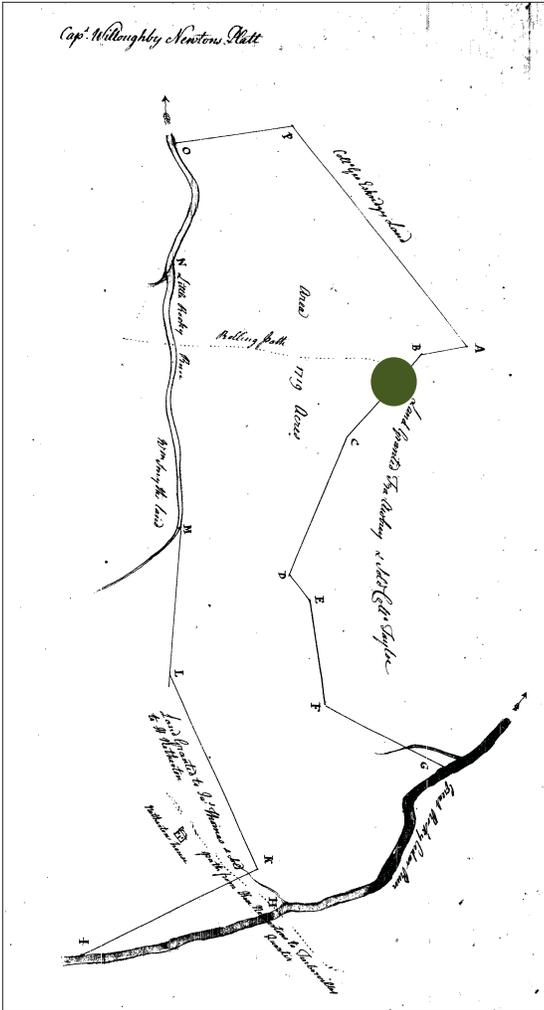


CENTREVILLE HISTORIC OVERLAY DISTRICT DESIGN GUIDELINES

DEVELOPMENT OF CENTREVILLE II.





Plat of Willoughby Newton's 1740 Northern Neck Grant. The green circle shows the approximate location of the Centreville Historic Overlay District.

The Centreville Historic Overlay District (CHOD) is located in the north-east corner of the intersection of Route 28, Sully Road and Route 29, Lee Highway in Fairfax County, Virginia. An early-nineteenth-century map (see cover image) shows the town as the hub of a wagon wheel, with the intersection of a number of travel routes as spokes leading in all directions from this central point. The historic district encompasses the nucleus of the colonial village of Newgate, which was established to take advantage of this fortuitous location, and much of the area chartered as the Town of Centreville in 1792.

Also included are properties once a part of the Royal Oaks estate, a large farm that adjoined the town and was an integral part of its history.

The period of significance for the CHOD has been established as c. 1730-1956, a span of time that stretches from the establishment of Walter Griffin's Rowling Road, the first road to impact the future site of Centreville, to the year that the interstate highway bill was signed; leading to suburban development in the area and the eventual construction of I-66.

There are archaeological sites and features, buildings, accessory buildings, objects and structures identified as historic and contributing to the district that span the period of significance. The district includes the remnants of a system of Civil War earthwork fortifications, family cemeteries, and freestanding masonry structures relevant to the town's history.

Appendix E includes a map and listing of the historic and contributing properties. In addition to the properties identified in Appendix E, it should be noted that there remains a high potential to yield archaeological resources throughout the district.

A. Eras of Development

There are four distinct eras of development within the history of the town of Centreville between c. 1730 and 1956:

1. Early Settlement/Colonial Expansion (c. 1730-1791)

This period of development is represented by the transition of the local economy from the agrarian pursuits of early farms to the beginning of its role as a transportation-centered economy. The c. 1785 Mount Gilead first served as an inn oriented perpendicular to a now vanished colonial road. Braddock Road was realigned to serve as Main Street for Centreville when it was platted c. 1800. Today, Braddock Road is State Route 620, a major east-west thoroughfare south of I-66 in Fairfax County. The portion of Braddock Road that traverses the historic district has been cut off from the rest of the thoroughfare, creating an isolated historic enclave.



The c. 1785 Royal Oaks farmhouse (above) was one of the largest houses in the Centreville area and is thought to have been used by both sides during the Civil War. It was dismantled in 1959.

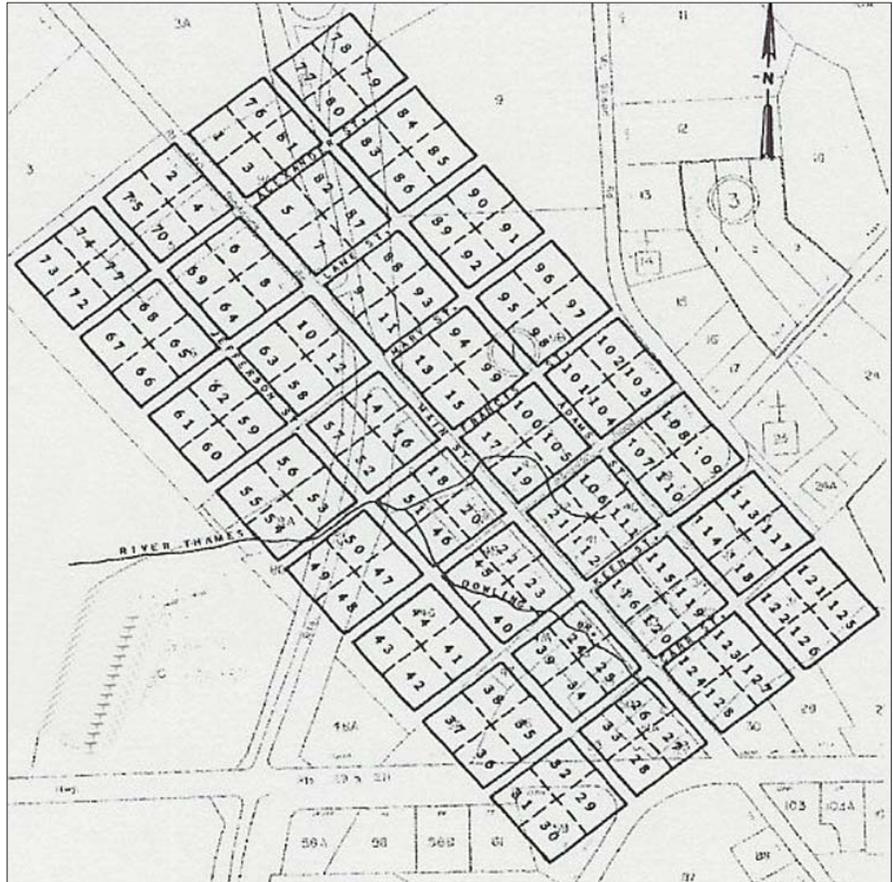
Photo credit: Collection of Lewis Leigh, Jr. Image from Eugenia B. Smith, *Centreville, Virginia: Its History and Architecture*, 1973, Fairfax County Office of Comprehensive Planning in cooperation with the History Commission.

II DEVELOPMENT OF CENTREVILLE

A. Eras of Development, continued

2. Mercantile and Manufacturing Town (1792-1860)

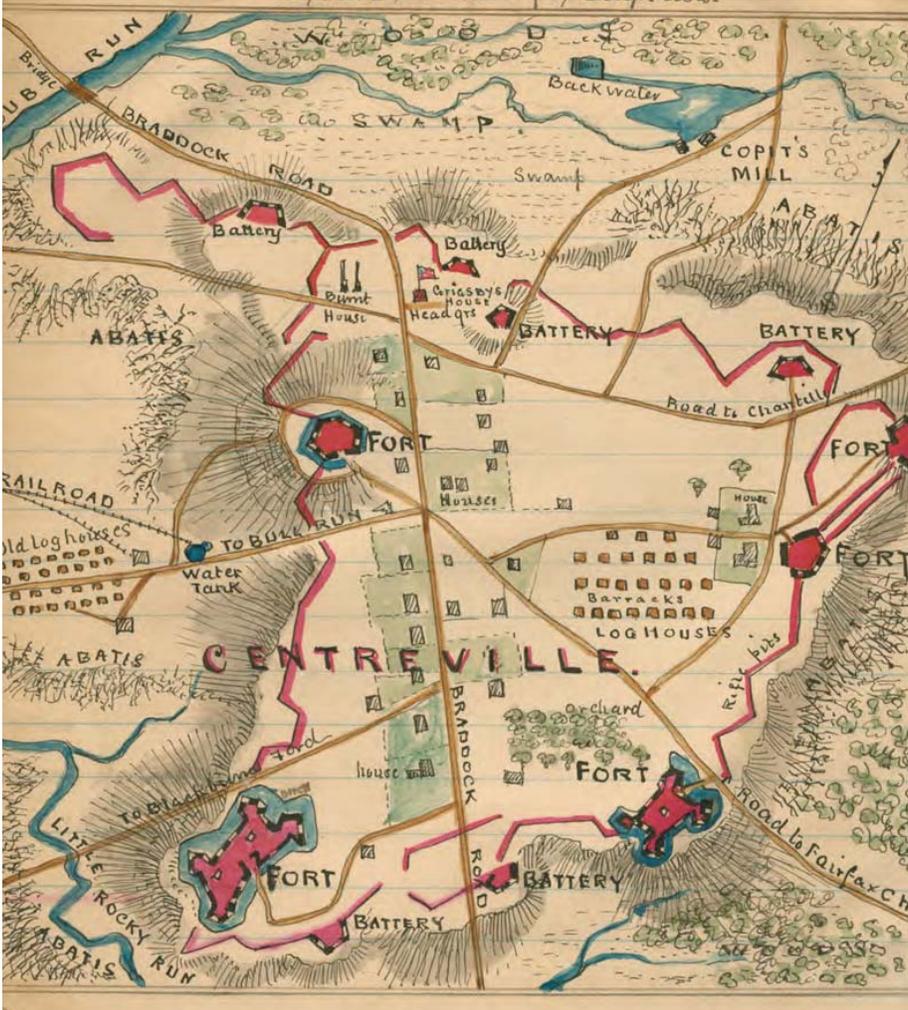
Chartering of the town in 1792 and its platting c. 1800 led to commercial development along Braddock Road in the early- to mid-nineteenth century. Centreville was a crossroads and transportation hub with the intersection of many farm-to-market routes. It was also located on the road to the Northwest Territory. Businesses located on the newly realigned Braddock Road included two taverns, two stores, a blacksmith, a tanyard, a house of entertainment, saddlers shop, and stable. There were also a number of dwellings and a schoolhouse.



This image of the c. 1800 Town of Centreville plat shows Braddock Road as Main Street. The plat is superimposed on a 1973 comprehensive planning map of Centreville and shows the development and alignment of roads in the area at that time.



Centreville was known as Newgate until 1792. The image above is of the Eagle or Newgate Tavern which was located on Braddock Road from c. 1768 until its collapse in 1936. Evidence indicates that this image dates to the first decade of the twentieth century.



This map was drawn by Union cartographer Robert Knox Sneden in 1863. In addition to war-related sites, it shows the footprint of development (shaded in green) along Braddock Road and elsewhere prior to the town's occupation.

3. Civil War and Its Aftermath (1861-1915)

Located at a transportation hub within close proximity to Washington, D.C. and on high ground, Centreville was used as a staging area. Fortifications and encampments housing up to 37,000 soldiers were built. The occupation, by Confederate, and later by Federal troops, made a huge impact and destroyed some of the town's buildings and roads. Decimated by the Civil War, Centreville lacked a railroad station to help in its recovery like the neighboring towns of Herndon and Manassas. Centreville saw little growth until the second decade of the twentieth century.



This street view taken during the war shows the form and scale of the existing buildings and their relationship to the road.



Taken from the opposite direction, this view shows a number of frame buildings which appear to be of a residential scale and form.

II DEVELOPMENT OF CENTREVILLE

A. Eras of Development, continued

4. Motor Car Tourism (1916-1956)

By the 1920s, there was a resurgence of the town due to the newly paved Lee Highway, which included portions of the earlier Warrenton-Fairfax Turnpike. Automobile traffic refocused economic activity from Braddock Road to Lee Highway. Until it was demolished in 1945, a fortification located on Lee Highway helped establish Centreville as a gateway for the Manassas Battlefield Park.

The post-WWII growth of the federal government led to the continued suburbanization and increased density of development in the Centreville area. Farms were subdivided and new high-speed highways constructed. Throughout this period, the area now encompassed by the Centreville Historic Overlay District was preserved to protect the remaining historic structures and a number of Civil War sites.

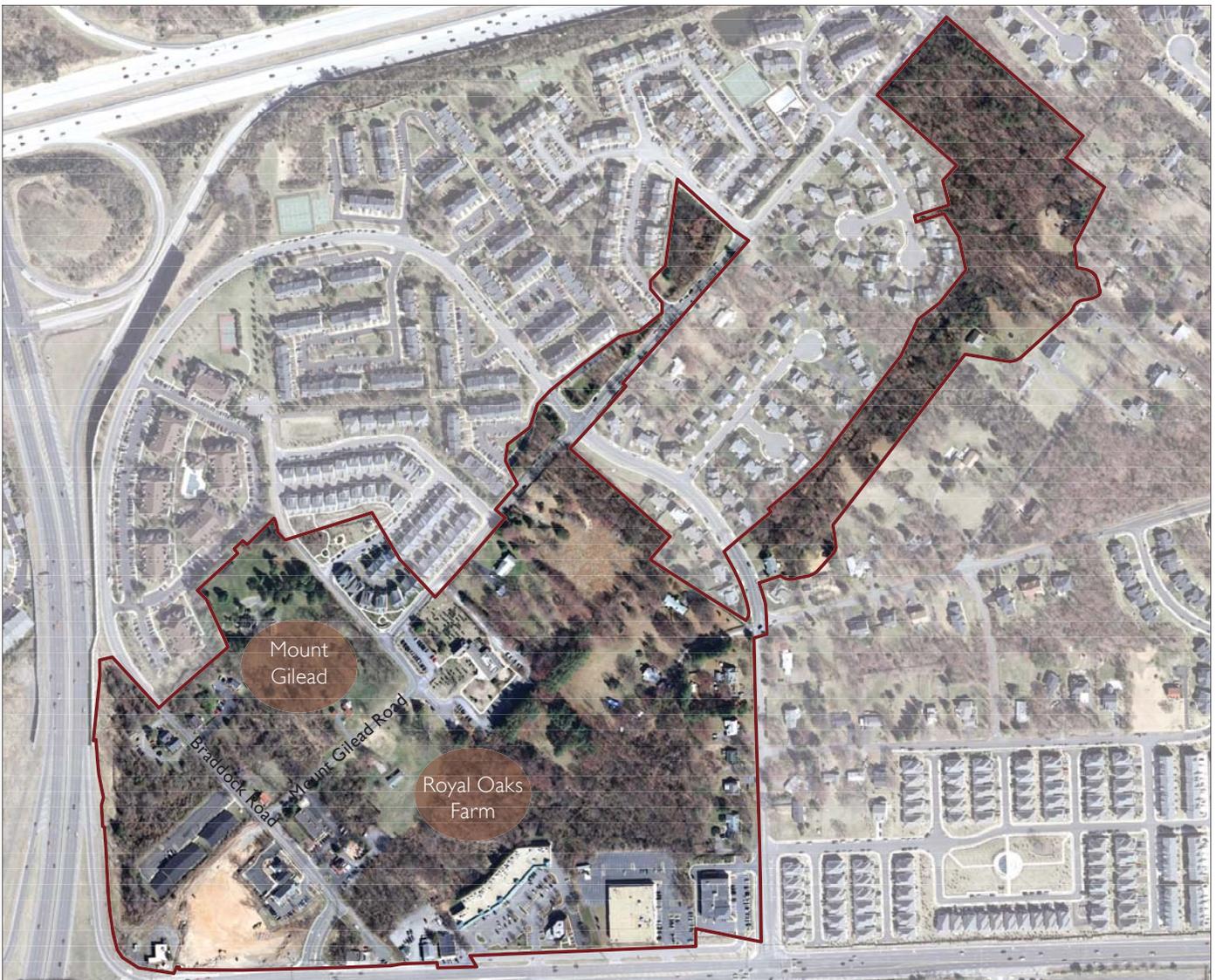


This 1955 image shows auto-oriented development on Lee Highway which includes gas stations and restaurants. Payne's Store is on the far left.

B. Summary of District Character

Within the boundaries of the historic district, Centreville retains some of its original rural character and a representative sample of structures and archaeological sites from each period of the town's development.

Open fields and wooded areas are representative of the farming origins of the town, architecturally represented by Mount Gilead. The parcels associated with Mount Gilead and the former Royal Oaks farm have significant mature trees.



This aerial view shows the wooded nature of the sites associated with some of Centreville's earliest development.

II DEVELOPMENT OF CENTREVILLE

B. Summary of District Character, continued

Braddock and Mount Gilead roads show the efforts to apply a town grid to the area and the accompanying commercial and residential development such as the Havener and Harrison houses and original Stone Church (rebuilt 1870).

The Civil War period is represented by the earthwork structures and fort remains throughout the district, many of which are now owned by the Fairfax County Park Authority. (See map on page 18)

Centreville's origin as a transportation hub led to its development throughout the nineteenth century and its importance as a stronghold in northern Virginia during the Civil War. Its role in the Civil War also led to its near destruction during that time. It was transportation, though, that was responsible for its early twentieth century resurgence.



The above map of the CHOD shows the Braddock Road location of the Stone Church and two historic residences shown above within the town grid established by the ca.1800 plat shown on preceding pages. The structures shaded in red are listed as historic and contributing properties within the district.

The c. 1926 Payne's Store (see image on page 12) is a surviving example of the historic commercial development that occurred on Lee Highway after this former turnpike road was paved in 1925. Part of a national effort to create a transcontinental Lee Highway; locally, it allowed a new generation of automobile travelers to easily reach Centreville from Washington, D.C.

Today, the Centreville Historic Overlay District is surrounded by encroaching development and is bordered on two sides by high-speed roadways carrying commuters across northern Virginia. Its remaining edges are bordered by suburban development built in either the mid-twentieth century (Pickwick Road) or the more recent high-density development on Wharton Lane. To the interior of the district, there has also been some loss of historic character through new development that occurred before the establishment of the historic overlay district. Every effort should be made to retain the important historic resources that remain and protect their context from further erosion.

II DEVELOPMENT OF CENTREVILLE

C. Zoning in the Centreville Historic Overlay District (CHOD)

The character of the district is threatened by suburban development patterns outside the boundaries of the district and by the underlying zoning within the historic district. Zoning categories in the CHOD range from R-1 to C-8, with some planned development. Most parcels have low-impact commercial or mixed-use zoning.

Commercial parcels in the district are predominantly zoned C-8, which is the designation for highway commercial retail and service businesses, and allows for density and uses that are inconsistent with the character of the district.

The residential zoning is R-1, which allows one single-family residence per acre, and without prior planning could result in the loss of the open space that helps define the district historic context.

The map below and the chart on the facing page illustrate and provide general information about the zoning classifications in the district.



The color-coded map above shows the zoning classification for each parcel in the CHOD as of June 15, 2010. Please check with the Department of Planning and Zoning for updates before starting any project.

ZONING	MINIMUM LOT WIDTH	MAXIMUM FLOOR AREA RATIO	MINIMUM FRONT YARD	MINIMUM SIDE YARD	MINIMUM REAR YARD	MAXIMUM HEIGHT
R-1: Single-family Residential 1 dwelling unit/acre	Conventional Sub. Lot Interior: 150 ft. Corner: 175 ft. Cluster Subdivision Lot Interior: No Req. Corner: 175 ft.	0.15 for uses other than residential or public 0.20 for public uses	SFD Conventional Subdivision Lot: 40 ft. Cluster Subdivision Lot: 30 ft. All Other Structures: controlled by a 50° ABP but not less than 40 ft.	SFD Conventional Subdivision Lot: 20 ft. Cluster Subdivision Lot: 12 ft., but a total of 40 ft. All Other Structures: controlled by a 50° ABP but not less than 20 ft.	SFD Conventional Subdivision Lot: 25 ft. Cluster Subdivision Lot: 25 ft. All Other Structures: controlled by a 45° ABP but not less than 25 ft.	35 feet*
C-2: Limited Office	100 feet	.50	controlled by a 30° ABP but not less than 25 ft.	none	25 feet	35 feet*
C-6 Community Retail	200 feet	.40 which may be increased to .50 with special exception approval by the Board of Supervisors	controlled by a 45° ABP but not less than 40 ft.	none	20 feet	35 feet*
C-8: Highway Commercial	200 feet	.50 which may be increased to .70 with special exception approval by the Board of Supervisors	40 feet	none	20 feet	35 feet*
PDH-8: Planned Development Housing	no minimum	Required yards are what is reflected on an approved Development Plan				35 feet*
PDC: Planned Development Commercial	no minimum	1.5 which may be increased by the Board of Supervisors, in its sole discretion, up to a maximum of 2.5 in accordance with the provisions of the Zoning Ordinance in Article 6-208	Required yards are what is reflected on an approved Development Plan			35 feet*
ABP = Angle of Bulk Plane SFD = Single Family Dwelling						
* Maximum building height is 35' per Section AI-1305 of the Zoning Ordinance.						

The chart above provides general information for each of the zoning classification in the CHOD as of June 15, 2010 as illustrated on the map on the previous page. Please check with the Department of Planning and Zoning for updates before starting any project.

II DEVELOPMENT OF CENTREVILLE

D. Historic Centreville Park Master Plan

The Fairfax County Park Authority's Historic Centreville Park Master Plan was approved in 2008. This document outlines the existing conditions, general management, and conceptual development for the approximately 14-acre park within the Centreville Historic Overlay District. Park ownership of this undeveloped land ensures the preservation of important Civil War sites and their interpretation.

Important elements of the plan include:

- Development on park-owned parcels within the park to be without any adverse impact on cultural resources.
- Development to be limited to demonstration areas and support facilities such as restrooms and parking.
- The Historic Centreville Park should serve as a focal point for the district and a host site for programmed gatherings and activities.
- Creation of access between non-contiguous park parcels.
- Location of visitors' services such as interpretation and restrooms although park will not be staffed on a regular basis.



The labeled areas above are identified on the Historic Centreville Park General Management Plan and can be seen in the context of the historic structures in the CHOD district, shaded in red.