



## **Manassas National Battlefield Park**

Draft General Management Plan/  
Environmental Impact Statement

General Management Plan and Environmental Impact Statement

# MANASSAS NATIONAL BATTLEFIELD PARK

Fairfax and Prince William Counties, Virginia

September 2005

This *General Management Plan/Environmental Impact Statement* describes and analyzes three alternatives for managing Manassas National Battlefield Park. The approved plan will help managers make decisions about managing natural and cultural resources, visitation, and development for the next 15 to 20 years. Some issues to be addressed include: commuter traffic on the portions of U.S. Route 29 and Virginia Route 234 in the park, the interpretive approach used to describe the two battles of Manassas and their role in the Civil War, and the types of facilities needed to support that approach. A separate Environmental Impact Statement is being developed for the Manassas National Battlefield Park Bypass, which is designed to remove commuter traffic from state and U.S. routes in the park.

**Alternative A**, the no-action alternative, describes the existing conditions and current directions of park management. It serves as the basis for comparing the other alternatives and for understanding why certain changes have been proposed. This alternative proposes limited, if any, changes in interpretation and management of the park. Coordination with agencies and other groups would continue. The park would be operated and maintained as before, and there would be very little change in visitor or other park facilities. Issues would be resolved as they emerged and not as the result of a comprehensive plan. Current laws, policies, and guidelines would continue to guide resource management actions.

The two “action” alternatives describe various approaches to managing the park’s resources and visitation. Both call for the removal of commuter and truck traffic from U.S. Route 29 and VA Route 234. **Alternative B (The Preferred Alternative) —The Two Battles of Manassas** proposes a future condition at the park that focuses on interpreting the two Battles of Manassas as distinct military events. The visitor center at Henry Hill would orient visitors to the park as a whole while focusing on First Manassas, while a separate Visitor Contact Station would focus on the events of Second Manassas. **Alternative C —The Defining Moments of the Battles of Manassas** focuses on the “watershed” events of the battles, encouraging visitors towards one major visitor center, and multiple interpretive sites. The existing visitor center at Henry Hill, where a portion of the first battle took place, would be removed and a new visitor center would be constructed near Stone Bridge.

For questions about this document, please submit written material to Superintendent, Manassas National Battlefield Park, 12521 Lee Highway, Manassas, VA 20109-2005, or access the internet at [parkplanning.nps.gov](http://parkplanning.nps.gov). Please note that the NPS practice is to make comments, including names and addresses of respondents, available for public review. After a 60-day review period, during which public meetings will be held, comments will be analyzed and a *Final General Management Plan/Environmental Impact Statement* will be prepared. After a 30-day no-action period, a course of action will be approved through the issuance of a record of decision.

## SUMMARY

The purpose of this *General Management Plan/Environmental Impact Statement* is to define a direction for the management of Manassas National Battlefield Park for the next 15 to 20 years. The approved plan will provide a framework for making decisions about managing the natural and cultural resources, visitor use, development, and operations of the park so that future opportunities and problems can be effectively addressed.

This updated plan is necessary to address current issues related to commuter traffic on the portions of U.S. Route 29 and Virginia Route 234 in the park, the interpretive approach used to describe the two battles of Manassas and their role in the Civil War, and the types of facilities needed to support that approach.

### ISSUES TO BE ADDRESSED

Issues addressed in this plan include the quality and amount of interpretation devoted to each of the two battles, heavy traffic on U.S. Route 29 and VA Route 234, the preservation and rehabilitation of wartime and other historic structures and sites, recreational use of the park, future operational requirements, and the relationship between current vegetation patterns and the park's overall interpretive goals.

Heavy commuter and truck traffic on the portions of U.S. Route 29 and VA Route 234 that run through the park detracts from visitor enjoyment, safety, and interpretive activities. This traffic makes it difficult for visitors to follow the automobile tour route or to visit various park resources at their own pace.

Current vegetation patterns at the park are reminiscent of wartime patterns, but are often different from the exact wartime conditions that influenced the strategies and tactics of the two Battles of Manassas. Rehabilitation of these historic views would improve interpretive efforts, but that rehabilitation

would also have effects on natural communities.

Recreation is the source of many visits to Manassas National Battlefield Park. It is important to manage this use without threatening or damaging the park's abundant cultural and natural resources or compromising its interpretive program.

The management alternatives described in this plan present challenges for park operations and maintenance. Transferring portions of U.S. Route 29 and VA Route 234 to park control, cultural landscape rehabilitation and maintenance, and upgraded interpretive materials and activities would all generate the need for additional operational and maintenance capacity.

### ALTERNATIVES

To achieve the desired conditions at Manassas National Battlefield Park, the planning team developed a "no-action" alternative (continuing present management) and two "action" alternatives for managing the resources and visitor uses of the park. Each action alternative assigns portions of the park to different management zones. The management prescription for each of those zones identifies how those areas could be managed to achieve desired resource conditions and visitor experiences. In each action alternative, the five management zones—Visitor Experience/Services, Cultural Landscape Rehabilitation/Preservation, Motorized Sightseeing/Park Circulation, Recreation, and Park Operations and Maintenance—specify a combination of resource, visitor experience, and facilities conditions.

**Alternative A, the No-Action Alternative,** represents a continuation of current management direction and trends at Manassas National Battlefield Park, and serves as a baseline for comparing the resource conditions and visitor experiences prescribed by the two

action alternatives. Existing conditions, trends, and management practices would be maintained with only minor changes in the no-action alternative. Managers would continue to follow the special mandates and servicewide mandates and policies. The current, most recognizable features in the park would continue to serve as the primary focus for visitor use and interpretation. Orientation and visitor services related to both battles would continue to be offered at the Henry Hill visitor center.

Under this alternative, historical park uses and development patterns would continue in accordance with the 1983 *General Management Plan*. The main roads within the park (U.S. Route 29 and VA Route 234) would remain open to commuter and truck traffic. Current facilities at the park would be maintained, upgraded, and rehabilitated as needed. Some changes would be made to visitor use patterns to improve access to those lands added to the park since the 1983 GMP was completed (e.g., Brawner Farm and Stuart's Hill tracts).

**Alternative B—The Preferred Alternative—The Two Battles of Manassas—A Comprehensive Understanding of Each Battle** proposes a future condition at the park that focuses on interpreting the two battles of Manassas as distinct military events. Visitors would gain a thorough understanding of the first and second battles by visiting two separate visitor contact areas, each focused on one battle. These primary interpretive sites, including a visitor center and a visitor contact station, would be the two main focal points of visitor services in the park. Visitors could explore the many historic sites associated with each event throughout the park. The experience at each battlefield would be unique, with stand-alone visitor areas and auto tour routes. Separate, chronological, sequential auto and bicycle tours would be developed for each battle. In this alternative, the rehabilitation of the historic landscape would be critical to enable visitors to understand the events and military tactics associated with each battle.

Overall visitor experience and safety would also be enhanced by the construction of the Manassas National Battlefield Park Bypass. This road would permit the removal of heavy commuter and commercial truck traffic from the portions of U.S. Route 29 and VA Route 234 that run through the park. The U.S. Route 29 bridge over Bull Run would be removed, and through traffic would be further limited with the addition of controlled access facilities at the park's three remaining entry points.

Visitors would experience a battlefield landscape that resembles its wartime appearance. Key interpretive views would be preserved and re-created to help visitors understand how the battles unfolded and the importance of certain locations. Wartime structures would be preserved and other historic structures would be retained to mark the site of wartime buildings.

**Alternative C—The Defining Moments of the Battles of Manassas—An Understanding of the Principal Events** focuses on the “watershed” events of the battles, encouraging visitors towards one major visitor center and multiple key interpretive sites. Interpretation of these general events, the outcomes of the battles, and the broader story of the Civil War would be emphasized over the detailed military tactics of each battle. Although other sites in the park would be accessible, the concentration of interpretation and visitor use would be in areas that illustrate the “defining” moments of the battles. Rehabilitating the historic scene in some of these areas would help visitors understand these principal events.

In alternative C, the overall reasons and strategy for the Civil War would be presented in a comprehensive way. The importance of the Battles of Manassas would be presented in the overall context of the Civil War. Other stories, such as the local families and African Americans that were affected by the Battles of Manassas could be interpreted in the park. The general stories and outcomes of the battles would also be presented. The existing Henry Hill Visitor Center would be removed, and orientation and visitor services for both battles would be carried out from a new visitor center

near Stone Bridge. The visitor experience would not be highly structured and key interpretive areas could be visited without regard to order or sequence. Visitors could tailor their visit to those elements of the battles in which they were most interested.

Key interpretive areas would explain the battle events. In these areas, historic structures would serve interpretive functions and would be accessible to visitors. Extensive interpretive displays would explain the battle events and view corridors would be developed to enhance visitor understanding of the “watershed” battle events.

Overall visitor experience and safety would also be enhanced by the construction of the Manassas National Battlefield Park Bypass. This road would eliminate heavy commuter and commercial truck traffic through the park (U.S. Route 29 and VA Route 234). Through traffic would be further limited with the addition of controlled access points.

## ENVIRONMENTAL CONSEQUENCES

The planning team evaluated the potential consequences that the actions of each alternative could have on natural resources, cultural resources, the visitor experience, the socioeconomic environment, and park operations and maintenance. The beneficial or adverse effects of each alternative were categorized as either short term or long term, and their intensity was rated as negligible, minor, moderate, or major. The impacts of the various alternatives are compared in Table 2-3.

For **alternative A, the no-action alternative**, the presence of heavy commuter and truck traffic volumes on the portions of U.S. Route 29 and VA Route 234 that run through the park would continue to have major adverse impacts on visitor transportation within the park, and would also create adverse impacts on cultural resources, visitor experience, and the park’s soundscape. This traffic would continue to cause excessive delays, making it difficult for visitors to access and use all areas of the park. In addition, visitor focus would remain on First Manassas due to the location of the

visitor center and the heavy volumes of non-park vehicles that inhibit viewing many of the Second Manassas sites.

Alternative A would have no impact or negligible impact on air quality, vegetation and wildlife, threatened, endangered, and rare species, water resources, the socioeconomic environment, and recreation. Because alternative A would not change the way that individuals access private or public property within or near park boundaries, this alternative would have no impact on the socioeconomic environment. The heavy and increasing amount of non-park traffic on park roads would have negative impacts on park operations.

Under **alternative B, the preferred alternative**, the removal of non-park traffic from park roads, rehabilitation of historic vegetation patterns, removal of the existing U.S. Route 29 bridge over Bull Run, and the continued preservation and rehabilitation of historic structures would have a moderate to major long-term beneficial impact on cultural resources, circulation, and visitor experience and use. Enhancement of the Stuart’s Hill Visitor Contact Station and the use of this facility to emphasize Second Manassas would also have a beneficial impact on cultural resources and visitor experience.

Controlled access points at major park entrances would contribute to the beneficial impact on circulation, cultural resources, and visitor use, but would have a minor, long-term adverse impact on owners of private property within park boundaries, especially those who would be re-routed around the removed highway bridge over Bull Run.

Construction activities associated with these changes would have a minor, short-term adverse impact on air quality, vegetation and wildlife, and the park’s soundscape. Air quality outside of the park would be adversely affected by the re-routing of traffic onto the Manassas National Battlefield Park Bypass.

Rehabilitation of historic vegetation patterns would have a long-term, minor adverse impact

## SUMMARY

on woodland species (due to the removal of forest habitat) and a minor long-term beneficial impact on species that use open fields and grasslands (due to the re-introduction of such habitats). These changes would create no adverse impacts on threatened, endangered, or rare species. Alternative B would create negligible adverse impacts on water resources.

Enhanced recreation facilities and opportunities would create a minor, long-term benefit for recreation.

Under **alternative C**, the removal of non-park traffic from park roads, removal of the existing U.S. Route 29 bridge over Bull Run, the creation of a new Visitor Center, rehabilitation of some historic views, and the continued preservation and rehabilitation of historic structures would have a major long-term beneficial impact on cultural resources, circulation, and visitor experience and use.

Controlled access points at major park entrances would contribute to the beneficial impact on circulation, cultural resources, and visitor use, but would have a minor, long-term adverse impact on owners of private property within park boundaries.

The construction of a new bridge over Bull Run and associated access roads would have a long-term, adverse impact on cultural resources and water resources. Historic view

rehabilitation would have a minor, long-term adverse impact on some forest-based species, and a minor, long-term beneficial impact on some species that inhabit grasslands and open fields.

Construction activities associated with these changes would have a minor, short-term adverse impact on air quality, vegetation and wildlife, and the park's soundscape. Air quality outside of the park would be adversely affected by the re-routing of traffic onto the Manassas National Battlefield Park Bypass.

## COMMENTS ON THE DRAFT PLAN

*The Draft General Management Plan/Environmental Impact Statement* for Manassas National Battlefield Park is being sent out for public review and comment. After the 60-day review period, public comments will be analyzed. Various elements of the preferred alternative and other alternatives might be modified to address comments. The final plan will include agency and organization letters and responses to all substantive comments. *The Final General Management Plan/Environmental Impact Statement* will be completed and distributed to the public. A record of decision identifying the selected alternative (the approved plan) will be issued after a minimum 30-day no-action period following the release of the final plan.

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## Introduction, Purpose, and Need



## PURPOSE AND NEED

### INTRODUCTION

The National Parks and Recreation Act of 1978 requires each unit of the National Park Service (NPS) to develop a General Management Plan (GMP), and NPS *Management Policies 2001* state “the Service will maintain an up-to-date GMP for each unit of the national park system” (2.3.1 General Management Planning).

The purpose of a GMP is to ensure that a park has a clearly defined direction for resource preservation and visitor use to best achieve the National Park Service’s mandate to preserve resources unimpaired for the enjoyment of future generations. General management planning also makes the National Park Service more effective, collaborative, and accountable by:

- ***Providing a balance between continuity and adaptability in decision making***—Defining the desired conditions to be achieved and maintained in a park provides a touchstone that allows park managers and staff to constantly adapt their actions to changing situations while staying focused on what is most important about the park.
- ***Analyzing the park in relation to its surrounding ecosystem, cultural setting, and community***—This helps park managers and staff understand how the park can interrelate with neighbors and others in ways that are ecologically, socially, and economically sustainable. Decisions made within such a larger context are more likely to be successful over time.
- ***Affording everyone who has a stake in decisions affecting a park an opportunity to be involved in the planning process and to understand the decisions that are made***—National parks are often the focus of intense public interest. Public involvement throughout the planning process provides opportunities for park managers and staff to interact with the public and learn about concerns, expectations, and values. Public involvement also provides settings for park managers and staff to share

information about the park’s purpose and significance, and other guidelines for management and discuss issues and constraints as well.

The ultimate outcome of general management planning for national parks is an agreement among the National Park Service, its partners, and the public on why each area is managed as part of the national park system, what resource conditions and visitor experience should exist there, and how those conditions can best be achieved and maintained over time.

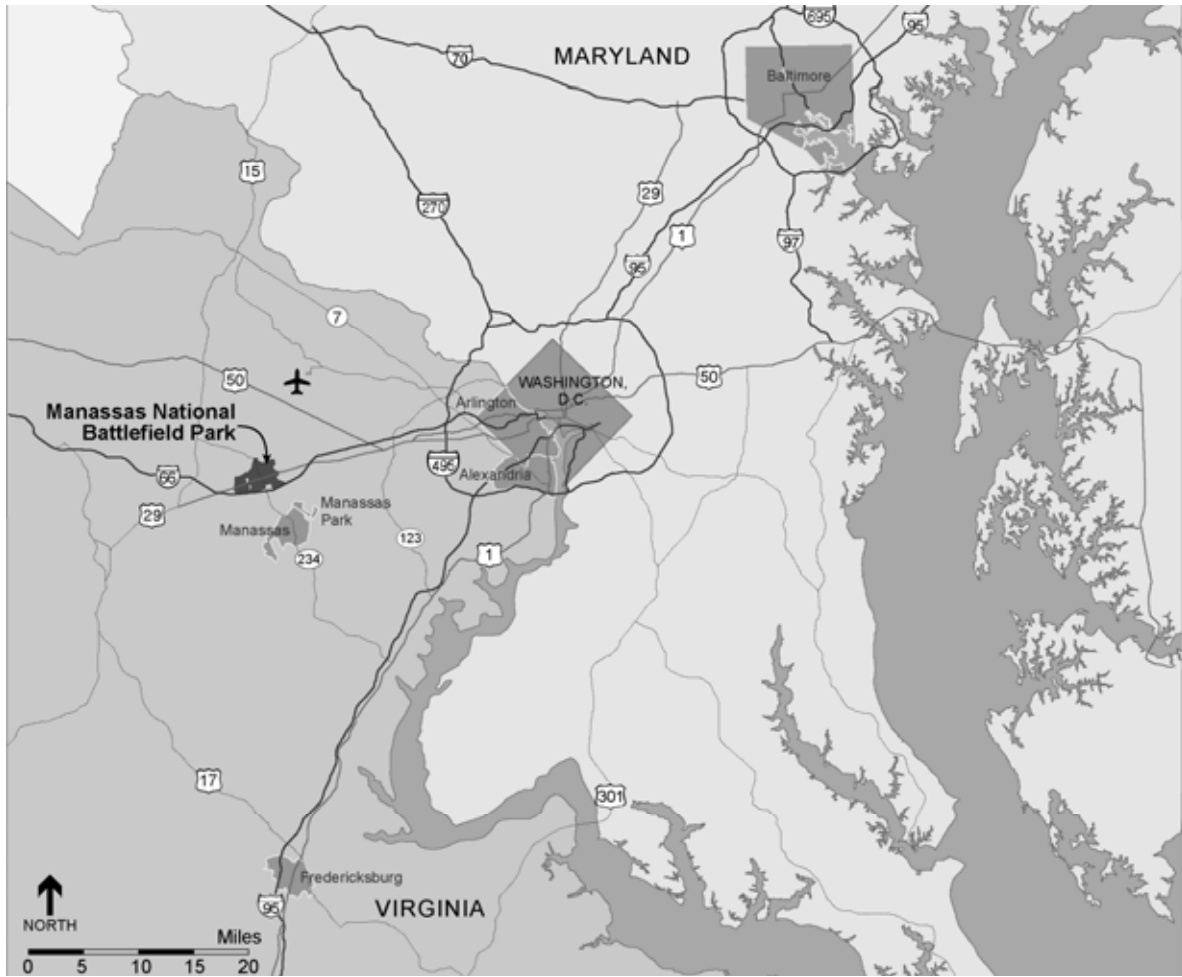
This *Draft General Management Plan/ Environmental Impact Statement* for Manassas National Battlefield Park presents and analyzes three alternative future directions, including one “no-action” alternative and two “action” alternatives.

### BRIEF DESCRIPTION OF THE PARK

The maps in this document are for illustration purposes only and are not drawn perfectly to scale.

Because of its “historical importance as the battlefield site of the First and Second Battles of Manassas,” Secretary of the Interior Harold L. Ickes designated Manassas National Battlefield Park on May 10, 1940. Subsequent legislation in 1954, 1980, and 1988 established the present park boundary to “preserve the most historically important lands relating to the two battles of Manassas.”

Manassas National Battlefield Park is located in the Piedmont region of Virginia in Fairfax and Prince William counties (see Map 1-1), approximately 25 miles west of Washington, D.C. Of the park’s 5,071 acres, the federal government owns approximately 85% and private owners hold the remaining 15%. Interstate 66 borders the park to the south and Pageland Lane (VA 705) borders the park to the west. The park is also bisected by Lee Highway (U.S. Route 29) and Sudley Road (Virginia Route 234).



MAP 1-1: REGIONAL MAP

These two roads, also known by their historic names of the Warrenton Turnpike and Sudley Road, follow the basic historic road alignments used by Civil War troops (see Map 1-2). Today they provide the main visitor access to the battlefields. The roads also receive heavy use by commuters, residents, and trucks from nearby quarries and construction operations. The heavy volumes of commuter and truck traffic create a safety problem and encroach upon the visitor experience. The farmlands and fields that historically surrounded the park are giving way to suburban Washington, D.C. While the areas to the north of the park retain some rural character, the areas south and west of the park now bustle with residential and commercial development.

The park's most important resources are the large tracts of land managed to represent the battlefield landscape as it existed at the time of the Civil War battles. The battlefield landscape comes under the cultural resource category of cultural landscapes and will be analyzed as a cultural landscape impact topic later in this document. Included in this landscape are three houses that date from the Civil War period, several post-war historic buildings, a Confederate cemetery, the reconstructed Stone Bridge over Bull Run, six miles of historic road traces, and numerous other resources including historic structures, archeological resources, cemeteries, trenches and earthworks. A detailed description of some of the park's cultural resources is provided in Appendix A: Description of Resources.



MAP 1-2: VICINITY MAP

**PURPOSE OF THE PLAN**

The purpose of this *Draft General Management Plan/Environmental Impact Statement* is to guide the decision making and problem solving related to resource protection and visitor experience at Manassas National Battlefield Park. The approved plan will provide a framework for proactive decision making, including decisions on visitor use and on managing natural and cultural resources and development. This framework will allow managers to address future opportunities and problems effectively.

This plan will prescribe the resource conditions and visitor experiences that are to be achieved and maintained at Manassas National Battlefield Park over time. Management decisions must be made where laws, policies, and regulations do not provide clear guidance or where limitations will be based on the park’s purpose, resource analysis, and the evaluation of environmental consequences and costs.

This plan will not document how particular programs or projects will be implemented or prioritized. Those decisions will be made as part of more detailed implementation planning,

## PURPOSE OF AND NEED FOR THE PLAN

which will be linked to the broad, comprehensive decisions presented in this plan.

### NEED FOR THE PLAN

Manassas National Battlefield Park has been operating under the *1983 General Management Plan*, and the *Manassas National Battlefield Park Amendments* of 1988. The latter brought the Stuart's Hill tract into the park and authorized the study of alternatives for the portions of U.S. Route 29 and Virginia Route 234 that bisect the park. Although many elements of the original plan are still applicable, NPS planning guidance has changed since 1983, and the older plan does not address current issues, particularly those related to transportation within the park and interpretation of park resources.

The *Manassas National Battlefield Park Amendments of 1988* brought into the park additional lands important to the Second Battle of Manassas, required cooperation with state and nearby jurisdictions in protecting important historic views from within the park, and directed NPS to study the relocation of two public highways.

With the acquisition of the Stuart's Hill area, the park has the opportunity to provide a more comprehensive interpretation of the Second Battle of Manassas. The alternatives presented in this draft plan recommend actions that may be taken to rehabilitate the historic battlefield landscape, enhance the visitor understanding of the two battles, and improve the visitor experience through increased interpretive opportunities of both battles and the entire U.S. Civil War. The draft plan also addresses potential new facilities or developments required for implementing the alternatives, with a view to preserving the historic character of the battlefield.

Since 1983 the volumes of commuter and truck traffic along U.S. Route 29 and VA Route 234 have increased dramatically, creating a safety problem and diminishing the visitor experience. Concurrent with this GMP effort, the Federal Highway Administration and the National Park Service have completed the

*Manassas National Battlefield Park Bypass Draft Environmental Impact Statement (Bypass Study)*. The candidate alignments (including the preferred alternative) for the bypass is shown in appendix F.

Regardless of the specific alignment, the completion of the bypass will allow for the eventual closure of U.S. Route 29 and VA Route 234 within the park to through traffic. This *Draft General Management Plan/Environmental Impact Statement* will address internal circulation, access, and transportation concepts that can be implemented for each alternative once a new bypass is in place. All issues related to traffic impacts outside park boundaries (either from the bypass itself or from the resulting restrictions on roads in the park) are addressed in the Bypass Study.

### NEXT STEPS

As previously described, the purpose of a General Management Plan is to provide the park with an overall vision of desired future conditions as a foundation for decision making. The implementation of the approved plan for Manassas National Battlefield Park will depend on future funding as well as the timing of external factors such as the creation of a new bypass route. The approval of the plan does not guarantee that the funding and staffing needed to implement the plan will be forthcoming. Full implementation of the approved plan could take many years to achieve. Because the bypass could also take a long time to implement, the alternatives of this draft GMP provide for interim management strategies to address concerns of traffic congestion and visitor safety.

### IMPLEMENTATION OF THE PLAN

The General Management Plan does not describe how particular programs or projects should be prioritized or implemented. Those decisions will be addressed during the more detailed planning associated with strategic plans and implementation plans. The implementation of the approved plan will also depend upon the completion of additional feasibility studies and more detailed planning and environmental documentation related to the major actions proposed.

## GUIDANCE FOR THE PLANNING EFFORT

### PURPOSE AND SIGNIFICANCE

Manassas National Battlefield Park was established in 1940 to preserve the scene of two major Civil War battles. Located a few miles north of the prized railroad junction of Manassas, Virginia, this peaceful slice of the Virginia countryside bore witness to clashes between the armies of the North and South in 1861 and 1862. Descriptions and depictions of the major events of the two battles are found in Appendix B: Description of Battle Events.

The park's purpose statement describes the fundamental reasons Manassas National Battlefield Park was set aside by the Secretary of the Interior as part of the national park system. The purpose statement is the standard against which all decisions and actions are tested. It is based upon the park's enabling legislation, legislative history, and NPS policies. The significance statement defines the importance of the park's resource in relevant regional, national, and international contexts and relates directly to the park's purpose and why the park was established. Knowing the park's significance helps managers set protection priorities and determine desirable visitor experiences. This significance statement describes why Manassas National Battlefield Park is a special place and explains the importance of the battle events and resources as they relate to the park's purpose.

#### Park Purpose

Manassas National Battlefield Park was established to preserve the historic landscape containing historic sites, buildings, objects, and views that contribute to the national significance of the First and Second Battles of Manassas, for the use, inspiration, and benefit of the public.

#### Park Significance

Manassas National Battlefield Park is nationally significant because it includes the locations of the First and Second Battles of Manassas. Many park resources contribute to this nation-

al significance, the public's appreciation of the battlefield events, and its understanding of the social and economic impacts of the Civil War.

- The park—which is one of only a few Civil War battlefield parks that include the majority of the actual battlefield areas where troops formed, fought, and died—provides visitors with an opportunity to experience the features that shaped the two battles. These features include historic structures, road traces, sites, and cemeteries. Historic artifacts on exhibit from the park's museum collections and archeological sites within the park represent the First Battle of Manassas (July 21, 1861) and the Second Battle of Manassas (August 28-30, 1862).
- The park contains cultural landscapes from the period of the battles (1861-1862) that contain historic features of the battles, as well as woodlands, fields, streams, rolling hills, and certain views or vistas that are representative of the physical setting that existed at the time of the battles. The park also contains cultural landscapes from the period after the battles (1865-1940) that commemorate the battles with monuments and other objects erected in memory of soldiers who fought there.

### PRIMARY INTERPRETIVE THEMES

- The park's primary interpretive themes focus on the events of the First and Second Battles of Manassas, as well as the way that those battles affected the surrounding community and the nation as a whole. These interpretive themes are stated below.
- The First Battle of Manassas and the Second Battle of Manassas were two major battles of the American Civil War—each unique in strategy, tactics, and consequences for the outcome of the war.
- The devastating impact of the battles on the social and economic fabric of the community, and the history of local families is important for an understanding of the tragic dimensions of the Civil War.
- The First and Second Battles of Manassas illustrate the application and advancement of 19<sup>th</sup> century military science and technology.
- The experiences of soldiers of all ranks from both sides of the conflict provide meaningful insights into the two battles of Manassas.



## PURPOSE OF AND NEED FOR THE PLAN

The Manassas Battlefields and related features represent local, state, and national efforts to preserve and commemorate our nation's Civil War heritage.

### HISTORIC CONTEXT

The two battles of Manassas are significant in the nation's history because

- the First Battle of Manassas was the first major land battle of the Civil War, and it dispelled all preconceived notions of a short war; the 900 Americans killed on the battlefield were graphic proof that Civil War would be a protracted bloody struggle.
- the Second Battle of Manassas brought the Confederacy to the height of its power and opened the way for the first Confederate campaign into the North.
- the two battles of Manassas are significant in the region's history because:
- the two battles illustrate northern Virginia's role in the Civil War and teach aspects of that history to visitors from other parts of the region, the nation, and other countries.
- the park preserves an historic agrarian landscape as the setting for the two battles. This landscape is also important for its environmental quality and its role in preserving natural resources.

### GOALS

Based on the park's purpose and significance, the following goals for Manassas National Battlefield Park establish the general condition of cultural and natural resources and visitor experiences desired in the future. The purpose of Manassas National Battlefield Park will be fulfilled when the following goals are achieved:

- The historic landscape is maintained in a way that gives visitors an understanding of the events of the two battles.
- Significant cultural resources of the battles and their commemoration are identified, preserved, protected, maintained, and rehabilitated where appropriate.
- Visitors learn about the battles through a variety of high-quality interpretive and educational experiences, programs, and facilities.

- All park uses and visitor experiences are conducted in a manner that is compatible with the park's purpose.
- Roads within the park are used primarily by visitors, residents who live within park boundaries, and for park operations.
- Modern intrusions into the historic landscape are minimal.
- The park cooperates with other local, state, and national groups to protect resources and tell the stories of the battles of Manassas.
- The rural and agrarian character of views outside the park is maintained.
- Park facilities and services provide visitors with a high-quality experience and support the park's purpose.

The alternatives presented in this draft plan consider and explore these goals in somewhat different ways. The alternatives set forth actions to achieve these goals in a manner that is consistent with the park's purpose and significance.

### SPECIAL MANDATES AND ADMINISTRATIVE COMMITMENTS

In addition to the park's purpose and significance, there are federal laws and policies that shape park resource management and visitor use decisions. Some of the most relevant laws, policies, and programs include the Chesapeake Bay Agreement, Clean Air Act, Endangered Species Act, Executive Orders 11988 and 11990 regarding the management of floodplains and wetlands, National Environmental Policy Act, National Historic Preservation Act, National Park Service Organic Act, and the National Park Service Mission Goals.

In the process of preparing this *General Management Plan/Environmental Impact Statement*, the National Park Service derived its guidance from several laws and regulations. All decisions made through general management planning must fit within the broad parameters established by: 1.) the park's particular mission and mission goals; 2.) any special mandates or commitments that may apply to the park; and 3.) the large body of laws and policy applicable to all units of the national park system. The purpose of this section is to clarify and articulate

the parameters established by special mandates, administrative commitments, and servicewide laws and policy.

Special mandates are park-specific and typically found within the park's establishing legislation (see Appendix C: Relevant Legislation and Special Mandates). The park was designated by a secretarial order in 1940. In 1954 Congress added another 1,400 acres to the park and established a ceiling of approximately 3,000 acres for the park.

Subsequent federal legislation in 1980 raised the acreage limit to 4,525 acres and identified a specified boundary, with no provision for changes in the boundary.

The *Manassas National Battlefield Park Amendments of 1988* (P.L. 100-46) expanded the park to nearly 5,100 acres and stated that the Secretary of the Interior shall "conduct a study, in consultation with the Commonwealth of Virginia, the Federal Highway Administration, and Prince William County, regarding the relocation of U.S. Route 29 and VA Route 234 in, and in the vicinity of, the park."

The act also requires the Secretary of the Interior to "cooperate with the Commonwealth of Virginia and local governments in order to promote and achieve scenic preservation of views from within the park through zoning and other means determined feasible."

Additional regulatory provisions apply in accordance with Title 36, Code of Federal Regulations, Chapter 1, Parts 1-7, authorized by Title 16 United States Code, Section 3, and the Superintendent's Compendium.

Manassas National Battlefield Park has also entered into a partnership with the Smithsonian Institution to rehabilitate more than 100 acres of Civil War battlefield, including 45 acres of valuable wetlands in the Stuart's Hill tract. This tract contains land that had been drastically altered in preparation for a mixed-use development. Alterations included re-contouring the area, constructing an entrance road, and re-configuring the drainage network in preparation for construction of a housing

development. The developer also altered the hydrology and filled in wetland areas.

After years of planning and negotiations, the rehabilitation and mitigation project began in June 2003 and was completed in November 2003. It involved excavation of over 100 acres, grading back to the 1862 contours and rehabilitating approximately 30 acres of emergent wetlands and 15 acres of forested wetlands. Upland areas were planted in native warm season grasses, creating a habitat type that is rapidly dwindling in Virginia.

The regrading and repositioning of this section of the park is now considered to be within one meter contours present during the Second Battle of Manassas of 1862. A portion of the area was used as a mitigation site for the National Air and Space Museum's Udvar-Hazy Center near Washington-Dulles International Airport, while helping the park meet its requirement to preserve historic landscape features and the integrity of the battlefield site.

## SERVICEWIDE LAWS AND POLICIES

Management of national park system units is guided by numerous congressional acts, executive orders, and specific NPS policies. As with all units of the national park system, the management of Manassas National Battlefield Park is guided by the 1916 Organic Act (which created the National Park Service); the General Authorities Act of 1970; the Act of March 27, 1978, relating to the management of the national park system; the National Environmental Policy Act; and other applicable federal laws and regulations, such as the Endangered Species Act and the National Historic Preservation Act. Actions are also guided by the National Park Service's *Management Policies 2001*.

Many resource conditions and some aspects of visitor experience are prescribed by these legal mandates and NPS policies. This plan is not needed to decide, for instance, to protect endangered species and archeological resources, and provide access for visitors with disabilities. The conditions prescribed by laws, regulations, and policies most pertinent to the planning and management of the park are summarized in Table 1-1.

| <b>Table 1-1:<br/>Servicewide Mandates and Policies Pertaining to Manassas National Battlefield Park</b> |  |
|--|--|
| <b>Natural Resources</b>   |  |
| <b>Air Quality</b>   | <p>The National Park Service has the responsibility to protect air quality under both the 1916 Organic Act and the Clean Air Act. Accordingly, the National Park Service will seek to perpetuate the best possible air quality in parks to preserve natural resources and systems, preserve cultural resources, and sustain visitor enjoyment, human health, and scenic vistas</p> <p><i>Source: Clean Air Act NPS Management Policies 2001—4.7.1 " Air Quality" ; and NPS DO 77, " Natural Resources Management Guidelines"</i></p>   |
| <b>Natural Soundscape</b>  | <p>The National Park Service will preserve, to the greatest extent possible, the natural soundscapes of parks. Using appropriate management planning, superintendents will identify what levels of human caused sound can be accepted with the management purposes of the park.</p> <p><i>Source: NPS Management Policies 2001—4.9 " Soundscape Management" and DO 47, " Soundscape Preservation and Noise Management"</i></p>   |
| <b>Vegetation and Wildlife</b>   | <p>The National Park Service will maintain as parts of the natural ecosystem all native plants and animals in the park. The National Park Service will achieve this maintenance by (1) preserving and restoring natural abundances, diversities, dynamics, distributions, habitats, and behaviors of native plant and animal populations and the communities and ecosystems in which they occur; (2) Restoring native plant and animal populations and the communities in parks when they have been extirpated by past human actions; and (3) Minimizing human impact on native plants, animals, populations, communities, and ecosystems and the processes that sustain them.</p> <p><i>Source: NPS Management Policies 2001—4.4 " Biological Resource Management"</i></p>                              |
| <b>Threatened and Endangered Species</b>   | <p>The National Park Service will survey for, protect, and strive to recover all species native to national park system units that are listed under the Endangered Species Act. The National Park Service will determine all management actions for the protection and perpetuation of federally, state-, or locally listed species through the park management planning process; and will include consultation with lead federal and state agencies as appropriate.</p> <p><i>Source: Endangered Species Act and NPS Management Policies 2001—4.4.2.3 " Management of Threatened and Endangered Plants and Animals"</i></p>   |
| <b>Lightscape Management/ Night Sky</b>  | <p>The National Park Service will preserve to the greatest extent possible, the natural lightsapes of parks, which are natural resources and values that exist in the absence of human-caused light. Current policy desires a condition whereby excellent opportunities to see the night sky are available. It is desired that artificial light sources both within and outside the park do not affect opportunities to see the night sky unacceptably and adversely, and that artificial light sources should be shielded when possible. Current policy requires artificial light sources be restricted to those areas where security, basic human safety, and special cultural resource requirements must be met.</p> <p><i>Source: NPS Management Policies 2001—4.10 " Lightscape Management"</i></p> |
| <b>Habitat Manipulation</b>  | <p>In historic zones, habitat manipulation may be used to recreate a scene that is mandated by the enabling legislation of the area, the GMP, or is deemed essential to the original intent for which the park was designated. For historic zones in parks where a historical perspective is not essential to the management goals or original purposes for the area, or to the intent of the enabling legislation, the area should be managed as a natural area to the largest extent possible and consistent with Sections 106 and 110 of the National Historic Preservation Act.</p> <p><i>Source: NPS DO 77, " Natural Resources Management Guidelines"</i></p>  |
| <b>Soils</b>   | <p>The National Park Service actively seeks to understand and preserve the soil resources of the park, and to prevent, to the extent possible, the unnatural erosion, physical removal, or contamination of the soil, or its contamination of other resources. Natural soil resources and processes function in as natural a condition as possible, except where special considerations are allowable under policy.</p> <p><i>Source: NPS Management Policies 2001—4.8.2.4 " Soil Resource Management"</i></p>   |

| <b>Table 1-1:<br/>Servicewide Mandates and Policies Pertaining to Manassas National Battlefield Park</b> |  |
|--|--|
| <b>Topography and Geology</b>  | <p>The park's geologic resources are preserved and protected as integral components of the park's natural systems.</p> <p>Source: NPS <i>Management Policies 2001</i> and NPS DO 77, "Natural Resources Management Guidelines"</p>   |
| <b>Water Resources/<br/>Water Quality</b>  | <p>Surface water and groundwater are protected, and water quality meets or exceeds all applicable water quality standards. NPS and NPS-permitted programs and facilities are maintained and operated to avoid pollution of surface water and groundwater.</p> <p>Source: Clean Water Act; Executive Order (EO) 11514, "Protection and Enhancement of Environmental Quality"; NPS <i>Management Policies 2001</i>; and DO 77, "Natural Resources Management Guidelines"</p>   |
| <b>Floodplains</b>   | <p>Natural floodplain values are preserved or restored. Long- and short-term environmental effects associated with the occupancy and modification of floodplains are avoided. When it is not practicable to locate or relocate development or inappropriate human activities to a site outside the floodplain or where the floodplain will be affected, the DO 77-2 guides National Park Service procedures, including:</p> <ul style="list-style-type: none"> <li>• Preparing and approving a statement of findings (SOF);</li> <li>• Using nonstructural measures as much as practicable to reduce hazards to human life and property while minimizing impacts on the natural resources of floodplains;</li> <li>• Ensuring that structures and facilities are designed to be consistent with the intent of the standards and criteria of the National Flood Insurance Program (44 CFR 60).</li> </ul> <p>Source: EO 11988, "Floodplain Management"; Rivers and Harbors Act; NPS <i>Management Policies 2001</i>; and DO 77-2, "Floodplain Management"</p>   |
| <b>Wetlands</b>  | <p>The natural and beneficial values of wetlands are preserved and enhanced. The National Park Service implements a "no net loss of wetlands" policy and strives to achieve a longer-term goal of net gain of wetlands across the national park system through the restoration of previously degraded wetlands. The National Park Service avoids to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and avoids direct or indirect support of new construction in wetlands wherever there is a practicable alternative. The National Park Service compensates for remaining unavoidable adverse impacts on wetlands by restoring wetlands that have been previously degraded.</p> <p>Source: Clean Water Act; EO 11990, "Protection of Wetlands"; NPS <i>Management Policies 2001</i>; and DO 77-1, "Wetland Protection"</p>   |
| <b>Cultural Resources</b>  |  |
| <b>Archeological Resources</b>   | <p>Archeological sites are identified and inventoried and their significance is determined and documented. Research is conducted to support interpretation and resource management. Archeological sites are protected in an undisturbed condition unless it is determined through formal processes that disturbance or natural deterioration is unavoidable. When disturbance or deterioration is unavoidable, the site is professionally documented and excavated and the resulting artifacts, materials, and records are curated and conserved in consultation with the Virginia State Historic Preservation Office and American Indian tribes. Some archeological sites that can be adequately protected may be interpreted to visitors.</p> <p>Source: National Historic Preservation Act of 1966, as amended (16 USC 470); Archeological Resources Protection Act; the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation; Programmatic Agreement among the National Park Service, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers (36 CFR 800); NPS <i>Management Policies 2001</i>; and DO 28, "Cultural Resource Management Guideline"</p> |

| <b>Table 1-1:<br/>Servicewide Mandates and Policies Pertaining to Manassas National Battlefield Park</b> |   |
|--|---|
| <b>Cultural Landscapes</b>   | <p>Cultural landscape inventories are conducted to identify landscapes potentially eligible for listing on the National Register, and to assist in future management decisions for landscapes and associated resources, both cultural and natural. The management of cultural landscapes focuses on preserving the landscape's physical attributes, biotic systems, and use when that use contributes to its historical significance.</p> <p>The preservation, rehabilitation, restoration, or reconstruction of cultural landscapes is undertaken in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and reconstructing Historic Buildings.</p> <p>Source: National Historic Preservation Act of 1966, as amended (16 USC 470); Advisory Council on Historic Preservation's implementing regulations regarding the Protection of Historic Properties (36 CFR 800); Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and reconstructing Historic Buildings(1995); NPS <i>Management Policies 2001</i>; and DO 28, " Cultural Resources Management Guideline"</p>   |
| <b>Museum Collections and Archives</b>   | <p>All museum collections and archives (artifacts, objects, specimens, and manuscript collections, other documents, and photographs) are identified and inventoried, catalogued, documented, preserved, and protected, and provision is made for their access to and use for exhibits, research, and interpretation. The qualities that contribute to the significance of collections are protected in accordance with established standards.</p> <p>Source: National Historic Preservation Act of 1966; American Indian Religious Freedom Act of 1978; Archeological and Historic Preservation Act of 1974; Archeological Resources Protection Act of 1979; Native American Graves Protection and Repatriation Act of 1990; NPS <i>Management Policies 2001</i>; NPS <i>Museum Handbook</i>; and DO 28, " Cultural Resource Management Guideline"</p>  |
| <b>Historic Structures</b>   | <p>Historic structures are inventoried and their significance and integrity are evaluated under National Register of Historic Places criteria. The qualities that contribute to the listing or eligibility for listing of historic structures on the National Register are protected in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (unless it is determined through a formal process that disturbance or natural deterioration is unavoidable).</p> <p>Source: National Historic Preservation Act of 1966, as amended (16 USC 470); Archeological and Historic Preservation Act; Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation; Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and reconstructing Historic Buildings (1995); Programmatic Agreement among the National Park Service, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers (36 CFR 800); NPS <i>Management Policies 2001</i>; and DO 28, " Cultural Resource Management Guideline"</p>   |
| <b>Ethnographic Resources</b>  | <p>Ethnographic resources are variations of <i>natural</i> resources and standard cultural resource types. They are subsistence and ceremonial locales and sites, structures, objects, and rural and urban landscapes assigned cultural significance by traditional users. Certain contemporary American Indian and other communities are permitted by law, regulation, or policy to pursue customary religious, subsistence, and other cultural uses of NPS resources with which they are traditionally associated. Recognizing that its resource protection mandate affects this human use and cultural context of park resources, the National Park Service plans and executes programs in ways to safeguard cultural and natural resources while reflecting informed concern for contemporary peoples and cultures traditionally associated with them.</p> <p>Source: National Historic Preservation Act of 1966, as amended (16 USC 470); Advisory Council on Historic Preservation implementing regulations; NPS <i>Management Policies 2001</i>; DO 28, " Cultural Resource Management Guideline"; EO 13007, " American Indian Sacred Sites"; American Indian Religious Freedom Act; and Programmatic Agreement among the National Park Service, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers (36 CFR 800)</p> |

**Table 1-1:  
Servicewide Mandates and Policies Pertaining to Manassas National Battlefield Park**

| <b>Socioeconomic Environment</b>       |   |
|--|---|
| <b>Visitor Use and Experience</b>      | <p>Park resources are conserved unimpaired for the enjoyment of future generations. Visitors have opportunities for forms of enjoyment that are uniquely suited and appropriate to the superlative natural and cultural resources found in the park. No activities occur that would cause derogation of the values and purposes for which the park has been established.</p> <p>For all zones, districts, or other logical management divisions within a park, the types and levels of visitor use are consistent with the desired resource and visitor experience conditions prescribed for those areas. Park visitors will have opportunities to understand and appreciate the significance of the park and its resources, and to develop a personal stewardship ethic. To the extent feasible, programs, services, and facilities in the park are accessible to and usable by all people, including those with disabilities.</p> <p>Source: NPS Organic Act; National Park System General Authorities Act; NPS Management <i>Policies 2001</i>; Architectural Barriers Act of 1968; Americans with Disabilities Act of 1990; Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities (28 CFR 36); Uniform Federal Accessibility Standards of 1984 (UFAS); U.S. Access Board Draft Accessibility Guidelines for Outdoor Developed Areas of 1999; NPS <i>Management Policies 2001</i>; DO 42, "Accessibility for Visitors with Disabilities in NPS Programs, Facilities, and Services"; Rehabilitation Act of 1973; Secretary of the Interior's regulation 43CFR17, "Enforcement on the Basis of Disability in Interior Programs"</p> |
| <b>Environmental Justice</b>           | <p>Federal agencies are required to assess whether their actions have a disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p> <p>Source: National Environmental Policy Act; DO 12, "Conservation Planning, Environmental Impact Analysis, and Decision-making"; CEQ regulations; EO 12989, "Environmental Justice in Minority and Low-Income Populations"</p>   |
| <b>Other Topics</b>                    |   |
| <b>Land Protection</b>                 | <p>The National Park Service is required by its Organic Act to protect and preserve unimpaired the resources and values of the National Park Service while providing for public use and enjoyment. When acquisition is necessary and appropriate, the National Park Service will acquire those lands and/or interests as promptly as possible. Land protection plans are prepared to determine and publicly document what lands or interests in land need to be in public ownership, and what means of protection are available to achieve the purposes for which the national park was created.</p> <p>Source: NPS <i>Management Policies 2001</i>—3.0, "Land Protection"</p>  |
| <b>Sustainable Design/ Development</b> | <p>NPS and concessionaire visitor management facilities are harmonious with park resources, compatible with natural processes, aesthetically pleasing, functional, as accessible as possible to all segments of the population, energy-efficient, and cost-effective. All decisions regarding park operations, facilities management, and development in the park—from the initial concept through design and construction—reflect principles of resource conservation. Thus, all park developments and park operations are sustainable to the maximum degree possible and practical. New developments and existing facilities are built and modified according to the <i>Guiding Principles of Sustainable Design</i> (1993) or other similar guidelines. Management decision making and activities throughout the national park system should use value analysis, which is mandatory for all Department of the Interior bureaus, to help achieve this goal. Value planning, which may be used interchangeably with value analysis/value engineering/value management, is most often used when value methods are applied on general management or similar planning activities.</p> <p>Source: NPS <i>Management Policies 2001</i>; EO 13123, "Greening the Government through Efficient Energy Management"; EO 13101, "Greening the Government through Waste Prevention, Recycling, and Federal Acquisition"; NPS <i>Guiding Principles of Sustainable Design</i>; DO 13, "Environmental Leadership"; DO 90, "Value Analysis."</p>   |

| <b>Table 1-1:<br/>                     Servicewide Mandates and Policies Pertaining to Manassas National Battlefield Park</b> |  |
|---|--|
| <b>Transportation</b>   | <p>Visitors have reasonable access to the park, and there are connections from the park to regional transportation systems as appropriate. Transportation facilities in the park provide access for the protection, use, and enjoyment of park resources. They preserve the integrity of the surroundings, respect ecological processes, protect park resources, and provide the highest visual quality and a rewarding visitor experience.</p> <p>The National Park Service participates in all transportation planning forums that may result in links to parks or impact park resources. Working with federal, tribal, state, and local agencies on transportation issues, the National Park Service seeks reasonable access to parks, and connections to external transportation systems.</p> <p>Source: NPS <i>Transportation Planning Guidebook</i>, NPS <i>Management Policies 2001</i></p> |

## RELATIONSHIP OF OTHER PLANNING EFFORTS TO THIS GENERAL MANAGEMENT PLAN

Manassas National Battlefield Park is located in Prince William and Fairfax Counties, Virginia. Properties surrounding the park are primarily privately owned residential and agricultural lands. There are a few commercial and state-owned parcels near the park. There are no tribal lands nearby.

Several federal, state, and local plans, either underway or recently completed, will affect conditions at Manassas National Battlefield Park. Many of these plans involve new or altered transportation facilities in the vicinity of the park.

Other relevant planning efforts include visitor surveys and interpretation plans. These plans are described in detail below.

- **Manassas National Battlefield Park Bypass Environmental Impact Statement (Bypass Study), FHWA:** This study area was developed based on preliminary studies conducted within the project area, and is large enough to accommodate a variety of transportation improvement alternatives in the vicinity of the Manassas National Battlefield Park to alleviate traffic and congestion within the park. The study area for the project covers portions of Prince William, Loudoun, Fairfax, and Fauquier Counties, the Cities of Manassas and Manassas Park, and the Town of Haymarket. These efforts would improve circulation and visitor experience within the park by removing commuter and truck traffic from the state and U.S. routes in the park.
- **Interstate 66 Multimodal Transportation and Environmental Study (I-66 Study), Virginia Department of Transportation (VDOT):** VDOT and the Virginia Department of Rail and Public Transportation (VDRPT) have initiated the study for improving mobility along the I-66 Corridor from just west of the I-66/Capital Beltway (I-495) interchange in Fairfax County to the I-66/U.S. Route 15 interchange in Prince William County (approximately 24 miles). This Study will examine possible improvements to I-66, Metrorail, Virginia Railway Express, and express bus service. Transportation improvements to this corridor are necessary to enhance safety and to provide increased capacity for current and projected future travel demands.
- **Tri-County Parkway Location Study and Environmental Impact Statement (Tri-County Parkway Study), VDOT:** The Tri-County Parkway Location Study team is evaluating a new north/south transportation link in Northern Virginia to connect the City of Manassas with I-66 and the Loudoun County Parkway in the Dulles area. The Tri-County Parkway would be approximately 10 miles long, traversing portions of Prince William, Fairfax, and Loudoun Counties, along with the Cities of Manassas and Manassas Park. The concept for a Tri-County Parkway is identified in the Northern Virginia 2020 Transportation Plan and in the comprehensive plans for Fairfax, Loudoun, and Prince William Counties.
- **VA Route 234 Bypass North, FHWA:** This is the remaining section of the 10-mile Route 234 Manassas Bypass. In 1997, VDOT opened 5.3 miles of the road from Interstate 66 to VA Route 28. Construction has not yet begun on the Bypass North.
- **Manassas National Battlefield Park Transportation Study, June 1996, NPS:** This study examined the operational and safety characteristics of the traffic and parking conditions within the park. It identified several parking areas that were over capacity, as well as roads and intersections that posed the greatest safety risk to park visitors.
- **A Plan for the Interpretation of Manassas National Battlefield Park, December 1994, NPS:** This study helped the park define the desired visitor experience, prescribed interpretive media and facilities for achieving that desired condition, refined interpretive themes to improve visitor education, and proposed changes to visitor circulation patterns.
- **Manassas National Battlefield Park Visitor Study, summer 1995, University of Idaho:** This report summarizes the results of visitor surveys and helps the park refine visitor services, facilities, and interpretation.



## PLANNING ISSUES/CONCERNS

### INTRODUCTION

Several planning-related issues were raised by park staff and the public in meetings, newsletter responses, and discussions with staff from other agencies and organizations. Planning issues are derived from an examination of the full range of comments and ideas solicited from park staff, other agencies, special interest groups, and the general public during scoping. An understanding of the park mission and important planning issues helped the planning team develop potential management alternatives that respond to current and future resource and visitor experience conditions.

The following summary encompasses the full range of planning issues identified during scoping. The issues generally fall into two categories: comments most appropriately addressed by a GMP, and non-GMP issues, non-planning issues or those issues most appropriately addressed in other plans.

### PLANNING ISSUES ADDRESSED IN THIS GMP

#### Orientation and Visitor Services

Manassas National Battlefield Park was the site of two key battles during the Civil War. However, the two Manassas battles continue to receive unequal interpretive treatment at the park. Visitation is concentrated at the visitor center on Henry Hill, the focal point of the events of First Manassas. Due in part to initial park boundaries that did not include much of the contested ground of Second Manassas, more limited interpretive efforts have been devoted to that battle. The addition of lands associated with Second Manassas offers the park the opportunity to present the full story of this battle.

Inadequate or antiquated interpretive media, a hazardous and complicated driving tour route, congested roads, and limited vehicular access have adversely affected the visitor experience and interpretation in the Park. Maintenance

and appropriate location of equestrian trails is also important to the community.

#### Historic Cultural Landscapes

Like many Civil War battlefields, Manassas National Battlefield Park is much more heavily wooded now than during the war. However, portions of the park still retain their wartime appearance. The continuity of agrarian patterns from the nineteenth century period of the two battles of Manassas through the twentieth century establishment of the park, as well as the fact that major road alignments (such as U.S. Route 29 and VA Route 234) generally follow their wartime alignments, have helped the park keep its Civil War era atmosphere.

Unfortunately, the heavy traffic on these present-day roads makes interpretation of some of the battle stories difficult and inhibits visitor appreciation of the historic battlefield landscape.

The 1988 boundary adjustments mandate cooperation with state and local governments to promote the preservation of views from within the park. The park has worked closely with nearby jurisdictions to protect these vistas. However, the continued rapid population growth in the Manassas area, accompanied by commercial and residential development typical of surrounding communities, intrudes on the historic setting of the battlefield. Such development already separates the battlefield from the area of the historic Manassas Junction and threatens eventually to disrupt historically significant views. The prospect of tall buildings on the periphery of the battlefield threatens the park's attempts to maintain a sense of place and contemplative atmosphere for visitors.

#### Traffic and Transportation

Two heavily traveled highways, U.S. Route 29 and VA Route 234, bisect the park and intersect in the heart of the battlefield. These two roads, known during the Civil War as the

Warrenton Turnpike and the Sudley Road, respectively, generally follow their wartime alignments and provide visitor access to much of the park. The current use of these roads as commuter and commercial truck traffic routes, conflicts with public safety and enjoyment of the park.

In the Manassas National Battlefield Park Amendments of 1988, Congress authorized 30 million dollars for a traffic study and subsequent highway construction to reroute commuter traffic away from the portions of U. S. Route 29 and VA Route 234 that traverse the park. Although construction monies have not been appropriated to date, monies were allocated for the Bypass Study, which examined candidate alignments for a bypass in the vicinity of the park, in order to reroute traffic off of these two roadways. The Federal Highway Administration and the National Park Service as co-lead agencies, and the Virginia Department of Transportation as a cooperating agency, have completed the public draft of the Bypass Study and has developed a preferred bypass alternative route.

This *Draft General Management Plan/ Environmental Impact Statement* addresses internal transportation and circulation issues related to visitor experience, understanding, and safety, as well as resource protection. The proposed action alternatives presume a future where the Battlefield Bypass is in place, and park roads are closed to through traffic and are used primarily for park purposes.

### Historic Structures and Sites

Both the Stone House and the Lucinda Dogan House were altered after the Civil War with additions as well as interior alterations. These two structures are the only two surviving wartime buildings to have been rehabilitated to their 1860s appearance. A third wartime building, the Thornberry House, named after the wartime owner and also known as the Sudley Post Office after the war, also underwent some alteration after the Civil War and has been rehabilitated for visitor use. Together, these three houses are the only surviving wartime buildings in the park.

The park's List of Classified Structures (LCS) includes 33 structures (buildings, roads, monuments, and a bridge).<sup>1</sup> The issue at hand involves determining the appropriate level of stabilization or rehabilitation for the surviving wartime buildings, as well as other historic structures. To the extent feasible, the surviving wartime buildings should be accessible to all visitors, including those with disabilities.

### Trail Management

The park maintains an extensive network of pedestrian and bridle trails. Although the trails provide access to most points of interpretive interest, the size and complexity of the network has proved confusing to visitors. Bicycles are not permitted on trails or unpaved roads unless they are being used by trained, commissioned law enforcement personnel in performance of their duties. Adequate trail maintenance can be affected by funding levels for park operations that fluctuate annually. To the extent feasible, trails should be made accessible to visitors with disabilities.

### Recreational Use

As the regional population grows, surrounding land is developed, and open space decreases, the park faces increased pressure to open the battlefield to active recreational uses. NPS *Management Policies 2001* (8.3) state that "the National Park Service will consider the park's purposes and the effects on park resources and visitors when determining the appropriateness of a specific recreational activity in a specific park.

"Unless mandated by statute, the National Park Service will not allow visitors to conduct activities that

- would impair park resources or values
- create an unsafe or unhealthful environment for other visitors or employees

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<sup>1</sup> The LCS includes structures that have "historical, architectural, and/or engineering significance within parks of the National Park System in which the National Park Service has, or plans to acquire, any legally enforceable interest" (NPS 2004)

## PURPOSE OF AND NEED FOR THE PLAN

- are contrary to the purposes for which the park was established or
- unreasonably interfere with
  - the atmosphere of peace and tranquility, or the natural soundscape maintained in wilderness and natural, historic, or commemorative locations within the park;
  - NPS interpretive, visitor service, administrative, or other activities;
  - NPS concession or contractor operations or services; or
  - other existing, appropriate park uses”

(NPS *Management Policies 2001*: 81).

In addition to any applicable state licenses and permits that may be required, a special-use permit from the park Superintendent is required for certain visitor activities, such as weddings, wreath laying ceremonies, and organized equestrian events. Meanwhile, the park treats some accepted activities, such as organized events, as special events and manages them according to the criteria and procedures of the *Special Park Uses Guideline* (NPS-53). Recreational activities such as picnicking and fishing (with a valid permit) are typically permitted in specified areas of the park, while swimming and the use of bicycles on unpaved roads are typically prohibited. These prohibitions and permissions change periodically, and are outlined in the annual *Superintendent's Compendium*.

### Boundaries

The 1980 boundary legislation prohibits the Secretary of the Interior from changing the boundaries of the park. Unlike other units of the national park system that have legislative authority under Section 7 (c) of the Land and Water Conservation Fund Act of 1965 and the National Parks Omnibus Management Act of 1998 to enter into minor boundary adjustments, Public Law 96-442 specifically prohibits Manassas National Battlefield Park from arranging any boundary adjustments without legislation by Congress.

This planning process has identified several specific parcels of land outside of the legislative boundary that are of special

importance and cultural value to Manassas National Battlefield Park, that contribute to its historic battlefield landscape, and that meet NPS criteria for boundary adjustments (NPS *Management Policies 2001*: 25-26). These parcels of land are described under alternatives B and C as part of the proposals for each of these action alternatives.

### Cooperative Efforts in Interpretation and Preservation

Some historic resources related to the Manassas battles lie outside park boundaries and face an uncertain future. Manassas National Battlefield Park recently expanded its National Register of Historic Places boundary to incorporate many of the historic sites and structures directly adjacent to the park. Expanded cooperation is needed between federal, state, and local agencies and private groups and organizations to help preserve and interpret these important Civil War resources. Specific partnership opportunities have not yet been explored for each action alternative.

### Carrying Capacity

There are three principal components that relate to determining the carrying capacity for a national park:

- Ecological or physical capacity, which includes the capabilities of the natural and cultural resources to sustain levels of visitor use without unacceptable damage.
- Sociological carrying capacity, which includes the ability of visitors to enjoy and appreciate these resources without undue interference by other visitors.
- NPS management, which includes the efforts that have been, or can be applied to the park to mitigate unwanted impacts. This component relates to the management of things such as roads, parking lots, buildings, trails, and visitor information.

Table 1-2 summarizes the Desired Conditions, Indicators, and Standards that Manassas National Battlefield Park will use to ensure that the park stays within its carrying capacity. The park does not currently have a quantitative system for measuring carrying capacity, and

relies instead on qualitative observations about the use and crowding of various park resources.

Congested traffic on the portions of U.S. Route 29 and VA Route 234 that bisect the park influences carrying capacity, as well as the park's ability to measure that capacity. While visitation counts are taken at specific locations such as the visitor center or visitor contact Station, the overall number of non-park trips on these highways makes it difficult to obtain accurate visitation information for the park as a whole.

The difficulties posed by non-park traffic and limited staff availability make it difficult for the park to maintain a system of quantitative indicators and standards. Thus, many of the indicators and standards in Table 1-2 are constructed in a way that enables qualitative measurement by park staff as part of their ongoing duties.

With the exception of museum display, storage, and curation space, which are already

reaching capacity, Manassas National Battlefield Park does not presently approach its carrying capacity. This statement reflects the patterns of use observed by park staff in recent years.

The park does experience—and will continue to experience—limited occurrences of crowding at certain locations during certain times of the year. Specifically, the area near Stone Bridge tends to be crowded during fair-weather weekends in the spring and autumn. The park Superintendent deems this situation acceptable because such occurrences are rare, the entire park does not experience crowding, and no appreciable damage is done to natural and cultural resources.

The park will periodically review and, if necessary, update the indicators and standards described in Table 1-2. Should visitation (regardless of how it is measured) increase sharply, or if staff observe other activity that indicates a potential lack of capacity, the park may choose to implement more specific indicators and standards.

**Table 1-2: Carrying Capacity Standards and Indicators**

|  |                   |   |
|--|-------------------|---|
| <b>Visitor Experience and Services</b> | Desired Condition | Visitors will be able to obtain park information, orientation, and services and will be able to access cultural resources and interpretive materials, exhibits, and sites without experiencing frequent delays. Museum space will be adequate to accomplish the park’s interpretive goals.  |
|  | Indicator         | The number of times per year that the visitor center, Stuart’s Hill Visitor Contact Station, and major interpretive sites and parking lots (e.g., Stone Bridge, Henry Hill Brawner Farm) experience crowding and the magnitude of that crowding. The amount of space available for museum activities, including lab space and storage of park records and digital files.  |
|  | Standard          | Visitors will experience crowded conditions a few times per year. These will occur primarily during the spring and autumn, and only at a limited number of locations such as Stone Bridge. During these peak periods, visitors will still be able to find uncrowded conditions in other areas of the park. The park will have museum space that is adequate to accomplish its interpretive goals.   |
| <b>Circulation and Parking</b>         | Desired Condition | Visitors should be able to follow the park’s tour routes (via automobile or bicycle) and use the park’s parking lots while experiencing no more than moderate traffic congestion and rare parking difficulties.   |
|  | Indicator         | The number of times per year that tour routes and other park roads experience delays due to excess visitor traffic; the number of times per year that parking lots are full for an extended period of time. It is understood that, unless and until the portions of U.S. Route 29 and VA Route 234 that traverse the park are closed to non-park traffic, the park’s ability to measure this indicator is limited. The current levels of non-park traffic on these routes mean that the park can only observe traffic on other park roads and can only observe parking crowding at lots not located along U.S. Route 29 and VA Route 234. |
|  | Standard          | Visitors will experience crowded conditions (heavy traffic congestion and a lack of parking) a few times per year. These will occur primarily during the spring and autumn, and only at a limited number of locations such as Stone Bridge. During these peak periods, visitors will still be able to find uncrowded road conditions and parking lots in other areas of the park.   |
| <b>Recreation</b>                      | Desired Condition | Visitors participating in approved recreational activities will be able to enjoy the park’s natural and cultural resources without causing damage to those resources.   |
|  | Indicator         | Damage to natural habitats, cultural resources, interpretive materials, or historic landscapes due to activities such as horseback riding or picnicking.  |
|  | Standard          | “Social trails” —undesigned trails created by repeated use—will not occur.  |
| <b>Park Operations and Maintenance</b> | Desired Condition | The park will have adequate staff and resources to perform needed maintenance and management activities, and will do so without causing undue distraction to visitors.  |
|  | Indicator         | The ability of staffing levels, maintenance facilities, resources, and supplies to meet park needs; the number and severity of visitor concerns and comments about operations and maintenance activities.   |
|  | Standard          | Staffing and resources will not delay or prevent normal operation and maintenance activities; visitor concerns and comments about operations and maintenance activities will not increase in frequency or severity.   |

**ISSUES IDENTIFIED THAT ARE NOT GMP-LEVEL ISSUES**

During public involvement, from 1996 through 2003, issues were identified by the public that are not considered General Management Plan-level issues. These issues have been divided into two categories for the purposes of this plan: items that might be accomplished in other plans and items that are not planning issues.

The *General Management Plan* establishes a management philosophy for the battlefield and determines appropriate uses and conditions for park resources. Subsequent planning will address detailed design, operations, and maintenance issues. Issues identified by the public that might be addressed in other plans include

- treatment of specific park signs
- architectural/preservation treatments of specific structures
- management of equestrian trails and users
- interpretation specific to individual sites or techniques, such as living history
- transportation using shuttle buses

Items that are not considered planning issues and cannot be addressed by this plan include

- development and economic growth in the region and around the park
- restrictions on hunting outside of park
- enhanced volunteer programs
- links between the park and the historic city of Manassas

## IMPACT TOPICS (RESOURCES AND VALUES AT STAKE DURING THE PLANNING PROCESS)

The Council on Environmental Quality guidelines for implementing the National Environmental Policy Act (NEPA) requires that the description of the affected environment must focus on describing the resources that could be affected by implementation of the alternatives. Impact topics were developed to focus the environmental analysis and to ensure that alternatives were evaluated against relevant topics. Impact topics are resources of concern that could be affected, either beneficially or adversely, by the range of alternatives. These impact topics were identified based on federal laws and other legal requirements, the Council on Environmental Quality guidelines, National Park Service *Management Policies*, park subject-matter experts, and knowledge of limited or easily impacted resources, and issues/concerns expressed by other agencies or the public during initial project scoping. A brief rationale for the selection of each impact topic is given below, as are reasons for dismissing specific topics from further consideration.

It should be noted that the exact footprints and locations of proposed development under the alternatives have not been fully developed at this time. Therefore, site-specific impacts will be evaluated and appropriate environmental compliance completed during the design stage. Similarly, acreage estimates associated with forest removal or scene rehabilitation under the alternatives are presented for comparative purposes only. Although these acreages are representative of the magnitude of change expected, some further refinement of the actual boundaries of the historic scene rehabilitation areas is likely to occur based on more precise field surveys.

The impact topics retained for detailed study are explained below.

### NATURAL RESOURCES

#### Air Quality

The Manassas National Battlefield Park is within Virginia Air Quality Control Region VII, which is a nonattainment area for ozone. Section 118 of the Clean Air Act requires federal facilities to comply with all federal and state air quality standards and regulations, while Section 176 of the Act requires federal facilities to conform to state programs designed to attain and maintain those standards. The alternatives under consideration could have an affect on air quality because of the changes to the transportation patterns and use of the park roads; therefore, this document will study Air Quality in more detail.

The park's location in an air quality nonattainment area could also create opportunities for inter-agency cooperation and funding that could be used to alleviate both traffic and its associated noise.

#### Soundscape

National Park Service *Management Policies 2001* and Director's Order #47, "Soundscape Preservation and Noise Management" recognize that natural soundscapes are park resources and call for the National Park Service to preserve natural soundscapes. The existing commercial and commuter vehicular traffic at the park greatly influences the soundscape, negatively impacting the visitor experience; therefore, this document will study Soundscape Management in more detail.

#### Vegetation and Wildlife

The Manassas National Battlefield Park supports a wide array of plants and animals. The Organic Act and National Park Service *Management Policies 2001* both require the National Park Service to protect and conserve native plant and animal populations that could be affected by visitors or park actions. Changes

in plant populations and wildlife habitat could occur because of certain actions described for each alternative, such as the forest clearing and battlefield scene rehabilitation; therefore, this document will study Vegetation and Wildlife in more detail.

Many parks in developed areas also realize that, because their natural resources have been protected from development over time, they have become “islands” for many native species of plants and animals. This realization substantially broadens previous thinking about such parks as solely “cultural parks,” and is another reason to retain Vegetation and Wildlife as an impact topic.

### **Threatened, Endangered, and Rare Species and Natural Communities**

The Endangered Species Act requires federal agencies to ensure their activities will not jeopardize existence of any endangered or threatened species or result in the destruction or adverse modification of critical habitat of such species. Consultation with the U.S. Fish and Wildlife Service and state resource agencies and past studies identified a number of species of special status. The alternatives under consideration could have an effect on listed species; therefore, this document will study Threatened, Endangered, and Rare species and natural communities in more detail.

### **Water Resources (Water bodies, Water Quality, Wetlands, and Floodplains)**

The actions necessary to fulfill the management prescriptions proposed under the two action alternatives could potentially impact water quality, wetlands, stream bank stability, and floodplains. Proposed actions such as the removal of the U.S. Route 29 Bridge and the scene rehabilitation, and construction of a bridge over Bull Run are activities that would have impacts on water resources. Therefore, this document will study Water Resources in more detail.

## **CULTURAL RESOURCES**

### **Cultural Resources (Historic Structures, Cultural Landscapes, and Archeological Resources)**

The National Historic Preservation Act of 1966 as amended; the National Environmental Policy Act of 1969 as amended; Director’s Order 28, “Cultural Resource Management Guideline”; NPS *Management Policies 2001*; and Director’s Order 12, “Conservation Planning, Environmental Impact Analysis, and Decision Making” require the consideration of impacts on cultural resources. Actions proposed in this plan could affect archeological resources, cultural landscapes, historic structures, and museum collections and archives. Therefore, this document will study cultural resources in more detail.

Ethnographic resources, which are also considered cultural resources, are included among those topics dismissed from further consideration, as described in this chapter.

### **Museum Collections and Archives**

The museum collections at Manassas National Battlefield Park embody a wide range of materials. The present on-site museum collections and archive facilities are nearing capacity. The anticipated growth of the collection will eventually necessitate more museum objects being stored off-site at the Museum Resource Center as well as a need for additional space to accommodate museum records and electronic media. Both of the action alternatives would affect museum collections and archives in the park. For this reason this document will study museum collections and archives in more detail.

## **TRANSPORTATION/TRAFFIC**

The visitor experience at the park is adversely affected by the current traffic levels on U.S. Route 29 and VA Route 234. During public scoping, concerns were raised over the potential effect that the removal of the U.S. Route 29 bridge over Bull Run and controlled access at the other park entrances could have



## PURPOSE OF AND NEED FOR THE PLAN

on emergency response. Safety associated with the transportation system is also considered under the transportation impact analysis. Therefore, this document will study transportation/traffic in more detail.

### **SOCIOECONOMIC ENVIRONMENT**

The controlled access at park entrances along U.S. Route 29 and VA Route 234 would affect nearby residents and businesses. Therefore, this document will study the socioeconomic environment in more detail.

### **RECREATION**

Improvements and additions to the hiking and bridle trails would have a beneficial impact on park recreation and expand recreational opportunities for visitors. Therefore, this document will study recreation in more detail.

### **VISITOR EXPERIENCE**

Visitor experience was identified as an important issue that could be appreciably affected by the alternatives. The Organic Act and NPS *Management Policies 2001* direct NPS to provide enjoyment opportunities for visitors that are uniquely suited and appropriate to the resources found in the park, to the extent that such enjoyment does not constitute impairment or derogation of those resources. Visitor uses, access, orientation, and recreational activities are directly affected by the proposed alternatives; therefore, this document will study the visitor experience in more detail.

### **PARK OPERATIONS AND MAINTENANCE**

The alternatives proposed in this plan could affect park operations, including changes in staffing, maintenance, and enforcement. Therefore, this document will study park operations in more detail.

## IMPACT TOPICS DISMISSED FROM FURTHER ANALYSIS

The topics listed below would either not be affected or would be negligibly affected by the alternatives evaluated in this document. Therefore, these topics are briefly discussed in this section of the *General Management Plan* and then dismissed from further consideration or evaluation. Negligible effects are effects that are localized and immeasurable at the lowest level of detection.

### SOILS, TOPOGRAPHY, AND GEOLOGY

The soils at the Manassas National Battlefield Park are primarily in the Arcola-Panorama-Nestoria general soils unit. Arcola silt loam and Arcola-Nestoria complex are the predominant soils. These are deep, moderately deep, and shallow soils that are well drained and have loamy subsoil. Soils in this general soils unit are largely used for the general crops in the area (Elder 1989). Topography of the park consists of gently rolling hills interspersed with narrow ridges and relatively small ravines. Generally, slopes range from 0 to 25 percent. Elevations range from approximately 325 feet along the ridges in the western portion of the park to about 130 feet along Bull Run.

The park resides in the Triassic basin of the Piedmont physiographic province in northern Virginia. This area is underlain primarily by calcareous siltstone and sandstone, metasiltstone, and intrusive diabase. Most of the diabase in the park is in the southwest and western sections and near Bald Hill. Bands of metasiltstone surround the diabase outcrops. Many of the northern Virginia Triassic region's rare plant species are associated with habitats underlain by diabase or metasiltstone. The remainder of the park is underlain by red siltstone of the Balls Bluff formation, which is well exposed along Bull Run. Soils derived from underlying bedrock have relatively high clay content and generally low to moderate permeability.

Under the proposed alternatives, negligible adverse impacts on soils, topography, or geology would occur because the proposed actions would not involve excavation or

grading that would result in a noticeable change to the terrain. There would be no topographic leveling or effects on scientifically important geologic formations or strata. The new visitor center, bridge, and access road on the east side of the park included in alternative C, and landscape rehabilitation proposed under the action alternatives would have impacts to soils and topography. However, based on the context of the park, the area of proposed disturbance is small and best management practices would be implemented in accordance with state guidelines to minimize soil loss during construction. Separate environmental analyses would be completed for each of these proposed actions. In addition, while changes to visitation patterns, trail use, and other changes to visitor activities would have adverse impacts from increased erosion with soil loss, these impacts would be negligible because the change in the areas of disturbance would be small. Therefore, Soils, Topography, and Geology were dismissed as impact topic.

### PRIME FARMLAND SOILS

The purpose of the Farmland Protection Policy Act is to "minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to assure the federal programs are administered in a manner that, to the extent practicable, will be compatible with state, unit of local government, and private programs and policies to protect farmland" (7 U.S.C. 4201(b)). The Farmland Protection Policy Act is the primary responsibility of the Department of Agriculture, which has delegated implementation to the Natural Resources Conservation Service. A memorandum dated August 11, 1980 from the Council on Environmental Quality requires federal agencies to assess the effects of their actions on lands classified by the U.S. Department of Agriculture Natural Resources Conservation Service as prime and unique farmlands. Prime farmland is defined as land best suited for producing food, feed, forage, fiber, and oilseed

crops. The land could be cropland, pasture, rangeland, forest, or other land or water that has not been developed. Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops.

All soil types within the park are considered prime farm soils. There is no unique farmland within the park. Similar to soils, topography, and geology, no or negligible adverse impacts on prime farmland soils would occur from the proposed management prescriptions because the proposed actions do not involve significant excavation, grading, or change to the terrain. Therefore, Prime Farmland Soils were dismissed as an impact topic. If during future site-specific planning activities it is determined that more than 5 acres of prime farmland soils would be disturbed, the National Park Service would evaluate the potential impacts in accordance with the Natural Resources Conservation Service scoring system and would calculate a farmland conversion impact rating.

## INDIAN TRUST RESOURCES

Secretarial Order 3175 requires that any anticipated impacts to Indian trust resources from a proposed action by Department of the Interior agencies be explicitly addressed in environmental documents. The Federal Indian Trust responsibility is a legally enforceable fiduciary obligation on the part of the United States to protect tribal lands, assets, resources, and treaty rights, and it represents a duty to carry out the mandates of federal law with respect to American Indian and Alaskan native tribes.

There are no Indian trust resources in the area of the Manassas National Battlefield Park. The lands comprising the park are not held in trust by the Secretary of the Interior for the benefit of Indians due to their status as Indians. Therefore, Indian Trust Resources were dismissed as an impact topic.

## ETHNOGRAPHIC RESOURCES

The National Park Service defines ethnographic resources as any “site, structure, object, landscape, or natural resource feature assigned traditional legendary, religious, subsistence, or other significance in the cultural system of a group traditionally associated with it” (DO 28, p. 191). Information about the Manassas National Battlefield Park’s ethnographic resources is quite limited. Although Native American artifacts have been found in the park, no ethnographic resources associated with specific Native American tribes or other ethnic descendants are known to exist in or in proximity of the park. No tribe or group of descendants currently uses the park for ethnographic purposes, and no contemporary tribe has ever been identified as having inhabited the park.

Historically, African-Americans lived in and around the park. Archeology has uncovered clues to the lives of enslaved African Americans at the middling plantations of Portici and Brownsville and of free African Americans at the Robinson House. The Robinson House, the Nash Site, and the Davis family occupation at the Thornberry House site all provide important insights into the struggles and achievements of life after the war, through Reconstruction, and into the Jim Crow era. The Robinson family and other descendant families currently have strong ties to the park. Some have shared their memories, stories, hand-drawn maps, and other oral traditions concerning their family histories and homesteads (NPS, 2004b). The proposed alternatives would have no to negligible impact on any resources associated with African-American ethnographic resources. Therefore, Ethnographic Resources were dismissed as an impact topic.

## ENVIRONMENTAL JUSTICE

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations” directs federal agencies to identify and address, as appropriate, disproportionately high, and

### *Impact Topics Dismissed from Further Analysis*

adverse human health or environmental effects of their programs, policies, and activities on minority or low-income populations.

According to the 2000 U.S. Census figures, the minority community comprises between 17.2 and 31.1 percent of the population in the counties in the study area. The percentage of individuals living below the poverty line in the project area ranges from 2.8 percent to 7.8 percent, compared to approximately 9.6 percent of Virginia residents who live below the poverty line. No minority or low-income populations were identified within the study area, and there would be no disproportionate adverse impact to populations or communities. Therefore, Environmental Justice was dismissed as an impact topic.

#### **LAND USE**

The park is surrounded by lands under a variety of ownerships (both public and private). These lands are used for agricultural, business and commercial, residential, park and open space, and transportation purposes. The park's proximity to the greater Washington, D.C. metropolitan area and to growing areas of northern Virginia, have led to increasing commercial, residential, and other development, as well as more robust transportation facilities in the area surrounding the park.

The park remains an island of open space of historical, cultural, and recreational value within a part of northern Virginia that is becoming more and more suburban and urban in character. The basic land use of the park as a major cultural resource and open space area is in conformance with local land use plans. Because the proposed alternatives would not

change the park's basic use, there would be no conflicts with local land use planning.

In the case of alternative B, the land use change would be negligible because of the proximity of the existing visitor center to existing services in the area, as well as existing county zoning and land use restrictions. The relocation of the visitor center to the east side of the park in alternative C could have a localized impact on the land use of adjacent properties. However, only negligible impacts would be expected because the surrounding area is already quite built up commercially. Overall, the alternatives proposed would have negligible impacts on land use. Therefore, Land Use was dismissed as an impact topic.

#### **PUBLIC HEALTH AND SAFETY**

In general, the proposed alternatives would promote a healthier and safer environment for visitors. Overall, the rehabilitation of certain structures within the park would improve site accessibility and improve the health conditions of the facilities at the park. These benefits resulting from the proposed facility improvements and enhanced site accessibility are generally small in scale and site-specific in nature.

In general, the proposed alternatives would have an overall beneficial impact. No actions identified in this GMP would have adverse safety or health concerns. Therefore, Public Health and Safety was dismissed as an impact topic. Safety-related issues and emergency response related to the transportation improvements are discussed in the transportation impact analysis.

## The Alternatives



## THE ALTERNATIVES

### INTRODUCTION

Many aspects of the desired future condition of Manassas National Battlefield Park are defined in the establishing legislation, the park's purpose and significance statements, and the servicewide mandates and policies that are described in the "Purpose of and Need for the Plan" chapter. Within these parameters, the National Park Service (NPS) staff solicited input from the public, NPS staff, government agencies, and other organizations regarding issues and desired future conditions for Manassas National Battlefield Park. Planning team members also gathered information about existing visitor use and the condition of facilities and resources.

The building blocks for an approved plan for managing a national park are the management prescriptions and the alternatives. All are developed within the framework of the park's purpose, significance, mandates, and legislation.

Management prescriptions are descriptions of desired conditions for park resources and visitor experiences in different areas of the park. Management prescriptions are determined for each national park system unit to identify the widest range of potential appropriate resource conditions, visitor experiences, and facilities that fall within the scope of the park's purpose, significance, and special mandates. Five management prescriptions have been identified for Manassas National Battlefield Park.

Each of the alternatives in this general management plan has a different comprehensive management concept. These management concepts describe how the park would be managed, and how the park's management prescriptions would be applied to support the concept. The combination of concept and application of management prescriptions gives an overall picture of park management under a given alternative.

### FORMULATION OF ALTERNATIVES

This *Draft General Management Plan/ Environmental Impact Statement* presents three alternatives. The alternatives focus on what resource conditions and visitor uses are desired for Manassas National Battlefield Park, rather than on how these conditions will be achieved. Desired future conditions provide a long-term framework for making management decisions. Strategy-level decisions for implementation are generally much more short-lived. Strategy opportunities often depend upon variables of funding availability leading to variation in implementation. Thus, the alternatives do not include specific implementation strategies for resource or visitor use management. The alternatives for Manassas National Battlefield Park directly respond to the major planning issues identified by the public, park staff and other interested parties.

More detailed plans or studies may be required to identify specific implementation strategies before most conditions proposed in the alternatives are achieved. The implementation of any alternative would also depend on future funding and environmental compliance. This plan does not guarantee that money would be forthcoming. The plan establishes a vision for the future that would guide day-to-day and year-to-year management of the national park but full implementation could take many years.

Over the life of this plan the park may be able to consider actions not analyzed in the EIS, e.g., moving all interpretation of Second Manassas to an expanded facility at Brawner Farm. Before any actions were initiated park management would determine if the actions were consistent with the rationale of the management approaches adopted in this plan and if the actions would assist the park in achieving desired future conditions articulated in the plan. If park management determined that the proposed action would be consistent with the rationale of the GMP all necessary compliance would be completed at that time.

Among the three alternatives developed through this plan, alternative A is the “no-action” alternative, which presents a continuation of existing management direction. It is included as a baseline for comparing the consequences of implementing the two “action” alternatives—alternatives B and C. These action alternatives present different ways to manage resources and visitor use and improve facilities and infrastructure at Manassas National Battlefield Park. Both assume the completion of the Manassas National Battlefield Park Bypass, which would remove commuter and heavy truck traffic from the portions of U.S. Route 29 and VA Route 234 that run through the park.

### IDENTIFICATION OF THE PREFERRED ALTERNATIVE

Manassas National Battlefield Park is an unusual site in that two major Civil War battles were fought on virtually the same ground thirteen months apart in 1861 and 1862. Since the conclusion of the war, most Americans have focused on the first battle for a number of reasons. It was the first major land battle of the war. It was the largest battle involving American troops up to that date. A large group of spectators came out from Washington, DC to watch the spectacle. Thomas “Stonewall” Jackson received his *nom de guerre* on the battlefield. On a more sobering note, some 900 individuals lost their lives in the fighting.

While First Manassas has always drawn more attention and interest, the battle of Second Manassas was equally important. Unlike the first battle, in which nearly all of the soldiers were raw recruits ignorant of the realities of warfare, the second battle was fought by more seasoned veterans who understood the harsh nature of battle. These soldiers also were much more efficient killing machines, who exacted a much higher price for their efforts—nearly 3,200 were killed in the second battle. Second Manassas was also one of the earliest engagements in which the Confederates were led by General Robert E. Lee. Many historians believe his leadership turned Second Manassas into one of his greatest tactical victories of the

war. Lee’s stunning success emboldened him to lead his army into the North, where he was repulsed less than three weeks later.

Park staff long has recognized that for a variety of reasons, Second Manassas has received less emphasis. The Park’s *Interpretive Prospectus* (1994) points out that “the fact that Manassas Battlefield contains the sites of two separate battles covering some of the same ground makes clear interpretation of both battles very difficult. Traditionally, the park’s interpretive program has emphasized First Manassas at the expense of the Second Battle of Manassas.”

The same report found that less than 8% of all park visitors even started the Second Manassas Driving Tour (fewer than 1% finished it). To solve this “identity crisis” for Second Manassas, the *Prospectus* calls for “an easily identifiable and accessible ‘focal point’ to begin the interpretation of Second Manassas.

Alternative B’s comprehensive approach to interpreting *both* battles will enable visitors to grasp the evolution of this conflict from the first battle, which many supporters and participants on both sides thought would be quick and easy victory, to the second battle, which those same people now recognized was part of a long, and very deadly affair. Selecting alternative B as the preferred alternative for the future development and management of the park will facilitate and deepen visitor understanding of the Civil War, and of the importance of both of the battles that occurred at Manassas. Alternative B will also help visitors understand how Civil War battles were literally fought in the front yards of residents, not an uncommon occurrence in mid-1800s warfare. Park patrons will be able to place these battles in the context of the entire war—including the important battles that occurred elsewhere between First and Second Manassas, as well as subsequent battles such as Antietam.

Implementation of alternative B will give visitors a much better understanding of the battles of Manassas. In addition to an immersion in the strategies, tactics, troop movements, and the wise and unwise military decisions by the commanders, visitors will leave the park

with a much better understanding of the fundamental role that the Civil War played in American history.

## **MANAGEMENT PRESCRIPTIONS**

Management prescriptions influence the management of park resources by specifying the range of desired visitor experiences, desired cultural and natural resource conditions, and appropriate kinds of activities and facilities necessary to achieve those goals in designated areas of the park over time. Applying these prescriptions to the park's specific geographic areas creates the range of viable alternatives required by the planning process. Alternative A, the no-action alternative, would maintain current management practices, and is also required by the planning process. Table 2-1 summarizes the management prescriptions proposed for Manassas National Battlefield Park.

### **Visitor Experience/Services Prescription**

This prescription represents areas in the park where visitors would encounter a high concentration of activity, services, interpretation, and orientation. The areas are developed more intensely, but remain protected from intrusive effects of modern development and incompatible activities. Hiking and equestrian trails would be included under this prescription.

**Natural and Cultural Resource Conditions.** Natural resources would be actively managed to accommodate intense visitor use for interpretation, education, and visitor services. The management emphasis in areas under this prescription would include minor modifications to facilities to better preserve resources. The historic natural and cultural landscapes would be safeguarded in a way that preserves the integrity of historic views and vistas. Modern additions to the landscape would be permitted but designed to complement the historic and natural context.

**Visitor Experience/Appropriate Facilities Conditions.** Visitors to these areas would experience a high-degree of social interaction. Buildings, structures, and signs of people

would be predominant. Facilities would be convenient and accessible with little need for visitors to make large time commitments. Major visitor and administrative facilities would be expected to be found in this area. Orientation and interpretation would be provided through a variety of formats. Visitor support facilities such as contact stations, museums, interpretive media, bookstores, parking areas, comfort stations, benches, picnic tables, water fountains, sidewalks, and walking, hiking and equestrian trails would be present in this area.

### **Cultural Landscape Rehabilitation/Preservation Prescription**

This prescription rehabilitates cultural and natural resources (including historic buildings, structures, and landscapes) to conditions representative of the Civil War period essential for visitor understanding or in-depth interpretation of the battles. Modern elements may be present in this prescription, but do not distract from the cultural landscape. Management of visitor activities, interpretation sites, historic structures, and trails would ensure resource protection and preservation in this prescription.

**Natural and Cultural Resource Conditions.** Cultural and natural resources would be rehabilitated to conditions representative of the Civil War time period. Resource and viewshed preservation and protection are the primary focus. While the sight and sounds of people are evident, the impact to resources is low. Modern elements may be present this prescription, but would not distract from the natural and cultural landscape.

**Visitor Experience/Appropriate Facilities Conditions.** Through self-guided or ranger-led experiences, the visitor would learn about major park resources and events. Structure and direction would be provided but some opportunities for discovery would exist. At certain times of the day or season, opportunities for solitude exist, but in general there are likely to be encounters with other visitors. Visitors would need to make a moderate time commitment to experience the resources. Trails,



overlooks, wayside exhibits, small parking areas, paved driveways, and other interpretive media would be found in this area. Predominant activities would include walking, viewing resources, and attending interpretive walks and talks. Special events and activities would be allowed by permit only.

### **Motorized Sightseeing/Park Circulation Prescription**

This prescription applies to areas that provide scenic, visually appealing natural and cultural backdrops for motorized touring and circulation in the park. Visitors could experience this prescription by vehicle or bicycle, while driving along well-maintained roads in a linear/sequential nature and making frequent stops at interpretive exhibits. Some alteration of resources (road paving or the felling of trees that pose hazards to visitors) may be necessary to facilitate visitation and park operations.

**Natural and Cultural Resource Conditions.** Areas falling under this prescription would be intensely managed to ensure resource protection and public safety. Areas in this prescription provide a scenic, visually appealing natural and cultural backdrop for motorized park touring and circulation. Resources would be modified for essential visitor needs and park operations and maintenance. Motorized sightseeing would occur along existing roadways and would be nonintrusive.

**Visitor Experience/Appropriate Facilities Conditions.** This area would include paved roadways and associated development used for touring the park, enjoying scenic overlooks, and stopping to visit roadside interpretive media. Visitors would be heavily dependent on vehicles or bicycles and would use a well-maintained road for sequential or linear touring. Visitors would observe the natural and cultural environment and have some opportunities for self-discovery.

The probability of encountering other visitors would be high. The area would include paved roadways, pullouts, overlooks, short trails, parking areas, and other visitor facilities that support touring. Roadway design and speed

limits would be adjusted in this prescription to safely accommodate both cars and bicycles making frequent stops. This prescription would also include park entrance facilities and associated visitor service areas.

### **Recreation Prescription**

This prescription represents areas in the park where visitors would be able to picnic in large groups and enjoy approved recreational activities. Visitor amenities such as picnic tables, restrooms, and parking would be present. Interaction with cultural and natural resources is secondary in this prescription.

Recreational activities such as picnicking and fishing (with a valid permit) are typically permitted in specified areas of the park, while swimming and the use of bicycles on unpaved roads are typically prohibited. Special events/activities are typically allowed by permit only. These prohibitions and permissions change periodically, and are outlined in the annual *Superintendent's Compendium*.

**Natural and Cultural Resource Conditions.** Under this prescription, resources, facilities, and amenities may need modifications to accommodate large groups of visitors. The prescription would be sited in such a way as not to interfere with historic views and vistas and cultural landscapes. Visitors, facilities, and resources would be intensely managed in this prescription.

**Visitor Experience/Appropriate Facilities Conditions.** Visitors would experience recreational opportunities and social interactions with some interpretive opportunities. Natural and cultural resources would provide a visual backdrop within this setting with human interactions predominant. Visitor support facilities would be convenient and accessible. Facilities and visitor amenities would accommodate large group picnics and associated and approved recreational activities. Visitor amenities would include picnic tables, restrooms, and parking.

**Park Operations and Maintenance Prescription**

This prescription meets the essential operational and maintenance needs of the park. Management of activities and facilities in this prescription would focus on limiting visual, auditory, or olfactory impacts to park resources and visitor enjoyment.

**Natural and Cultural Resource Conditions.**

This prescription would be located in areas that would minimize intrusions on the historic views/vistas and areas of high visitor use. The areas are generally small, with intense resource manipulation to meet operational needs. As

such, they may include minor to major modifications to existing facilities, amenities, and resources to accommodate changing operations and maintenance needs.

**Visitor Experience/Appropriate Facilities**

**Conditions.** Because this area would be dedicated to park operations and maintenance needs, visitors would be discouraged. Areas falling under this prescription would have essential facilities, structures, and equipment to meet the operations and maintenance needs of the park. Activities and facilities in this prescription may intensely limit visitor enjoyment and affect the visual, audio, olfactory experience of the park.

**Table 2-1: Management Prescriptions**

|   | <b>Natural &amp; Cultural Resource Conditions</b>   | <b>Visitor Experience/ Appropriate Facilities Conditions</b>  | <b>Representative Activities</b>  |
|---|---|---|---|
| <b>Visitor Experience/Services</b>                    | <ul style="list-style-type: none"> <li>Minor modifications to existing facilities, amenities and resources</li> <li>Modern additions to the landscape are permitted, but do not distract from the historic and natural context</li> <li>Located in such a way as not to intrude on historic views/vistas of the cultural landscape</li> </ul>   | <ul style="list-style-type: none"> <li>Orientation and interpretation occurs in this area through a variety of formats</li> <li>Buildings, structures, and signs of people are predominant</li> <li>Cultural and natural resources are present</li> <li>Facilities are convenient and accessible; there is little need for visitors to make a large time commitment to see the area</li> <li>Social interaction with others is likely</li> </ul>  | <ul style="list-style-type: none"> <li>Major visitor and administrative facilities are found in this area</li> <li>Visitor support facilities such as contact stations, museums, interpretive media, bookstores, parking areas, comfort stations, benches, picnicking, walking trails, and bridle trails are present</li> <li>Orientation and interpretation provided through various formats</li> </ul>  |
| <b>Cultural Landscape Rehabilitation/Preservation</b> | <ul style="list-style-type: none"> <li>Cultural and natural resources are rehabilitated (including buildings, structures, and landscapes) to conditions representative of the Civil War time period, and are essential for visitor understanding and in-depth interpretation of the battles</li> <li>The sights and sounds of people are evident in limited amounts</li> <li>Resource protection and preservation are the primary focus</li> <li>Except for essential changes, tolerance for resource impacts is low.</li> <li>Modern intrusions are not evident</li> </ul> | <ul style="list-style-type: none"> <li>Emphasis on in-depth learning about and visitation of important park resources</li> <li>Experiences are primarily self-guided or ranger-led</li> <li>Structure and direction is provided through trails, interpretive media, and signs, but opportunities for self-discovery exist</li> <li>Visitors need to make a moderate time commitment to experience resources</li> <li>Opportunities for solitude exist at certain times, but there are likely to be encounters with other visitors</li> </ul>                  | <ul style="list-style-type: none"> <li>Trails, overlooks, wayside exhibits, small parking areas, driveways, and interpretive media are found in this area</li> <li>Predominant activities include walking, viewing resources and attending interpretive tours.</li> <li>Special events/activities are allowed by permit only</li> </ul>   |
| <b>Motorized Sightseeing and Circulation</b>          | <ul style="list-style-type: none"> <li>Areas in this zone provide a scenic, visually appealing natural and cultural backdrop for motorized park touring and circulation</li> <li>Areas in this zone are managed to ensure resource protection and public safety</li> <li>Resources may be modified for essential visitor and park operational needs. (e.g. paving roads or felling hazard trees)</li> </ul>   | <ul style="list-style-type: none"> <li>Paved roadways and associated developments are used for touring the park, enjoying scenic overlooks, and stopping to visit roadside interpretive media</li> <li>Visitor experience is generally dependent upon automobile or bicycle involves driving or riding along a well maintained road, and is linear in nature</li> <li>Observing the natural/ cultural environment is important, and a sense of discovery is part of the experience</li> <li>The probability of encountering other visitors is high</li> </ul> | <ul style="list-style-type: none"> <li>Motorized sightseeing occurs in a nonintrusive way throughout the park, primarily on existing roadways</li> <li>The area includes paved roadways, pullouts, overlooks, associated short trails, parking areas, and other facilities that support visitor touring</li> <li>Roadway design and speed limits are adjusted in this zone to safely accommodate cars and bicyclists, and frequent stops</li> <li>This area includes park entrance facilities and associated visitor service areas</li> </ul> |
| <b>Recreation</b>                                     | <ul style="list-style-type: none"> <li>Area has minor modifications to existing facilities, amenities, and resources to accommodate large groups of visitors</li> <li>Facilities are located in such a way as to not interfere with historic views/vistas of the cultural landscape</li> </ul>  | <ul style="list-style-type: none"> <li>Visitor experience is focused on recreational and social interaction with some interpretive opportunities present</li> <li>Natural and cultural resources provide the visual backdrop within this setting with predominant signs of other visitors</li> <li>Visitor support facilities are convenient and accessible</li> </ul>  | <ul style="list-style-type: none"> <li>Facilities present to accommodate large group picnics and approved recreational activities</li> <li>Visitor amenities include picnic tables, restrooms, and parking</li> <li>Approved recreational activities and picnicking would occur in this zone</li> <li>Special events/activities are allowed by permit only</li> </ul>   |
| <b>Park Operations and Maintenance</b>                | <ul style="list-style-type: none"> <li>Area has minor modifications to existing facilities, amenities and resources to accommodate changing operational needs</li> <li>Located in areas that minimize intrusions on the historic views and vistas and areas of high visitor use</li> </ul>  | <ul style="list-style-type: none"> <li>Area is dedicated to park operational and maintenance needs</li> <li>Visitors are discouraged from entering these areas</li> </ul>   | <ul style="list-style-type: none"> <li>Zone includes essential facilities, structures and equipment to meet operational and maintenance needs of the Park</li> <li>Activities and facilities in this zone mitigate visual, auditory, or olfactory impacts to park resources and visitor enjoyment</li> </ul>  |

## ALTERNATIVE A—CONTINUING CURRENT MANAGEMENT PRACTICES (NO ACTION)

### CONCEPT

This no-action alternative consists of a continuation of current management direction and trends at Manassas National Battlefield Park, and serves as a baseline measurement for comparing the resource conditions and visitor experiences prescribed by the two alternative concepts. The existing conditions, trends, and management practices would be maintained with only minor changes in the no-action alternative. Managers would continue to follow the special mandates and servicewide mandates and policies described in the “Purpose of and Need for the Plan” chapter. The current, most recognizable features in the park would continue to serve as the primary focus for visitor use and interpretation. Orientation and visitor services related to both battles would continue to be offered at a single, centralized location. Map 2-1 depicts the cultural and historic elements of alternative A.

Under this alternative, historical park uses and development patterns would continue in accordance with the 1983 *General Management Plan*. The main roads within the park (U.S. Route 29 and VA Route 234) would remain open to commuter and truck traffic. Current facilities at the park would be maintained, upgraded, and rehabilitated as needed. Some changes would be made to visitor use patterns to improve access to those lands added to the park since the 1983 plan was completed (e.g., Brawner Farm and Stuart’s Hill tracts).

Opportunities for visitors to explore the park would be different for each battle. Visitor use would be concentrated in a central area at Henry Hill, with a smaller visitor contact station on Stuart’s Hill. Heavy volumes of commuter and commercial truck traffic would continue to impede the interpretation of Second Manassas. However, the park would devote equal time and facilities to both battles. Visitors would visit the sites of First and Second Manassas by auto tour and hiking trails.

Alternative A would present visitors with a battlefield landscape that would be characteristic of the area’s rural past but that would fail to capture the nuances of the wartime landscape that shaped the strategies, decisions, and events of the two battles. Only small components of the altered historic landscape would be rehabilitated. Visitors would learn about the historic landscape through interpretive displays and programs. Structures built before the park’s creation in 1940, and especially wartime structures, would be preserved. Some postwar structures would mark the sites of wartime buildings. Map 2-2 shows the circulation and interpretation features of alternative A.

### MANAGEMENT ZONES

The 1983 GMP indicates that “the park is on the National Register of Historic Places and is therefore zoned as historic.” As a result, the 1983 GMP defined three management subzones for the park. The park would retain these subzones in alternative A. The subzones, as described by the 1983 GMP, include:

#### **Battlefield Rehabilitation Subzone<sup>2</sup>**

“The rehabilitation subzone will encompass the core area of historic resources important for interpreting the battle stories. The size and character of this subzone is determined by the locations of visitor use and development areas. Significant resources in this subzone include the historic battlefield landscape and several historic structures.

“The level of historic structure rehabilitation or preservation in each subzone will be based on architectural integrity and significance ... New or existing facilities that are not directly related to historic preservation and Civil War interpretation will not be allowed in this subzone unless the property is privately owned or serves a protection function.”

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<sup>2</sup> The 1983 document’s use of the word “restoration” corresponds to this document’s use of the word “rehabilitation.”

### **Preservation Subzone**

“Within this subzone, all historic structures will be preserved at levels commensurate with their significance and integrity, and those sections of the landscape that have already been restored will continue to be maintained.

“Within this subzone, recreation, visitor use, and park operations facilities can be provided, but the importance of the historic resources will still remain paramount in any considerations for development.”

### **Protection Subzone**

“This...subzone along the outer perimeter of the park...is critical for protecting the quality of the visitor’s experience and the present integrity of the core historic resources from outside intrusions. On parklands within this protection subzone, vegetation will be allowed to grow into forest where lands within the two other subzones need special protection. Otherwise, the landscape will be preserved in its existing condition. Historic structures will be preserved at a level commensurate with their integrity and significance.

## **ORIENTATION AND VISITOR SERVICES**

### **Visitor Center**

The Henry Hill Visitor Center would remain as the primary center of interpretation for First Manassas and the first contact/orientation site for park visitors. The level of visitor use would be high. The visitor center would include visitor services and would retain its current parking area. At the Henry Hill Visitor Center, visitors would receive initial information, orientation, and interpretation. The visitor center would also be the starting point for the two battlefield tours.

### **First Manassas Tour**

Visitors would primarily experience the resources of First Manassas through the one-mile Henry Hill Loop Trail, a self-guiding interpretive tour. The First Manassas Tour

(hiking trail) is a longer trail that connects several interpretive sites. These trails present the story of First Manassas in a way that helps visitors understand and study battle events on-site. The function of the First Manassas Trail would be to provide visitors with a relatively easy way to experience the many resources on Henry Hill.

The hiking trail for the First Manassas Tour is approximately five miles long. The function of the First Manassas Tour would be to provide visitors opportunity to develop a fuller understanding of the battles while providing them with solitude and a sense of discovery. The hiking trail would receive low levels of visitor use, and would follow existing trails. Visitors using this trail would be able to understand the events of the battle, and could visit the historic sites of First Manassas such as Henry Hill, Portici, Stone Bridge, Van Pelt Hill, Pittsylvania, Matthews Hill, and Stone House.

In addition to the tour and trails, visitors could also drive to several of the important interpretive sites. These interpretive areas would receive low to moderate levels of visitor use and would include a parking area, interpretive displays, and in some areas, a short loop trail. These interpretive areas would include sites such as the Stone Bridge, Sudley, Matthews Hill, Stone House, Chinn Ridge, and Portici.

### **Second Manassas Tour**

Visitors would continue to use the chronological driving tour to visit the sites of Second Manassas. The tour route and the sites it connects would receive low to moderate levels of use. A small parking area, interpretive displays, and a short loop trail would be provided at the tour stops. A new tour stop at and access to Brawner Farm would use a new access road and parking lot currently being implemented. The environmental assessment (EA) for the Pageland Lane road and site development for Brawner Farm (including a new parking area) has been completed, and a Finding of No Significant Impact (FONSI) has been issued.

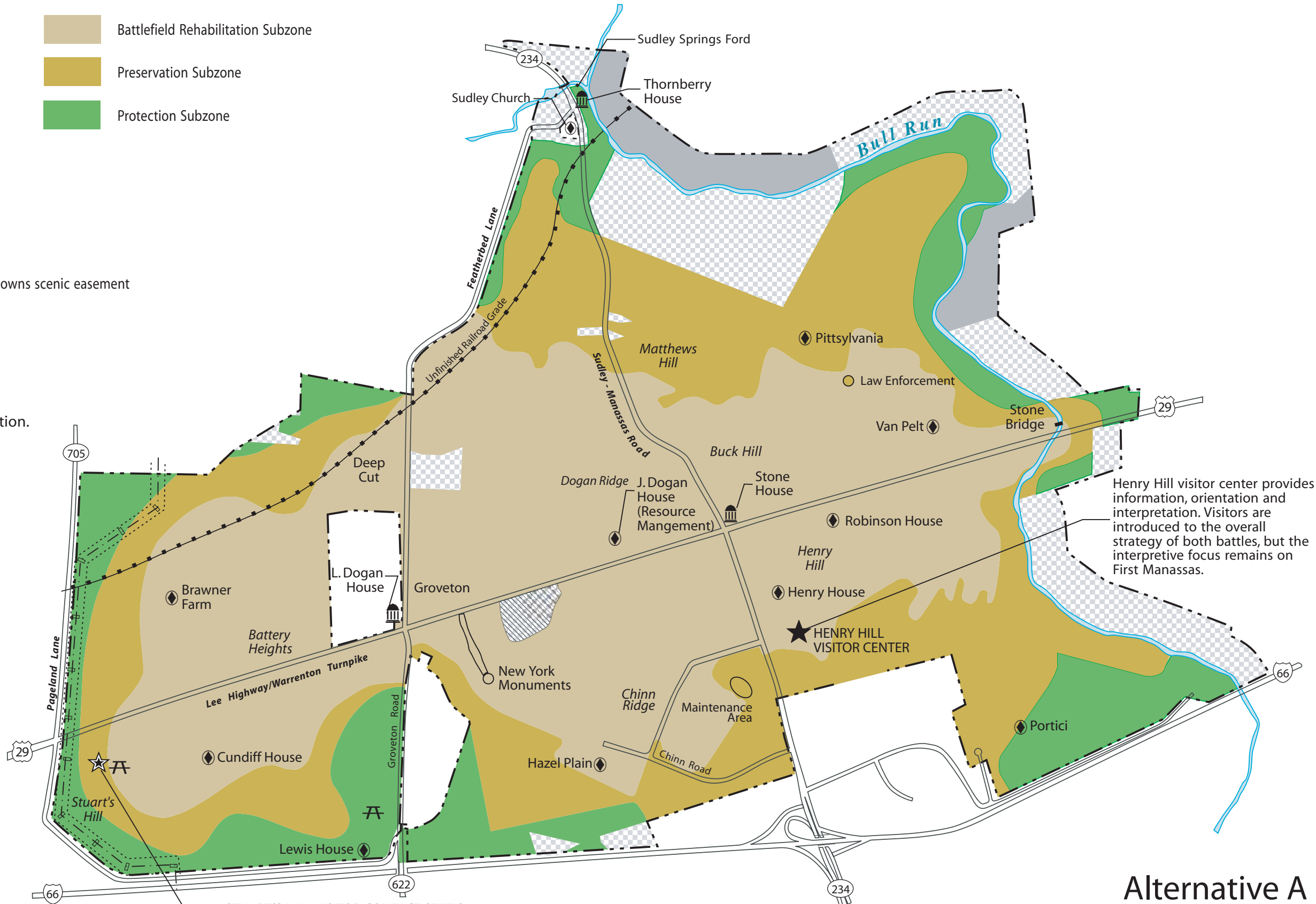
SYMBOL KEY

- National Battlefield Park Boundary
- Picnic area
- Preserved war time structure (structures would be upgraded for visitor use)
- Visitor center
- Visitor Contact Station and Park Headquarters
- Historic House site
- Other Significant Site
- Unfinished Railroad Grade
- Non-NPS public land within park boundary
- Privately owned land within park boundary
- Privately owned land within park boundary; NPS owns scenic easement
- Privately owned land outside park boundary
- Power line easement

MANAGEMENT SUBZONES

- Battlefield Rehabilitation Subzone
- Preservation Subzone
- Protection Subzone

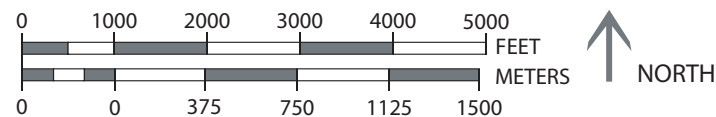
- NOTES:
- Orientation and visitor services for both battles would be carried out from a central location.
  - First Manassas would continue to receive greater visitor attention, although the Park would continue to devote equal time and facilities to both battles.
  - Visitors would gain an understanding of both battles by visiting the many sites of each battle.
  - Only small components of the altered historic landscape within the rehabilitated subzone would be rehabilitated.



Henry Hill visitor center provides information, orientation and interpretation. Visitors are introduced to the overall strategy of both battles, but the interpretive focus remains on First Manassas.

STUART'S HILL VISITOR CONTACT STATION AND PARK HEADQUARTERS  
Park offices are retained in current locations.  
Visitors receive additional interpretation on Second Manassas.

# Alternative A No Action Cultural and Historic Landscape Map



SYMBOL KEY

- National Battlefield Park Boundary (Shaded area indicates park land)
- National Battlefield Park Land
- Parking Area
- Horse Trailer Parking Area
- Preserved war time structure
- Visitor center
- Visitor Contact Station/Park Headquarters
- Unfinished Railroad Grade
- Equestrian Trails

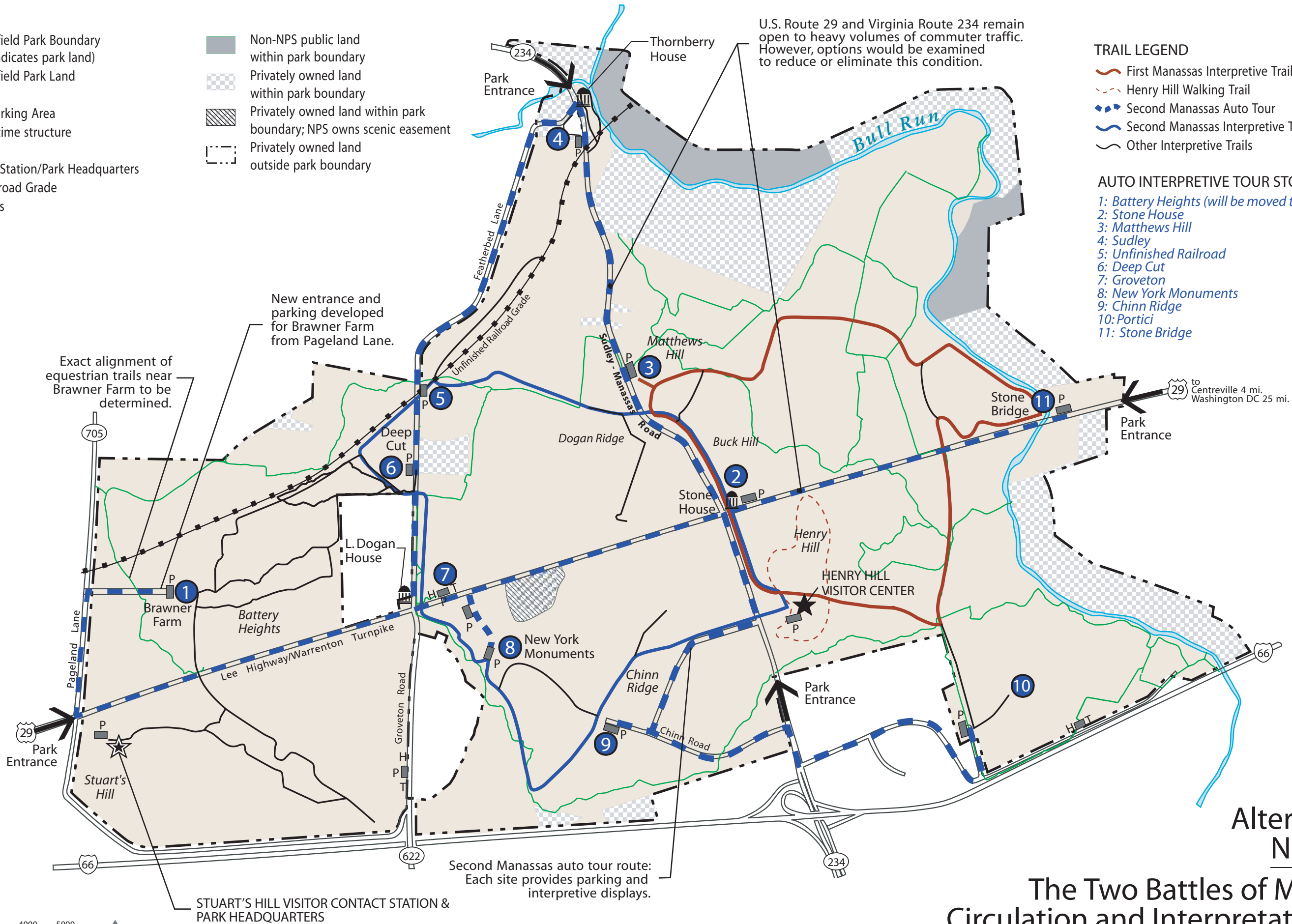
- Non-NPS public land within park boundary
- Privately owned land within park boundary
- Privately owned land within park boundary; NPS owns scenic easement
- Privately owned land outside park boundary

TRAIL LEGEND

- First Manassas Interpretive Trail
- Henry Hill Walking Trail
- Second Manassas Auto Tour
- Second Manassas Interpretive Trail
- Other Interpretive Trails

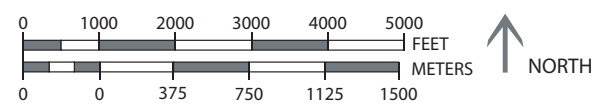
AUTO INTERPRETIVE TOUR STOPS

- 1: Battery Heights (will be moved to Brawner Farm)
- 2: Stone House
- 3: Matthews Hill
- 4: Sudley
- 5: Unfinished Railroad
- 6: Deep Cut
- 7: Groveton
- 8: New York Monuments
- 9: Chinn Ridge
- 10: Portici
- 11: Stone Bridge



Alternative A  
No Action

# The Two Battles of Manassas Circulation and Interpretation Map



The existing Battery Heights tour stop and parking area on U.S. Route 29 would be removed. Other sites connected by the route include Stone House, Matthews Hill/Dogan Ridge, Sudley, Unfinished Railroad, Deep Cut, Groveton, the New York Monuments, Hazel Plain, Portici, and Stone Bridge, a total of 11 stops.

The hiking trail for Second Manassas is approximately six miles long. Visitors would experience the resources of Second Manassas through hiking trails and the existing auto tour route. The Second Manassas hiking trail and Stuart's Hill Loop Trail would provide visitors with an opportunity to develop a fuller understanding of the battle.

The hiking trail would follow existing trails. There would be relatively low levels of visitor use. The trail would begin at the Henry Hill Visitor Center and connect resources of Second Manassas such as the Stone House, Dogan Ridge, the Unfinished Railroad, Deep Cut, Brawner Farm, Groveton, New York Monuments, Chinn Ridge, and Henry Hill. A visitor contact station would continue to operate seasonally at Stuart's Hill. The functions of the visitor contact station would be to orient visitors to the park and Second Manassas and to interpret the resources of Second Manassas with emphasis on Stuart's Hill and the Brawner Farm area. The area would receive moderate use. The contact station would contain interpretive exhibits and visitor services. The self-guided Stuart's Hill Loop Trail would begin at the visitor contact station and connect the resources of Stuart's Hill, Brawner Farm, and the Cundiff and Lewis House sites. The trail would receive moderate use.

#### **CULTURAL LANDSCAPE REHABILITATION AND PRESERVATION PRESCRIPTION**

Alternative A would maintain the current pattern of open fields and wooded areas and would continue to attempt to recreate the 1861-1862 scene as was recommended in the 1983 General Management Plan. All or a proportionately greater percentage of the park

could be rehabilitated to the historic scene if funding became available to accomplish this work. Vegetative buffers would be developed to screen the power lines and development outside the park.

Historic structures and features that date from the battles (Stone House, Thornberry House, L. Dogan House, Unfinished Railroad), or that are important elements of the park's interpretive focus (Brawner Farm, Henry House, J. Dogan House, Robinson House ruins) would be the top preservation priority.

The Fiscal Year 2005 construction budget for Manassas National Battlefield Park included \$1.92 Million for the rehabilitation of Brawner Farm. This rehabilitation would strengthen the structure itself, and will provide new vehicular access and parking facilities. This would allow Brawner Farm to accommodate the visitation generated by the park's driving tour and interpretive trails.

#### **TRANSPORTATION AND CIRCULATION**

Heavy commuter traffic during morning and evening rush hours and heavy commercial truck traffic related to quarry operations outside the park put extremely high traffic loads at all hours of the day on the portions of U.S. Route 29 and VA Route 234 that run through the park. This situation results in truck and car accidents and seriously encroaches upon park visitor safety and overall experience.

Through the Bypass Study, the Federal Highway Administration and National Park Service worked with the Commonwealth of Virginia and nearby jurisdictions to study the feasibility of relocating through traffic to routes outside the park. Once constructed, bypass would remove commuter traffic from the portions of U.S. Route 29 and VA Route 234 that run through in the park. Until completion of the bypass, the current traffic situation would likely continue to compromise park resources and visitor experience. Alternative A does not assume the presence of a finished Battlefield Bypass.



The park does not currently issue licenses for commercial tours of the park, and does not plan to issue such licenses in alternatives A, B, or C.

**PARK OPERATIONS AND MAINTENANCE**

Alternative A would not alter current park functions. All park functions would continue to occur in their current locations. Current staffing levels of 32 full time employees would be maintained, with minor adjustments over time to accommodate changing park needs.

**BOUNDARY ADJUSTMENTS**

In alternative A, there are no proposed boundary adjustments given the current legislation prohibiting such adjustments without legislative action.

**ESTIMATED COSTS**

The Fiscal Year 2004 base operating budget for Manassas National Battlefield Park was \$2,526,500. This cost should be used for comparison purposes against alternatives B and C. Please see appendix D for cost comparisons.

**ALTERNATIVE B (NPS-PREFERRED ALTERNATIVE)  
THE TWO BATTLES OF MANASSAS—A  
COMPREHENSIVE UNDERSTANDING OF EACH BATTLE**

**CONCEPT**

Alternative B proposes a future condition at the park that focuses on interpreting the two battles of Manassas as distinct military events. Visitors would gain a thorough understanding of the first and second battles by visiting two separate visitor contact areas, each focused on one battle. These primary interpretive sites, including a visitor center and a visitor contact station, would be the two main focal points of visitor services in the park. Visitors could explore the many historic sites associated with each event throughout the park. Separate, chronological, sequential auto and bicycle tours would be developed for each battle. In this alternative, the rehabilitation of the historic landscape would be critical to enable visitors to understand the events and military tactics associated with each battle. Because of the safety concerns posed by the high traffic volumes on U.S. Route 29 and VA Route 234, separate auto/bicycle tour routes could not be implemented until the completion of the Battlefield Bypass.

Overall visitor experience and safety would also be enhanced by the construction of the Manassas National Battlefield Park Bypass. This road would permit the elimination of heavy commuter and commercial truck traffic on the portions of U.S. Route 29 and VA Route 234 that run through the park. The U.S. Route 29 bridge over Bull Run would be removed, and through traffic will be further limited with the addition of controlled access facilities at the park's three remaining major entry points. Alternative B assumes the presence of a finished Battlefield Bypass.

Map 2-3 depicts the cultural and historic elements of alternative B, while Map 2-4 shows the circulation and interpretation elements. Visitors would experience a battlefield landscape that resembles its wartime appearance. Key interpretive views would help visitors understand how the battles unfolded and the importance of certain locations.

Wartime structures would be preserved and other historic structures would be retained to mark the site of wartime buildings.

**ORIENTATION AND VISITOR SERVICES  
PRESCRIPTION**

In alternative B, visitors would experience the battlefields in settings that are characteristic of the wartime scene. They would experience the two battles as distinct military events, starting at separate orientation points, followed by visits to the many other historic sites associated with each event. The existing visitor center at Henry Hill would orient visitors to both battlefields, but would concentrate primarily on First Manassas. The Second Manassas Visitor Contact Station would remain in its current location at Stuart's Hill.

**First Manassas Visitor Center**

In alternative B visitors would be encouraged to begin their visit at the Henry Hill Visitor Center. The Henry Hill Visitor Center would function as an orientation center for the park as a whole, the primary orientation site for First Manassas, the initial stop for the First Manassas Auto/Bicycle tour, and the beginning and ending point of the First Manassas Hiking Trail. As the primary entry point to the park, Henry Hill would be the visitor's first point of contact with the park staff.

This facility would accommodate a high level of visitor use. Interpretive media, museum collections, and visitor amenities would be concentrated in the visitor center. The interpretive materials at the Henry Hill Visitor Center would focus on the overall importance and strategy of First Manassas, but general park materials would also be available. A self-guided loop trail would take visitors to Henry Hill to experience the battlefield resources. For a greater understanding of the entire battle, an auto tour and bicycle route, as well as

a self-guided hiking trail, would begin at Henry Hill and connect the resources of First Manassas.

### **First Manassas Automobile/Bicycle Tour Route**

Under alternative B the National Park Service would develop a new First Manassas Automobile and Bicycle tour route. The tour route would help visitors develop a more thorough understanding of the events and stories of First Manassas by visiting important battlefield resources. The self-guided tour route would follow the flow of the battle by chronologically interpreting connected sites such as the Stone Bridge, Sudley Church, Matthews Hill, Henry Hill, Chinn Ridge, and Portici. Short loop trails would encourage visitors to leave the main tour route to experience the resources up close. Interpretive displays along the trails would illustrate the events and stories of the battle.

The park brochure and other media such as an audiotape would explain the route and the first battle. The tour route would use existing roads, trails, and follow wartime routes where possible. No new roadways or trails would be developed for the tour route. The function of the tour stops would be to provide visitors with the general flow of the battle and some information on that specific conflict. The tour stops would receive moderate visitor use and include small parking areas and interpretive displays.

Alternative B does not include the development or implementation of an alternative transportation system to move visitors throughout the park. However, future development of such a system would not be inconsistent with this alternative. A shuttle system or other transport options that would allow visitors to leave their personal vehicles and tour in larger groups could be explored. Current visitation levels make it difficult to support such a system on a continued basis. If future visitation levels dramatically increase, and it becomes feasible and desirable to develop a park shuttle system, a transportation

study to analyze several transit options would be prepared.

### **First Manassas Hiking Trail**

The location of the First Manassas hiking trail would remain largely unchanged, and would continue to provide visitors with the opportunity to experience the battlefield on foot. The self-guided hiking trail (approximately 5 miles) would link the resources of First Manassas, such as Stone Bridge, the Van Pelt House site, Pittsylvania, Matthews Hill, Stone House, and Henry Hill. Wayside exhibits would interpret the resources and stories along the trail. The hiking trail would also continue to connect to some of the smaller loop and spur trails, which are designed to be primarily accessed from the First Manassas automobile/bicycle tour route. The National Park Service would upgrade current trails and interpretive media on the First Manassas Hiking Trail as necessary.

### **Second Manassas Visitor Contact Station**

Visitors would receive a brief orientation to the park at the Henry Hill Visitor Center. Visitors specifically interested in the Second Battle of Manassas would then be directed to the Second Manassas Visitor Contact Station for more detailed orientation and information. The current visitor contact facility at Stuart's Hill would serve as the Second Manassas Visitor Contact Station.

To accommodate the year-round visitation associated with that role, the Stuart's Hill facility would be upgraded and fully staffed. Upgrades would include an improved access road and parking facilities and additional space for displays and exhibits. The Second Manassas Visitor Contact Station would contain a limited amount of interpretive media and museum items relevant to the second battle, as well as basic visitor services (information and orientation) and amenities to accommodate year-round visitor use.

SYMBOL KEY

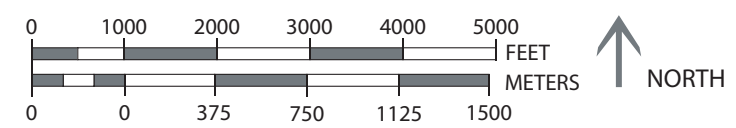
- National Battlefield Park Boundary
- Picnic area
- Preserved war time structure (structures would be upgraded for visitor use)
- Visitor center
- Visitor Contact Station and Park Headquarters
- Historic House site
- Other historic site
- Unfinished Railroad Grade
- Sites of Major Combat
- Non-NPS public land within park boundary
- Privately owned land within park boundary
- Privately owned land within park boundary; NPS owns scenic easement
- Privately owned land outside park boundary
- Power line easement
- Proposed Boundary Adjustment
- Proposed Forest Cut Areas
- Proposed Re-forestation Areas
- Historic Views Restored

NOTES:

- Orientation and visitor services for both battles would be carried out from two central locations.
- Both battles would be presented as distinct military events.
- Visitors would gain an understanding of both battles by visiting the many sites of each battle.
- Extensive landscape rehabilitation would re-establish major historic views and further clear prominent battlefield sites.

MANAGEMENT ZONES

- Visitor Experience / Services Zone
- Cultural Landscape Rehabilitation/Preservation Zone
- Motorized Sightseeing / Park Circulation Zone
- Recreation Zone
- Park Operations and Maintenance Zone



**Alternative B**  
**Preferred Alternative**

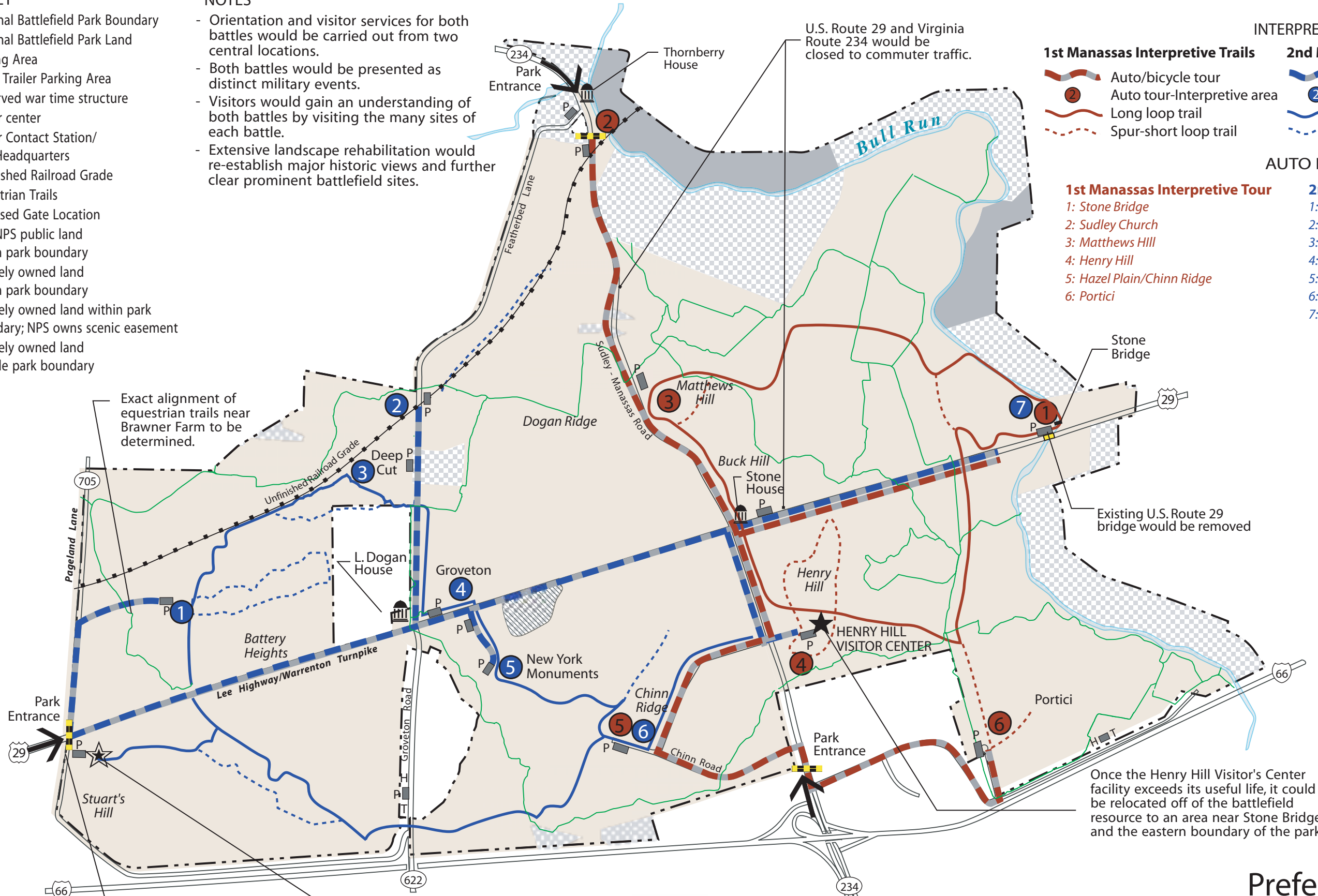
**The Two Battles of Manassas**  
**Cultural and Historic Landscape Map**

- SYMBOL KEY**
- National Battlefield Park Boundary
  - National Battlefield Park Land
  - Parking Area
  - Horse Trailer Parking Area
  - Preserved war time structure
  - Visitor center
  - Visitor Contact Station/ Park Headquarters
  - Unfinished Railroad Grade
  - Equestrian Trails
  - Proposed Gate Location
  - Non-NPS public land within park boundary
  - Privately owned land within park boundary
  - Privately owned land within park boundary; NPS owns scenic easement
  - Privately owned land outside park boundary

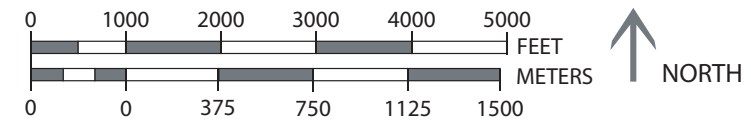
- NOTES**
- Orientation and visitor services for both battles would be carried out from two central locations.
  - Both battles would be presented as distinct military events.
  - Visitors would gain an understanding of both battles by visiting the many sites of each battle.
  - Extensive landscape rehabilitation would re-establish major historic views and further clear prominent battlefield sites.

- INTERPRETIVE TOUR AND TRAIL LEGEND**
- |   |   |
|---|---|
| <b>1st Manassas Interpretive Trails</b> | <b>2nd Manassas Interpretive Trails</b> |
| Auto/bicycle tour                       | Auto/bicycle tour                       |
| Auto tour-Interpretive area             | Auto tour-interpretive area             |
| Long loop trail                         | Long loop trail                         |
| Spur-short loop trail                   | Spur-short loop trail                   |

- AUTO INTERPRETIVE TOUR STOPS**
- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| <b>1st Manassas Interpretive Tour</b> | <b>2nd Manassas Interpretive Tour</b> |
| 1: Stone Bridge                       | 1: Brawner Farm                       |
| 2: Sudley Church                      | 2: Unfinished Railroad                |
| 3: Matthews Hill                      | 3: Deep Cut                           |
| 4: Henry Hill                         | 4: Groveton                           |
| 5: Hazel Plain/Chinn Ridge            | 5: New York Monuments                 |
| 6: Portici                            | 6: Hazel Plain/Chinn Ridge            |
|                                       | 7: Stone Bridge                       |



Once the Henry Hill Visitor's Center facility exceeds its useful life, it could be relocated off of the battlefield resource to an area near Stone Bridge and the eastern boundary of the park.



STUART'S HILL VISITOR CONTACT STATION AND PARK HEADQUARTERS

**Alternative B  
Preferred Alternative**

**The Two Battles of Manassas  
Circulation and Interpretation Map**

From Stuart's Hill, visitors would be directed to Brawner Farm, the first stop on the Second Manassas driving tour, as well as the site of the opening engagement of the Second Battle. The rehabilitation of Brawner Farm will allow that facility to accommodate the visitation generated by the Second Manassas driving tour and interpretive trails.

### **Second Manassas Automobile/Bicycle Tour Route**

The Second Manassas Automobile/Bicycle tour route would help visitors develop a more thorough understanding of the events and stories of Second Manassas by visiting important battlefield sites. The self-guided tour route would begin at Brawner Farm and would follow the flow of the battle by connecting sites such as Brawner Farm, Unfinished Railroad, Deep Cut, Groveton, New York Monuments, Chinn Ridge, and Stone Bridge.

The park brochure and other media such as an audiotape would explain the route and resources. The tour route would use existing roads and follow wartime routes where possible. No new roads would be developed for the tour route.

The function of the tour stops would be to provide visitors with in-depth information on the many aspects of each element of Second Manassas, and the role of each engagement in the overall battle. The tour stops would receive moderate use and would include small parking areas and interpretive displays. Each tour stop would also include a short loop trail to encourage visitors to leave their cars or bicycles and experience the resources on foot. Interpretive displays along the loop trail would illustrate the events and stories of the battles.

### **Second Manassas Hiking Trail**

The newly configured Second Manassas hiking trail would provide visitors with the opportunity to experience the sites of Second Manassas on foot, while giving the visitor a sense of solitude and discovery. The self-guided hiking trail (approximately 5 miles)

would begin at Brawner Farm and would connect many of the resources of Second Manassas, including the Cundiff and Lewis house sites, Brawner Farm, Unfinished Railroad, Deep Cut, Groveton, New York Monuments, and Chinn Ridge. Wayside exhibits and other media would interpret the resources and stories along the trail. To achieve this condition, the National Park Service would upgrade current trails and interpretive media on the Second Manassas Hiking Trail, and would create new portions of the trail as necessary.

### **Equestrian Trails**

Bridle trails would traverse the park, but would remain separate from the hiking trails. They would provide visitors with the opportunity to experience the park on horseback. Equestrian trails and parking areas for horse trailers would be provided in areas where they could be safely accommodated without impacting historic resources or other visitor uses. The final alignment of a new equestrian trail near Stuart's Hill, as well as the equestrian trails near Brawner Farm would be determined during the implementation of alternative B.

### **CULTURAL LANDSCAPE REHABILITATION/ PRESERVATION PRESCRIPTION**

In alternative B the wartime battlefield landscape would be the focus of resource protection efforts. The function of the landscape would be to represent the wartime scene and help visitors better understand the battles. Modern intrusions would be minimal.

The current landscape on the battlefields has changed over time from its wartime conditions. To help visitors understand the battles and to provide guidance for the management of natural resources, the landscape would be rehabilitated to the 1861-1862 conditions in several key areas through a combination of tree removal, clearing, and reforestation. The National Park Service would clear several wooded areas in the park and reforest other areas to rehabilitate the historic landscape as was recommended in the

1983 GMP. In this alternative, approximately 327 acres of forest would be removed—nearly the amount identified in the 1983 GMP. Approximately 82 acres of land that is currently open field and grassland would be reforested as it was historically.

The areas to be cleared would be managed as open grassland (or, in a few instances, shrub) communities that would be desirable habitat for a variety of birds and wildlife, while still restoring historic vistas for the visitors. Maintaining some of these areas with a lawnmower or other machinery may be prohibited due to terrain. In those cases, prescribed burns would be considered as a potential management tool to help small parcels maintain their historic appearance.

The following historic scene rehabilitation activities would be conducted:

- Approximately 150 acres of woodlands northeast of Brawner Farm, along the Unfinished Railroad grade, and around Deep Cut would be cleared and replaced with open fields and grasslands. This would reestablish the view from Brawner Farm to Deep Cut.
- Approximately 45 acres of woods along the west side of Chinn Ridge would be cleared and replaced with open fields and grasslands to reestablish the view between the ridge and the site of the New York Monuments.
- Approximately 25 acres of woods along the east side of the Chinn Ridge would be cleared and replaced with open fields and grassland to reestablish the view between Chinn Ridge and Henry Hill. The riparian buffer along Chinn Branch would be retained.
- The current Stuart's Hill clearing would be expanded by approximately 30 acres to the east. The clearing would restore the view from General Lee's headquarters towards Centreville during Second Manassas. Approximately 20 acres of land that is currently open space south of Stuart's Hill would be reforested. The historic landscape around the Cundiff House would be rehabilitated to wartime conditions. Approximately 40 acres of trees would be removed and converted to grassland and/or scrubland. Approximately 15 acres of land that is currently open space would be reforested.

- Approximately 20 acres along the north-central portion of Dogan Ridge would be reforested, and a small area of three acres along the curve of the Sudley-Manassas Road would be cleared and managed as open fields.
- Approximately 35 acres of trees would be removed from Matthews Hill and the open fields rehabilitated. To the north, an area of approximately 25 acres would be reforested.
- An additional 5 acres of land along Bull Run to the west of Poplar Ford would be reforested.

To minimize the environmental impact of the tree clearings, the National Park Service would employ best management practices for each phase of the clearings.

### **Preservation and Rehabilitation of Historic Structures and Sites Prescription**

Historic buildings, commemorative features, and site markers are important elements of the battlefield landscape. The National Park Service would continue to preserve historic structures and features, including those that date from the battles such as Stone House, L. Dogan House, Thornberry House, and the Unfinished Railroad. Buildings and structures that do not date from the battles but are historic or mark the site of wartime structures would be stabilized to function as important engagement sites or maintained for park uses. These structures include the Brawner Farm House, Henry House, J. Dogan House, Pringle House, and Stone Bridge.

In addition to continued protection of these structures, the National Park Service would initiate several actions:

- Rehabilitate the Brawner Farm House (beginning in FY 2005) to support public visitation, as part of the Second Manassas tour route.
- Create a "ghosted" outline of the Robinson House ruins.
- Preserve and stabilize the J. Dogan House. This preservation effort would include removing nonconforming structural elements such as siding (and removing the nonconforming modern garage).

## **MOTORIZED SIGHTSEEING AND CIRCULATION PRESCRIPTION**

To minimize the impacts of traffic congestion and enhance the visitor experience on the battlefields, the portions of U.S. Route 29 and VA Route 234 within the boundaries of the park would be transferred to the jurisdiction of the National Park Service and the speed limits would be reduced to 25mph once the Battlefield Bypass is complete. Traffic would be further controlled by removing the existing U.S. Route 29 bridge over Bull Run—which is a visual and historical intrusion on the battlefield—and by providing restricted access to the park at the north and south entrances (VA Route 234), and at the west boundary (U.S. Route 29) of the park.

These new entrance facilities would also be the primary location for collection of park entrance fees. These facilities could either be staffed by park personnel or, in some cases, might be designed as fully automated gates. A more detailed examination of the layout, facility design, and operational characteristic of these entrance stations would be part of subsequent planning and design efforts. Separate accommodation would be made to give unhindered park access to emergency vehicles, park residents, local deliveries, and other essential services.

Designated bicycle lanes would be marked along primary roads throughout the park. The signalized intersection at U.S. Route 29 and VA Route 234 would be replaced with a four-way stop to reduce the real and perceived scale of the road and return it to its historic character. Excess pavement and other physical alterations to the intersection would be removed in this alternative, as a way to both reduce the scale of the road crossing and to restore the historic and more rural appearance of the intersection. A parking lot to the west of Stone Bridge would enable visitors to walk to and see the historic bridge and associated sites inside the park.

## **RECREATION PRESCRIPTION**

A newly designated recreation area would be developed off of Groveton Road to accommodate approved recreational activities, bus parking, and equestrian trail parking. This area is removed from the primary historic landscapes and major interpretive sites. Visitor facilities such as restrooms and picnic tables would be found in this area.

## **PARK OPERATIONS AND MAINTENANCE PRESCRIPTION**

Alternative B would not alter the locations of current park administrative and operational functions. If additional space is needed for park operations in the future, park structures would be adaptively reused. Should the park require any major new facilities, they would be located on disturbed ground within the park—where there is no likelihood of encountering war-related artifacts or features—or at a location outside of the current park or historic district boundaries, should an opportunity or need for a partnership facility arise.

A major new operations consideration in this alternative is the change in ownership of the portions of U.S. Route 29 and VA Route 234 within the boundaries of the park. As proposed, these roads would be turned over by the Commonwealth of Virginia to the National Park Service. As part of the Bypass Study, the details of this acquisition and the related impacts and issues concerning maintenance and management of these roadways would be determined. Estimates provided by the Bypass Study team and the Virginia Department of Transportation indicate that, after acquisition and removal of the signalized intersection, the portions of U.S. Route 29 and VA Route 234 within the park will cost approximately \$35,000-40,000 per year (in 2005 dollars) to maintain.

Staffing levels over the next 15-20 years will need to increase under this alternative. To accommodate the proposed interpretive needs, maintenance requirements, law enforcement, and overall management of the resources, an additional 18 full-time employees (FTEs)



would be necessary to fully implement this alternative. Not all the additional FTEs would necessarily need to be National Park Service employees. The park would explore opportunities to work with partners, volunteers, and other federal agencies to effectively and efficiently manage the park.

The increase in personnel would be necessary to implement the expanded and enhanced interpretation opportunities in the alternative. There would also be a greater demand for resources once the park assumes primary jurisdiction over the portions of U.S. Route 29 and VA Route 234 within the park. Visitation in the park is expected to increase over the life of the plan, which will also result in a greater demand for visitor safety, law enforcement, and resource protection services.

## BOUNDARY ADJUSTMENTS

In alternative B a boundary adjustment to the park would be necessary to include the four tracts of land described below. This adjustment would require legislation to amend the existing boundary.

**The Davis Tract:** A 136-acre parcel of land recently acquired by the Civil War Preservation Trust and a group of local residents. The land is important to the Second Battle of Manassas as a site where General Thomas J. “Stonewall” Jackson maneuvered and withstood repeated assaults. Thus it is especially key to the story at Manassas National Battlefield Park.

**The Stonewall Memory Garden Tract:** A 43-acre parcel of land that is, without question, the most important property currently outside the park boundaries. On this site, Union general Fitz-John Porter led an assault on Jackson’s line along the Unfinished Railroad on the last day of Second Manassas (August 30, 1862). A sliver of land that was part of that assault is currently within the park boundary.

However, these 43 acres would include all land associated with that part of the battle and would allow full interpretation of the story.

**The Conservation Trust Parcel:** A 24.25-acre tract of land purchased by the Conservation Trust in 1991 and located almost entirely within the park boundary. The Conservation Trust transferred that land to the National Park Service, but a small piece (.75 acre) was outside the park boundary. Since that time, the Conservation Trust has transferred the land to the Civil War Preservation Trust, which has expressed interest in donating the land to the park.

**Dunklin Monument:** A 6-acre parcel of land near the park headquarters. The family of a Texas Confederate soldier, Timothy Dunklin, who was killed at Second Manassas, erected the monument. Dunklin is believed to be buried under the monument, and some accounts indicate that there are other Confederate soldiers buried nearby as well. The Dunklin Monument tract is part of an estate called the Latsios Trust. The family owns some 177 acres in two adjoining parcels and has expressed a strong interest in developing the land as an office/high technology complex. Several years ago, VDOT purchased a right-of-way through the property, just to the west of the monument, which left the monument intact along with about 6 acres.

## ESTIMATED COSTS

Alternative B would cost approximately \$19,000,000 to \$42,000,000 to implement in 2005 dollars. These figures are estimates only. Detailed design studies are necessary to determine the precise costs of each recommended action in the alternative. For more information please see Appendix D: Estimated Costs.

## ALTERNATIVE C—THE DEFINING MOMENTS OF THE BATTLES OF MANASSAS—AN UNDERSTANDING OF THE PRINCIPAL EVENTS

### CONCEPT

Alternative C focuses on the “watershed” events of the battles, encouraging visitors towards one major visitor center, and multiple interpretive sites. Interpretation of these general events, the outcomes of the battles, and the broader story of the Civil War would be emphasized over the detailed military tactics of each battle. Although other sites in the park would be accessible, the concentration of interpretation and visitor use would be in areas that illustrate the “defining” moments of the battles. Rehabilitating the historic scene in these areas would be important to help visitors understand these principal events.

In alternative C, the overall reasons and strategy for the Civil War would be presented in a comprehensive way. The importance of the Manassas battles would be presented in the overall context of the Civil War. Other stories, such as the local families and African Americans that were affected by the Manassas battles, could be interpreted in the park. Map 2-5 depicts the cultural and historic elements of alternative C.

The general stories and outcomes of the battles would also be presented. Orientation and visitor services for both battles would be carried out from a central location. The visitor experience would not be highly structured and key interpretive areas could be visited without regard to order or sequence. Visitors could tailor their visit to those elements of the battles in which they were most interested.

Key interpretive areas would explain the battle events. In these areas, historic structures would serve interpretive functions and be accessible to visitors. Extensive interpretive displays would explain the battle events and view corridors would be developed to enhance visitor understanding of key battle events. The National Park Service would also establish vegetative buffers and design visitor areas so that adjacent development could not be seen.

Map 2-6 depicts the circulation and interpretation elements of alternative C.

Overall visitor experience and safety would also be enhanced by the construction of the Manassas National Battlefield Park Bypass. This road would eliminate heavy commuter and commercial truck traffic from the portions of U.S. Route 29 and VA Route 234 that run through the park. Through traffic will be further limited with the addition of controlled access points.

### ORIENTATION AND VISITOR SERVICES PRESCRIPTION

In alternative C, visitors would be able to move through the park and experience the battlefields in a setting that is characteristic of the historic scene. Visitors would be oriented to the park at a new visitor’s center near Stone Bridge. Here they would learn about the watershed events of the war. Visitors would be encouraged to visit key sites throughout the park for specific interpretation of battle events. The visitor center at Henry Hill would be removed, rehabilitating the historic landscape and battlefield scene in this location.

#### Stone Bridge Visitor Center

In alternative C, a new visitor’s center near Stone Bridge and the eastern boundary of the park would function as the initial stop and primary orientation point for park visitors. The area would accommodate a high level of visitor use by including a parking area and visitor services in the visitor center.

The function of the new visitor center would be to orient the visitors to the park and to present the overall strategy and tactics of the two battles. The focus of interpretation at this visitor center would be on the Comprehensive Story of the Civil War. The visitor center would also highlight key interpretive sites throughout the park. Visitors could then visit by auto or bicycle the sites of both battles

that interests them. Formal tour routes would not exist.

The relocation of the visitors' facilities would require a feasibility study to evaluate the proposed location. This relocation would create a major new entry point to the park that would correspond with proposed access changes associated with eliminating commuter traffic from the park. A new access road and bridge over Bull Run would be constructed to minimize impacts on the historical scene. Should partnership opportunities present themselves, a Civil War Museum and Heritage Center, which would interpret the local impact of the Civil War, would also be explored as part of the new visitor center.

The Henry Hill Visitor Center is in the area of the most intense fighting of First Manassas. In this alternative, upon completion of consultation under Section 106 of the National Historic Preservation Act, the Henry Hill Visitor Center would be removed from Henry Hill, allowing for the rehabilitation of the historic battlefield landscape.

### **Key Interpretive Sites**

Key interpretive sites throughout the park would convey the overall stories of the First and Second Battles of Manassas, as well as major stories specific to each particular site. Visitors would not need to visit all the sites or visit them in a sequence to understand the battles. Visitors would have the freedom to experience as many or as few of the sites as they wished while gaining a general understanding of the battles.

The key interpretive sites would include Brawner Farm, Chinn Ridge, Deep Cut/Unfinished Railroad, Groveton, Henry Hill, Portici, Stone Bridge, Stone House, Stuart's Hill, and Sudley.

Each of these sites would receive moderate to high visitor use and would include a parking area and interpretive loop trail. Living history and other interpretive programs would be concentrated at these sites. Extensive

interpretive exhibits would be provided at a greater level than alternative B and, where possible, incorporated into historic structures or important engagement sites.

Each site would convey four basic messages:

- The overall story of the Civil War
- The general strategy and tactics of the First and Second Battles
- Detailed interpretation of the site and its role and impacts on the battles
- A description of other major sites in the park

Each site could also include information on archeology, social history, and other similar topics. To meet these conditions, the National Park Service would initiate several actions:

- Extensive interpretive displays would be developed for each of the key interpretive sites, and current loop trails would be upgraded to enhance the visitors' experience and understanding of the Civil War and the two battles.
- The Thornberry House and Henry House have been rehabilitated to accommodate interior interpretive exhibits. Similar improvements are underway at the Brawner House.
- The informal parking area at the gate to Brawner Farm along the Warrenton Turnpike would be removed and this important view restored. The current Battery Heights parking area would also be removed and the interpretive displays incorporated into the Brawner Farm program.
- The trail that connects the Groveton parking area with the L. Dogan House, the Groveton Confederate Cemetery, and the New York Monuments would be retained.
- Interpretive displays and exhibits in the current Stuart's Hill Contact Station would be upgraded. Depending upon the exact location of the new bypass, the entrance roadway and parking areas at Stuart's Hill could be redesigned to help minimize the visual impact of the high voltage transmission lines along the park's western boundary.

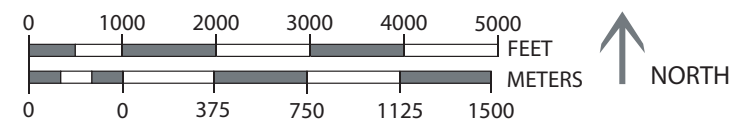
SYMBOL KEY

- National Battlefield Park Boundary
- Picnic area
- Preserved war time structure (structures would be upgraded for visitor use)
- Visitor center
- Visitor Contact Station and Park Headquarters
- Historic House site
- Other historic site
- Unfinished Railroad Grade
- Sites of Major Combat
- Non-NPS public land within park boundary
- Privately owned land within park boundary
- Privately owned land within park boundary; NPS owns scenic easement
- Privately owned land outside park boundary
- Power line easement
- Proposed Boundary Adjustment
- Proposed Forest Cut Areas
- Historic Views Restored

MANAGEMENT ZONES

- Visitor Experience / Services Zone
- Cultural Landscape Rehabilitation/Preservation Zone
- Motorized Sightseeing / Park Circulation Zone
- Recreation Zone
- Park Operations and Maintenance Zone

- NOTES:**
- Visitors would gain an overall understanding of both battles by visiting the sites of "watershed" events.
  - A few important view corridors would be developed, but landscape rehabilitation would not be extensive.
  - A new visitor's center would be located near Stone Bridge. The new visitor center would orient visitors to the park and would present the overall strategy and tactics of the two battles. The interpretive focus of this visitor center would be on the Comprehensive Story of the Civil War.



# Alternative C

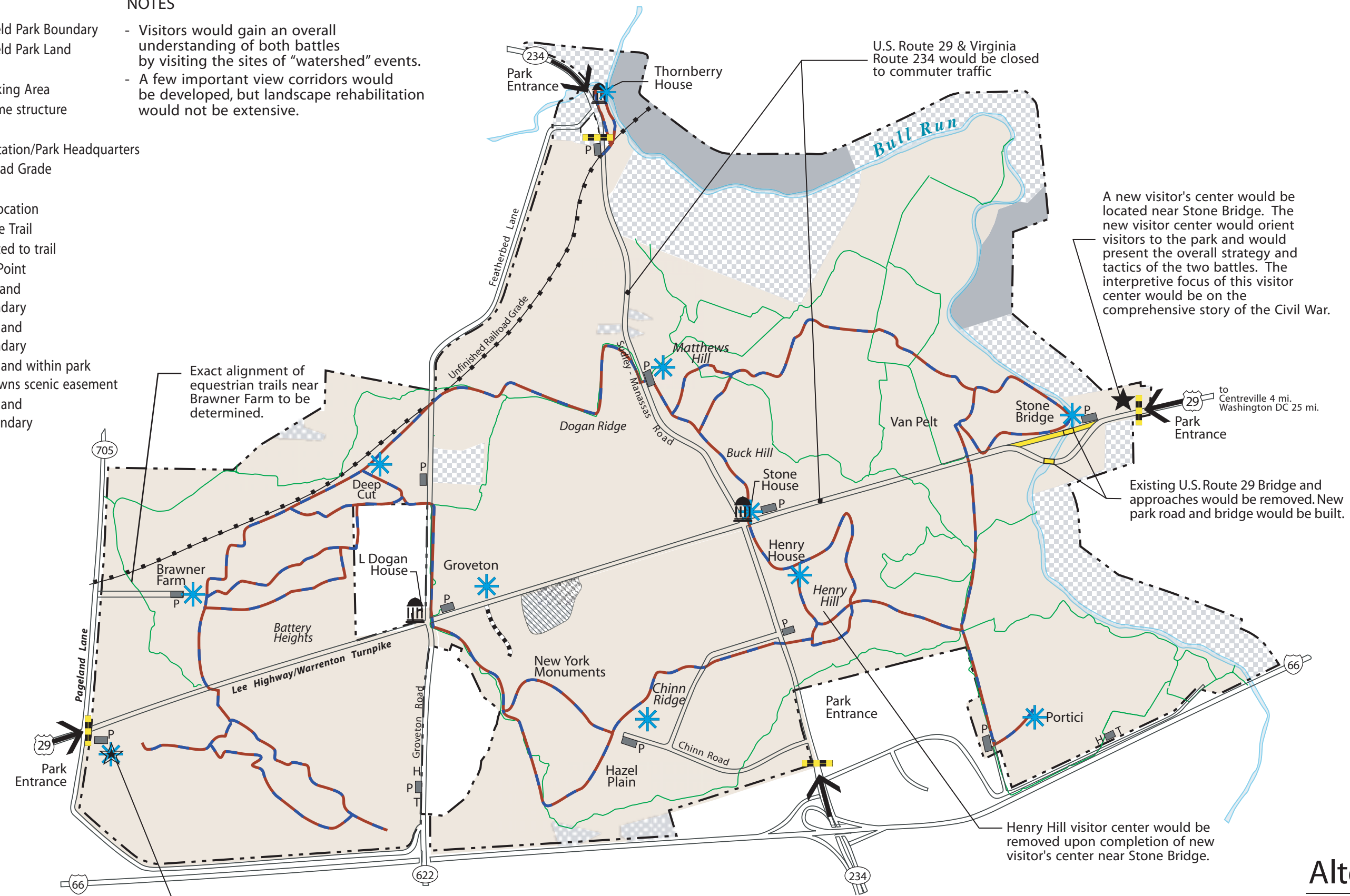
## Defining Moments of the Battle of Manassas Cultural and Historic Landscape Map

SYMBOL KEY

- National Battlefield Park Boundary
- National Battlefield Park Land
- Parking Area
- Horse Trailer Parking Area
- Preserved war time structure
- Visitor center
- Visitor Contact Station/Park Headquarters
- Unfinished Railroad Grade
- Equestrian Trails
- Proposed Gate Location
- Major Interpretive Trail
- Roadway converted to trail
- Key Interpretive Point
- Non-NPS public land within park boundary
- Privately owned land within park boundary
- Privately owned land within park boundary; NPS owns scenic easement
- Privately owned land outside park boundary

NOTES

- Visitors would gain an overall understanding of both battles by visiting the sites of "watershed" events.
- A few important view corridors would be developed, but landscape rehabilitation would not be extensive.

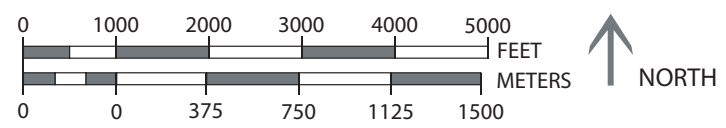


A new visitor's center would be located near Stone Bridge. The new visitor center would orient visitors to the park and would present the overall strategy and tactics of the two battles. The interpretive focus of this visitor center would be on the comprehensive story of the Civil War.

Existing U.S. Route 29 Bridge and approaches would be removed. New park road and bridge would be built.

Henry Hill visitor center would be removed upon completion of new visitor's center near Stone Bridge.

STUART'S HILL VISITOR CONTACT STATION & PARK HEADQUARTERS  
Park offices would be retained in current locations. Any future increase of office facilities would occur by adaptively using park structures, or facilities would be sought outside the park.



# Alternative C

## Defining Moments of the Battles of Manassas

### Circulation and Interpretation Map

## **Battlefield Trails**

Current hiking trails would be redesigned to create two separate 5-mile hiking trails for First Manassas and Second Manassas. The primary function of the trails would be to provide those visitors interested in the military and tactical aspects of the battles an opportunity to gain a more thorough understanding of the battles. A secondary function of the trails would be to provide visitors with solitude and a sense of discovery. The First Manassas hiking trail would begin and end at the Stone Bridge and would link sites related to the first battle. The Second Manassas hiking trail would begin and end at Brawner Farm and would link the resources related to the second battle.

## **Equestrian Trails**

Bridle trails would traverse the park, but would remain separate from the hiking trails. They would provide visitors with the opportunity to experience the park on horseback. Equestrian trails and parking areas for horse trailers would be provided in areas where they could be safely accommodated without impacting historic resources or other visitor uses. The final alignment of a new equestrian trail near Stuart's Hill, as well as the equestrian trails near Brawner Farm would be determined during the implementation of alternative C.

## **CULTURAL LANDSCAPE REHABILITATION/PRESERVATION PRESCRIPTION**

Alternative C would not attempt to re-create the historic landscape; rather it would manage the current patterns of open fields and wooded areas. Historic views would be explained through interpretive exhibits. In those areas where especially important views are obscured by modern tree cover, view corridors would be established. These corridors would not attempt to represent the extent of the historic field pattern. However, the cleared corridors would provide a line of sight between important features and be wide enough to avoid encroachment by the wooded areas. Riparian buffer zones would protect bottomland forests/wetlands within perimeters

of proposed cuts. Where the battlefield resources are maintained to represent the wartime scene, interpretive exhibits would be created to allow visitors to understand the role of the landscape and the battlefield terrain on the events of the two battles. The historic landscape at Groveton would be rehabilitated by removing the modern residence and outbuildings.

To meet these conditions, the National Park Service would initiate several actions:

- The current view corridor at Deep Cut would be widened by removing approximately 40 acres of trees.
- A view corridor would be re-established from Chinn Ridge to the New York Monuments by removing approximately 30 acres of trees.

To minimize the environmental impact of the tree clearings, the National Park Service would employ best management practices for each phase of the clearings.

## **Preservation and Rehabilitation of Historic Structures and Sites**

Historic structures and features, including those that date from the battles, would be preserved and would be prominent features at the key interpretive sites. These structures include the Stone House, L. Dogan House, Thornberry House, Robinson House ruins, and Unfinished Railroad. Other structures that do not date from the battles but that are historic or mark the site of wartime structures would be retained as important engagement sites or for park uses. These structures include Brawner House, Henry House, J. Dogan House, Pringle House, and Stone Bridge.

In addition to continued protection of these structures, the National Park Service would initiate several actions:

- Rehabilitate the Brawner Farm House (beginning in FY 2005) to support public visitation, as part of the auto/bicycle tour route.
- Stabilize and upgrade the L. Dogan House to function as a key interpretive site with exhibits, parking, and trail access.

- Use Stone House as a key interpretive site with exhibits, parking, and trail access. The house has been rehabilitated, and it has both furnishings and exhibits, with parking already available. It would be a fully functional interpretive site under this alternative.
- Use Thornberry House as a key interpretive site with exhibits, parking, and trail access.

### **MOTORIZED SIGHTSEEING AND CIRCULATION PRESCRIPTION**

To minimize the impacts of traffic congestion and enhance the visitor experience on the battlefields, the portions of U.S. Route 29 and VA Route 234 within the boundaries of the park would be transferred to the jurisdiction of the National Park Service and the speed limits would be reduced to 25mph. Once a new bypass route is in place, traffic would be further controlled by providing restricted access to the park at the north and south entrances (VA Route 234), and at the east and west boundaries (U.S. Route 29) of the park.

These new entrance facilities would also be the primary location for collection of park entrance fees. These facilities could either be staffed by park personnel or, in some cases, might be designed as fully automated gates. A more detailed examination of the layout, facility design, and operational characteristic of these entrance stations would be part of subsequent planning and design efforts. It is possible that these other entrances could be closed as park access points. Separate accommodation would be made to give unhindered park access to emergency vehicles, residents, local deliveries, and other essential services.

To create a more appropriate roadway system within the park, the signalized intersection at U.S. Route 29 and VA Route 234 would be replaced with a four-way stop, and the historic character would be restored by returning roads to a two-lane width throughout. With reduced speed limits, designated bicycle lanes would be marked along primary roads throughout the park. Although not specific to this proposal, it would be consistent with this alternative for National Park Service to, when possible, redesign the roads (with narrower

pavement, historic grades, and other features) to minimize their impact on the battlefields.

In this alternative, the existing U.S. Route 29 bridge over Bull Run would be removed and a replacement bridge would be constructed in a new location that would not be visible from Stone Bridge. This would occur in conjunction with the Battlefield Bypass and the development of a new visitor center near Stone Bridge. This area would also serve as the primary entrance for park visitors.

In this alternative, the National Park Service would explore the development of an alternative transportation system to move visitors throughout the park. A shuttle system or other transportation options that would allow visitors to leave their personal vehicles and tour in larger groups could be explored. Current visitation levels make it difficult to support such a system on a continued basis. However, should future visitation levels dramatically increase and it becomes feasible and desirable to develop a park shuttle system, a transportation study to analyze several transit options would be prepared.

### **RECREATION PRESCRIPTION**

A newly designated recreation area would be developed off of Groveton Road to accommodate approved recreational activities, bus parking, and equestrian trail parking. This area is away from the primary historic landscapes and major interpretive sites. Visitor facilities such as restrooms and picnic tables would be present in this area.

### **PARK OPERATIONS AND MAINTENANCE PRESCRIPTION**

Alternative C would not alter the locations of current park administrative and operational functions. If additional space is needed for park operations in the future, existing park structures would be adaptively reused. It would also be consistent with alternative C to relocate some office/administrative functions to the new visitor's center facility at Stone Bridge.

A major new operational consideration in this alternative is the change in ownership of U.S. Route 29 and VA Route 234 within the boundaries of the park. As proposed, these roads would be turned over from the Commonwealth of Virginia to the National Park Service. As part of the Bypass Study, the details of this acquisition and the related impacts and issues concerning maintenance and management of these roadways would be determined. Estimates provided by the Bypass Study team and the Virginia Department of Transportation indicate that, after acquisition and removal of the signalized intersection, the portions of U.S. Route 29 and VA Route 234 within the park will cost approximately \$35,000-40,000 per year (in 2005 dollars) to maintain.

Staffing levels over the next 15-20 years will need to increase under this alternative. To accommodate the proposed interpretive needs, maintenance requirements, law enforcement, and overall management of the resources, an additional 25 full-time employees (FTEs) would be necessary to fully implement this alternative. Not all the additional FTEs would necessarily need to be National Park Service employees. The park would explore opportunities to work with partners, volunteers, and other federal agencies to effectively and efficiently manage the park.

The increase in personnel would be necessary to implement the expanded and enhanced interpretation opportunities in the alternative. There would also be a greater demand for resources once the park assumes primary jurisdiction over the portions of U.S. Route 29 and VA Route 234 within the park. Visitation in the park is expected to increase over the life of the plan, which will also result in a greater demand for visitor safety, law enforcement, and resource protection services.

## **BOUNDARY ADJUSTMENTS**

In alternative C a boundary adjustment to the park would be necessary to include the four tracts of land described below. This adjustment would require legislation to amend the existing boundary.

**The Davis Tract:** A 136-acre parcel of land recently acquired by the Civil War Preservation Trust and a group of local residents. The land is important to the Second Battle of Manassas as a site where General Thomas J. “Stonewall” Jackson maneuvered and withstood repeated assaults. Thus it is especially key to the story at Manassas National Battlefield Park.

**The Stonewall Memory Garden Tract:** A 43-acre parcel of land that is, without question, the most important property currently outside the park boundaries. On this site, Union general Fitz-John Porter led an assault on Jackson’s line along the Unfinished Railroad on the last day of Second Manassas (August 30, 1862). A sliver of land that was part of that assault is currently within the park boundary. However, these 43 acres would include all land associated with that part of the battle and would allow full interpretation of the story.

**The Conservation Trust Parcel:** A 24.25-acre tract of land purchased by the Conservation Trust in 1991 and located almost entirely within the park boundary. The Conservation Trust transferred that land to the National Park Service, but a small piece (.75 acre) was outside the park boundary. Since that time, the Conservation Trust has transferred the land to the Civil War Preservation Trust, which has expressed interest in donating the land to the park.

**Dunklin Monument:** A 6-acre parcel of land near the park headquarters. The family of a Texas Confederate soldier, Timothy Dunklin, who was killed at Second Manassas, erected the monument. Dunklin is believed to be buried under the monument, and some accounts indicate that there are other Confederate soldiers buried nearby as well. The Dunklin Monument tract is part of an estate called the Latsios Trust. The family owns some 177 acres in two adjoining parcels and has expressed a strong interest in developing the land as an office/high technology complex. Several years ago, VDOT purchased a right-of-way through the property, just to the west of the monument, which left the monument intact along with about 6 acres.



**ESTIMATED COSTS**

Alternative B would cost approximately \$34,500,000 to \$74,000,000 to implement in 2005 dollars. These figures are estimates only.

Detailed design studies are necessary to determine the precise costs of each recommended action in the alternative. For more information please see Appendix D: Estimated Costs.

## ENVIRONMENTALLY PREFERABLE ALTERNATIVE

In accordance with NPS Director's Order #12, the National Park Service is required to identify the environmentally preferable alternative in all environmental documents. The environmentally preferable alternative is determined by applying the criteria suggested in National Environmental Policy Act of 1969, which is guided by the Council on Environmental Quality. The Council on Environmental Quality provides direction that the environmentally preferable alternative is the alternative that will promote the national environmental policy as expressed in Section 101 of the National Environmental Policy Act, which considers

- fulfilling the responsibilities of each generation as trustee of the environment for succeeding generations
- assuring for all generations safe, healthful, productive, and aesthetically and culturally pleasing surroundings
- attaining the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences
- preserving important historic, cultural, and natural aspects of our national heritage and maintaining, wherever possible, an environment that supports diversity and variety of individual choice
- achieving a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities
- enhancing the quality of renewable resources and approaching the maximum attainable recycling of nonrenewable resources

Table 2-3 presents a summary of the impact analysis described in "Environmental Consequences" chapter. This table explains how each alternative meets or fails to meet the above criteria.

Alternative A (no-action) would not resolve traffic problems. Commuter and commercial traffic would remain detrimental to the visitor experience, cultural resources, and visitor safety at the park.

Implementation of alternative A would not fulfill criteria 1 through 5 above. Alternative A

does not completely fulfill the responsibilities to protect the resources, nor does it assure a safe and culturally pleasing surrounding for succeeding generations (Criteria 1 and 2). Furthermore, alternative A does not attain the widest range of beneficial use without degradation and risk of health and safety (Criterion 3). For example, traffic levels adversely impact the battlefield resource, safety, and visitor use and experience. Alternative A fails to preserve and protect some of the cultural aspects and natural heritage of the park because of the traffic conditions (Criterion 4). Finally, alternative A does not fully achieve a balance between the resource and the surrounding population because commuter traffic through the park would continue to affect the battlefield cultural landscape and visitor experience (Criterion 5). Therefore, alternative A is not the environmentally preferred alternative.

The two action alternatives, B and C, are focused primarily on rehabilitation and preservation of the battlefield resources and the enhancement of the visitor experience, which is instrumental to the park's mission and purpose. Therefore, many of the actions under alternatives B and C have beneficial impacts on the cultural environment and visitor experience with some compromise on the natural or social environment. For instance, the cultural landscape rehabilitation (forest thinning) under alternative B would have greater benefit to the battlefield landscape and visitor experience than alternative C because it would rehabilitate the landscape to its wartime appearance. The conversion of some forested areas to grasslands and/or scrubland in both alternatives B and C would be beneficial to certain species of plants and animals. More such conversion would be done in B than C. However, to accomplish this, the National Park Service would clear more forested area, creating a greater adverse impact on certain other vegetation and wildlife than alternative C. Similarly, removing the visitor center from Henry Hill under alternative C would have greater benefits than alternative B by rehabilitating the historic battlefield landscape. However, the relocation of the visitor center to the east side of the park

would likely have greater adverse impacts to water resources.

When selecting the environmentally preferred alternative and assessing the impacts to the natural, social, and cultural environments, it is important to understand the primary purpose of the park as identified in the establishing legislation. The park's mission is "to preserve and protect the sites, structures, and objects associated with the First and Second Battles of Manassas and, through interpretation, foster an understanding and appreciation of their significance in the broader context of the American Civil War for the inspiration and benefit to the public" (NPS 2004c).

The two action alternatives, alternatives B and C, fulfill the National Park Service's responsibility as a trustee for the environment for succeeding generations (Criterion 1) through resource protection and preservation. The proposed actions described under alternatives B and C would assure that all generations have safe, healthful, and aesthetically and culturally pleasing surroundings (Criterion 2) because of the visitor services enhancements, transportation improvements, battlefield scene rehabilitation, and historic structure preservation and rehabilitation. Under alternatives B and C, the National Park Service seeks to preserve the cultural and natural heritage aspects (Criterion 4) of the park. Both alternatives seek to restore a balance between the population and the resource (Criterion 5) by eliminating commuter and commercial traffic on the portions of U.S. Route 29 and VA Route 234 that run through the park to enhance cultural resources, the soundscape, and the visitor experience.

Overall, both alternatives have tremendous benefits and promote national environmental policy as expressed in Section 101 of the National Environmental Policy Act. However, alternative B has been chosen as the environmental preferred alternative.

Alternative B was chosen because it creates fewer adverse impacts on natural resources than alternative C. Alternative B also maximizes the attainable use of the Henry Hill Visitor Center and Stuart's Hill Visitor Contact Station. The battlefield landscape rehabilitation under alternative B and the relocation of

the visitor center off of the battlefield under alternative C have tremendous cultural resource benefits. Nevertheless, they also create adverse impacts on natural resources.

In choosing the environmentally preferred alternative, one primary difference between these two actions is the adverse impacts of creating a new access road and bridge into the park to support a new visitor center and major entry point on the east side of the park, as proposed in alternative C. These actions would have greater impacts to natural resources than those actions identified in alternative B. The new bridge and access road would have to cross—and would impact—Bull Run, its floodplain, and associated wetlands.

By comparison, the forest clearing activities under alternative B would avoid construction in the floodplain and would not be implemented in riparian and wetland areas. Additional site-specific environmental analyses would be performed to assess the degree of environmental impacts with both actions; however, the natural resource impacts associated with the new visitor center, bridge, and access road under alternative C are anticipated to be greater than impacts resulting from the forest thinning activities under alternative B. Therefore, alternative B would best fulfill Criterion 3; of the three alternatives, it would have the greatest benefits for the least amount of degradation to the environment.

Alternative B also maximizes the attainable use of Henry Hill Visitor Center and Stuart's Hill Visitor Contact Station without undesirable consequences, which better fulfills Criteria 3 and 6. Alternative B proposes the continued use of both facilities. Under alternative C the National Park Service would begin planning to remove the existing visitor center and to build a new visitor center near Stone Bridge. Additional study would be needed to determine at what point the Henry Hill Visitor Center and Stuart's Hill Visitor Contact Station facilities would no longer be a productive and safe environment to house visitor services and park operations. However, it is assumed that alternative B would maximize the use of the facility and resource. Therefore, alternative B is the environmentally preferred alternative.

## MITIGATION MEASURES/BEST MANAGEMENT PRACTICES

Congress charged the National Park Service with managing the lands under its stewardship “in such manner and by such means as will leave them unimpaired for the enjoyment of future generations” (NPS Organic Act, 16 USC 1). As a result, the National Park Service routinely evaluates and implements mitigation whenever conditions occur that could adversely affect the sustainability of national park system resources.

To ensure that implementation of the action alternatives protects unimpaired natural and cultural resources and the quality of the visitor experience, a consistent set of mitigation measures would be applied to actions proposed in this plan.

The National Park Service would prepare appropriate environmental reviews (i.e., those required by the National Environmental Policy Act, National Historic Preservation Act, and other relevant legislation) for the future actions described in the alternatives. As part of the environmental review, the National Park Service would avoid, minimize, and mitigate adverse impacts when practicable. The implementation of a compliance-monitoring program could be considered as a way to stay within the parameters of National Environmental Policy Act and National Historic Preservation Act compliance documents, U.S. Army Corps of Engineers Section 404 permits, and other key regulations. The compliance-monitoring program would oversee these mitigation measures and would include reporting protocols.

The following mitigation measures and best management practices would be applied to avoid or minimize potential impacts from implementation of the alternatives. These measures would apply to all alternatives.

### NATURAL RESOURCES

- If site-specific actions proposed under this General Management Plan have the potential to impact water resources, water quality, or other aspects of the natural

environment, the National Park Service would subject the projects to site-specific planning and compliance. Additional environmental analysis and documentation would be needed to comply with the National Environmental Policy Act prior to implementation. Examples of actions where additional analysis would be needed might include but not be limited to the U.S. Route 29 bridge removal, landscape scene rehabilitation, and other projects that may require land disturbance.

- For construction or scene rehabilitation, the National Park Service contract administrators would specify that contractors use appropriate sediment and erosion control measures, minimize discharge to water bodies, regularly inspect construction equipment for leaks of petroleum and other chemicals, and provide for dust control, the addition of pollution control devices on construction equipment, and the use of low polluting fuels. Where ground disturbance is anticipated, Best Management Practices to control soil erosion and loss during construction activities would include minimization of disturbance areas, use of silt fences, revegetation, or other applicable practices to control drainage and erosion in accordance with an approved sediment and erosion control plan.
- The National Park Service would maintain the riparian buffers along all streams to mitigate potential bank erosion and channel siltation from forest removal areas. Forest removal operations would also incorporate Virginia Department of Forestry best management practices to avoid erosion problems, particularly where disturbance would occur on slopes. Riparian buffers as identified here may be maintained as wooded buffers or shrub and grass buffers, depending on the significance of the historic views to be restored at specific sites within the park.

- Upon the completion of a bypass route and the transfer of the portions of U.S. Route 29 and VA Route 234 within the park to NPS jurisdiction, the addition of pollution control devices on maintenance equipment and the use of low polluting fuels would be called for in any future plans.

## CULTURAL RESOURCES

- The National Park Service would conduct site-specific planning and compliance for projects that have the potential for impacts on historic resources. The National Park Service would make efforts to avoid adverse impacts through use of the Secretary of the Interior's Standards for Archeology and Historic Preservation as well as screening and/or sensitive design that would be compatible with historic resources. If adverse impacts could not be avoided, the National Park Service would mitigate these impacts through a consultation process with all interested parties.
- As appropriate, archeological surveys and/or monitoring would precede any construction. Limited information is available about existing archeological resources in the park. Known archeological resources would be avoided, and new facilities would be located in previously disturbed areas to the greatest extent possible. If National Register-eligible or listed archeological resources could not be avoided, an appropriate mitigation strategy would be developed in consultation with the Virginia Department of Historic Resources (the state historic preservation office). If previously undiscovered archeological resources were uncovered during construction, all work in the immediate vicinity of the discovery would be halted until the resources could be identified and documented and an appropriate mitigation strategy developed in consultation with the state historic preservation office. In the unlikely event that Native American human remains,

funerary objects, sacred objects, or objects of cultural patrimony are discovered during construction, provisions outlined in the Native American Graves Protection and Repatriation Act (25 USC 3001) of 1990 would be followed. Other human remains would be treated in accordance with applicable local regulations.

- Through best management practices, the National Park Service would rehabilitate the battlefield and cultural landscape to the greatest extent feasible. This process could entail the rehabilitation of important historic viewsheds through thinning and clearing of selected wooded areas, rehabilitation of historic forested areas through natural succession, and rehabilitating agricultural fields by removing noncontributing and incompatible structures and incorporating new structures using compatible design.

## SOCIOECONOMIC ENVIRONMENT

- If site-specific actions proposed under this General Management Plan have the potential to impact the social setting, economy, or other aspects of the socioeconomic environment, the National Park Service would subject the projects to site-specific planning and compliance. Additional environmental analysis and documentation to comply with the National Environmental Policy Act would be needed prior to implementation. Examples of actions where additional analysis would be needed would include but not be limited to the controlled access into the park and removal of the U.S. Route 29 Bridge over Bull Run.

## VISITOR EXPERIENCE

- The air quality non-attainment for ozone standards might offer exploratory partnering and/or funding opportunities with neighboring jurisdictions to lessen nearby vehicular traffic, and this in turn might reduce the noise and thus improve the park's soundscape for visitors.

## FUTURE STUDIES AND IMPLEMENTATION PLANS NEEDED

Following completion and approval of a General Management Plan for Manassas National Battlefield Park, other more detailed studies and plans would be needed for implementation of specific actions. As required, additional environmental compliance (National Environmental Policy Act, National Historic Preservation Act, and other relevant laws and policies), and public involvement would be conducted. Those additional studies include but would not be limited to the following.

- Environmental Assessment for improvements to the Second Manassas Visitor Contact Station at Stuart's Hill.
- Controlled Access Study/Environmental Assessment for implementation of controlled access/gates on U.S. Route 29 and VA Route 234 and transportation improvements.
- Environmental Assessment/Assessment of Effect for the Removal of the U.S. Route 29 Bridge over Bull Run.
- Environmental Assessment/Assessment of Effect for battlefield landscape and scene rehabilitation activities described in this plan, taking into consideration the cultural landscape reports performed for the Brawner Farm and Stuart's Hill areas of the park.
- Section 106 Compliance/Assessment of Effect for historic rehabilitation and preservation projects described in this plan.
- Environmental Assessment for a new visitor center and associated site improvements at the eastern boundary of the park near Stone Bridge, as proposed in alternative C.
- A Cultural Landscape Report for the entire park is needed to enhance the park's existing partial cultural landscape inventories, and to make specific landscape treatment recommendations that would be reconciled with the battlefield landscape and scene rehabilitation activities proposed and described in this plan. Separate Cultural Landscape Reports have been prepared for the Brawner Farm and Stuart's Hill areas, but none have been prepared for remainder of the park, or for the park as a whole. Implementation of such activities would call for a combined Environmental Assessment/Assessment of Effect, respectively, to comply with the National Environmental Policy Act of 1969 and Section 106 of the National Historic Preservation Act of 1966.
- Visitation Surveys to assess seasonal visitor use and anticipated staffing, interpretive, and transportation needs.
- A park-wide Archeological Survey is recommended to assist the park with the protection of archeological resources that are threatened by looting and park use. The park holds high research interest for historical archeology, and the likelihood of uncovering useful information is high. While there is some high-quality data for specific sites within the park, most of the park has not been surveyed.

A park-wide Resource Stewardship Plan, in accordance with recently updated Park Planning Standards, and Director's Order 2-1.

| <b>Table 2-2: Alternatives Summary</b> |   |   |  |
|--|---|---|--|
|  | <b>Alternative A –No Action</b>   | <b>Alternative B—The Two Battles of Manassas</b>  | <b>Alternative C—The Defining Moments of the Battles</b>   |
|  | Continue Current Management. Continue to implement the 1983 GMP actions on a limited basis. Visitor experience remains compromised due to heavy commuter traffic  | A comprehensive understanding of each battle. Visitor experience is greatly enhanced with the elimination of commuter traffic   | A comprehensive understanding of the Civil War and the strategic importance of each battle within the context of the war. Visitor experience is greatly enhanced with the elimination of commuter traffic  |
| <b>Concept</b>                         | <ul style="list-style-type: none"> <li>Current management practices would be continued; First Manassas would continue to receive greater interpretation and visitor attention due to the difficulty of traversing the portions of U.S. Route 29 and VA 234 in the park. However, the park is able to devote more time and facilities to both battles, especially with the more recent additions of the Brawner Farm and Stuart's Hill tracts.</li> <li>Orientation and visitor services for both battles would primarily be carried out from the Henry Hill visitor center.</li> <li>Visitors would gain an understanding of both battles by visiting the many sites associated with each battle.</li> <li>Only small components of the altered historic landscape would be rehabilitated.</li> </ul> | <ul style="list-style-type: none"> <li>Both battles would be presented as distinct military events. The additions of the Brawner Farm and Stuart's Hill tracts provide a much greater opportunity to present a more comprehensive story of Second Manassas.</li> <li>Heavy volumes of commuter and commercial truck traffic would be eliminated from the park, greatly enhancing the visitor experience.</li> <li>Orientation and visitor services for both battles would be carried out from two locations. The Henry Hill Visitor Center would be the primary orientation point for the park as a whole, and would serve as the starting point for First Manassas tours.</li> <li>A Second Manassas Visitor Contact Station at Stuart's Hill (and eventually at Brawner Farm) would interpret Second Manassas.</li> <li>Visitors would gain a thorough understanding of both battles by visiting the many sites associated with each battle.</li> <li>Rehabilitation of the historic scene would be important to enhance visitor understanding of battle events and tactics.</li> </ul> | <ul style="list-style-type: none"> <li>Visitors would gain an overall understanding of both battles by visiting the sites of "watershed" events.</li> <li>The importance of the Manassas battles would be presented as they relate to the overall context of the Civil War. Other stories, such as those pertaining to local families, including African American families and communities that were impacted by the Manassas battles, could also be interpreted in the park.</li> <li>The overall reasons and strategy for the Civil War and how the war ended would be presented in a Civil War Museum; perhaps in partnership with other groups.</li> <li>Heavy volumes of commuter and commercial truck traffic would be eliminated from the park and this would greatly enhance the visitor experience .</li> <li>Orientation and visitor services for both battles would be carried out from a new visitor center, to be constructed near Stone Bridge.</li> <li>Important view corridors would be developed to enhance visitor understanding of battle events and tactics.</li> </ul> |

Table 2-2: Alternatives Summary

|   | Alternative A –No Action  | Alternative B—The Two Battles of Manassas  | Alternative C—The Defining Moments of the Battles   |
|---|---|--|---|
| Management Prescriptions and Specific Actions | <ul style="list-style-type: none"> <li>• Visitors would be oriented to the park and introduced to both battles at Henry Hill. Visitors would receive additional information on Second Manassas at a visitor contact station on Stuart's Hill.</li> <li>• The interpretive materials at the Henry Hill Visitor Center would still focus on the overall importance and strategy of First Manassas. The visitor contact station at Stuart's Hill would focus on Second Manassas.</li> <li>• Orientation and visitor services for both battles would primarily be carried out from the existing visitor center.</li> <li>• An auto/bicycle tour route of several of the major battle sites would continue to exist, and would focus primarily on the major sites of Second Manassas. Visitors would tour First Manassas sites on foot via the Henry Hill Loop Trail. The First Manassas Hiking Trail would also be available for longer hikes.</li> <li>• Each site would present the specific battlefield engagement, and provide a parking area and interpretive displays. Most areas would have a short-loop hiking trail. However, interpretive programs would still be primarily concentrated at the visitor center.</li> <li>• Two separate long interpretive loop hiking trails (5 miles each) would start at the Henry Hill Visitor Center and would connect major engagement sites of each battle. These trails would provide an opportunity to learn more about the individual engagements and battles.</li> <li>• Bridle trails would continue to remain separate from the hiking trails.</li> </ul> | <ul style="list-style-type: none"> <li>• Visitors would be oriented to the resources of First Manassas at the visitor center on Henry Hill and to the resources of Second Manassas at a Second Manassas Visitor Contact Station at Stuart's Hill.</li> <li>• The interpretive materials at the Henry Hill Visitor Center would focus on the overall importance and strategy of the First Battle, and the Second Manassas Visitor Contact Station would interpret the Second Battle similarly.</li> <li>• Orientation and visitor services for both battles would be carried out from two locations.</li> <li>• Separate auto and bicycle tour routes would be developed for each battle. The sites would generally be visited in chronological order. Each site would include a parking area, interpretive displays, and a short loop trail; interpretive programs would be concentrated in these areas.</li> <li>• Each site would present the role of the conflict and other key engagements in the two battles.</li> <li>• Two separate long-loop interpretive hiking trails (5 miles each) would connect major engagement sites of each battle, enhancing the visitor's understanding of the battles.</li> <li>• The First Manassas loop trail would start at the Henry Hill Visitor Center and connect the sites of the first battle. The Second Manassas loop trail would originate at Brawner Farm and would explore many of the important battle sites of the second battle.</li> <li>• Bridle trails would be separate from the interpretive loop hiking trails.</li> </ul> | <ul style="list-style-type: none"> <li>• Visitors would be oriented to the park at the new visitor center, to be constructed near Stone Bridge.</li> <li>• The importance of the Manassas battles would be presented as they relate to the overall context of the Civil War. Other stories, including those pertaining to the local families and African American communities that were impacted by the Manassas battles, could also be interpreted in the park.</li> <li>• Orientation and visitor services for both battles would be carried out from a central location</li> <li>• The overall reasons and strategy for the Civil War, and major Civil War topics such as tactics, Weapons, and technological developments could be presented in a Civil War Museum situated within or external to the park; perhaps in partnership with other groups.</li> <li>• From the visitor center, visitors would be directed to an auto/bicycle tour route that would include sites from both battles. The sites could be visited in any order; formal tour routes would not exist. Each tour site would include a parking area, a more extensive level of interpretive displays, and a short loop trail; interpretive programs would be concentrated in these areas.</li> <li>• Each tour site would present the role of the conflict and other key engagements in the two battles. Expanded interpretation at the key areas would discuss the overall story of the Civil War and the First and Second Battles. It could also include archeology, social history, and other related topics.</li> </ul> |



Table 2-2: Alternatives Summary

|   | Alternative A –No Action   | Alternative B—The Two Battles of Manassas  | Alternative C—The Defining Moments of the Battles   |
|---|--|--|---|
| Management Prescriptions and Specific Actions | <ul style="list-style-type: none"> <li>Roads through the park would continue to remain open to heavy volumes of commuter and commercial truck traffic; although, park management would explore other options to reduce or eliminate this vehicular traffic.</li> <li>A new entrance road and parking area for Brawner Farm would be constructed off of Pageland Lane. Access to the visitor contact station at Stuart’s Hill would continue to be provided from Pageland Lane.</li> <li>All wartime structures, as well as other important structures and sites (e.g., Henry House, L. Dogan House, Thornberry House, and Robinson House ruins) would be preserved.</li> <li>The current pattern of open fields and wooded areas would remain, and only small components of altered historic landscapes would be rehabilitated. The historic landscape would be explained through interpretive displays. Extensive scene restoration would not occur.</li> <li>Park offices would be retained in current locations.</li> </ul> | <ul style="list-style-type: none"> <li>Roads through the park would be closed to heavy volumes of commuter and commercial truck traffic.</li> <li>A new entrance road and parking area for Brawner Farm would be constructed off of Pageland Lane. The access road and parking area for the Second Manassas Visitor Contact Station on Stuart’s Hill would be improved and expanded.</li> <li>All wartime structures would be preserved; Brawner Farm, Henry House, Thornberry House, and the L. Dogan House would serve as important engagement sites, and the outline of the Robinson House would be ghosted.</li> <li>Cultural landscape rehabilitation would reestablish major historic views and clear prominent battlefield sites.</li> <li>Park offices would be retained in current locations. The maintenance area could be expanded in the future, and other park operations could be increased by adaptively reusing existing park structures.</li> <li>Authorization would be sought from Congress for the park to expand its boundary to include four specific tracts of land: the Davis Tract, the Stonewall Memory Garden Tract, the Dunklin Monument area, and a three-quarter acre area that is owned by the Civil War Preservation Trust.</li> </ul> | <ul style="list-style-type: none"> <li>Separate long interpretive loop hiking trails (5 miles each) would originate at the Stone Bridge and Brawner Farm, and would connect major engagement sites of each battle. The routes would follow existing trails and would enhance the visitor’s understanding of the battles. Bridle trails would be separate from the interpretive loop hiking trails.</li> <li>Roads through the park would be closed to heavy volumes of commuter and commercial truck traffic.</li> <li>A new entrance road and parking area for Brawner Farm would be constructed off of Pageland Lane.</li> <li>All wartime structures would be preserved; the Brawner, Henry, and L. Dogan houses and the Thornberry House would be retained as important sites and all structures would be upgraded to accommodate visitor use.</li> <li>Cultural landscape rehabilitation would re-create a few important view corridors, but extensive scene restoration would not occur.</li> <li>Park offices would be retained in current locations. The maintenance area could be expanded in the future, and other park operations could be increased by adaptively reusing existing park structures. Some of office/administrative functions could also be relocated to visitor’s center at Stone Bridge.</li> <li>Authorization would be sought from Congress for the park to expand its boundary to include four specific tracts of land: the Davis Tract, the Stonewall Memory Garden Tract, the Dunklin Monument area, and a three-quarter acre area that is owned by the Civil War Preservation Trust.</li> </ul> |

**Table 2-3: Summary of Impacts of Implementing the Alternatives**

| Impact Topics   | Alternative A<br>Continuing Current Management Practices   | Alternative B<br>The Two Battles of Manassas   | Alternative C<br>The Defining Moments of the Battles of Manassas  |
|---|--|--|---|
| <b>Natural Environment<br/>Air Quality</b>                                      | <ul style="list-style-type: none"> <li>Negligible, long-term, adverse impacts on air quality would persist. Cumulative impact on air quality would be moderate, short-term, and adverse.</li> </ul>  | <ul style="list-style-type: none"> <li>Negligible, short-term, adverse impacts to air quality would occur during construction activities. A minor, long-term, adverse impact on air quality would occur outside the park from the redistribution of traffic. Cumulative impact on air quality would be adverse, and minor.</li> </ul>  | <ul style="list-style-type: none"> <li>Negligible to minor, short-term, adverse impacts to air quality would occur during construction activities. A negligible, long-term, beneficial impact to air quality within the park would occur. A minor, long-term, adverse impact on air quality would occur outside the park from the redistribution of traffic. Cumulative impact on air quality would be adverse and minor</li> </ul> |
| <b>Soundscape</b>   | <ul style="list-style-type: none"> <li>A moderate, long-term, adverse impact on the park's soundscape would persist. A moderate, long-term, adverse cumulative impact would occur.</li> </ul>  | <ul style="list-style-type: none"> <li>A negligible, long-term, adverse impact on the soundscape would occur. Minor, short-term, adverse impacts on the soundscape would occur. Moderate, long-term beneficial impacts would result from traffic and transportation changes. No long-term cumulative impacts on noise would occur.</li> </ul>                                  | <ul style="list-style-type: none"> <li>A moderate, long-term, beneficial impact on the soundscape would occur. Minor, short-term, adverse impacts on the soundscape would occur. Minor, short-term, cumulative impacts on noise would occur.</li> </ul>   |
| <b>Vegetation and Wildlife</b>  | <ul style="list-style-type: none"> <li>No to negligible, long-term, adverse impacts on vegetation and wildlife would occur. Moderate, long-term adverse cumulative impacts would occur.</li> </ul>   | <ul style="list-style-type: none"> <li>Minor, short-term, adverse impacts would occur. A moderate, long-term, adverse cumulative impact would occur.</li> </ul>  | <ul style="list-style-type: none"> <li>Minor, long-term, adverse impacts would occur. A moderate, long-term, adverse cumulative impact would occur.</li> </ul>  |
| <b>Threatened, Endangered, and Rare Species and Natural Communities</b>         | <ul style="list-style-type: none"> <li>No impact on threatened, endangered, or rare species or their habitats would occur. No cumulative impact would occur.</li> </ul>  | <ul style="list-style-type: none"> <li>No adverse impacts on threatened, endangered, or rare species would occur. Minor long-term benefits would occur for some grassland species and minor long-term adverse impacts would occur for woodland species. There would be a small loss in habitat. No cumulative impacts would occur.</li> </ul>                                  | <ul style="list-style-type: none"> <li>No adverse impacts on threatened, endangered, or rare species would occur. There would be a very small loss in habitat. No cumulative impacts would occur.</li> </ul>  |
| <b>Water Resources (Water bodies, water quality, wetlands, and floodplains)</b> | <ul style="list-style-type: none"> <li>No adverse impacts on water resources would occur. No cumulative impact would occur.</li> </ul>   | <ul style="list-style-type: none"> <li>Negligible adverse impacts on water resources would occur. No cumulative impact would occur.</li> </ul>   | <ul style="list-style-type: none"> <li>Moderate, long-term, adverse impacts on water resources would occur. A moderate, long-term, adverse cumulative impact would occur.</li> </ul>  |
| <b>Cultural Resources</b>   | <ul style="list-style-type: none"> <li>Few if any adverse effects to archeological resources would occur. If significant archeological resources could not be avoided during construction, impacts would be adverse.</li> <li>There would be no adverse effects associated with the preservation and rehabilitation of historic structures and cultural landscapes or</li> </ul> | <ul style="list-style-type: none"> <li>If archeological resources could not be avoided during construction, impacts would be adverse.</li> <li>No adverse effect would be anticipated as a result of construction for a Second Manassas Visitor Contact Station. There would also be no adverse effects associated with preservation and rehabilitation of historic</li> </ul> | <ul style="list-style-type: none"> <li>If archeological resources could not be avoided during construction, impacts would be adverse.</li> <li>No adverse effect would be anticipated as a result of construction for a Second Manassas Visitor Contact Station. There would also be no adverse effects associated with preservation and rehabilitation of historic</li> </ul>  |

**Table 2-3: Summary of Impacts of Implementing the Alternatives**

| Impact Topics                    | Alternative A<br>Continuing Current Management Practices   | Alternative B<br>The Two Battles of Manassas   | Alternative C<br>The Defining Moments of the Battles of Manassas   |
|----------------------------------|--|--|--|
|                                  | <p>construction of parking areas, loop trails, and interpretive displays.</p> <ul style="list-style-type: none"> <li>Moving artifacts and archives to a facility outside the park would cause a minor, adverse, long-term impact. However, there would be minor to moderate beneficial impacts associated with providing more space for adequate curation, storage, and research. The cumulative impact to museum collections would be beneficial, long term, and of minor to moderate intensity.</li> <li>Any adverse cumulative impacts would be a small component of that cumulative impact.</li> </ul> | <p>structures and cultural landscapes or construction of small parking areas, loop trails, and interpretive displays. Restricting access to U.S. 29 and VA 234 would have a beneficial impact on historic structures and cultural landscapes.</p> <ul style="list-style-type: none"> <li>Moving artifacts and archives to a facility outside the park would cause a minor, adverse, long-term impact. However, there would be minor to moderate beneficial impacts associated with providing more space for adequate curation, storage, and research. The cumulative impact to museum collections would be beneficial, long term, and of minor to moderate intensity.</li> <li>Any adverse cumulative impacts would be a small component of that cumulative impact.</li> </ul> | <p>structures and cultural landscapes or construction of small parking areas, loop trails, and interpretive displays. Restricting access to U.S. 29 and VA 234 would have a beneficial impact on historic structures and cultural landscapes.</p> <ul style="list-style-type: none"> <li>Museum collections would continue to be adequately stored and protected. Moving artifacts and archives to a facility outside the park would cause a minor, adverse, long-term impact. However, there would be minor to moderate beneficial impacts associated with providing more space for adequate curation, storage, and research. The cumulative impact to museum collections would be beneficial, long term, and of minor to moderate intensity.</li> <li>Any adverse impacts would be a small component of the cumulative impacts.</li> </ul> |
| <b>Transportation/Traffic</b>    | <ul style="list-style-type: none"> <li>Under alternative A, commuter and commercial traffic would continue to have major, long-term, adverse impacts on transportation within the park causing excessive delays and potential safety risks for motorists. No cumulative impact would occur.</li> </ul>   | <ul style="list-style-type: none"> <li>The controlled access measures and removal of the U.S. Route 29 bridge over Bull Run proposed under alternative B would have a major, long-term, beneficial impact on transportation within the park because of the reduction in commuter and truck traffic in the park. A major, long-term, beneficial cumulative impact would occur.</li> </ul>   | <ul style="list-style-type: none"> <li>The controlled access measures would have a major, long-term, beneficial impact on transportation in the park because of the reduction in commuter and truck traffic in the park. A major, long-term, beneficial cumulative impact would occur.</li> </ul>  |
| <b>Socioeconomic Environment</b> | <ul style="list-style-type: none"> <li>No impacts to the existing social-economic environment would occur. No cumulative impact would occur.</li> </ul>  | <ul style="list-style-type: none"> <li>Negligible, long-term, adverse impacts would occur for in-holders requiring access through the park. Negligible, long-term, adverse impacts to emergency response would occur. Minor, adverse cumulative impacts would occur.</li> </ul>  | <ul style="list-style-type: none"> <li>Negligible, long-term, adverse impacts would occur for in holders requiring access through the park. Negligible, long-term, adverse impacts to emergency response would occur. Minor, adverse cumulative impacts would occur.</li> </ul>  |
| <b>Recreation</b>                | <ul style="list-style-type: none"> <li>No impacts to the existing recreation conditions would occur. No cumulative impact would occur.</li> </ul>  | <ul style="list-style-type: none"> <li>Minor, long-term beneficial impacts would result from the enhanced recreational opportunities. A minor beneficial cumulative impact would occur.</li> </ul>   | <ul style="list-style-type: none"> <li>Minor, long-term beneficial impacts would result from the enhanced recreational opportunities. A minor beneficial cumulative impact would occur.</li> </ul>   |
| <b>Visitor Experience</b>        | <ul style="list-style-type: none"> <li>Major, long-term adverse impacts would occur, due primarily to the conflicts between</li> </ul>   | <ul style="list-style-type: none"> <li>The elimination of commuter and truck traffic, removal of the U.S. Route 29 bridge,</li> </ul>  | <ul style="list-style-type: none"> <li>The elimination of commuter and truck traffic, removal of the existing U.S. Route 29</li> </ul>   |

**Table 2-3: Summary of Impacts of Implementing the Alternatives**

| <b>Impact Topics</b>                   | <b>Alternative A<br/>Continuing Current Management<br/>Practices</b>   | <b>Alternative B<br/>The Two Battles of Manassas</b>   | <b>Alternative C<br/>The Defining Moments of the<br/>Battles of Manassas</b>   |
|--|--|--|--|
|  | park visitors and non-park traffic. No cumulative impact would occur.  | battlefield scene rehabilitation, and preservation and maintenance of historic structures would have a major, long-term, beneficial impact on the visitor experience. A moderate, beneficial, cumulative impact would occur. | bridge, battlefield scene rehabilitation, and preservation and maintenance of historic structures would have a major, long-term, beneficial impact on the visitor experience. A moderate, beneficial, cumulative impact would occur. |
| <b>Park Operations and Maintenance</b> | <ul style="list-style-type: none"> <li>Minor, long-term, adverse impacts would occur. No cumulative impact would occur.</li> </ul> | <ul style="list-style-type: none"> <li>Moderate, long-term, adverse impacts would occur. No cumulative impact would occur.</li> </ul>  | <ul style="list-style-type: none"> <li>Moderate, long-term, adverse impacts would occur. No cumulative impact would occur.</li> </ul>  |