

### III. ENVIRONMENT

The County's environmental goals and policies are contained in the Environment chapter of the Policy Plan and the Chesapeake Bay Preservation Supplement. These goals reflect the belief of the community that environmental protection and preservation are overarching components of the quality of life. The opportunities and limitations on what may be achieved through environmental planning are affected by past actions and by the County's function as a home and employment center to a large number of people. Because thousands of acres of forest and agricultural land have been converted to urban and suburban development since the 1950s, the ability to achieve environmental protection goals simply by limiting future development no longer exists. The current scarcity of certain environmental amenities focuses current and future environmental planning efforts on the conservation of remaining resources and the rehabilitation of degraded environments.

The protection of Environmental Quality Corridors (EQCs) is a long-standing County policy designed to promote ecological resource conservation. A preserved network of the County's natural landscape can provide habitats for native species of flora and fauna, corridors for wildlife movement, open space which, in some cases, can be used for passive recreation for the County's residents, and pollution reduction functions relating to water quality, micro climate control and/or reductions in noise. The core of the EQC system is the County's stream valleys, which include the 100-year floodplains, adjacent steep slopes and wetlands. Preservation of EQC land is currently achieved through the development review process, acquisition of parkland and the donation of easements.

Fairfax County's Chesapeake Bay Preservation Ordinance divides the County between Resource Protection Areas (RPAs) and Resource Management Areas (RMAs). The RPAs are generally comparable to the EQCs but are smaller in geographic extent. Within RPAs, redevelopment of existing uses and public utilities are permitted. Other uses may be allowed through an exception process which requires an assessment of the water quality impacts of the proposed use and selection of mitigation measures that minimize these impacts. In RPA areas that have been significantly impacted by earlier development it should be relatively easy to demonstrate that a well designed project with water quality mitigation measures equals or improves upon existing conditions. In RPA areas characterized by pristine conditions, designing adequate mitigation measures may be more difficult.

All land not in the RPA is classified as RMA. Within the RMA, the most significant requirement is a performance standard for the reduction of the runoff of phosphorus, the key pollutant under the Bay regulations. There are different requirements for phosphorus reduction depending upon whether a project is defined as new development or redevelopment. New development applications are required to meet a 40% reduction in phosphorus loadings compared to post development projections for uncontrolled runoff. Redevelopment applications are required to achieve a 10% reduction in phosphorus loadings compared to the previous use. It is anticipated that either requirement can be met by the construction of stormwater management facilities that are similar in cost and scale to those already required under the County's detention requirement.

The Board of Supervisors recently adopted an amendment to the Policy Plan to strengthen Comprehensive Plan guidance regarding air quality issues, to incorporate within the Plan support

for green building practices and to encourage and promote the application of these practices through Policy Plan guidance. Included in the amendment were new policies establishing linkages between the incorporation of green building/energy conservation practices and attainment of certain Comprehensive Plan options, planned uses or densities/intensities of development. Any new development proposals may need to conform to these policies.

The following sections contain preliminary evaluations of the environmental resources and constraints of the study areas. Any proposals for future development of any part of these land areas would require further review by staff at the time a nomination to amend the Comprehensive Plan, or an application for development, is submitted.

## **A. BELTWAY SOUTH INDUSTRIAL AREA**

The following is a listing of environmental issues of concern within the Beltway South study area:

### **Resource Protection Areas (RPA)**

The northern portion of this area is dominated by a portion of the RPA for Poplar Run and Indian Run. The Backlick Run RPA on the south side of this area crosses Backlick Road, and then runs parallel to I-495 to where it enters the interchange of I-495 and I-395. There is a small unnamed stream channel designated as an RPA between Bren Mar Drive and the Shell Oil Industrial park site. There is also an RPA for an unnamed stream which runs through the industrial area south of Edsall Road and west of I-395 that continues across I-395 through the southwestern tip of the Shell Oil Park and into Backlick Run. In some areas the RPA's are covered with structures, surface parking and other impervious surface areas. Where practical, and to the greatest extent possible, redevelopment should be seen as an opportunity to restore these areas to a more natural state.

### **Environmental Quality Corridors**

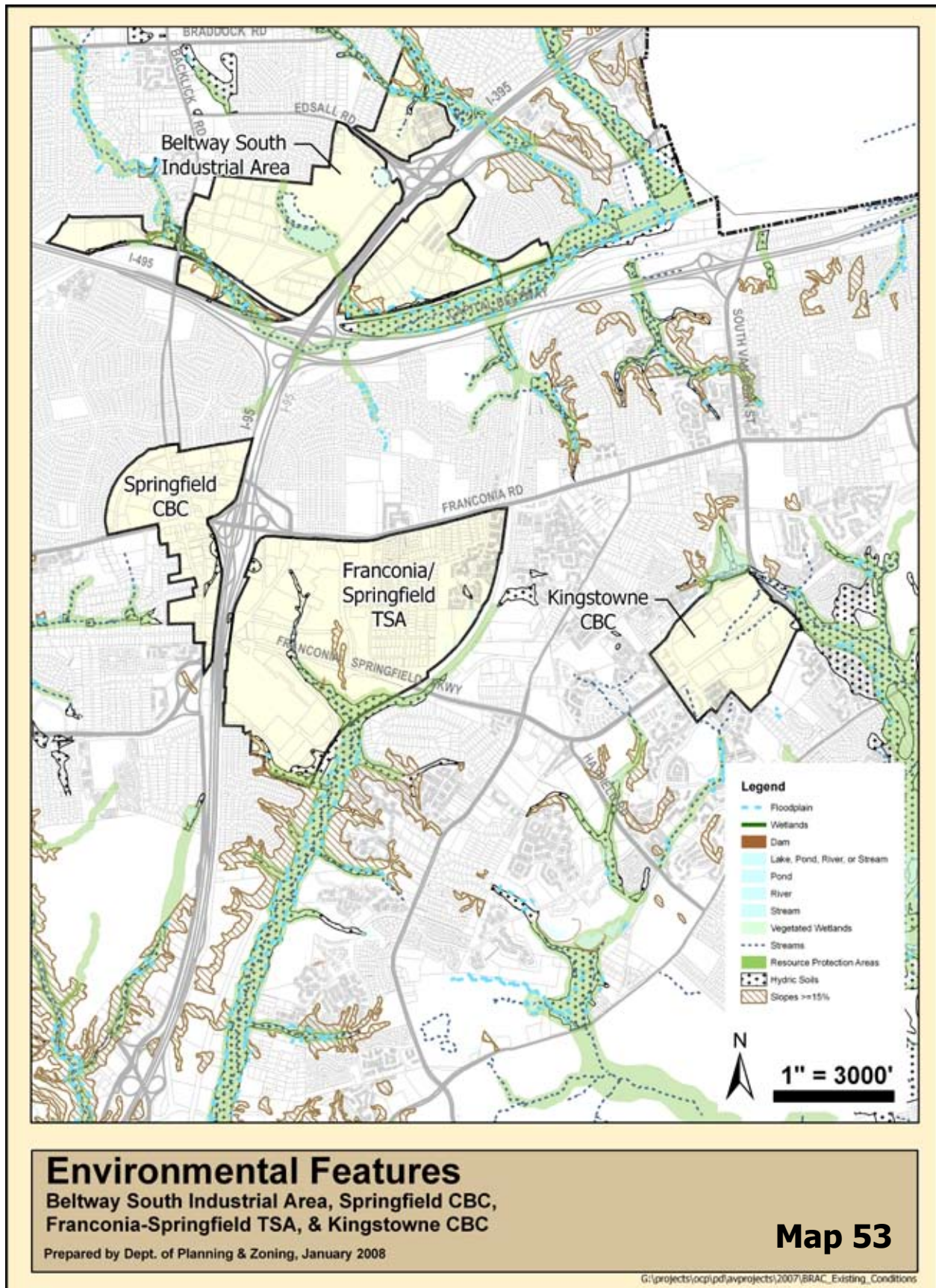
These areas will be generally consistent with the RPA's noted above, but may extend beyond those limits due to steep slope areas and stream segments which did not meet the minimum standards for inclusion as part of the RPA system. Field verification is typically mandated for EQC on a case-by-case basis.

### **Noise**

Transportation generated noise from I-395, I-495, the Southern Railroad right-of-way and the Yellow Line of the Metro Rail, may impact residential and other noise sensitive uses within the Beltway South Industrial Area. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. Noise levels exceeding 65 dBA DNL would require mitigation for residential and other noise sensitive uses proposed for this area. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

Large portions of this area are covered with impervious surfaces. In some instance, there may be little to no runoff control measures in-place as some of the development in this area may pre-date requirements for stormwater management and best management practices. Redevelopment at this location should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.



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### **Tree Cover**

While there are some blocks of contiguous mature tree cover with this area, other portions of the Beltway South Industrial Area contain little vegetation or appear to be comprised almost entirely of small landscaped areas. A few small areas still contain stands of mature tree cover and preservation of some portion of these quality stands should be encouraged to the greatest extent possible.

### **Hazardous Materials**

Given the long-term use of portions of this area for industrial purposes it may be appropriate to require soil and groundwater testing for any hazardous substances as part of any process for redevelopment.

## **B. SPRINGFIELD CBC**

The following is a listing of environmental issues of concern with regard to the Springfield CBC:

### **Noise**

Transportation generated noise from I-95 is likely to be a significant factor for any proposal to redevelop the area with residential and other noise sensitive uses. Noise levels exceeding DNL 75 dBA have been encountered on other portions of I-95. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

The overwhelming majority of this area is covered with impervious surfaces. In some instance, there may be little to no runoff control measures in-place as some of the development in this area may pre-date requirements for stormwater management and best management practices. Redevelopment at this location should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.

### **Tree Cover**

Very little vegetation is present in this area and that which is present appears to be comprised almost entirely of small landscaped areas. Additional tree cover in this area should be encouraged to the greatest extent possible (practical).

## **C. FRANCONIA-SPRINGFIELD TSA**

The following is a listing of environmental issues of concern in the Franconia-Springfield study area:

### **Noise**

Transportation generated noise from I-95 is likely to be a significant factor for any proposal to redevelop the area with residential and other noise sensitive uses. Noise levels exceeding DNL 75 dBA have been encountered on other portions of I-95. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

The overwhelming majority of this area is covered with impervious surfaces. In some instances, there may be little to no runoff control measures in-place as some of the development in this area may pre-date requirements for stormwater management and best management practices. Redevelopment at this location should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.

### **Tree Cover**

Very little vegetation is present in this area and that which is present appears to be comprised almost entirely of small landscaped areas. Additional tree cover in this area should be encouraged to the greatest extent possible.

## **D. KINGSTOWNE CBC**

The following is a listing of environmental issues of concern in the Kingstowne CBC:

### **Resource Protection Area**

An RPA surrounds the lake between Lake Village Drive and Kingstowne Village Parkway. Some areas of this RPA extend into the northern fringes of the CBC along Kingstowne Village Parkway. Some development has already occurred within the limits of the RPA at this location just outside of the CBC. It does not appear that there would be significant opportunities for additional development within the CBC which might directly impact this RPA. A portion of the RPA for the headwaters of Dogue Creek is noted at the southeast corner of the CBC.

### **Environmental Quality Corridors**

Portions of both areas noted above could also be defined as EQC's. Field verification is typically mandated for EQC's.

### **Noise**

Transportation generated noise from Kingstowne Boulevard, Kingstowne Village Parkway and King Centre Drive may impact residential and other noise sensitive uses within the CBC. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. Noise levels exceeding 65 dBA DNL would require mitigation for residential and other noise sensitive uses proposed for this area. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

The overwhelming majority of this area is covered with impervious surfaces. Water quantity and quality controls are generally addressed with existing facilities. However, it may be appropriate to note the general philosophy regarding the management of runoff has changed since the subject area was largely developed. New development or redevelopment at this location should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.

### **Tree Cover**

Very little vegetation is present in this area and that which is present appears to be comprised

almost entirely of small landscaped areas. Additional tree cover in this area should be encouraged to the greatest extent possible.

## **E. HUNTINGTON METRO TSA**

The following is a listing of environmental issues of concern in the Huntington TSA:

### **Resource Protection Areas**

The northern portion of this area is dominated by a portion of the RPA for Cameron Run, which extends from the stream channel south generally between the stream channel and Huntington Avenue. There is also an RPA for Pike Branch, which runs parallel to Telegraph Road on the west side of the TSA. In some areas the RPA's are covered with structures, surface parking and other impervious surface areas. Where practical, and to the greatest extent possible, redevelopment should be seen as an opportunity to restore these areas to a more natural state.

### **Environmental Quality Corridors**

These areas will be generally consistent with the RPA's noted above, but may extend beyond those limits due to steep slope areas and stream segments which did not meet the minimum standards for inclusion as part of the RPA system. Field verification is typically mandated for EQC on a case-by-case basis.

### **Noise**

Transportation generated noise from Richmond Highway, Huntington Avenue, I-495 and some portions of Telegraph Road, may impact residential and other noise sensitive uses within the Corridor. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. Noise levels exceeding 65 dBA DNL would require mitigation for residential and other noise sensitive uses proposed for this area. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

The overwhelming majority of this area is covered with impervious surfaces. In some instances, there may be little to no runoff control measures in-place as some of the development in this area may pre-date requirements for stormwater management and best management practices. Redevelopment at this location should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.

### **Tree Cover**

In many areas of the TSA very little vegetation is present and that which is present appears to be comprised almost entirely of small landscaped areas. A few small areas still contain stands of mature tree cover and preservation of some portion of these quality stands should be encouraged to the greatest extent possible.

### **Problem Soils**

Marine clay soils may be encountered in some portions of this area. These soils are prone to slippage during periods of saturation. As such, appropriate engineering measures should be applied during pre-development, development and post-development phases.

## **F. RICHMOND HIGHWAY CORRIDOR**

The following is a listing of environmental issues of concern with regard to the Richmond Highway Corridor:

### **Resource Protection Areas**

Several RPA's cross portions of the Richmond Highway Corridor, beginning with a portion of Cameron Run at the northern end of the corridor. RPA's for portions of Cameron Run, Hunting Creek, Little Hunting Creek and Dogue Creek are present within the Richmond Highway Corridor. In some areas the RPA's are covered with structures, surface parking and other impervious surface areas. Where practical, and to the greatest extent possible, redevelopment should be seen as an opportunity to restore these areas to a more natural state.

### **Environmental Quality Corridors**

These areas will be generally consistent with the RPA's noted above, but may extend beyond those limits due to steep slope areas and stream segments which did not meet the minimum standards for inclusion as part of the RPA system. Field verification is typically mandated for EQC on a case-by-case basis.

### **Noise**

Transportation generated noise from Richmond Highway, as well as other roads in this area, may impact residential and other noise sensitive uses within the Corridor. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. Noise levels approaching this threshold have been measured along Richmond Highway. Noise levels exceeding 65 dBA DNL would require mitigation for residential and other noise sensitive uses proposed for this area. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

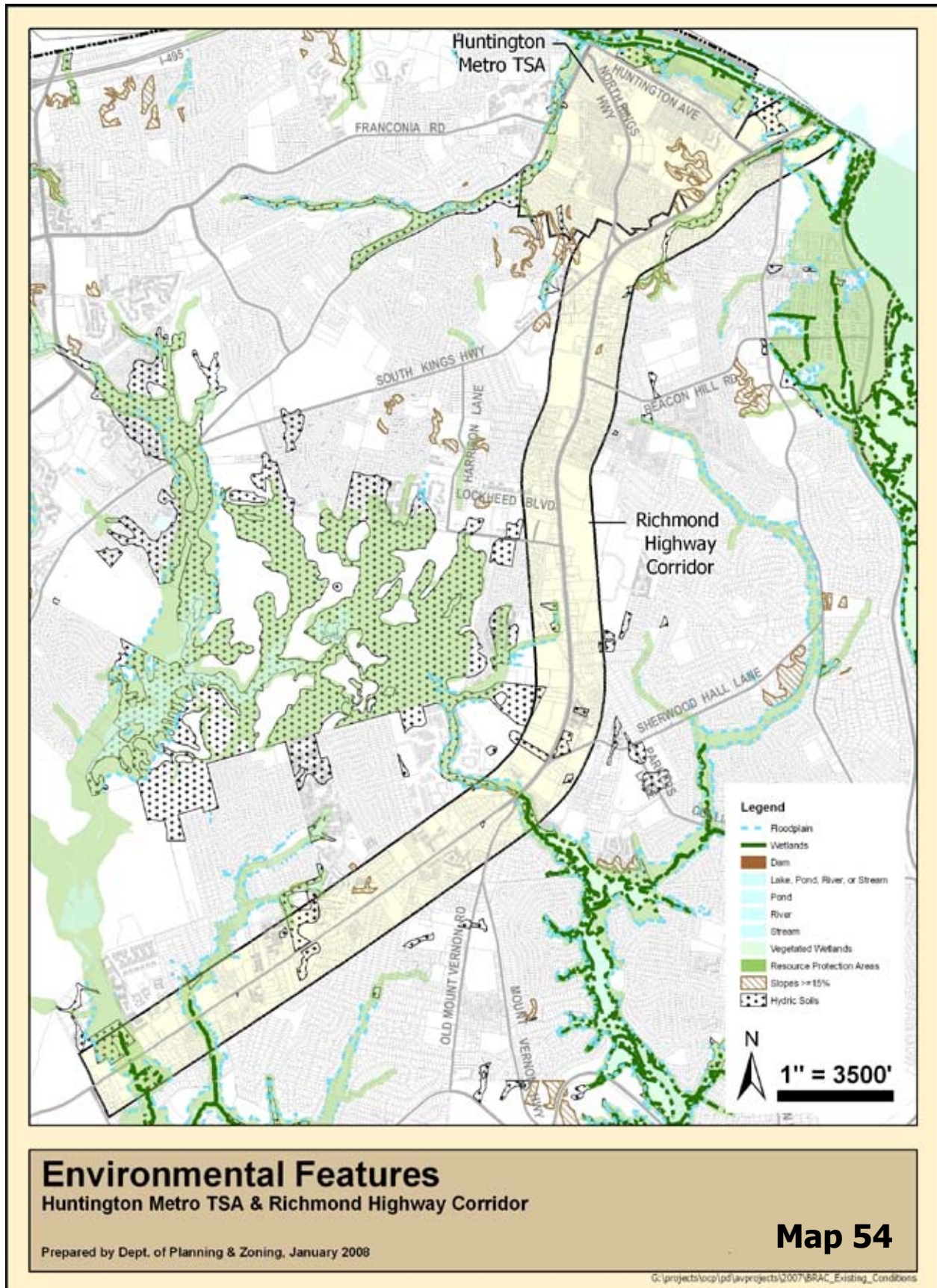
The overwhelming majority of this area is covered with impervious surfaces. In some instances, there may be little to no runoff control measures in-place as some of the development in this area may pre-date requirements for stormwater management and best management practices. Redevelopment at this location should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.

### **Tree Cover**

In many areas of the corridor very little vegetation is present and that which is present appears to be comprised almost entirely of small landscaped areas. A few small areas, such as the Woodley-Nightingale (North Hill) site still contain stands of mature tree cover and preservation of some portion of this and other quality stands should be encouraged to the greatest extent possible (practical).

### **Problem Soils**

Marine clay soils may be encountered in some portions of the Richmond Highway Corridor. These soils are prone to slippage during periods of saturation. As such, appropriate engineering measures should be applied during pre-development, development and post-development phases.





## **G. I-95 CORRIDOR INDUSTRIAL AREA**

The following is a listing of environmental issues of concern in the I-95 Corridor Industrial Area:

### **Resource Protection Areas**

Several RPA's cross portions of the subject area, beginning with a portion of Accotink Creek at the south end of the corridor. RPA's for portions of Long Branch and Fieldlark Branch are also present within the I-95 Corridor Industrial Area. Some encroachment has taken place within these areas as a result of past development practices, particularly along Long Branch in the Cinderbed Road area. Where disturbance has occurred it may be appropriate to seek restoration in some areas.

### **Environmental Quality Corridors**

These areas will be generally consistent with the RPA's noted above, but may extend beyond those limits due to steep slope areas and stream segments which did not meet the minimum standards for inclusion as part of the RPA system. Field verification is typically mandated for EQC on a case-by-case basis.

### **Noise**

Transportation generated noise from the Fairfax County Parkway, I-95, Backlick Road, Loisdale Road, as well as some other roadways and the rail lines for CSX and Richmond, Fredericksburg and Potomac lines, may impact residential and other noise sensitive uses within the Corridor. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. Noise levels exceeding 65 dBA DNL would require mitigation for residential and other noise sensitive uses proposed for this area. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

Redevelopment in this area should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.

### **Tree Cover**

Mature tree cover is still fairly extensive within this area. Any future development or redevelopment within this area should emphasize preservation of the existing tree cover to the greatest extent possible.

### **Problem Soils**

Marine clay soils may be encountered in some portions of this area. These soils are prone to slippage during periods of saturation. As such, appropriate engineering measures should be applied during pre-development, development and post-development phases.

### **Other Hazards**

There are two former unregulated landfill sites within this area. The first is just east of I-95 and Loisdale Road, south of Loisdale Park and west of the Long Branch stream valley. The second site is just southwest of the Fairfax County Parkway, west of Telegraph Road, southeast of the CSX railroad and north of the Accotink stream valley. Any redevelopment of these sites will be subject to compliance with local, state and federal regulatory requirements for landfill closure and redevelopment.

## **H. LORTON – SOUTH ROUTE 1 SUBURBAN CENTER**

The following is a listing of environmental issues of concern with regard to Lorton – South Route 1 Suburban Center:

### **Resource Protection Areas**

Several RPA's cross portions of the subject area, beginning with a portion of Accotink Creek at the northern end of the corridor. RPA's for portions of Pohick Creek, South Run, Giles Run, Massey Creek, as well as an unnamed tributary just west of I-95 are present within the Lorton – South Route 1 Suburban Center. While some encroachment has taken place within these areas as a result of past development practices, these RPA's are generally preserved in an undisturbed state. However, where disturbance has occurred, it may be appropriate to seek restoration in some areas.

### **Environmental Quality Corridors**

These areas will be generally consistent with the RPA's noted above, but may extend beyond those limits due to steep slope areas and stream segments which did not meet the minimum standards for inclusion as part of the RPA system. Field verification is typically mandated for EQC's on a case-by-case basis.

### **Noise**

Transportation generated noise from Richmond Highway, I-95, as well as some other roadways and the rail lines for the Richmond, Fredericksburg and Potomac, may impact residential and other noise sensitive uses within the Corridor. Current Comprehensive Plan policies recommend against new residential development in areas where noise levels exceed DNL 75 dBA. Noise levels exceeding 65 dBA DNL would require mitigation for residential and other noise sensitive uses proposed for this area. A noise study would be required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

### **Water Quality**

Redevelopment at this location should emphasize improved water quality and quantity control measures. Low Impact Development (LID) measures should be strongly encouraged.

### **Tree Cover**

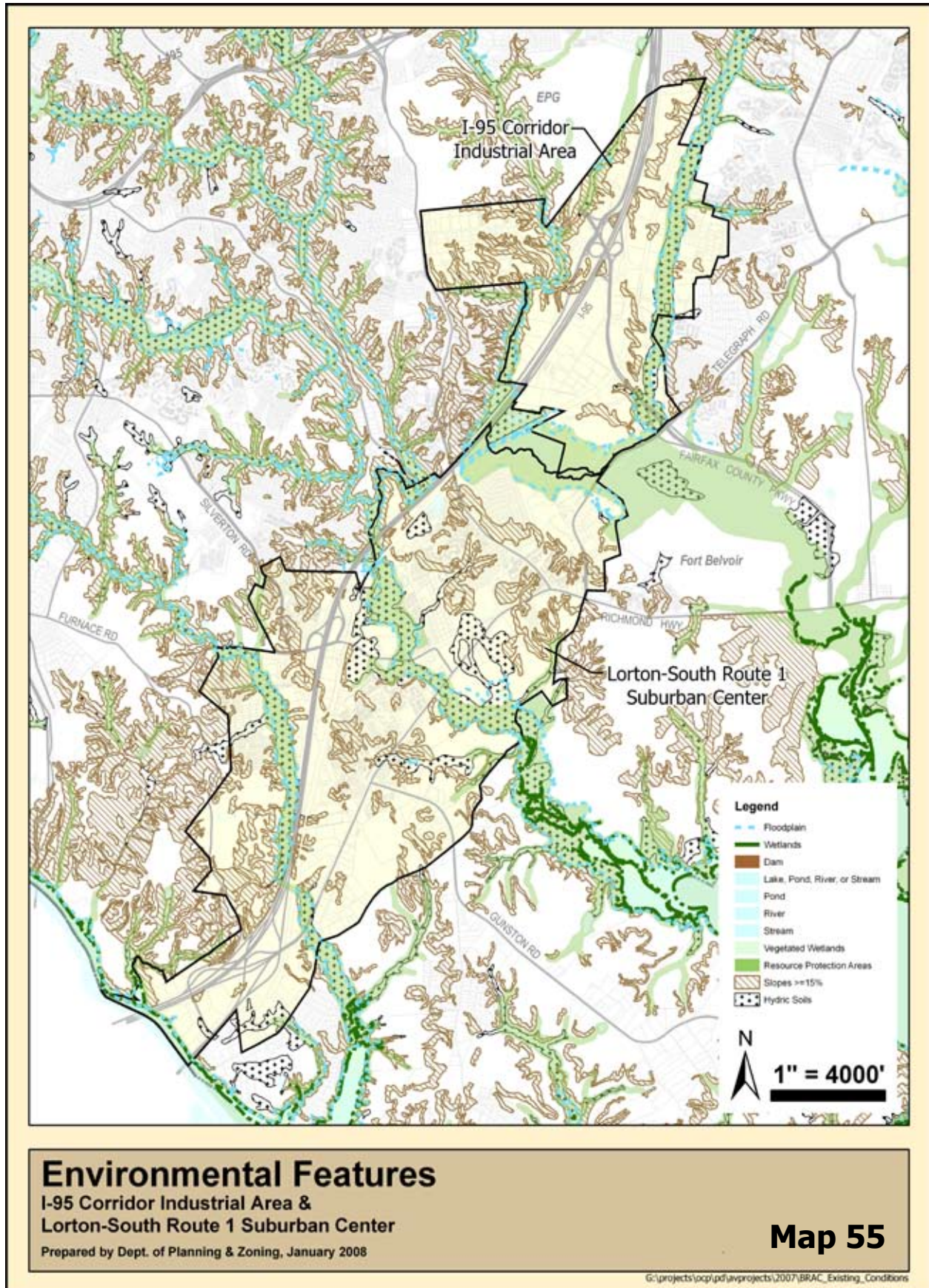
Mature tree cover is still fairly extensive within this area. Any future development or redevelopment within this area should emphasize preservation of the existing tree cover to the greatest extent possible.

### **Problem Soils**

Marine clay soils may be encountered in some portions of this area. These soils are prone to slippage during periods of saturation. As such, appropriate engineering measures should be applied during pre-development, development and post-development phases.

### **Other Hazards**

There are two former unregulated landfill sites within this area. The first is just west of I-95 and east of Furnace Road. The second site is just east of Richmond Highway, south of Gunston Road and on the west side of Colchester Road. This site is commonly referred to as the Rainwater landfill. Any redevelopment of these sites will be subject to compliance with local, state and federal regulatory requirements for landfill closure and redevelopment.



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#### **IV. HERITAGE RESOURCES**

The Board of Supervisors goal for the preservation of the County's heritage resources—its historic structures, landscapes, cemeteries, and its historic and Native American archaeological sites—serves a public purpose by 1) enhancing the quality of life through aesthetic diversity in the landscape, and 2) providing a sense of continuity to the County's historic and prehistoric past. This goal also recognizes that heritage resource preservation requires commitment both from the public and private sectors and from the community.

There are thousands of recorded heritage resources located in Fairfax County. Heritage resources are those sites or structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities. Such sites or structures have been; 1) listed on, or determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed on, or meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archaeological Sites. These include historic buildings or other structures as well as historic period (post-1600s) and prehistoric (Native American, pre-1600s) archaeological sites. Most of these resources remain in private ownership and use while only a handful are on public lands or open to the public as museums. Additionally, 13 Historic Overlay Districts have been designated by the Board of Supervisors and are protected by special provisions of the County's Zoning Ordinance.

##### **The Fairfax County Inventory of Historic Sites**

Established in 1969, the Inventory is a catalog of historically significant sites within Fairfax County. The County's History Commission determines if a site is eligible to be listed on the Inventory using a set of criteria. Currently, there are approximately three hundred and forty sites on the Inventory. These resources range from the internationally-known Mount Vernon to more anonymous churches, bridges, houses, burial grounds, and objects. Inclusion on the Inventory is an honorary designation, and does not impose restrictions or limits as to what an owner can do with his property. The Fairfax County Comprehensive Plan recognizes these sites, and lists them by area in the Heritage Resources sections. The Plan encourages their preservation when possible.

The lists of Inventory sites in the Comprehensive Plan are currently being updated. Many properties have been added to the Inventory since the lists were last updated in 1994 so they are not yet included in the Comprehensive Plan. The Master List on the Web site ([www.fairfaxcounty.gov/dpz/historic/ihs/](http://www.fairfaxcounty.gov/dpz/historic/ihs/)) contains every resource on the Inventory.

##### **Fairfax County Historic Overlay Districts**

The County's thirteen Historic Overlay Districts were created for the purpose of promoting the general welfare, education, and recreational pleasure of the public, through the perpetuation of those general areas or individual structures and premises that have been officially designated by the Board of Supervisors as having historic, architectural, or cultural significance.

The Zoning Ordinance regulations for these districts are intended to protect against destruction of or encroachment upon such areas, structures, and premises; to encourage uses which will lead to their continuance, conservation, and improvement in a manner appropriate to the preservation of the cultural, social, economic, political, architectural, or archaeological heritage of the County; to prevent creation of environmental influences adverse to such purposes; and to assure that new structures and uses within such districts will be in keeping with the character to be preserved and enhanced. The County's Architectural Review Board (ARB) is responsible for reviewing projects located within the historic districts. The purpose of this review is to protect and preserve the heritage resources and character of the historic districts. Information on Historic Overlay Districts and the ARB can be found at the Web sites ([www.fairfaxcounty.gov/dpz/historic/](http://www.fairfaxcounty.gov/dpz/historic/)) and ([www.fairfaxcounty.gov/dpz/zoningordinance/articles/art07.pdf](http://www.fairfaxcounty.gov/dpz/zoningordinance/articles/art07.pdf)).

Inventory sites and local Historic Overlay Districts within, nearby or adjacent to the study areas are shown in Maps 56, 57, and 58. Descriptions of each site and district are given below.

### **Beltway South Industrial Area, Springfield CBC, Franconia-Springfield TSA & Kingstowne CBC**

Inventory: The Franconia-Springfield TSA contains one Inventory site, Oak Grove, at 6451 Franconia Road. Oak Grove was a plantation house built around 1820 which was demolished in June of 1996 to make way for the Sunrise Assisted Living building currently on the site. Oak Grove was home to the Broders family, and was the core of a 500 acre plantation. A Civil War skirmish took place here.

### **I-95 Corridor Industrial Area & Lorton-South Route 1 Suburban Center**

Inventory: The I-95 Corridor Industrial Area contains one Inventory site, Newington Station, which is located due west of 7001 Newington Road. This is the site of the Newington Railroad Station, constructed in 1903 and demolished in 1971. The tax map parcel is oddly-shaped because it is composed of the railroad line itself and strips of adjacent land. The station sat on the west side of the tracks, just south of the rail bridge over Newington Road. The station was important in the transportation of troops to and from Camp Humphreys (now Fort Belvoir) in World Wars I and II.

Historic Overlay District (HOD): Adjacent to the I-95 Corridor Industrial Area, at the east off Telegraph Road, is the Mount Air HOD. The district was established by the Board of Supervisors in 1984 to protect the Mount Air house and grounds. The HOD totals 66 acres; the current Mount Air property, owned by the Fairfax County Park Authority (FCPA) is 15.5 acres. The house was destroyed by fire in 1992. The former house site is interpreted by the FCPA as an archaeological resource. Extant outbuildings and the cultural landscape are integral features of the site and are also part of the interpretation.

Inventory: There are two sites on the Inventory within the Lorton-South Route 1 Suburban Center:

- Indian Springs, 9829 Gunston Road, 113-2 ((1)) 11, 11A.
- Cranford Methodist Church and Lewis Chapel, 9912 Old Colchester Road, 114-1 ((1)) 1.

*Indian Springs:* This house was built circa 1880 by John Thiesz on land that was part of Oak Grove farm, owned by the locally significant Cranford family. In the 1930s, the name of the farm was changed to Indian Springs. In 1906/7 R.O. Holt made a substantial addition. Prominent individuals who have resided in Indian Springs include descendants of President William Howard Taft.

*Cranford Methodist Church and Lewis Chapel:* The present church occupies the site of the first Pohick Church, one of three churches in Truro Parish when it was created in 1732. Part of a brick walkway is all that remains of the original Pohick Church. Lewis Chapel was built around 1857, with assistance from the Cranford brothers, James and John. The chapel is named for Reverend John Lewis, who ministered to local Methodists during that time period. Cranford Church, named for James Henry Cranford, was built in 1900. There is also a cemetery on the church grounds.

Adjacent to the Lorton-South Route 1 Suburban Center, at the southeast corner along Old Colchester Road is the town of Colchester, established in 1753 and listed on the Inventory. Located within Colchester are two Inventory sites: Fairfax Arms, which is also listed on the National Register of Historic Places, and the site of the Metzger house. Fairfax Arms was built circa 1756-58 and the Metzger house was built circa 1759. The Metzger house was demolished in 2002.

Historic Overlay Districts (HOD): The Pohick Church HOD is located within the Lorton-South Route 1 Suburban Center. The district was established by the Board of Supervisors in 1970. It was the first HOD designated by Fairfax County. A total of 190.71 acres are within the HOD; the church property now totals 38.5 acres. The church was completed in 1774. It is a two-story, hip-roofed, rectangular plan brick structure with stone quoins and door surrounds. The HOD was created to preserve the physical integrity of the church and to enhance the visual quality of its environs by assuring that new structures and uses within the HOD are in keeping with the character to be preserved and enhanced. Pohick Church was listed on the National Register of Historic Places in 1969.

Adjacent to the Lorton-South Route 1 Suburban Center at the west is the former District of Columbia Correctional Complex. Five hundred fifty two acres of the former complex are subject to a Memorandum of Agreement which stipulates that undertakings within that area are reviewed in accordance with Fairfax County Historic District regulations.

## **Huntington Metro TSA & Richmond Highway Corridor**

Inventory: There are eight Inventory sites within the Huntington Metro TSA and the Richmond Highway Corridor study areas. From north to south they are:

- Fort Lyon earthworks, south side of James Drive, west of N. Kings Hwy, FCTM 83-1 ((6)) (11) 15A-24B.
- Mount Eagle, now Montebello condos, FCTM 83-3 ((31)).
- Spring Bank, 6301 Richmond Hwy, FCTM 83-3 ((1)) 24, 24A & B.
- Beacon Field Airport at City View, 6700 Richmond Hwy, FCTM 93-1 ((1)) 1A, now the site of Beacon Mall.
- Groveton School, 2999 Memorial St, FCTM 92-2 ((1))13A.
- Woodlawn Methodist Church, 7730 Fordson Road, FCTM 102-1 ((1)) 78A.

- Bethlehem Baptist Church, 7836 Fordson Road, FCTM 102-1 ((1)) 67B.
- Mount Vernon High School (old), 8333 Richmond Hwy, FCTM 101-4 ((1)) 5A, now the Saudi Academy.

*Fort Lyon earthworks:* Fort Lyon was one of several Civil War forts constructed by Union troops to protect Washington from the Confederates. It was positioned so that troops could shell Alexandria if Alexandria were held by the Confederates. This was the second largest fort protecting Washington; it garrisoned 1200 troops. The earthworks ran along what is now James Drive. Although the earthworks are basically obliterated, the site remains on the Inventory for its public significance.

*Mount Eagle:* Bryan Fairfax, after whose family our county is named, built Mount Eagle circa 1790. Bryan Fairfax died at Mount Eagle in 1802. It was demolished in 1968.

*Spring Bank:* Spring Bank was built around 1809 by Robert Patton. Patton died in 1826, and his family rented the house to different parties. In 1844, the Pattons sold Spring Bank to a grandson of George Mason IV of Gunston Hall. At this time it was a 25 room mansion. The Masons sold the property in 1885. The house passed through several owners, and was demolished in 1972.

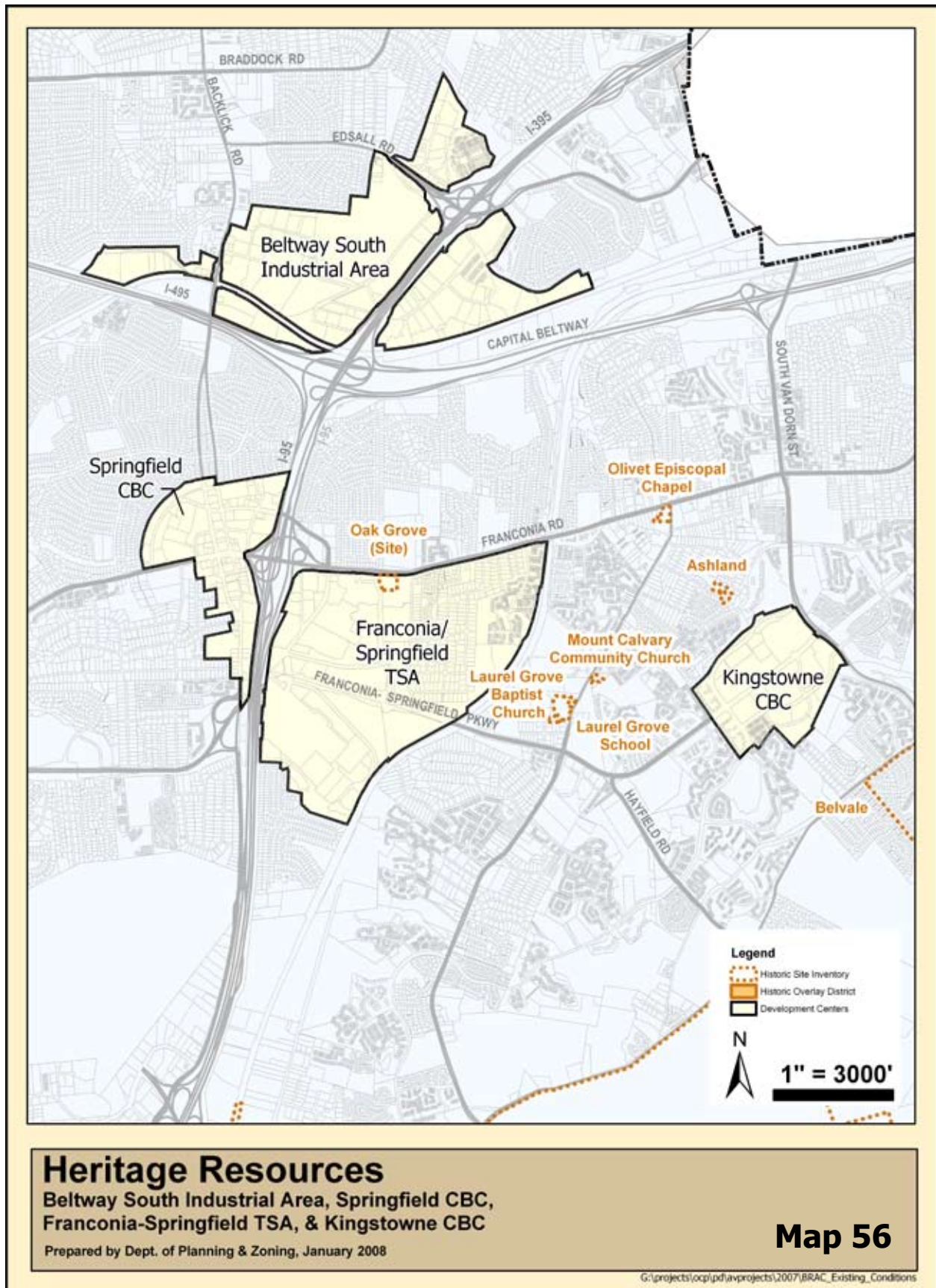
*Beacon Field Airport at City View:* This site, now the site of Beacon Mall, was an important local airport that opened around 1932. It was owned by William Franklin Pierce Reid, who served on the Fairfax County Board of Supervisors for over thirty years beginning in 1908, and acting as chair from 1927 – 1939. Several aviation training programs were based here during and after World War II. The airport closed down in 1959. This is the highest point in Fairfax County.

*Groveton School:* Groveton School was built in 1925. It was funded by the School Board, not parents, as had been the usual custom. The State Board of Education provided a plan for the building, which was erected by R.L. Smith of Accotink. The school was quickly outgrown and replaced by a larger building on the same lot in 1933. Both buildings have been demolished, the Inventory building in August of 1991.

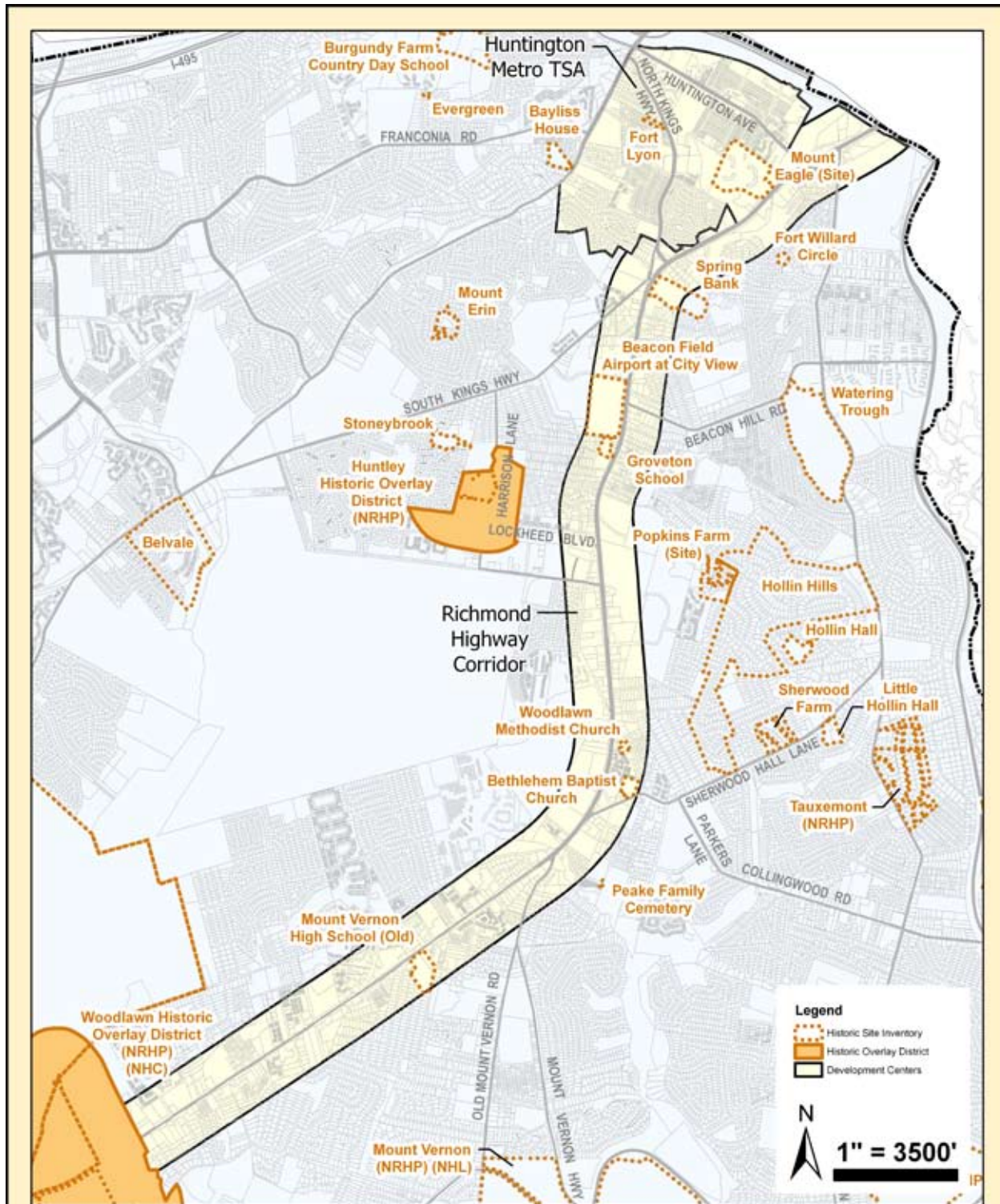
*Woodlawn Methodist Church:* The Woodlawn Methodist congregation was formed by freed slaves in 1865. The original church was along Woodlawn Road, in what is now Fort Belvoir. In 1940, the Army requested that the church relocate, due to the expansion of Fort Belvoir. The church was relocated to Gum Spring. The cemetery remains on Fort Belvoir. The current Woodlawn Methodist Church was built in 1941.

*Bethlehem Baptist Church:* The original Bethlehem Baptist Church was founded by a runaway slave from Caroline County, VA. It served as both a church and a school. The Inventory church, built in 1930, is the 3<sup>rd</sup> built by the congregation and is the oldest church in Gum Spring. It is now used for meetings and classes, as the congregation built a new sanctuary in 1993.

*Mount Vernon High School:* This building was built in 1939 and is the original Mount Vernon High School, which was one of two high schools built by Fairfax County during the Depression, and one of the few examples in the County of buildings built by the Public Works Administration. In 1973, Mount Vernon High School traded buildings with Walt Whitman Intermediate, built in 1961 on Old Mount Vernon Road. In 1985, Walt Whitman relocated. The



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## Heritage Resources

Huntington Metro TSA & Richmond Highway Corridor

Prepared by Dept. of Planning & Zoning, January 2008

**Map 57**

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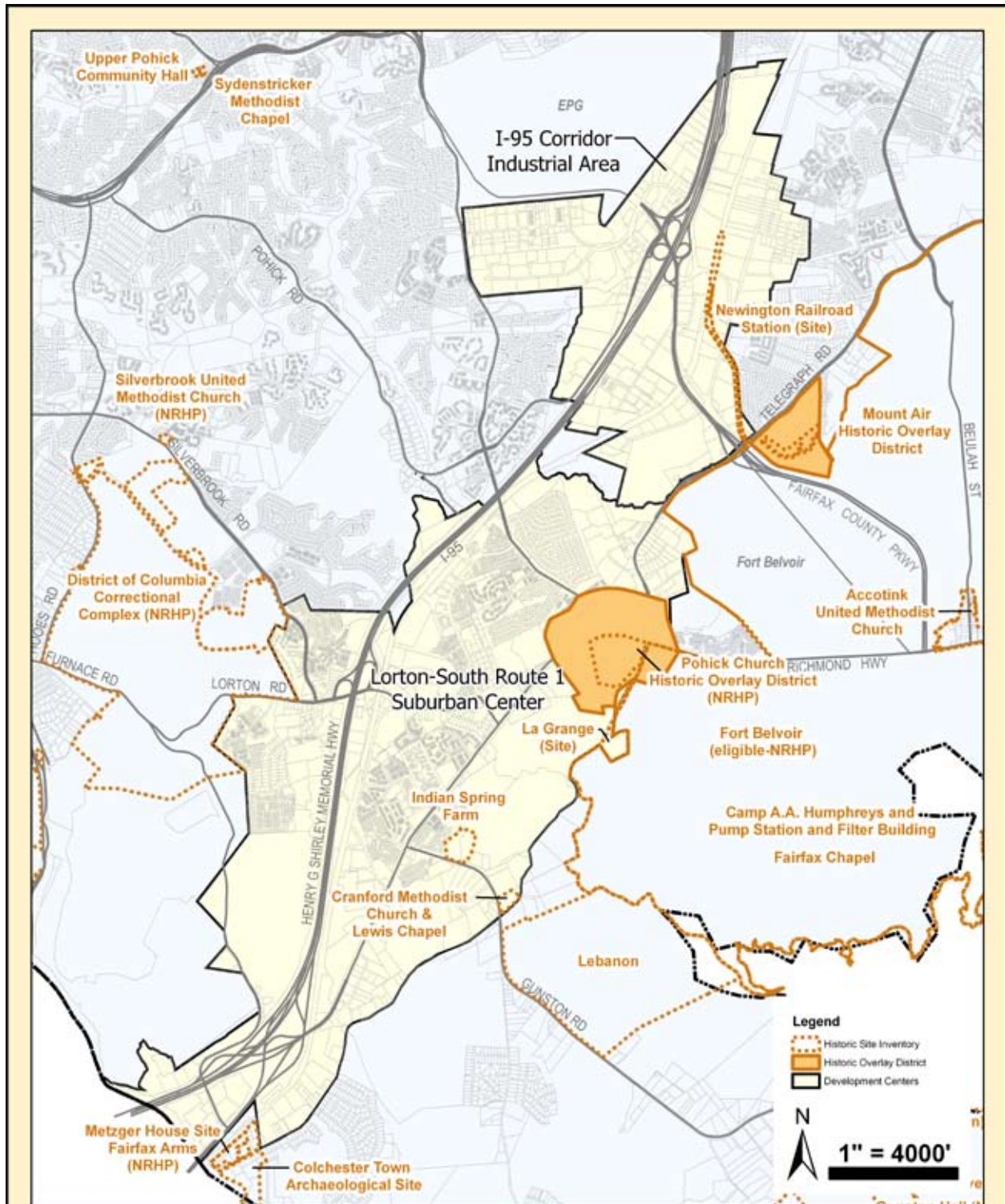
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building is now leased to the Saudi Islamic Academy.

Historic Overlay Districts (HOD): The Huntley HOD is located just west of the Richmond Highway Corridor; two streets directly connect the district to the corridor. The district was established by the Board of Supervisors in 1976 to protect the c. 1820 house, its outbuildings, the archaeological integrity of the site and environs including the views from the house to the south and from Harrison Lane to the house. The HOD totals 119 acres; the Huntley property, now owned by the Fairfax County Park Authority, is just under 3 acres. Huntley is an H-shaped, tripartite brick house with low gables and built into the steep hillside. Significant outbuildings include a privy, icehouse, root cellar and tenant house. Huntley was listed on National Register of Historic Places in 1972.

The Woodlawn HOD is located at the southern terminus of the Richmond Highway Corridor. The district was established by the Board of Supervisors in 1971 to preserve the setting of the Woodlawn property and to ensure that commercial development did not detract from the historic and visual character of the area. In addition to Woodlawn itself, there are six other historic and contributing structures within the HOD. The six are: the Pope-Leighey House, George Washington's Grist Mill, the Woodlawn Friends Meeting House, the Woodlawn Baptist Church, Grandview and the Otis T. Mason House. The Woodlawn property flanks both sides of Route 1 totaling 128 acres. Woodlawn was listed on the National Register of Historic Places in 1970. It was designated a National Historic Landmark in 1998; one of only four in Fairfax County.





**Heritage Resources**  
I-95 Corridor Industrial Area &  
Lorton-South Route 1 Suburban Center

Prepared by Dept. of Planning & Zoning, January 2008

**Map 58**

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