

Land Use and Urban Design

Overview

Land that is being developed to accommodate human activity is something that, for the most part, will not typically change more than once in a person's lifetime. This means that if you are involved in this development, either as the developer, a staff planner, planning commissioner or governing body member, you have one chance to influence this development in a positive manner. The long lasting results need to serve as a benefit to the owner, the inhabitants and the community as a whole.

Though each development is unique, there are many characteristics that are common to the process. For this reason a set of policies can be drafted that guide the development process, thereby assuring an orderly progression which can serve to reduce some costs and a lot of the anxiety that is inherent to the process.

At the forefront of this process is determining which land uses belong or fit best on specific parcels of land. Though this step is a part of the larger process, it has its own process that is the subject of this chapter. In Manassas Park the vast majority of the land has already been developed and most of it will not be redeveloped for many years. But those few remaining untouched parcels are as vital to the city as those already developed. It is mainly for them that this chapter is written.

Original City and Annexations

The short history of the growth of Manassas Park is like many other similar communities in America.

Following periods of war the demand for housing generally peaks. This sends developers out to search for inexpensive land in the hinterland that is hopefully still close enough to the metropolitan center that many people are willing to undertake a daily commute to and from work. With the development of hundreds of new homes and the arrival of the accompanying residents, developers enter the scene anxious to provide both the necessities and amenities that Americans expect.

For many homeowners, there is concern about what will be developed on undeveloped land surrounding their investment. These concerns give rise to the development of zoning regulations. Zoning provides both the residents and their mortgage companies a level of assurance that property values should at a minimum remain stable and hopefully increase over time.

Zoning Districts

The purpose of zoning districts is to define what land uses may be developed. Ideally, the result of establishing zoning districts is that incompatible land uses are not located adjacent to each other.

The zoning districts currently found in the city are as follows:

- A-1 Agricultural
- R-1 Single-Family Residential
- R-2 Multiple-Family Residential
- PUD Planned Unit Development
- MU Mixed Use
- B-1 Neighborhood Business
- B-2 General Business
- I-1 Industrial
- PF Public Facilities
- FP Floodplain

Land Use Categories

Land use categories provide guidance to property owners about what sort of development the community envisions for areas of the city. Such categories also provide guidance to the Planning Commission and Governing Body in determining whether to approve or deny applications to change the zoning district for a particular parcel of property.

The land use categories currently used in the city for future planning are as follows:

- Commercial
- Industrial
- Public & Utilities
- Recreation

- Open Space
- Multi-family Residential
- Single Family Residential
- Private Institution
- Town Center

Figure 11.2, the city's Future Land Use Map, gives a visual representation of the uses that are planned throughout the city.

Residential - existing

As thoroughly described in Chapter 3, the original residential development eventually became the City of Manassas Park took place on 337 acres of land and was comprised of approximately 1900 homes. Since the initial development of the Cape Cod style homes in the 1950's, there has been a variety of other housing types built.

Through the years new communities in the city were developed, bringing a variety of housing opportunities, including townhouses, apartments, condominiums, age restricted (senior) apartments and additional single family detached houses.

Residential - future

There are two pending developments that will increase the amount of residential development in Manassas Park. The first is the Park Station townhouse and condominium development. This project will contain approximately 400 units and will be located near the intersection of Carondelet Drive and Digital Drive. Construction of this project is underway and should be built out in 2006.

The other project that contains a residential component is Park Center. In the first two phases of this project, up to 414 multifamily units will be constructed. Later phases could potentially contain more dwelling units. Park Center is expected to break ground in 2006 and could span 8 to 10 years.

There are several undeveloped parcels of land that are suitable for residential development. Lots 4, 5, 5a, 6 and 7 of the Digital Park Business Centre located on Digital Drive are currently zoned I-1, Industrial. They are shown on the Future Land Use map as being planned for Multi-family Residential. These lots are planned for residential development because they are surrounded on three sides by residential uses. Only Lot 4 is adjacent to the industrial development on Lot 3 of this subdivision.

The Digital Park Business Centre lots were analyzed and discussed at the May 1, 2004 Town Hall meeting. The city residents who attended indicated a preference for these lots to be developed as residential.

Other than Park Center and Park Station, no other major residential developments are planned in the city.

Redevelopment

If a major redevelopment was to occur, a detailed plan would be required to ensure that an appropriate mix of housing was included. This plan would also require developers to address the improvement of

neighborhood parks, road widening, sidewalk construction on both sides of city streets, and the upgrading of the public works infrastructure. Impacts on the city's school system would have to be evaluated.

The issue of redevelopment was discussed at the second Comprehensive Plan Town Hall meeting, held on May 1, 2004. The city residents who attended discussed redevelopment and preferred revitalization of current homes over large scale redevelopment.

Overcrowding

Manassas Park, like other northern Virginia communities, has been plagued in recent years with overcrowding in its communities. Neighborhoods that may have traditionally been comprised of houses with only one family each are now facing the challenge of some residences housing several families or, more commonly, one very large, extended family. The city's code restricts the number of occupants in a house to either four unrelated people or one family. The definition for family is broad enough that it includes anyone related by blood, marriage or adoption.

Overcrowding is a regional issue that must be addressed on a regional basis. Unfortunately, the impacts are typically local in nature. Overcrowded houses equate to overcrowded schools, insufficient parking on streets for vehicles, and greater demands on city services such as utilities and police and fire support. Overcrowding can also be

responsible for lower property values for nearby houses and can contribute to crime and civil unrest due to disagreements over loud music and people congregating outside at late hours while neighbors are attempting to relax.

Commercial Land Use - existing

In 1962, the Manassas Park Shopping Center was developed on Route 28 and was the primary business development in Manassas Park. It originally consisted of a Safeway grocery store, a Drug Fair and several smaller retail establishments. The shopping center contains approximately 72,000 square feet of store area.

When Safeway and Drug Fair moved out of the shopping center, they were ultimately replaced with uses that have generated much less business which, in turn, has led to diminished commercial revenue for the city. Although the center was remodeled with the existing storefronts in 1994, it is in need of major improvements in order to attract and maintain customers, including repairs to the parking lot, which has deteriorated. Because this center is located on a prominent site at the gateway to the city, it reflects on the whole city and helps to shape the opinions of the traveling public regarding the city. A major revitalization effort would help attract new businesses and customers to the Manassas Park Shopping Center, enabling it to once again be an asset to the community.

Several smaller businesses, primarily oriented towards the highway service industry, have opened in Manassas Park between 1980 and 2000. These businesses are located along the Route 28, Manassas Drive and Mathis Avenue corridors and include the Sheetz gasoline station and convenience store, a large U-Haul facility, an automobile sales facility, and a fast food restaurant. In addition, during the same period, many of the shops in the Manassas Park Shopping Center acquired new businesses that are oriented towards the growing Hispanic population.

In 2002, the Manassas Park Village Shopping Center was developed just north of the corner of Manassas and Andrew Drives and complimented the existing 7-11 located at that corner. This new center added 16 businesses to meet the needs of residents in the area. The businesses in this shopping center consist of specialty stores, a dentist, a dance studio and take-out and sit-down restaurants.

The city has also seen development on Manassas Drive immediately to the east of the railroad tracks. Yappie Cuttery, a full-service pet care facility, and the Fairfax Academy Daycare both recently opened on the south side of Manassas Drive. A new professional office building is nearing completion near the entrance to the VRE station.

Commercial Land Use - future

There are still a number of key areas in the city that are likely to be developed for commercial uses. On

the west end on Manassas Drive, adjacent to both the existing Public Safety building and the new police station that is under construction, are two parcels of land that are referred to as Kent Village. The plans for this property include a convenience store and gas station as well as a building that will contain both retail and office uses. Plans call for Kent Village to be developed within the next couple of years.

There are a few lots that line Manassas Drive between the railroad tracks and Andrew Drive that are planned for commercial uses. This area has been identified for commercial development for many years; because Manassas Drive is a major road it is a logical location for commercial development since most businesses prefer locations that have significant traffic volumes passing their sites.

The parcels located near the intersection of Manassas Drive and Digital Drive that are currently zoned Industrial are planned for Commercial uses. This area has changed dramatically since it was zoned Industrial and this use no longer fits in with the uses on neighboring properties. Only one of these parcels, known as Lot 3, has been developed for industrial uses; the construction of a warehouse-style building on this site highlighted the need for more compatible commercial development in this area. Such commercial development would complement Park Center and help increase an important commercial tax base for the City.

These undeveloped parcels were analyzed and discussed at the May 1 Town Hall meeting. The city residents who attended indicated a preference for these lots to be developed as a mixed-use development which would compliment Park Center.

In addition to the properties along Manassas Drive east of the railroad tracks, the parcels abutting Euclid Avenue north of Blooms Quarry Lane are ideal for commercial development. This corridor is envisioned to be a major gateway into the city if Euclid Avenue is extended north into Prince William County. It is also adjacent to the area planned for a town center. Commercial development would provide a good transition from the existing industrial uses in Conner Center to the mixed use area of Park Center.

Because both the Manassas Drive and Euclid Drive corridors are connected to Park Center, new development along these two road must conform to the Park Center Design Standards & Guidelines, dated March 7, 2002 and attached to this Comprehensive Plan as Appendix A.

Park Center

The Park Center development will be a mixed-use, town center development which will be located on both sides of Manassas Drive in the vicinity of the existing City Hall. It will be a major commercial enterprise for the city that will be developed over the next 8 - 10 years.

The Park Center Design Standards and Guidelines, which were the culmination of much effort by City residents and representatives and which were drafted by the City with assistance from the City's consultants, Sympoetica, were honored with the Outstanding Site Specific Plan Award for 2003 by the Virginia Chapter of the American Planning Association. This recognition affirmed that Park Center was a valid plan for improving the city for many years to come. Although the Design Standards and Guidelines were not incorporated *in toto* into the ultimate design of Park Center, they were nonetheless instrumental in getting the Park Center project off the ground and weighed heavily on the final design of the project. The City's efforts in the design process was necessary because, unlike many cities, Manassas Park does not have an old downtown that was created over time and evolved from early rural settlement patterns. Rather, Manassas Park must create a city center from the ground up.

Park Center – Long-Term View

The Park Center development will initially encompass 15.7 acres of city-owned land on the west side of Manassas Drive across from the existing City Hall as well as a two acre parcel of land in the southeast quadrant of the Manassas Drive/Park Center Court intersection. The city-owned site is comprised of land that previously housed the Conner Elementary School and a parcel of land that the city acquired recently from Prince William County. Ultimately, Park Center will provide needed services for residents by providing a rich mix of dining, retail, business and professional offerings.

Park Center is planned to include a much larger area than the original development. The area planned for the Town Center encompasses the properties generally located between Euclid Avenue on the west, the railroad tracks on the east and Prince William County to the north and south. Like the areas planned for Commercial, development of parcels planned for the Town Center will also need to conform to the Park Center Design Standards & Guidelines.

The historic Conner House, which is adjacent to Park Center, is being renovated and will complement the Park Center development. In addition, it is hoped that the success of Park Center will encourage festivals and street fairs throughout the year which will add to its ability to attract visitors from the surrounding area.

Park Center is anticipated to create a favorable long-term tax base for the city. The mix of uses will attract diners and shoppers from around the surrounding area. Revenues will be generated from sales tax, meals tax, room tax – if a motel/hotel is developed – as well as property tax. Because the property will be purchased and developed by the developer, there is little risk to the city. Each phase will be sold independently and if the project does not materialize as anticipated, the city will retain any undeveloped land and can sell to other investors.

Park Center is also expected to create upwards of 275 new jobs. Many of these will be in restaurant and retail sales and ideally will be filled by Manassas Park residents. The office space that is being created will be ideal for start-up businesses. There are many home businesses in Manassas Park that may also want to take advantage of the new office space as a means of expanding their operations. It is desirable that Park Center will be a catalyst for many of the existing businesses in the city to improve their properties and perhaps new businesses to move into some of the underutilized properties in the city.

Park Center – Under Contract

On October 22, 2005, the Governing Body entered into a contract with CRC Manassas Park LLC to develop the first three phases of Park Center. Dividing the project into multiple phases was agreed to as a way of allowing time for each phase to take root before starting the next phase.

The contract allows the developer to purchase and develop each phase separately.

Park Center - Phase One

The developer is expected to purchase and commence development of the first phase of Park Center in mid to late 2006, with completion anticipated within two years.

This phase will include two four-story multiple use buildings on the western side of Manassas Drive. These buildings will contain commercial and/or office uses on the first floor and residential uses on the second, third and fourth floors. This phase will include 45,000 square feet of commercial/office space and 25,000 square feet of "flex" space that will be developed as either commercial/office space or residential space, depending on the market when plans are finalized. In addition, 230 dwelling units are planned for this phase, to be located in both multiple use buildings. Surface parking for the commercial/office uses within the first phase of Park Center will be located in lots throughout the project, along the internal streets and Manassas Drive, and in a temporary lot on the eastern side of Manassas Drive near the existing City Hall. Ultimately, a parking garage is envisioned for this area that will serve both Park Center and an expanded Virginia Railway Express station.

Alliance Bank, which has been operating out of temporarily facilities

for over three years, has reached an agreement with the city and the developer to locate in the ground floor of the northernmost multiple purpose building in the project. The bank also expects to have a drive-through banking kiosk constructed for the convenience of its customers.

Park Center - Phase Two

The second phase of Park Center, which is really a continuation of the first phase, will extend north from the two buildings in phase one to Euclid Avenue. It is proposed for up to 62,500 square feet of commercial/office space and up to 275 residential units. The residential units will be located in the multiple use building and in the residential complex.

Park Center - Phase Three

The development of Phase Three depends on the city finding a suitable location on which to construct a new City Hall. If that occurs, the city and the developer will then determine the exact plan for the existing City Hall site. However, at least 70% of the third phase must be developed for commercial/office uses, with no more than 30% being developed for residential uses. If the city decides not to construct a new City Hall on a new site, this property will not be purchased and developed by the developer.

Industrial Land Use - existing

In 1982, Manassas Park broke ground on the Conner Center Industrial and Business Park. The

Conner Center is 207 acres of land that was annexed from Prince William County to provide a diversified tax base and revenue stream for the city. As a planned development, the entire Conner Center has been developed with industrial uses and has served the city well for 22 years.

Being an industrial area, Conner Center has problems that are typical to industrial sites, including the outside storage of discarded equipment and inoperable vehicles, accumulation of trash and old vehicle parts and the placement of unpermitted signage. Several positive steps have been taken to abate these ongoing issues:

- Streetscape planning along Euclid Drive from Manassas Drive to the Manassas Park High School is intended to spur individual property owners to spruce up their sites.
- A grant has been applied for to fund the streetscape improvements.
- The zoning ordinance has been amended to regulate the keeping of inoperable vehicles within the industrial area.

Although measures have been taken to improve the industrial sites in Conner Center, it is envisioned that Euclid Avenue could one day become an alternate north-south corridor through the city and into Prince William County. When this occurs, the Euclid Avenue corridor will become another gateway into

the city. Properties along Euclid Avenue north of Manassas Drive will be able to take advantage of the extra traffic. This will also allow the City's downtown to extend north to the County. It is therefore desirable for those properties to be rezoned for commercial and office uses to serve the increased traffic.

In 2001, the Digital Business Park subdivision was approved by the city. This subdivision encompassed 81 acres of land located between the Norfolk Southern railroad tracks and the Belmont Station townhouse development. This entire 81-acre parcel had been zoned I-1, Industrial for many years but the rezoning that accompanied the subdivision changed that. The rezoning of this property divided it into three zoning districts with approximately 46.97 acres remaining as industrial property. A subsequent rezoning in 2004 reduced the remaining industrial property down to approximately 23 acres comprised of the eight lots that are located between Digital Drive and the Belmont Station townhouse development.

In 2003, Lot 3 of Digital Park Business Centre was developed with a 45,000 square foot warehouse facility. It became apparent that industrial uses along Digital Drive had evolved into an incompatible land use for the Digital Drive corridor. The zoning ordinance was amended to require additional setbacks and landscaping between the residential uses and the future industrial uses that would likely be developed on the remaining lots on Digital Drive.

Industrial Land Use - future

As the city moves toward build-out, all future industrial uses should be limited to properties within Conner Center. Because Conner Center is also envisioned for the City's new downtown, all industrial uses in Conner Center must be compatible with the mixed-use and planned unit development that is more consistent with a downtown. Future industrial development must also conform to the Park Center Design Standards and Guidelines. Preferably, industrial properties within Conner Center will be rezoned to mixed-use or planned unit development districts and redeveloped for retail, office and/or residential uses. In addition, while it is unlikely that the new warehouse that was developed on Lot 3 of the Digital Park Business Centre will be redeveloped in the near future, it is desirable that the other industrially zoned properties along Digital Drive will be rezoned to residential and that Lot 3 be redeveloped as commercial.

Public Facility Land Use-existing

The Governing Body made tremendous progress in 2004 and 2005 to ensure all public facilities were modernized to meet the growing needs of the city. With the construction of the new Fire Station near Manassas Drive and Euclid Avenue, the commencement of construction on a new Police Station on land purchased from Kent Village near the existing Public Safety building, and the adoption of the FY06 budget, most public facilities

have received funding for major construction and/or renovations. These include:

- New Fire Station;
- New Police Station and Emergency Operations Center;
- Public Works Yard;
- Expansion of Social Services with new office space;
- Parks & Recreation Facility improvements and expansion.

Additionally, in 2004, a committee was formed to address the issue of school funding and with the adoption of the committee's recommendation, school funding has been set at a level that will allow the School Board to effect quality programs and build new facilities for the future.

Public Facility Land Use - future

The future land use of Parcel A-2, which lies south of Manassas Drive and east of Andrew Drive and is currently owned by the city, has yet to be determined. Until this site's use is determined, it will be designated for public use.

As stated in the previous section, the Governing Body has taken positive steps to meet the needs of the city by completing or commencing construction and/or renovation of many of the existing public facilities. The City Hall is one facility that must be evaluated for its long term usefulness and the potential for being replaced.

A New City Hall Complex

The original City Hall was Lot 1, located on the corner of Manassas & Scott Drive. The City Hall was comprised of a Cape Cod style home and a trailer.

The current City Hall, purchased in 1988, was created by a substantial renovation of an industrial pesticide manufacturing facility which consolidated all major city offices. While the current City Hall has served the city well, it has also reached capacity. The Council Chambers are often over-crowded and are not conducive to holding public hearings. In addition, office space is at a premium, which has led to a major effort to create additional office space by using cubicles for administrative functions.

As stated in the Park Center – Phase Three section, the existing City Hall site will be developed as part of Park Center if the city decides to construct a new City Hall on a new site. A new site has not yet been determined, but it is expected that a new City Hall would be located close to both the Virginia Railway Express and Park Center.

Open Space Land Use - existing

Unlike some communities that have many acres of vacant land yet to be developed, the City of Manassas Park does not have a formal open space preservation program. Nonetheless, the city has been fortunate in that its three major residential areas were developed in

distinctive manners that achieve much of the same benefits that an open space program would produce. The western side of the city was primarily developed in the 1950s, and most lots are relatively large. Spacious backyards provide private open areas that reduce the need for more formal public open spaces.

Blooms Crossing is a large residential area on the east side of the city. Predominantly constructed between 1991 and 2003, the area is laced with open space corridors between clusters of development. Extensive lineal tracts, some containing substantial groves of trees, were preserved for the enjoyment of all residents. Though a formal open space policy was not in place, a better one could not have been established for this area.

The townhouse developments that fill in the middle of the city between Route 28 and Euclid Avenue also contain small park lands and open areas between buildings. The past twenty years have allowed the landscaping in these developments to reach maturity which provides a feeling of a more heavily treed area than what actually exists.

Open Space Land Use - future

There still exist some opportunities for Manassas Park to preserve selected areas of undeveloped land for open space purposes. Areas along streams and a couple of areas of thick stands of trees are good candidates for preservation. The city should draft and adopt a set of guidelines that pertain to site

selection and preservation. If private parcels are to be considered then a funding source for the purchase of such land needs to be identified. The preservation of these areas will be an amenity for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

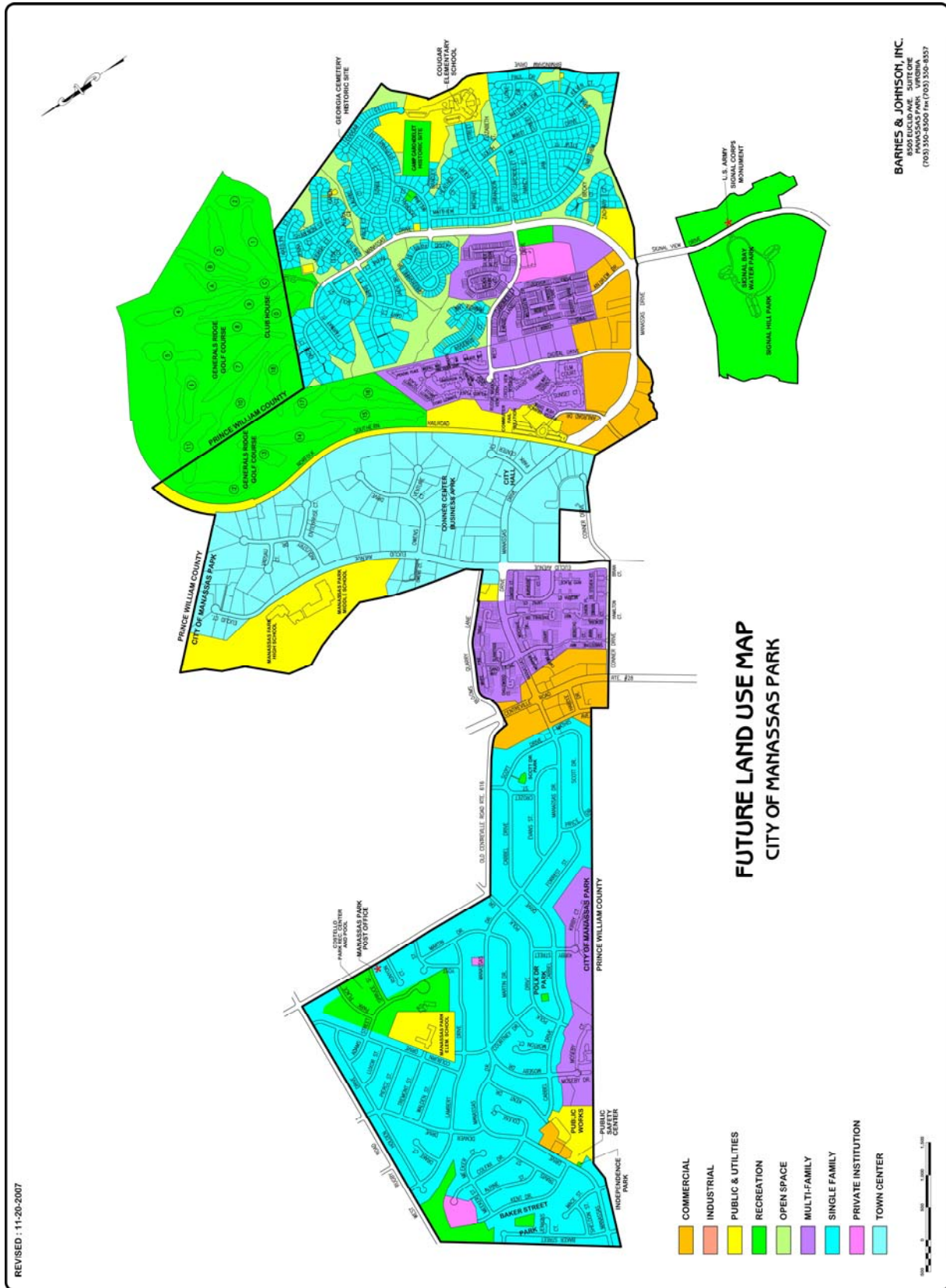


Figure 11.2 Future Land Use Map

Urban Design

The City of Manassas Park does not have a history of strategic economic planning. Because it has not had the luxury of a balanced economy that contributed equally in the revenue generation from both residents and businesses, the city has welcomed most new businesses without many requirements. Little regard has been placed on the facade of new business structures and accompanying grounds. But this is changing.

As was stated earlier, the Park Center Design Standards and Guidelines manual received an award for being an Outstanding Plan when judged against other plans that were produced statewide. A component of that manual is a Streetscape Plan for Manassas Drive and the future streets within Park Center. The fact that the city paid to hire consultants to assist in drafting these important documents speaks to a major change in civic attitude and shows that urban design does matter.

There are other examples of the vision of city officials. Two rezonings took place in 2003 and

2004 that involved approximately 50 acres of land adjacent to the Virginia Railway Express (VRE) station. In both instances the parcels were rezoned from I-1, Industrial to PUD, Planned Unit Development, to allow for residential development. In both cases, the residential land use that was ultimately approved was for high density, multi-family developments.

In approving these developments, the governing body sought to take advantage of their close proximity to the VRE station, with the goal to encourage the use of VRE and other forms of public transportation by commuters and ultimately reduce the amount of new vehicular traffic on city and regional streets.

With the development of the mixed-use Park Center project about to begin, these same residents will be able to find entertainment, dining and shopping within walking distance to their homes. Eventually, a core area of residential, commercial and office construction around the VRE station should create a vibrant downtown for the city.

Goals, Objectives & Action Strategies

Goal L1

Achieve a mix of land use that maintains a high quality of life for the citizens.

Objective L1.1

Utilize the Comprehensive Plan to provide the direction and framework within which all development, capital improvements and public service decisions are made.

Objective L1.2

Utilize the Capital Improvement Program (CIP) to support all land use development decisions.

Action Strategy L1.2.1 The Governing Body and the Planning Commission should cite “findings” based on specific existing capacities or proposed improvements contained in the CIP when approving development proposals.

Objective L1.3

Utilize the public hearing process to provide opportunities for citizen input.

Objective L1.4

Identify specific areas that need to be rezoned in order that land uses identified by the city as being needed are developed.

Action Strategy 1.4.1 Work with the property owner(s) of the land on Manassas Drive between Andrew Drive and the Norfolk and Southern Railroad and land on Euclid Avenue north or Blooms Quarry Lane to encourage the development of commercial and/or office uses in these areas. This type of development is important to the city as a means of generating revenues needed to offset residential property taxes.

Action Strategy 1.4.2 Work with the property owners of the land within the Town Center area to encourage the development of mixed use developments that will complement Park Center.

Objective L1.5

Review all development proposals and require appropriate associated improvements needed to minimize impacts on existing residents and businesses.

Action Strategy L1.5.1 Establish proffer guidelines that ensure that all city service providers maintain the capacities to meet all required needs.

Objective L1.6

Work with all neighboring localities to ensure compatibility of land use planning activities.

Action Strategy L1.6.1 The city should ensure Governing Body members, staff, and citizens, represent the city on every applicable board, commission, or group to ensure the city's interests are considered on a regional basis.

Goal L2

Enhance and preserve the city's historic and unique small town character.

Objective L2.1

Identify an area (a block or so) in the western side of the City that has a number of the original Cape Cod structures that have not been altered and work with the property owners to set-up a preservation area.

Objective L2.2

Promote the use of land in a manner harmonious with other uses and the environment.

Objective L2.3

Survey the city for opportunities to preserve areas of undeveloped land to remain as natural areas.

Action Strategy L2.3.1 Investigate methods for acquiring undeveloped land for preservation purposes.

Goal L3

Protect existing neighborhoods from the encroachment of incompatible and nuisance land uses.

Objective L3.1

Review the zoning ordinance to ascertain that the permitted uses in each zoning district are compatible with the permitted uses in adjacent zoning districts.

Action Strategy L3.1.1 Explore the possibility of establishing neighborhood homeowner groups that provide input to the city on proposed development plans and other proposed changes in their respective neighborhoods.

Action Strategy 3.1.2 Develop a guide for regulating redevelopment activity in the existing neighborhoods on the west side of the city. The

guide should set standards for construction of both new houses and the major alteration of existing houses.

Objective L3.2

Review neighboring jurisdiction's comprehensive plans and zoning ordinances to determine if the future development in the boundary areas of each respective jurisdiction might be incompatible with the development in adjacent jurisdictions.

Goal L4

Maximize Redevelopment and Revitalization Opportunities

Objective L4.1

Ensure the quality and compatibility of future redevelopment/revitalization through the establishment of guidelines incorporating site planning, landscaping and development standards that pertain specifically to redevelopment projects.

Objective L4.2

Identify specific parcels that should be redeveloped into a different type of land use in order to eliminate any incompatibility.

Action Strategy L4.2.1 Examine the industrial area adjacent to Manassas Drive between Euclid Avenue and the Norfolk Southern Railroad, for redevelopment to uses that will be compatible with Park Center.

Action Strategy L4.2.2 Consider the use of overlay zones for specific areas that may be targeted for redevelopment in order to restrict the type of uses that develop in these areas.

Goal L5

Minimize Overcrowding in Residential Areas

Objective L5.1

Seek state and federal assistance to minimize impact of overcrowding on the city's infrastructure.

Objective L5.2

Develop local ordinances to curb overcrowding.