded) to fund archaeological surveys.	PWC and Private Partners	
Short Term	Economic Development	Improve the Farmer's Market as a catalyst for redevelopment in the community	PWC and Private Partners	
Short Term	Economic Development	Review the potential for Dale City to be added as a Metropolitan Washington Council of Governments regional activity center.	PWC and Private Partners	
Short Term	Green Infrastructure	Continue to develop the Neabsco Greenway Trail network.	PWC and Private Partners	Consider acquisition or dedication of land from
Short Term	Land Use	Establish a Mixed-Use Zoning District (MUZD)	PWC	Work with DORAC/CDC and community to support MUZD
Short Term	Land Use	Implement changes to the County's Design and Construction Standards Manual to address barriers to integrated mixed-use developments and street design criteria for higher density place types.	PWC	

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Short Term	Mobility	Improve pedestrian crossing conditions: High visibility markings, frequent crosswalks, appropriate corner radii, slip lane redesign.	PWC, VDOT	Conduct crosswalk study to support this action item.
Short Term	Mobility	Improve bicycle and pedestrian safety and connectivity in the study area including the greenway network and completion of the Neabsco Greenway.	PWC, VDOT	
Short Term	Mobility	Explore the feasibility of dedicated bus lanes during rush hours	PWC, VDOT	Conduct Feasibility Study
Ongoing	Cultural	Continue to conduct research and install historical markers and interpretive kiosks. Where possible co-locate interpretive elements with planned open spaces and parks.	PWC and Private Partners	
Ongoing	Cultural	Cultivate private and public partnerships to conduct archaeological research. Consider graduate internships to complete cultural resource action strategies in this plan.	PWC, Colleges and Universities	
Ongoing	Cultural	Partner with the Historical Commission, the Architectural Review Board, the Planning Office and the Department of Parks, Recreation and Tourism on internship programs and projects.	PWC	

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Ongoing	Cultural	Require, on undeveloped land in the small area plan Phase I cultural resource surveys to search for evidence of pre- contact, contact and historic period sites. Phase II evaluation should strongly be considered on all sites found. Sites recommended as significant should be subject to Phase III Data Recovery.	PWC	
Ongoing	Cultural	Where appropriate, developers should install historical markers and interpretive kiosks in consultation with the Historical Commission, the Planning Office and the Department of Parks, Recreation and Tourism.	PWC and private partners	
Ongoing	Cultural	Where appropriate, plan and install interpretive trails and connect trails to the mixed- use center and residential areas outside the small plan area.	PWC and private partners	
Ongoing	Cultural	Preserve human burials in-situ in accord with section 32-250.110 Preservation of Existing Cemeteries, or, if proposed for exhumation and reburial, secure a burial permit from the Virginia Department of Historic Resources.	PWC	
Ongoing	Cultural	Require developers to use the Plan Area's history in placemaking.	PWC	
Ongoing	Cultural	Cultivate partnerships for trail easements across private land.	PWC	
Ongoing	Design	Provide Streetscape improvements including lighting, landscaping, street furniture, and wayfinding signs.	PWC, VDOT, Private partners	

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Ongoing	Economic Development	Consider rezoning to increase the amount of commercial zoned property to be more attractive to Federal Government Contracting, Information Communications Technology, and Healthcare cluster companies.	PWC	
Ongoing	Economic Development	Continue to meet with and coordinate with property owners and developers regarding redevelopment opportunities in the study area.	PWC	
Ongoing	Economic Development	Support needs for federal government contracting, information communications technology, and healthcare cluster companies	PWC	
Ongoing	Economic Development	Consider opportunities for public private partnerships and entertain a wide range of proposals from the development community for public private partnership ideas	PWC and private partners	
Ongoing	Green Infrastructure	Utilize pocket parks to provide civic and green space to residents of the mixed-use centers.	PWC and private partners	
Ongoing	Green Infrastructure	Upgrade passive undeveloped parks to functional parks with a mix of active and passive uses.	PWC	
Ongoing	Green Infrastructure	Cultivate partnerships for trail easements across private land.	PWC and private partners	
Ongoing	Land Use	Create a vertical mixed-use node of office, retail, and residential with the potential commercial spaces along Dale Boulevard and Prince William Parkway, with primary focus on the East Gateway and Minnieville node.	PWC and private partners	

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Ongoing	Level of Service	Ensure wireless communication infrastructure are implemented throughout the MUZD.	PWC	Evaluate applications through the development review process.
Ongoing	Level of Service	Monitor adequacy of public facilities	PWC	Synchronize annual evaluation with development of recommendations for the County CIP.
Ongoing	Level of Service	Update Level of Service projections as the Level of Service CPAs are approved.	PWC	
Ongoing	Mobility	Encourage promenade streets within the new mixed- use centers.	PWC	
Ongoing	Mobility	Construct pedestrian sidewalks on both sides of all streets with high visibility crosswalks at appropriate intersections	PWC	Consider acquisition or dedication of land through development.
Ongoing	Mobility	Complete sidewalk connections along Dale Boulevard	PWC, VDOT	
Medium Term	Cultural	Where technology reduces cost and increases efficiency, employ technology to bring historical interpretation to the public.	PWC	
Medium Term	Cultural	Record the road to Bel Air, from Delaney Road, as an archaeology site.	PWC	
Medium Term	Cultural	Conduct archival research and archaeological excavations on the Greenwood Presbyterian Church. Use the data generated to prepare a history of the church and cemetery.	PWC	

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Medium Term	Cultural	Conduct archaeological surveys on open space in the plan area.	PWC	
Medium Term	Cultural	Cultivate a partnership with owners of Neabsco Iron Works Plantation to convey land to the County.	PWC and Private Partners	
Medium Term	Cultural	Work with VDOT to transfer VDOT land to the County.	PWC & VDOT	
Medium Term	Cultural	Use technology to interpret the Neabsco Iron Works plantation to the public.	PWC	
Medium Term	Cultural	Secure financing, plan, engineer and construct the Neabsco Greenway Trail through the Neabsco Iron Works Plantation site without damaging sensitive historical (archaeological and architectural) resources.	PWC	
Medium Term	Cultural	Prepare and distribute, through various interpretive media, the small area plan's history.	PWC	
Medium Term	Cultural	Secure financing and conduct archival and archaeological research on the Neabsco Iron Works Plantation.	PWC	
Medium Term	Economic Development	Establish a Dale City Improvement District at East Gateway.	PWC, Private Sector	
Medium Term	Economic Development	Support consolidation of properties to better attract companies in the Logistics cluster	PWC, Private Sector	
Medium Term	Green Infrastructure	Ensure parks and plazas within new mixed-use center are connected utilizing urban street design standards that focus on the use of street trees.	PWC	

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Medium Term	Level of Service	Construct a community library within the Mapledale Node re-development.	PWC	
Medium Term	Level of Service	Proposed Satellite Field Office, as a ground floor use in a vertically mixed-use building, in the Mixed-Use Centers.	Public Safety	
Medium Term	Mobility	Improve transit and park & ride infrastructure.	PRTC, PWC	
Medium Term	Mobility	Construct roadway network within Commercial Mixed-Use center at the Parkway Node including a connection between Minnieville Road and the Prince William Parkway.	PWC, VDOT and private partners	
Medium Term	Mobility	Connect Dale Boulevard to Minnieville Road with a new frontage road aligned perpendicular with Gerry Lane on northwest land Bay of the Minnieville Node.	PWC, VDOT and private partners	
Medium Term	Mobility	Extend Ridgefield Road across Dale Boulevard to link to a new street that connects with Mapledale Avenue.	PWC, VDOT and private partners	
Medium Term	Mobility	Construct new transit center within the Commercial and Mixed-Use Center at the East Gateway, Parkway Node, and Minnieville Node.	PRTC	
Medium Term	Mobility	Provide transit customer facilities within Transit Center.	PRTC	
Medium Term	Mobility	Maximize ability to redevelop existing properties by considering structured parking in key locations	Private Partners	
Medium Term	Mobility	Construct a bicycle network along extended	PWC	

IMPLEMENTATION MATRIX				
Timeframe	**Goal**	**Action Item**	**Coordinating Agencies**	**Implementation Strategies**
Medium Term	Mobility	Create pedestrian access across I-95 bridge on Dale Boulevard to connect amenities on both sides of the Interstate.	PWC	
Long Term	Mobility	Construct interchange at Prince William Parkway and Minnieville Road intersection to improve traffic flow.	PWC and VDOT	
Long Term	Mobility	Plan for improved transit services past the 2040 horizon year through right-of-way preservation and interagency coordination	PRTC	
Long Term	Mobility	Maximize ability to redevelop existing properties by considering structured parking in key locations.	PRTC	
Long Term	Mobility	OmniRide transportation to potential extension of Metro Blue line at Potomac Mills	PRTC	

INFRASTRUCTURE AND FACILITIES

INFRASTRUCTURE AND FACILITIES			
Facility	**Description**	**Coordinating Agencies**	**Timeframe**
Neabsco Mills Road Widening	Will provide pedestrian/bicycle facilities to safely access Rt. 1 from Dale Boulevard	Transportation	Short-Term
Pedestrian Access across I-95 bridge on Dale Boulevard	Pedestrian walkway across bridge over I -95 connecting the East Gateway to Neabsco Commons and points east of Interstate.	Transportation	Short-Term
Minnieville Road/PW Parkway Interchange	Proposed interchange to improve traffic flow at the intersection of Minnieville Road and Prince William Parkway.	Transportation	Medium
Ridgefield Road Extension	Extension of Ridgefield Road across Dale Boulevard to provide local access to a new development south of Dale Boulevard.	Transportation	Medium
New Street Connector Mapledale/Ridgefield	Extend a through street that will serve mixed use development south of Dale Boulevard and connect Ridgefield Road and Mapledale Avenue.	Transportation	Medium
New development connector street (Queensdale and Nickleson Drive)	New street for residential development east of Queensdale and north of Dale Boulevard. If easement could be obtained connect new street to Nickleson Drive.	Transportation	Medium
New Street frontage Connector Dale Boulevard/Minnieville	New street that acts as a frontage street north of the redeveloped Glendale plaza that will provide vehicles and pedestrian an alternative route to avoid the intersection of Dale Boulevard and Minnieville Road.	Transportation	Medium

INFRASTRUCTURE AND FACILITIES			
Facility	**Description**	**Coordinating Agencies**	**Timeframe**
Neabsco Greenway Trail	Trail system along the banks of the Neabsco Creek from Andrew Leitch Park to the Sharron Baucom Dale City Recreation Center and eventually providing pedestrians access to Route 1 in Woodbridge.	Parks & Recreation	Medium
Wayfinding Signs	Directional signs that make individuals aware of points of interest in the community and guide people toward their final destination.	Community Development	Medium
Trolley Service	Potential Shuttle Service branded as a trolley connecting the key nodes of Dale City.	Community Development and PRTC	Medium
Provide Streetscape Improvements along Dale Boulevard	Improve lighting, landscape and street furniture consistent with design standards	Community Development	Medium
Transit Center Relocation (East Gateway)	New Transit Center on Dale Boulevard located in plaza on south side of Dale boulevard near I-95. This would replace the existing station at Telegraph Road.	PRTC	Medium
New Transit Center (Parkway Node)	New Transit Center adjacent to new Commercial Center development to support new and existing OmniRide users.	PRTC	Medium
New Transit Center (Minnieville Node)	New Transit Center located on Gemini Way next to existing commuter lot.	PRTC	Medium
Completion of missing sidewalk segments on Dale Boulevard	Constructing new sidewalks at various locations along Dale Boulevard. Primarily on the east and west portions of Dale Boulevard.	Transportation	Medium

INFRASTRUCTURE AND FACILITIES			
Facility	**Description**	**Coordinating Agencies**	**Timeframe**
Improve pedestrian crosswalks at intersections	Enhance crosswalk visibility for pedestrian safety at various intersections along Dale Boulevard. A crosswalk study should be done to support this item.	Transportation	Medium
Future Avenues	Proposed grid of streets within the Commercial/Civic centers at the avenue designation with pedestrian sidewalks on both sides and sharrow markings.	Transportation	Medium
Pocket Parks	Four pocket parks integrated into new development and redeveloped areas within the Gateway and Commercial nodes in the Dale City Plan.	Community Development	Medium
Parkway Park	Dedicate Park along north west side of Prince William Parkway.	Community Development	Medium
Mapledale Civic Area	New amphitheater and trail system with bird towers	Community Development	Medium
Community Library (Mapledale Node)	Proposed Community Library, as a new facility adjacent to proposed Mapledale Plaza civic area.	Community Development	Medium
Relocate Neighborhood Library & upgrade to Community Library (Minnieville Node)	Relocate existing neighborhood library and upgrading to an urban community library to provide pedestrian connectivity within redeveloped Central Plaza.	Community Development	Medium
Urban Eco Center	Build an Urban Eco Center to provide educational civic area within the redeveloped Central Plaza.	Community Development	Medium

INFRASTRUCTURE AND FACILITIES			
Facility	**Description**	**Coordinating Agencies**	**Timeframe**
Satellite Field Office	Proposed Police Satellite Field Office, as a ground floor use in a vertically mixed-use building, in the Commercial Center at the East Gateway.	Public safety	Medium
Metro Blue Line Extension	Potential extension of the Blue Line into Prince William County at Potomac Mills Mall	VDOT/Metro	Long Term