



PRINCE WILLIAM COUNTY

Trails and Blueways Council

PHNST Subcommittee Work Session Notes

November 19, 2025, at 2:00pm

Hellwig Administration Building

14420 Bristow Road, Manassas

- 1. Call to Order** – David Brickley, Eileen Sheridan, Neil Nelson, Joe Marshall, and Liz Cronauer were present. Staff present –Janet Bartnik and Robert Boyd. Guests – Bill Niedringhaus, Karen Jones, (NPS ranger), and Charlie Grymes.

2. PHNST Gap Review

A link to the final Gap Study reports were emailed to TBC members and is available on the active planning page of the Department website. Staff provided a tour of the web page.

Gap Study - Gap 1 (Town of Occoquan to Belmont Bay) were reviewed.

- Issue remaining for aligning closer to the water is the proposed development of the Townes of Occoquan (formerly Destination Place). Developer has removed the time requirement to connect to the Town of Occoquan and 'outside the right-of-way' requirements from the development proposal with the latest submission.
- Planning documents show different alignments which may provide a challenge to the TBC position.
- Staff comments on the rezoning application have been submitted and are in alignment with TBC recommendation. Disposition of this proposed application lies with Planning Commission and the Board.
- Fairfax County is considering extending the PHNST further along the water through Occoquan Regional Park. There is easement/ROW under 123 in Fairfax County.
- Those present suggested that advocates could push for a trail to be included in a rail crossing of the Occoquan River to get from Fairfax to Prince William County.
- Consider that going under I-95 along the water is a long-term goal.
- Staff have updated all of the lines for inclusion in the Countywide Trails Master Plan Draft and added cost estimates from the report to the plan. Each gap area is being treated as a single segment for prioritization consideration.
- Subcommittee indicated interest in continuing to advocate with appointed and elected officials.

Belmont Bay's rezoning application is moving forward – and is including the dedication of 92 acres of the old golf course to the County. The developer is requesting a conservation easement. Staff is working with the developer on timing so that a master plan is in place before the easement is applied.

- Golf course space that was to be dedicated to the County was proposed to switch to a dedication to the HOA, but is now reverting to County ownership.
- Dedication will include ownership of the shop that can be used as a Parks maintenance shop.
- County will need to build some trails, although the cart paths exist and will need maintenance in the future.
- The timing of dedication is dependent upon master planning the property. Development of a schematic (conceptual plan) requires roughly six months from start of design.

Featherstone project's natural surface trail is complete. The material for the boardwalk and bridges is on site, however, adjustments are needed for helical piles (depth) that support the structures. Eagle's nest proximity to the project site is a concern for timing.

- The helical piles need to be installed one at a time due to site conditions.

Neabsco Regional Park – sign panels are going to be replaced. Staff are reviewing inventory against condition to purchase new interpretation signage. Construction of the Boardwalk extension through Metz Wetland is anticipated to begin in spring 2026.

- There is a need for \$4M in funding to continue the boardwalk extension to Leesylvania State Park.
- Extension through Metz is lower boardwalk and not as wide as the existing Neabsco Creek Boardwalk.
- Bill N. suggested building trail connection through the Mooney Water Treatment Plant site to connect Rippon Blvd shared use path to Rippon Landing Fitness Trail. He has had conversations with PW Water who have said there are no plans to expand the plant.

Powell's Creek Crossing design to 35% design continues.

- Discussion ensued related to admission to Leesylvania State Park.
- The 35% design is under way for the main crossing. Additional landing arms will be taken as needed beyond 10% design.
- Requested more information on the design through the process.
- Concerns voiced over the height of the crossing.

From **South Landing of the Crossing**, conversation is under way as to how the trail will get from the Crossing to the VRE station. The site bay for the associated land bay has not been finalized yet.

Exploring how to get from VRE to Cockpit Point. Spaces in the parking lot has been reserved. Likely to use shared use paths to an open space stream valley, asking the developer to construct a spur to Cockpit Point. This will serve as a braid since there is not a way out of Cockpit Point. A second braid is being planned to connect into the fly ash pond area in **Possum Point** future park.

- Main PHNST alignment through Potomac Shores to Dumfries are in easement within HOA property for Potomac Shores. Some sections will be pursued within Dominion power line.
- Town of Dumfries Comp Plan lines will be used in the Countywide Trails Master Plan.

Gap Study Gap 2 – no change from study alignment. Aligns with Town of Dumfries Comp Plan. Reviewed PWC Comp Plan alignment that loops route 1 and Main Street at Fraley.

Route is to follow the **Washington-Rochambeau** Route. Then, winds through the Joplin/I-95 cloverleaf, east along Joplin, and then offers two choices to get to Route 1, either through the **Museum** or along Joplin.

Route through **Locust Shade** remains the same to Russell Road. Staff have initiated conversations about the connection to Stafford County.

3. Adjourn

Next meeting: Wednesday, February 18, 2026 at 2pm