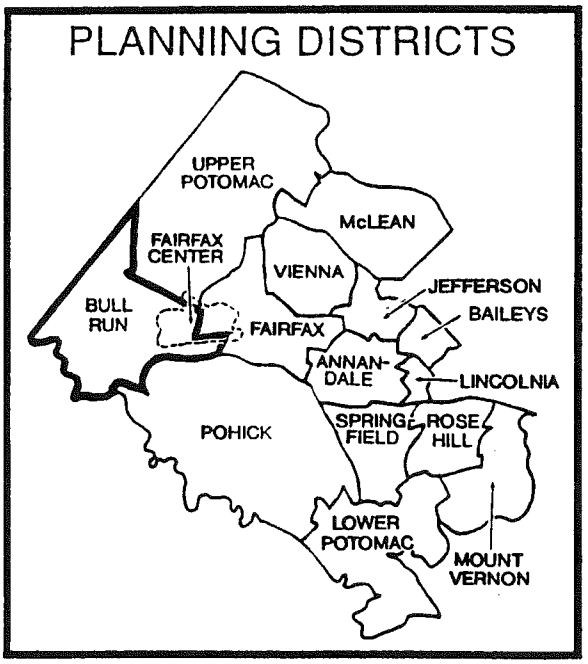
# BULL RUN PLANNING DISTRICT

*Consisting of:*

Centreville Area and Suburban Center
Dulles South Industrial Area
Dulles East Suburban Center
BR1 - Dulles Airport Community Planning Sector
BR2 - Upper Cub Run Community Planning Sector
BR3 - Flatlick Community Planning Sector
BR4 - Stringfellow Community Planning Sector
BR5 - Stone Bridge Community Planning Sector
BR6 - Centreville Community Planning Sector
BR7 - Braddock Community Planning Sector



# BULL RUN PLANNING DISTRICT

## OVERVIEW

The Bull Run Planning District is located in the western corner of Fairfax County. It is bounded on the northeast by the eastern boundary of Dulles International Airport and Route 50; on the east by West Ox Road and Lee Highway; on the southeast by Braddock Road, Shirley Gate Road, Union Mill Road, Compton Road, and Centreville Road; on the southwest by Bull Run; and on the northwest by the Loudoun County line. (See Figure 6.)

The entire District is located within the Occoquan Reservoir watershed. Protection of water quality has had a significant impact on land use in this area. A major reevaluation of land use in the district occurred as a result of the Occoquan Basin Study in 1982. The reservoir is a major source of drinking water for the County and other jurisdictions and recreation resource for the public.

Preservation of water quality in the reservoir is of significant value to the public health and welfare. The Comprehensive Plan for the Occoquan watershed provides for a rural character by maintaining a very low density development pattern. This very low density pattern provides reasonable use of the property and serves as a land use best management practice (BMP) to manage, in conjunction with stormwater management facilities (structural BMPs), the quality of the water that ultimately enters the Occoquan Reservoir, thereby positively contributing to the quality of the water in the reservoir. In addition to water quality benefits, very low density residential development (.1-.2 dwelling unit per acre), when applied to the general Occoquan area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the County to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the County planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers which are expected to provide employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The County has adopted a sewer service area map which defines areas where public sewer service is planned to be permitted. Within the Bull Run Planning District, the Upper Cub Run (BR2), Stone Bridge (BR5), and Braddock (BR7) Sectors have either part of all of their land area outside the approved sewer service area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in non-residential uses which do not require public sewer service.

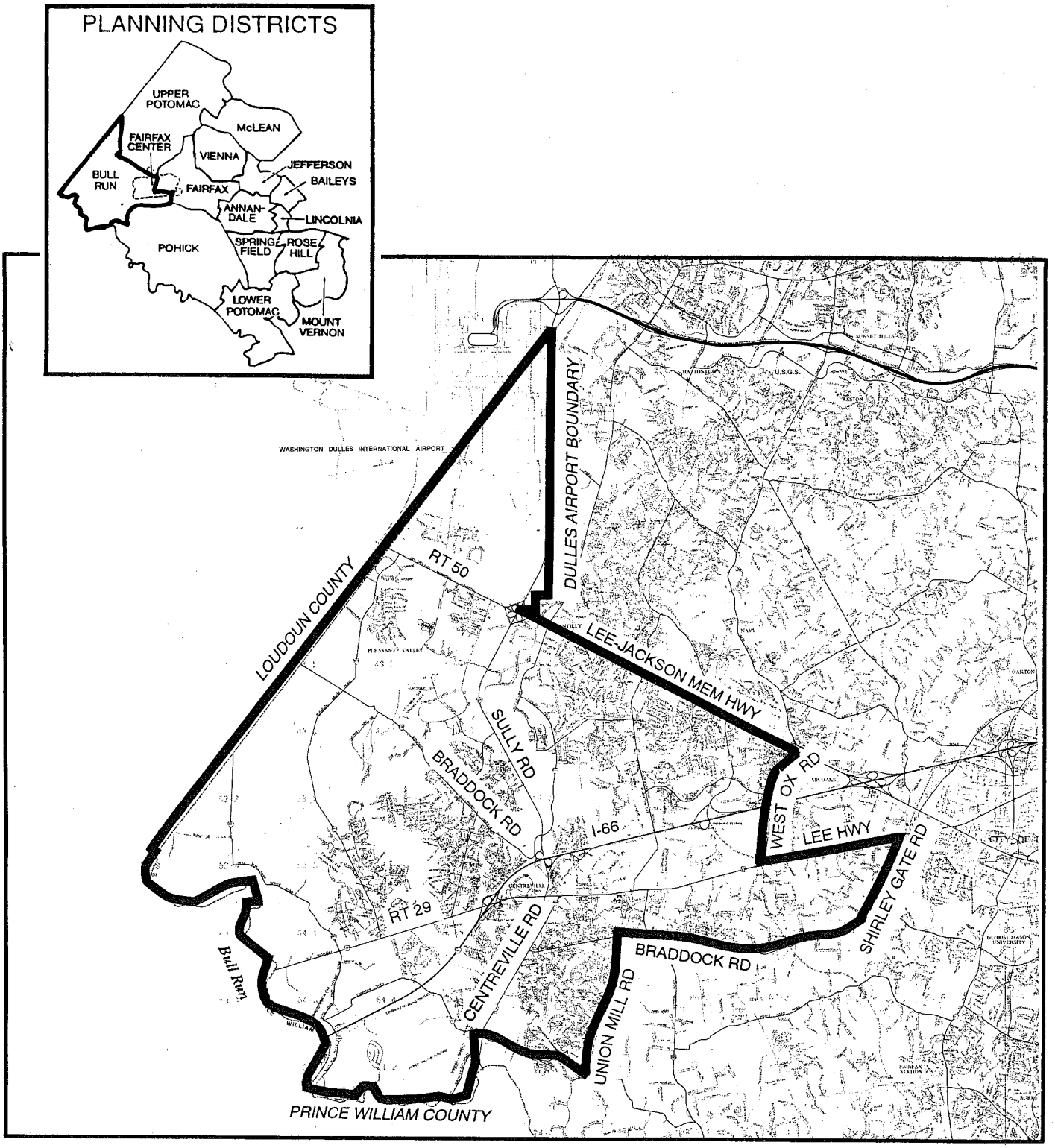
Bull Run, Cub Run and their branches, which flow into the Occoquan Reservoir, have had extensive portions of their stream valleys incorporated into the County's Environmental Quality Corridor (EQC) system. Significant corridors of open space have been reserved for the future and, as a result, provide both recreation opportunities and enhanced water quality.

Bull Run Planning District includes a rich remnant of the County's past. Abundant historic and archaeological resources may be found. Among these are prehistoric sites along Cub Run; the Mt. Gilead House in the Centreville Historic District; the Bull Run Stone Bridge; and other sites connected with the Civil War.

Rapid development occurred in the Bull Run Planning District during the 1980's. The ease of access to Dulles Airport provided an incentive to the location of businesses. Residential development grew to take advantage of the ease of access to I-66 and new employment opportunities in Fairfax Center and along Route 28 and the Dulles Airport Access Road. Growth in the vicinity of Dulles Airport and in the Centreville and Fairfax Center areas has contributed to new development patterns with a full range of commercial, industrial and residential uses.

## CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use, character and intensity envisioned for land areas within each Planning District although within the planning districts, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.




FAIRFAX COUNTY

BULL RUN PLANNING DISTRICT

FIGURE 6

The Concept for Future Development highlights, within the Bull Run Planning District, a wide range of development opportunities. From industrial and office uses near the southern boundary of Dulles Airport, to the mixture of residential, retail and office uses in Centreville, the Concept is designed to strengthen and enhance the existing pattern of development. The Low Density Residential Area follows the recommendations of the Occoquan Basin Study. Protection of the Occoquan watershed remains an important County goal. The low density designation recognizes the special, sensitive nature of the watershed area and seeks to protect it into the future.

Three Suburban Centers have been recommended for the District: Dulles East (Route 28 Corridor); Centreville; and Fairfax Center. Suburban Centers are envisioned to contain a mix of office, retail and residential uses in a cohesive setting, but the distribution and intensity of uses will vary depending on the existing character and location of the center. The Dulles East Suburban Center is characterized mainly by office and retail uses. The Centreville area includes a greater mix of retail and residential uses.

Most of the existing residentially developed area in the District is included in the Suburban Neighborhood classification. Suburban Neighborhoods are predominantly residential in character, containing a wide variety of housing types and densities and neighborhood-serving retail and commercial uses. Other uses, beyond neighborhood-serving retail, are not generally encouraged.

The adopted Comprehensive Plan recommends that the area generally on both sides of Route 50 and west of Route 28 to the County line be planned for industrial use. This area has been designated the Dulles South Industrial Area. The Concept seeks to re-emphasize the desirability of this area for industrial and research and development uses. It is intended to encourage within this area light manufacturing, warehousing, repair and maintenance services, particularly for businesses which could benefit from a direct and easy connection to Dulles Airport. In addition, this designation seeks to make optimum use of the area which is most severely impacted by noise from airport operations.

## MAJOR OBJECTIVES

Planning objectives in the Bull Run Planning District include the following:

- Protect the Occoquan Reservoir watershed;
- Establish Centreville as a focus of development in western Fairfax County;
- Ensure that Centreville develops geographically and characteristically distinct from the Fairfax Center Area by maintaining a low density transition area between the Fairfax Center and Centreville development centers; and
- Preserve significant heritage resources.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

Travel within and through the Bull Run Planning District is affected by land uses and transportation facilities in adjacent Districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the district is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 7. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas. A commuter rail site should be located as close as possible to the center of Centreville.

## TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

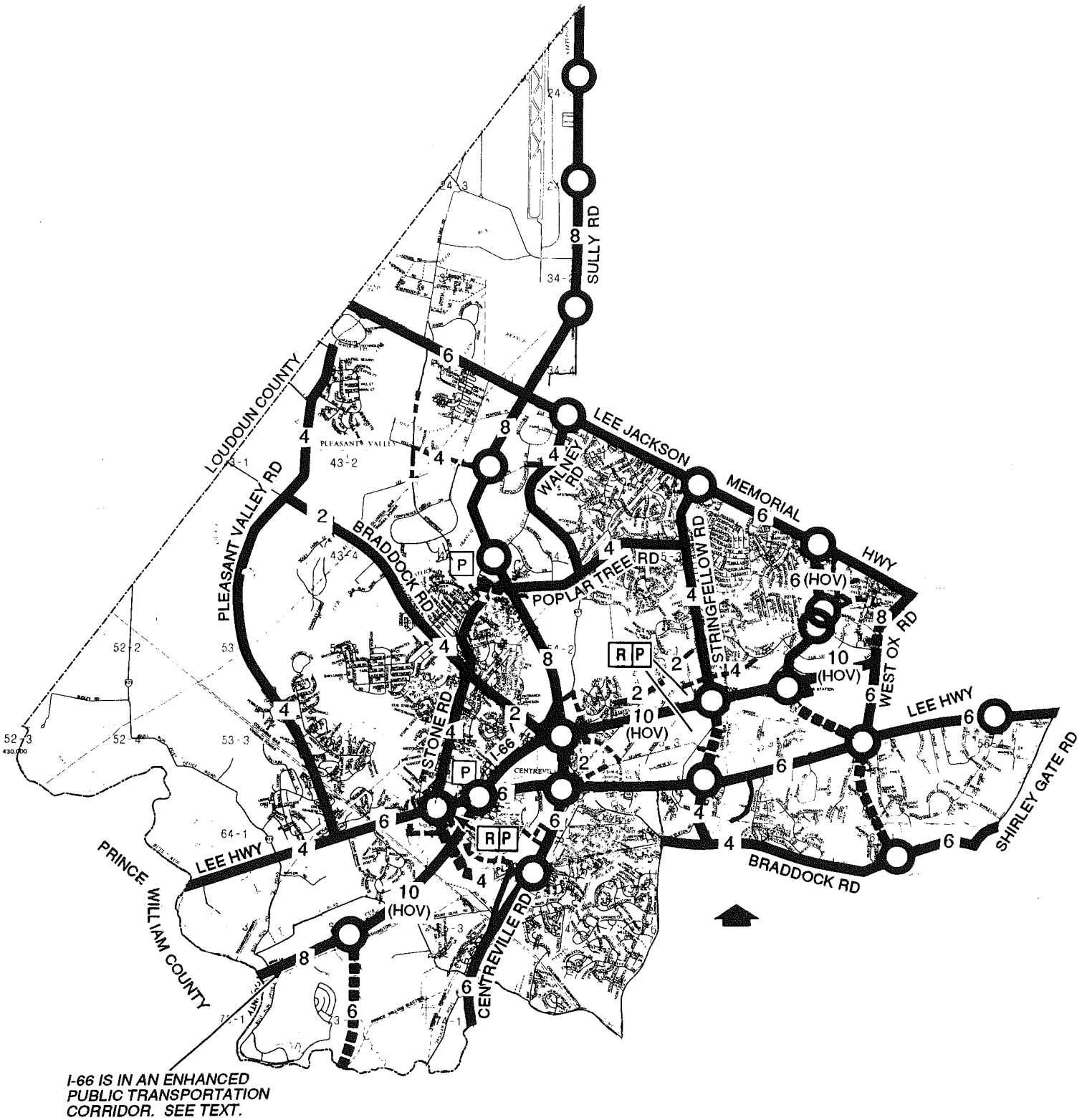
T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION




REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND WHICH APPEARS ON THE ADJACENT PAGE.

| FAIRFAX COUNTY | COUNTYWIDE TRANSPORTATION RECOMMENDATIONS<br>BULL RUN PLANNING DISTRICT<br>(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS | FIGURE<br>7 |
|---|---|---|

Housing

A list of existing, under construction, and proposed assisted housing for the Bull Run Planning District is shown on Figure 8. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":

- Housing units owned by the Fairfax County Redevelopment and Housing Authority (FCRHA) and managed by the Department of Housing and Community Development under the Federal Public Housing program or the locally funded Fairfax County Rental Program;

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing. Also, privately owned group homes assisted by grants or loans from the County's Community Development Block Grant or Housing Trust Fund;

- Federal Section 8 project based rent subsidy units;

- Units subsidized under Federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received;

- Nonprofit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low-and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Bull Run Planning District contains some of the most extensive remaining wildlife habitat and rural landscape that remains in Fairfax County. Past actions taken to protect water quality in the Occoquan Reservoir by restricting development to very low densities will help to perpetuate this character.

The area near the southern edge of Dulles Airport is heavily impacted by aircraft noise. The impacted areas are designated on the Plan map and are addressed with an overlay district in the Zoning Ordinance. Noise sensitive uses, particularly residential dwellings, should not be built within areas impacted by aircraft noise levels above 65 dBA Ldn as identified in the Policy Plan under Environmental Objective five.

Land use controls have been used throughout this district to maintain high water quality standards. Low densities, limited expansion of public facilities, and development designs that encourage preservation of water features and other sensitive lands will contribute to water quality protection. A land use approach to maintaining water quality should be continued and broadened throughout the district. The following guidelines are suggested to achieve this objective:

# FIGURE 8

## BULL RUN PLANNING DISTRICT

## ASSISTED HOUSING

(Occupied or Under Construction, as of December 31, 1990)

| Location | Planning Sector | Number of Assisted Units | Type of Program |
|---|---|---|---|
| Barros Circle<br>N. and S. Barros Ct. | BR6 | 44 | Public Housing |
| Chantilly Mews<br>Meadowland Court | BR4 | 50 | Section 8 |
| Shenandoah Crossing<br>Rt. 50 and<br>Stringfellow Road | BR4 | 128 | IDB Financing-New |
| Newgate<br>Newton Patent Court &<br>Havener House Way | BR6 | 27 | Private Rental |
| Virginia Suburban<br>(Cub Run)<br>Lee Highway | BR5 | 33 | Private Rental |

## PROPOSED ASSISTED HOUSING

(As of December 31, 1990)

| Location | Planning Sector | Assisted Units | Number of Type of Program |
|---|---|---|---|
| Bacas<br>Lee Hwy. | BR5 | 6 | MIDS |
| Virginia Suburban<br>(Cub Run) Lee Highway | BR5 | 16 | MIDS |

NOTE: Assisted Housing within the Fairfax Center Area is included in that section of the Area III Plan.

- Maintain very low density development in the portions of the District that drain into the Occoquan Reservoir and are outside of designated growth centers;

- Provide for the regional stormwater management ponds according to the Regional Stormwater Management Plan. Discourage the use of on-site stormwater management techniques in lieu of a regional alternative. In headwaters areas with suitable soils, infiltration techniques may be appropriate; and

- Encourage cluster development at planned densities.

Other concerns in the Bull Run Planning District include the location of major pipelines and utility lines, businesses that handle hazardous materials, flood impact areas, and problem soils. Land use proposals should adequately address environmental hazards.

The Bull Run Planning District remains one of the largest areas of wildlife habitat in the County. Unlike other areas, the possibility exists for this District to support an ecosystem that would include carnivores that need a large range to survive. Low density zoning goes far in maintaining this habitat, however, more controls may become necessary as the rest of the County continues to accommodate more people. EQC boundaries should be selected not only to protect water quality, but also for the preservation of valuable habitat.

Heritage Resources

The Bull Run Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 9. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

This District has produced some of the most important prehistoric archaeological resources identified in the County. The Cub Run and Bull Run floodplains and adjacent uplands are particularly sensitive areas. Several important historic resources are present in the District, a number of which represent events of the Civil War. There is a high potential for the identification of additional resources indicative of other periods in the County's history, and of the historical growth of Centreville and Chantilly. Several historic family cemeteries are located within the Bull Run Planning District. Development plans should provide for their preservation in accordance with State statutes and County ordinances. Centreville's historic and unique vista should be preserved as much as possible.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the Virginia Landmarks Register and/or the National are also shown on Figure 9, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and Historic Overlay Districts promote the recognition of architecturally or historically significant property. Designation confers public recognition and can offer incentives for preservation to the property owner.

The County Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the County's History Commission. In addition to architectural or historic significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the County's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Designation does not preclude demolition.

The Virginia Landmarks Register and National Register of Historic Places also officially recognize properties meeting appropriate criteria. Like the County Inventory, recognition does not prohibit demolition. Inclusion on the respective register does, however, require that any State or Federally funded or sanctioned action that would have an adverse effect on a listed property be reviewed by the appropriate State or Federal preservation agency.

# FIGURE 9
# INVENTORY OF HISTORIC SITES
# BULL RUN PLANNING DISTRICT

| Name | Address | Parcel Number | Date |
|---|---|---|---|
| Bull Run Bridge N,V,H | 16020 Lee Highway<br>Centreville | 63-2 ((1)) 4 | c. 1820 |
| Cabells Mill | 5235 Walney Road<br>Centreville | 54-2 ((1)) 2 | c. 1800 + 1944 |
| Cabells Miller's House | 5235 Walney Road<br>Centreville | 54-2 ((1)) 2 | c. 1800 |
| Carter House* | 14015 Braddock Road<br>Centreville | 54-2 ((1)) 6 | c. 1780 |
| Centreville Methodist Church H | 13941 Braddock Road<br>Centreville | 54-4 ((1)) 44 | 1870 |
| Chambliss', Hardee, Law Office | 13923 Braddock Road<br>Centreville | 54-4 ((1)) 48 | c. 1875 |
| Civil War Earthworks H | 5634 Mount Gilead Road<br>Centreville | 54-4 ((1)) 9E | 1861-1862 |
| Harrison House H | 13930 Braddock Road<br>Centreville | 54-4 ((1)) 41 | c. 1840 |
| Havener House H | 13940 Braddock Road<br>Centreville | 54-4 ((1)) 43 | c. 1840 |
| Hutchinson House | 15201 Lee Jackson Highway<br>Centreville | 33-2 ((1)) 10A | c. 1785 |
| Lane's Mill Ruins | 14901 Lee Highway<br>Centreville | 64-2 ((1)) 5 | c. 1746 |
| Leeton | 4619 Centreville Road<br>Centreville | 44-4 ((1)) 1B | c. 1793 |
| Level Green | 14000 Stull Road<br>Centreville | 65-2 ((1)) 42 | c. 1750 |
| Mitchell-Weeks House | 13661 Lee Jackson Highway<br>Chantilly | 34-4 ((1)) 59 | c. 1789 |
| Mohler House* | 13933 Braddock Road<br>Centreville | 54-4 ((1)) 46 | c. 1830 |
| Mount Gilead H | 5634 Mount Gilead Road<br>Centreville | 54-4 ((1)) 9E | c. 1750 |
| Mountain View Ruins | 6421 Bull Run PO Road<br>Centreville | 52-2 ((1)) 3 | c. 1755 |
| Newton, Willoughby, Boundary Stones* | 14145 Darkwood Drive<br>Centreville | 65-1 ((1)) 10 | 1739 |
| Orchard Hill | 5849 Orchard Hill Lane<br>Centreville | 66-1 ((1)) 15A | c. 1740 |
| Saint John's Church H | 5631 Wharton Lane<br>Centreville | 54-4 ((1)) 25 | 1851 |
| Sully N,V,H | 3601 Sully Road<br>Centreville | 34-2 ((1)) 13 | 1794 |
| Walney | 5040 Centreville Road<br>Centreville | 44-4 ((1)) 3 | unknown |
| Winfield Farm | 5200 Winfield Road<br>Fairfax | 55-4 ((1)) 24B | c. 1815 + 1938 |
| Wrenn House* | 13622 Lee-Jackson Highway<br>Chantilly | 34-4 ((1)) 60 | c. 1800 |

* indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

The Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the County's Architectural Review Board.

Public Facilities

Existing public facilities located within the Bull Run Planning District and those for which a future need has already been identified are included on Figure 10. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this Planning District. Identified public facilities needs for those parts of the Bull Run Planning District included in the Fairfax Center area are shown in the Fairfax Center Area Plan. These facilities are included for informational purposes and in most cases will require a 456 Review public hearing before the County Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector plans and are considered a feature of the Comprehensive Plan upon review of the Planning Director and concurrence by the Planning Commission. If a feature shown determination is made, these projects will not require a future 456 Review public hearing. The following facilities are identified as future needs in the Bull Run Planning District.

1. Provide a Chantilly human services center in the Bull Run Planning District.

2. Provide a day support program for mental health, in a commercial or industrial area, in the Bull Run Planning District.

3. Provide a facility to house 36 adults with mental illness in a supported environment in the Bull Run Planning District.

4. Provide a training and child care center in the Bull Run Planning District, which will train center- and home-based care providers and provide subsidized child care.

5. Provide a district public health office and adult day health care center in the Bull Run Planning District.

6. A fire and rescue station is required in the corridor between Lee Road and Stone Road in order to meet established criteria for fire and rescue stations.

7. Provide for a commuter park-and-ride lot at the intersection of Stone Road and Lee Highway.

8. Implement the Regional Stormwater Management Plan by providing necessary stormwater detention facilities in the Bull Run Planning District.

9. Provide a site for a yard waste compost facility within the Bull Run Planning District.

10. Construct the police/sheriff criminal justice facility on the east side of Willard Road adjacent to Dulles International Airport in Sector BR2.

11. Provide a Virginia Power substation in Sector BR2 in order to maintain reliable electric service.

12. Construct a library and library technical center on the County-owned property at Stringfellow Road and Lee-Jackson Memorial Highway in Sector BR4.

13. Provide the necessary expansions and improvements to the Upper Occoquan Sewage Treatment Plant in Sector BR5 to meet current and future needs.

# FIGURE 10

## BULL RUN PLANNING DISTRICT

## EXISTING PUBLIC FACILITIES

| | Schools | Libraries | Public Safety | Human Services | Public Utilities | Other Public Facilities |
|---|---|---|---|---|---|---|
| BR1 | | | | | | |
| BR2 | | | | | Upper Cub Run Sewage Treatment Plant (abandoned)<br>Media General Tower | |
| BR3 | Virginia Run, London Towne, Poplar Tree and Cub Run Elem.<br>Rocky Run Int. Elem. School Site | | | | Recycling Drop-off<br>No. Va. Elec. (NOVEC) Substation | *Chantilly P.O. |
| BR4 | Brookfield, Greenbriar East and West Elem. Schools and Chantilly High School | | Chantilly Fire Co. 15 | A New Beginnings<br>Northwest Mental Health Center | Water Authority Storage Yard/ Maintenance Facility | |
| BR5 | | | | | Compton Road Sewage Pumping Station (UOSA)<br>Upper Occoquan Sewage Treatment Plant (UOSA) | |
| BR6 | Centre Ridge<br>Union Mill Elem. | Centreville Regional | Centreville Fire Station Co. 17 | | Va. Power Bull Run Substation, and NOVEC Substation<br>Little Rocky Run Sewage Pumping Station (UOSA)<br>Silver Hill Sewage Pumping Station (UOSA) | *Centreville P.O. |
| BR7 | Willow Springs Elem. | | | | | |

*Federal and State facilities are not subject to the 456 review process.

14. Construct a regional senior center on the County-owned property at the intersection of Stringfellow Road and Lee-Jackson Highway in Sector BR5.

15. Provide two substations for Northern Virginia Electric Cooperative in Sector BR5 and one substation in Sector BR6 to maintain reliable electric service.

16. Construct an elementary school on the site at the intersection of Centreville Road and Green Trails Boulevard in Sector BR6.

Parks and Recreation

Public parks located within the Bull Run District are listed on Figure 11. Additional recreational facilities are provided at County public school sites. Consideration should be given to the co-location of recreational and other compatible public facilities where feasible. Development of the Bull Run Planning District presents both an unparalleled opportunity to achieve major park and recreation policy objectives and a major challenge to balance divergent needs. The comparatively large amount of remaining open space in this district affords the opportunity to reserve parcels of land sufficient in size to ensure preservation of significant wildlife habitats and valuable cultural resources. At the same time, the projected population growth -- as much as 180 percent in some sectors -- will require the cost effective development of a considerable number of active recreation facilities. Planning recommendations therefore focus on the acquisition and appropriate development and management of large park sites.

The Cub Run Stream Valley, Ellanor C. Lawrence Park and Bull Run Regional Park contain sensitive ecological resources vulnerable to the negative impacts of fragmentation and offsite development. Intrusion of non-recreational development should therefore be restricted at these sites and development impacts adequately mitigated. A combination of land conservation techniques, including land dedication, donation or acquisition of open space easements and purchase by the County or the Northern Virginia Regional Park Authority should be utilized to preserve identified wildlife habitats, ranked as the top priority for protection on the County's Ecological Resources Inventory.

Resource protection and passive recreation opportunities can be combined through environmentally sensitive development of park sites. Development of a trail network, which is proposed for inclusion under the Fairfax County Park Authority Stream Valley Policy, would provide an extensive passive recreation corridor linking the Fairfax Center Area with the Occoquan shoreline parks.

Existing athletic field complexes at Ellanor C. Lawrence, Poplar Tree, Greenbriar and Bull Run Regional Parks should be augmented by acquisition of additional Community Park sites in the Centreville area to address the anticipated demand for active recreation facilities. Richard W. Jones Park, located in the northwest quadrant of the district, can also accommodate development of multiple active recreation facilities. The potential for, and possible location of, a future recreation center in this planning district will be determined by the Fairfax County Park Authority based on the results of the Recreational Demand Survey and Recreation Center Feasibility Study.

# FIGURE 11

## BULL RUN PLANNING DISTRICT

## EXISTING PUBLIC PARKS

| | NEIGHBORHOOD | COMMUNITY | DISTRICT | COUNTYWIDE | REGIONAL |
|---|---|---|---|---|---|
| BR1 | | | | | |
| BR2 | | | | Richard W. Jones<br>Cub Run S.V. | |
| BR3 | | Chalet Woods<br>Country Club<br>School Site<br>Pleasant Hill | Poplar Tree | Cub Run S.V.<br>Elklick Run<br>Flatlick S.V.<br>Rocky Run S.V.<br>Ellanor C. Lawrence | |
| BR4 | Chantilly | Greenbriar | | Flatlick S.V.<br>Frog Branch S.V.<br>Rocky Run S.V. | |
| BR5 | | | | Cub Run S.V.<br>Elklick Run<br>Lane's Mill | Bull Run |
| BR6 | | Centre Ridge<br>Old Centreville Road<br>Green Trails | | Rocky Run S.V. | |
| BR7 | Brentwood | West Ox Road | | Piney Branch S.V. | |

# CENTREVILLE AREA AND SUBURBAN CENTER

## CHARACTER

The Centreville Area contains approximately 2,700 acres in the southwestern portion of the County where Route 28, Route 29, Interstate 66 and Braddock Road converge. The majority of the development in the area is residential and has been constructed since 1970. The pace of development in this area increased dramatically during the early 1980s as builders began to fully exploit the excellent access the area has to several major roadways. The rapid pace of development was mainly residential but the growth of residential options has been matched by an increase in the employment opportunities in and adjacent to the Centreville Area. A full spectrum of retail and commercial services has followed the residential development.

The Centreville Area was the subject of a special study initiated at the direction of the Board of Supervisors. The area was divided into land units and detailed recommendations were prepared after extensive study and citizen participation. The recommendations were adopted by the Board of Supervisors in March, 1986; with some revision, these recommendations are still valid.

The land use recommendations that follow are presented by specific land unit. Recommendations for environment, public facilities, and parks and recreation are provided as part of the text for the Bull Run Planning District and Sectors BR3 and BR6.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that a portion of the Centreville Area be designated as a Suburban Center. The Suburban Center portion is comprised of the following land units: B-2; B-5; B-6; C-1; C-2; C-6; C-7; C-8; D-1 through D-7; and E. This area generally includes those land units planned for commercial, mixed-use, and high density residential uses.

Within the Centreville Suburban Center, a suburban core area is designated. The core contains a mix of uses similar to that found in the overall Suburban Center; however, a higher density/intensity use is encouraged in order to shape a distinct community identity and to encourage the concentration of employment to facilitate access by transit services. The core is planned to be located in the area generally south of I-66, west of Route 28 and north of Route 29 in the area designated as Land Unit E.

The portions of the Centreville Area outside the Suburban Center are recommended as Suburban Neighborhoods reflecting their residential character. Although these residential areas vary in recommended density, collectively they act as a transition between the higher intensities and densities in the Centreville Suburban Center and the higher intensities planned in the Fairfax Center Area and to the areas planned for very low density residential development in the far western portions of the County.

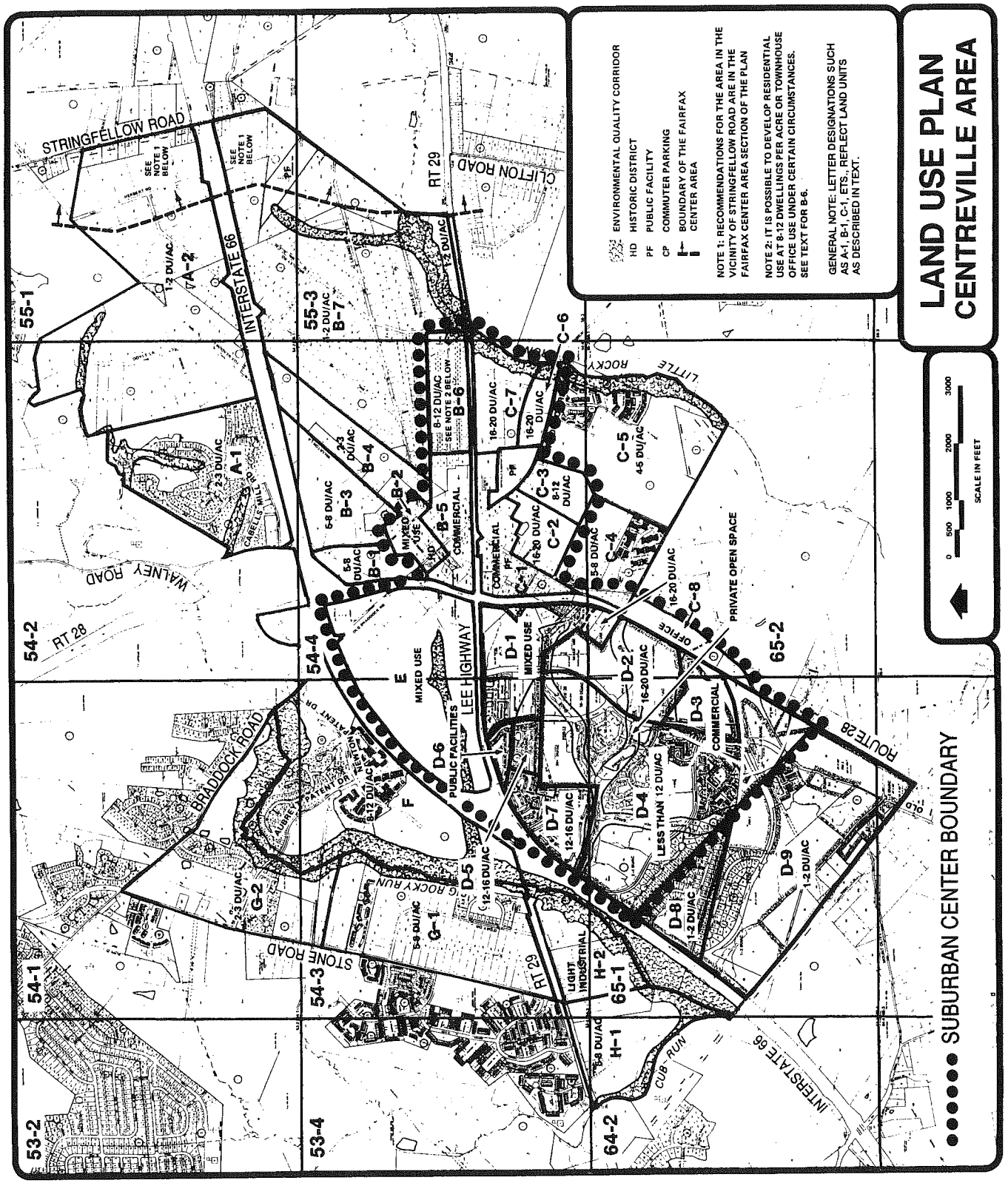
## RECOMMENDATIONS

### Land Use

Figure 12 indicates the geographic location of land units in the Centreville Area and also identifies land units included in the Suburban Center.

Infill development in the Centreville Area should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.


LAND USE PLAN
CENTREVILLE AREA
ENVIRONMENTAL QUALITY CORRIDOR
HD HISTORIC DISTRICT
PF PUBLIC FACILITY
CP COMMUTER PARKING
BOUNDARY OF THE FAIRFAX CENTER AREA
NOTE 1: RECOMMENDATIONS FOR THE AREA IN THE VICINITY OF STRINGFELLOW ROAD ARE IN THE FAIRFAX CENTER AREA SECTION OF THE PLAN
NOTE 2: IT IS POSSIBLE TO DEVELOP RESIDENTIAL USE AT 8-12 DWELLINGS PER ACRE OR TOWNHOUSE OFFICE USE UNDER CERTAIN CIRCUMSTANCES. SEE TEXT FOR B-6.
GENERAL NOTE: LETTER DESIGNATIONS SUCH AS A-1, B-1, C-1, ETS., REFLECT LAND UNITS AS DESCRIBED IN TEXT.
0 500 1000 2000 3000
SCALE IN FEET
SUBURBAN CENTER BOUNDARY
STRINGFELLOW ROAD
INTERSTATE 66
CLIFTON ROAD
RT 29
WALNEY ROAD
RT 28
BRADDOCK ROAD
STONE ROAD
LEE HIGHWAY
ROUTE 28
LITTLE ROCKY RUN
CUB RUN
A-1
A-2
B-1
B-2
B-3
B-4
B-5
B-6
B-7
B-8
B-9
C-1
C-2
C-3
C-4
C-5
C-6
C-7
C-8
D-1
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D-4
D-5
D-6
D-7
D-8
D-9
E
F
G-1
G-2
H-1
H-2
55-1
55-3
54-2
54-4
54-1
54-3
53-2
53-4
64-2
65-1
65-2
MIXED USE
PUBLIC FACILITIES
COMMERCIAL
LIGHT INDUSTRIAL
OFFICE
PRIVATE OPEN SPACE
LESS THAN 12 DU/AC
SEE NOTE 1 BELOW
SEE NOTE 2 BELOW

FIGURE 12

**Land Unit A (400 Acres)**

Land Unit A is located north of I-66 and is separated from the main portion of the Centreville Area which makes it appropriate for low density residential use as a transition area between Centreville and Chantilly. Cabells Mill subdivision is located near Heron Drive and is developed at a density of 2-3 dwelling units per acre.

A-1 (121 Acres)

Land Unit A-1 is planned for residential use at 2-3 dwelling units per acre and is partially developed at 3 dwelling units per acre. This land unit is planned to maintain the low density transition area between the Fairfax Center Area and Centreville.

A-2 (279 Acres)

Land Unit A-2 is part of the low density transition area located between Centreville, Chantilly and the Fairfax Center Area. Residential development at 1-2 dwelling units per acre is planned to be compatible with development planned in the immediate vicinity along Stringfellow Road.

**Land Unit B (541 Acres)**

While the western portion of this land unit is located in the core area of Centreville, its development potential is somewhat limited because of certain transportation constraints and the need for future development to be compatible with existing residential uses and historic resources. Land Unit B is appropriate for a moderate level of residential, commercial or office development.

B-1 (22 Acres)

When the planned highway improvements at the intersections of Route 28/Route 29 and Route 28/Interstate 66 are completed, there will be limited access to Land Unit B-1. The area is immediately adjacent to the Centreville Historic District, therefore new development in this land unit must fully recognize the access and circulation constraints as well as the need to protect the character of the adjoining historic district.

Residential use at 5-8 dwelling units per acre is planned to complement existing townhouse development along Wharton Lane without severely impacting the transportation network. Development at the planned density range should meet the following conditions:

- Project design should be compatible with the historic district in terms of scale, layout, height, bulk, material, architecture, and landscaping;
- Traffic impacts on the historic district should be minimized;
- Pedestrian linkages to the historic district should be provided; and
- Structures should be designed to front the historic district and long rows of units should be eliminated.

B-2 (17 Acres) Suburban Center

Land Unit B-2 encompasses the Centreville Historic District. Protection of the visual aspect of the district is a primary objective, as indicated in the Centreville Historic Overlay District ordinance. Traffic in this land unit should be minimized in order to protect the historic district. To help minimize traffic impacts, direct access from Land Unit B-2 to Route 29 should be encouraged, but through traffic from adjacent segments should be discouraged.

This land unit is suitable for a mix of retail, commercial, office, and residential uses, provided they are compatible with the requirements of the Historic Overlay District ordinance. No single commercial/retail use should exceed a .25 FAR. Within the historic district, projects are intended to be of small scale without a single dominant use. Mixed-use development, with at least 25 percent retail use, is encouraged. Development should be compatible in size, scale and design with the significant historic structures in the historic district. Remnants of Civil War fortifications should be preserved.

B-3 (55 Acres)

The potential for providing good access to this area is limited, therefore a use which generates a level of traffic compatible with the existing and planned transportation network is desirable.

Due to the access problems and the relation of the land unit to the historic district, single-family attached residential development at 5-8 dwelling units per acre is planned. In order to achieve the high-end of this density range, the criteria listed under Land Unit B-1 should be met.

B-4 (50 Acres)

Access limitations and the relationship of Land Unit B-4 to the historic district are conditions similar to those described for Land Unit B-3. Major remnants of the Civil War fortifications lie in this district and must be preserved. This land unit is contiguous with the Centreville Farms subdivision to the east which has scattered, older single-family detached residential development at .5 dwelling unit per acre. For this reason, development should be at a transition density between the density ranges planned for Land Units B-3 and B-7. Single-family detached residential use at 2-3 dwelling units per acre is planned. The northeast portion is in near proximity to I-66 and may require some noise abatement measures.

B-5 (34 Acres) Suburban Center

Land Unit B-5 contains a number of automobile-oriented commercial uses along Route 28 and Route 29 each with separate access. A full interchange for the Route 28/Route 29 intersection is planned and this will have an impact on existing commercial uses and the access to these uses. However, neighborhood-serving retail commercial and limited office uses up to .25 FAR are planned and will remain appropriate in this land unit to serve local needs. A motel or bed and breakfast with proximity to the historic district may also be appropriate.

Development in this area should promote the efficient functioning of intersections in the land unit. Consolidation of parcels is encouraged to reduce direct access points to Route 29 and to improve traffic circulation in the vicinity.

Development in this land unit which occurs in proximity to Land Unit B-2 must recognize the character of the historic district and be compatible in terms of scale, layout, bulk, height and landscaping.

B-6 (27 Acres) Suburban Center

This land unit contains the Ratcliffe subdivision, a community containing a number of small lots facing Route 29 and abutting a right-of-way known as Johnson Avenue. Its Route 29 frontage will be directly affected by widening this road. Direct access to Route 29 cannot be provided. Consolidation of lots is necessary for development. A small floodplain and wetlands area exists near Bradley Road. Residential land use at a density range of 8-12 dwelling units per acre or a townhouse-style office use may be appropriate subject to the following conditions:

- Consolidation of all properties fronting on Route 29, except the commercial property near Bradley Road;
- Provision of a site plan with reverse frontage onto Route 29, with a substantial landscape buffer along the periphery. An effective transition to the low density area to the north is necessary; and
- Provision of coordinated vehicular access and circulation to minimize vehicle access points.

Office use should not exceed .25 FAR and the following additional conditions must be met:

- Provision of an architectural character which is residential in terms of bulk, scale, height and material;
- Limitation in the height of the townhouse office units to a maximum of 35 feet; and
- Provision of lighting and signs whose size, character and location is compatible with, and has no adverse visual impact upon, nearby existing or planned residences.

B-7 (336 Acres)

Land Unit B-7 is located in an area that is planned as a low density transition between Centreville and the Fairfax Center Area. There is scattered large lot, low density residential development throughout the land unit. For this reason, residential use at 1-2 dwelling units per acre is planned. Part of the area in the vicinity of Stringfellow Road is in the Fairfax Center Area and text for that area is contained in the Fairfax Center Area Plan.

**Land Unit C (344 Acres)**

Land Unit C is generally planned for residential use with C-2, C-6 and C-7 planned for multi-family use at 16-20 dwelling units per acre. Land fronting on Route 29 between Route 28 and Pickwick Road is planned for neighborhood-serving commercial use at an FAR not to exceed .30. The Plan provides for commercial and offices uses to be available for residents in the immediate area.

C-1 (38 Acres) Suburban Center

Land Unit C-1 contains neighborhood-serving, highway-oriented retail commercial uses. The Transportation Plan includes a full interchange for the Route 28/Route 29 intersection. As such, redevelopment and land consolidation may become necessary. However, neighborhood-serving retail commercial uses will remain appropriate in this land unit. Limited office use is also appropriate to serve local needs for professional services.

The proposed realignment of Braddock Road bisects Land Units C-1, C-2, and C-3. If land consolidation is accomplished at the southeast quadrant of Old Centreville Road and Lee Highway, coordinated mixed-use development with neighborhood-serving retail commercial use and low-rise office use would be appropriate on the north side of realigned Braddock Road (Land Units C-1 and C-2), at an FAR not to exceed .30. Multi-family residential use is planned at approximately 15 dwelling units per acre for the south side of realigned Braddock Road (Land Units C-2 and C-3).

C-2 (20 Acres) Suburban Center

This land unit, because of its proximity to nearby commercial development and good access to Route 28, Route 29 and I-66, provides an excellent opportunity to help satisfy the need for higher density housing. It is planned for multi-family residential use at 16-20 dwelling units per acre.

C-3 (25 Acres)

Land Unit C-3 has good access to the regional transportation network and local-serving commercial uses. Residential use at 8-12 dwelling units per acre is planned.

C-4 (52 Acres)

Land Unit C-4 is located in the southeast quadrant of the intersection of Route 28 and Route 29 where Old Centreville Road intersects Route 28. It is planned for residential use at 5-8 dwelling units per acre.

C-5 (135 Acres)

Land Unit C-5 is planned for residential use at 4-5 dwelling units per acre.

C-6 (26 Acres) Suburban Center

Land Unit C-6 is located along the north side of Braddock Road between the Centreville Elementary School and Little Rocky Run stream valley. Multi-family residential use at 16-20 dwelling units per acre is planned.

C-7 (26 Acres) Suburban Center

Land Unit C-7 is planned for multi-family residential use at 16-20 dwelling units per acre.

C-8 (22 Acres)

Land Unit C-8 is planned for low intensity commercial use at an FAR up to .20.

**Land Unit D (588 Acres)**

Unit D consists of three major components: existing residential development generally in the western portion of the land unit; commercial development, concentrated along Route 29 and Route 28; and the Centre Ridge project, a large scale, predominantly residential development which accounts for most of the area of this land unit.

Centre Ridge was designed with a mix of housing unit types and densities. As final submissions have been made for each of the land bays in the project, buffers and transitions have been incorporated to recognize and complement existing residential development. Commercial uses are concentrated along Route 29 and Route 28 to take advantage of the access to the transportation network. Internal collector streets within Land Unit D are as shown on the Transportation Plan map.

D-1 (63 Acres) Suburban Center

The orientation of Land Unit D-1 to the proposed development in Land Unit E makes it suitable for intense development. This is where people will live, shop, visit or participate in activities normally associated with a downtown setting. Commercial retail use of approximately 300,000 square feet located near the Route 28/Route 29 intersection and office use of approximately 800,000 square feet which is closely associated with the commercial activity area is planned for the area closest to Route 29. Multi-family residential development has been approved for Parcels 54-4((1))74 and 75 which are located in the southern portion of the land unit and adjacent to Land Unit D-2 which is planned for multi-family housing. Parcels 65-2((1))1-4 are planned for multi-family residential use at 16-20 dwelling units per acre.

D-2 (55 Acres) Suburban Center

Land Unit D-2 is planned for residential use at 16-20 dwelling units per acre. As an option to residential use, the portion of Land Unit D-2 located south of Machen Road Extended may be considered for development of a movie theater and child care center and possibly neighborhood-serving retail and office uses to serve the community. This option is appropriate only if all of the following conditions are met:

- The theater and all other non-residential development are designed to complement existing and planned residential development;
- The portion of Land Unit D-2 south of Machen Road Extended and the adjoining Land Unit D-3 are developed in a coordinated and integrated manner with the total amount of non-residential development not to exceed 285,000 square feet of gross floor area;

- Substantial and effective screening and buffering in excess of ordinance requirements is provided to all adjacent residentially planned lands to mitigate visual and noise impacts. This should be accomplished through a combination of landscaping and/or solid architectural barriers;

- Pedestrian access from the adjacent residential communities should be provided. To facilitate this access, street lights should be provided along Centrewood Drive and Machen Road Extended where they border this portion of Land Unit D-2 and Land Unit D-3;

- Parking areas should be well landscaped and retail signage and lighting should not adversely impact surrounding residential areas;

- Forty-one affordable housing units, which equal ten percent of the approved number of units displaced by non-residential development, are provided elsewhere in the Centre Ridge development where multi-family housing has been planned or approved. The existence of these units should be certified prior to occupancy of the theater or other non-residential uses; and

- Machen Road Extended should be built to provide a connection to Route 28 and access to Land Unit D-2 prior to occupancy of any movie theater or other non-residential uses. An internal roadway system should be provided which interconnects the multiple uses as well as Machen Road Extended and Centrewood Drive. The key facilities which provide the interconnection should have no on-street parking and a minimum of access points to the land uses and the major off-street parking areas.

D-3 (21 Acres) Suburban Center

Land Unit D-3 is planned for neighborhood-serving retail and low intensity office uses. Neighborhood-serving uses should include a grocery store. Development should incorporate transition areas and pedestrian linkages between non-residential uses and existing and planned residential uses in adjacent land units.

Approximately 200,000 square feet of retail and low intensity office use are planned for the land unit. Development intensities in the entire land unit should not exceed .20 FAR."

D-4 (177 Acres) Suburban Center

Land Unit D-4 is planned for a mix of residential densities and unit types. Density in this land unit should not exceed 12 dwelling units per acre. Lower densities should be located near existing residential development and higher densities located near commercial areas. Extensive pedestrian connections between uses within this sub-unit should be provided.

D-5 (9 Acres) Suburban Center

Land Unit D-5 is located between the Meadows of Newgate triplex subdivision and Machen Drive near Route 29. It contains the Newgate garden apartment complex. It is planned for residential use at 16-20 dwelling units per acre.

D-6 (4 Acres) Suburban Center

Land Unit D-6 was acquired as a County library site. It is planned for public facility use as a community library.

D-7 (38 Acres) Suburban Center

Land Unit D-7 contains the Meadows of Newgate triplex subdivision located in the southeast quadrant of the Route 29 and I-66 intersection. It is planned for single-family attached residential use at 12-16 dwelling units per acre.

D-8 (29 Acres)

Land Unit D-8 is located along I-66 at the western side of Land Unit D, and consists of the Newgate Forest residential subdivision. It is planned for residential use at 1-2 dwelling units per acre.

D-9 (192 Acres)

Because of the proximity of this land unit to the Newgate Forest subdivision and its relative distance from the Centreville core area, it is planned for residential use at 1-2 dwelling units per acre. Development under a Planned Development Housing (PDH) zoning concept is desirable. Lower density uses should be located adjacent to Newgate Forest. The historic Military Railroad Terminus is a feature that should be preserved and protected.

**Land Unit E (151 Acres) Suburban Center**

Land Unit E is planned for high density residential, retail, office and research uses. Research and development (R&D) and office uses are planned along I-66 because of high visibility, good access and an excellent panorama of the Blue Ridge Mountains.

High-rise and garden apartment development is planned in the area immediately west of the retail center. This location is appropriate because of the proximity to planned retail development. This area is within walking distance of the activity center planned for Land Unit D.

A high-rise hotel is also appropriate in Land Unit E because of good access to I-66 and good visibility from this highway. A hotel in this location would serve the traveling public and complement the proposed office uses in Centreville.

The planning for this land unit is for approximately 250,000 square feet of commercial retail use and 1.8 million square feet of office/high tech light industrial. The non-residential uses in this land unit should not exceed .60 FAR. Residential use planned for this land unit includes 900 apartment units at 35 dwelling units per acre and 300 garden apartment units at 20 dwelling units per acre.

This land unit is bounded by the major through roads in the Centreville Area: Route 29, Route 28 and I-66. In order to improve circulation in the Centreville Area, it is desirable for new development in this land unit to access the road network through controlled interchanges. An internal road network which provides opportunity for access to all the parcels in this land unit is necessary for any development near the maximum planned intensity level.

**Land Unit F (200 Acres)**

Land Unit F is planned for residential use at 8-12 dwelling units per acre.

**Land Unit G (245 Acres)**

The upper portion of this land unit is in an area of existing and planned residential use at 2-3 dwelling units per acre. The lower portion of the land unit has good access to the regional highway network (Route 29) and is adjacent to the London Towne townhouse development. Townhouses are also being developed in the area around O'Day Drive.

G-1 (129 Acres)

The Center Heights subdivision in Land Unit G-1 has existing residential development and significant undeveloped land. Part of the Big Rocky Run Environmental Quality Corridor is located in this land unit. This area includes property along Battery Ridge Lane and south to Route 29. Residential use at 5-8 dwelling units per acre is planned. The upper end of the density range is appropriate only with substantial consolidation of lots into a single parcel not smaller than 10 acres. Development under the Planned Development Housing (PDH) district requirements of the Zoning Ordinance is encouraged.

G-2 (116 Acres)

Residential use at 2-3 dwelling units per acre is planned for this land unit, which is north of, but not including, Battery Ridge Lane, because of its distance from the core area of Centreville. Access from Stone Road to Land Unit F is planned through this land unit. Land adjacent to Land Unit G-2 on the west side of Stone Road is developed at a similar density.

Additional neighborhood-serving commercial use is planned for the southeast corner of the intersection of Stone Road and Braddock Road to serve the new development in the vicinity. This commercial use should not exceed 150,000 square feet at no greater than .20 FAR.

**Land Unit H (131 Acres)**

Land Unit H is planned for industrial use on the eastern portion next to I-66 and medium density residential use on the western portion across from the London Towne townhouse subdivision.

H-1 (78 Acres)

Residential use at 5-8 dwelling units per acre is planned for this land unit because it is similar to that of London Towne in both use and intensity. The Cub Run Environmental Quality Corridor is partly located in this land unit. Access points to Route 29 should be consolidated and minimized.

H-2 (53 Acres)

Land Unit H-2 is planned for light industrial use due to its excellent access to the regional highway network. Access points to Route 29 should be limited, however, to minimize turning movements. Part of the Big Rocky Run Environmental Quality Corridor is in this land unit. If office uses are developed in conjunction with industrial development, noise mitigation measures should be undertaken.

In addition, Land Unit H-2 also is appropriate for the location of a fringe parking lot. Planning strategies for the core area suggest reducing as many through or commuter trips as possible. Fringe parking locations would help achieve this objective. If a fringe parking area is chosen for Land Unit H-2, then the amount of acreage devoted to light industrial uses should be decreased by the size of the parking area.

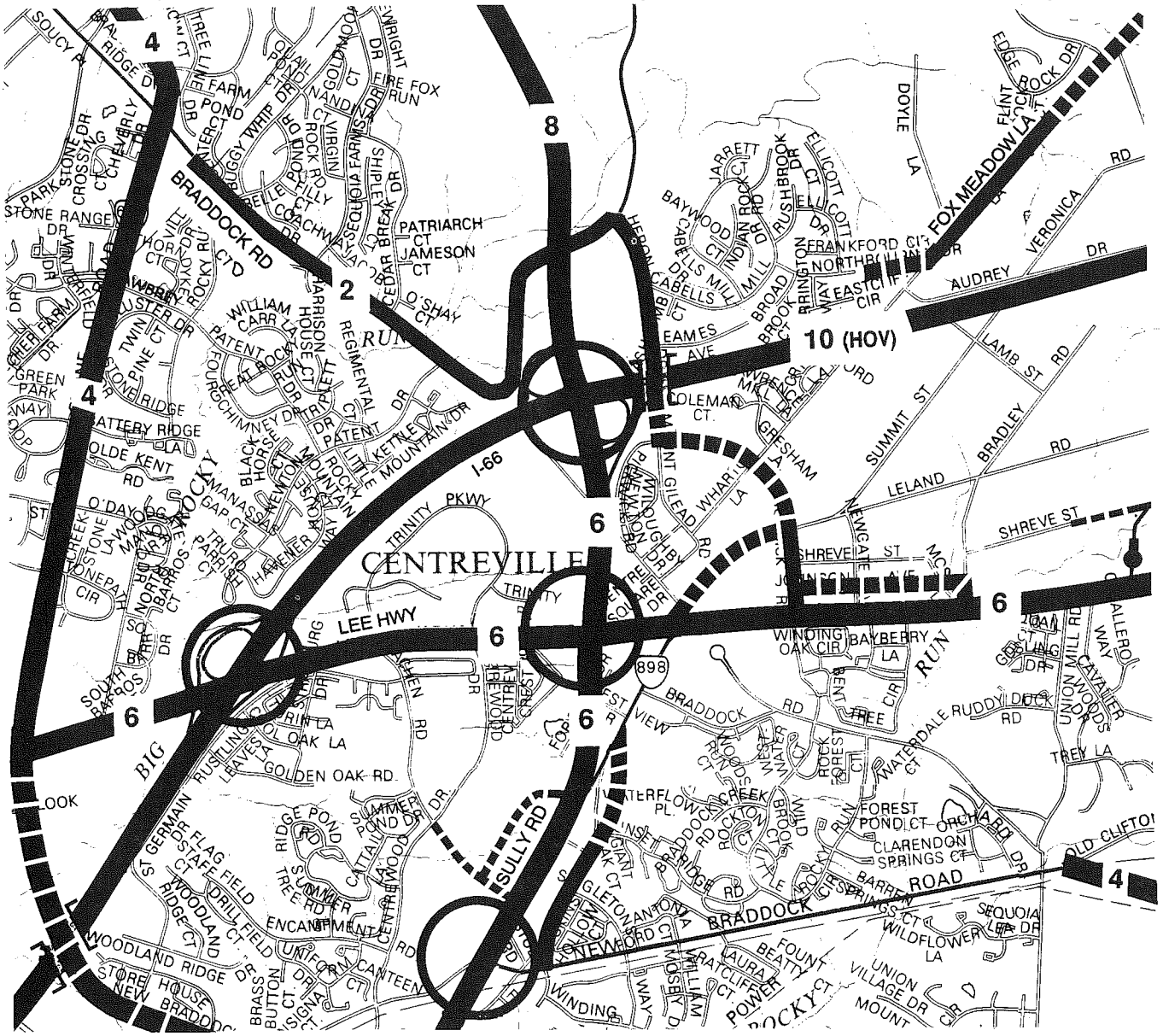
Transportation

To protect the existing well-established residential communities served by Leland Road, Leland Road Extended (as shown on Figure 13) should not connect to Leland Road until the interchange at Routes 28 and 29 is completed.

The accommodation of major travel movements through and around the Centreville Area should be provided through the enhancement of the major arterial facilities such as I-66 and Route 28. Transportation recommendations are shown on Figure 13. This can be accomplished by:

- Controlling and limiting access to these facilities;
- Providing adequate capacity (number of lanes) on these facilities;
- Removing bottlenecks through upgrading intersections and planning for interchanges; and
- Providing new circumferential facilities to relieve overburdened facilities.

The provision of access to adjacent properties in Centreville, on the other hand, should be provided through the development of a collector roadway network within each land unit which:




## TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY

# TRANSPORTATION RECOMMENDATIONS

## CENTREVILLE AREA

FIGURE 13

- Provides adequate access to individual properties; and
- Distributes traffic to the major arterials at designated points where impacts can be minimized.

In addition to these concepts, one of the primary transportation objectives for the Centreville Area is to provide a balanced roadway network which achieves, where feasible, a Level of Service D or better during morning and evening peak hours.

In summary, the detailed transportation recommendations which are provided have been developed in recognition and support of the above outlined principles.

**Nonmotorized Circulation Recommendations**

Centreville is well-suited to nonmotorized travel because of its relatively compact scale and mixed-use development concepts. The land use plan is an important strategy for encouraging the development and utilization of nonmotorized circulation systems. Optimum utilization of pedestrian and bicycle modes provides benefits in energy savings, reduced air pollution and reduced traffic congestion as well as recreational amenities.

These linear circulation systems should be incorporated internally into all development projects as well as provide links between various land use areas. The scale and detail of each system or development node should relate directly to the use and intensity of the area served (for example, the urban core area would require a larger and more detailed nonmotorized circulation system than low density single-family neighborhoods in the surrounding areas). New trail construction should complement the countywide Trails Plan and be provided by developers whenever possible.

Pedestrian circulation in Centreville should be facilitated through the provision of an interconnected system of paved walkways that link users with work and service destinations. A coordinated system is essential in order to facilitate circulation between and within land units.

In addition to walkways which are the basic pedestrian facilities, major roadways and their intersections should be designed to accommodate pedestrians through the use of grade-separated crossings (underpasses and overpasses), refuge medians, pedestrian-activated or phased signals and sidewalks as applicable. These facilities enhance pedestrian circulation by enabling safe and convenient road crossings. The ability to cross all roadway intersections is essential to pedestrian circulation and access.

Pedestrian circulation should be provided to and from parking lots, public transportation, recreational facilities, and to or through open space facilities. Where access limitations dictate the need to plan for the fewest possible vehicular trips, nonmotorized access via cul-de-sac connections should be allowed. Development of sites with facilities intended to attract and/or generate a high volume of traffic should be designed to include appropriate transitions and pedestrian linkages with surrounding areas.

The major nonmotorized circulation recommendations for the Centreville Area are as follows:

- Primary transportation bikeways (road separated) should be eight feet wide, asphalt-surfaced and centered within a minimum 12-foot wide right-of-way;
- Bicycle transportation support facilities, such as secure parking and storage, should be designed into employment and commercial developments. Major developments should also be encouraged to provide shower and locker facilities;
- Through travel streets, unless otherwise designated, should be designed to accommodate bicycle travel through the use of widened curb lane or improved bike-lane shoulders;
- Pedestrian walkways should provide access to the historic district, regional recreational center, local neighborhood centers, plazas, market places and to contiguous segments;

- Pedestrian crossings should be incorporated into the design and control of controlled intersections, particularly multi-lane arterials or connector roadway intersections with pedestrian crossings;

- Curb cuts should be provided for all bikeway curb crossings;

- Pedestrian-activated signalization should be provided along with crosswalk markings;

- The high density activity centers in the core area such as the historic district and recreation center should be easily accessible and attractive for nonmotorized users through the provision of carefully planned pedestrian walkways and plaza areas;

- A grade-separated bicycle/pedestrian crossing should be considered as part of the north-south connector road linking Land Units D and E in order to facilitate easy access across Route 29;

- An integrated pedestrian network that harmonizes with the development bays design concept proposed for the inner loop road within Land Unit E should be provided. Grouping buildings around common plazas as proposed would facilitate pedestrian movement between buildings;

- Pedestrian walkways should link these groups of buildings together with the plaza and market place proposed to serve the shopping center at Newgate; and

- In areas where access limitations dictate the need to discourage through travel, nonvehicular, inter-neighborhood access should be facilitated by cul-de-sac connections.

# DULLES SOUTH INDUSTRIAL AREA *

*** NOTE: This area is located entirely within the Route 28 Tax District. The planning recommendations that follow are limited to those contained in the Area III Comprehensive Plan adopted June 30, 1975, as amended through March 9, 1992. This text may be outdated in some instances.**

**The County's power to effect changes in the area covered by the Route 28 Tax District has been limited by an action of the Virginia Legislature. As a result, the Area Plan text and map for this area will be revised subsequent to the formulation of a "buildout" plan for the area which is acceptable to both the County and the property owners within the Tax District.**

**Based upon Senate Bill 170, the policy direction in this document should have the following modifications for the Route 28 Tax District:**

**Policy 1: That until such time as there is a "buildout" plan for the Route 28 Tax District that is acceptable to both local government and the property owners, any land use request in the Tax District which seeks to modify use on the land should not be approved except where existing zoning is clearly an unreasonable use of the land;**

**Policy 2: Due to the potential for incompatible development adversely affecting the livability of residential developments in the Route 28 area, lands currently zoned for non-residential development should not be rezoned for residential use until such time as the Plan referred to in Policy 1 (immediately preceding paragraph) is adopted. The Plan's recommended number of dwelling units for residential development in the Route 28 Tax District should be reserved for eventual placement in the Tax District and not utilized to increase densities in areas designated for lower residential intensities that are adjacent to the Tax District; and**

**Policy 3: Until such time as the Plan referred to in Policy 1 above is adopted, the designated Suburban Center Core within the Route 28 Tax District is planned for the same intensities associated with Suburban Center Non-core areas.**

## CHARACTER

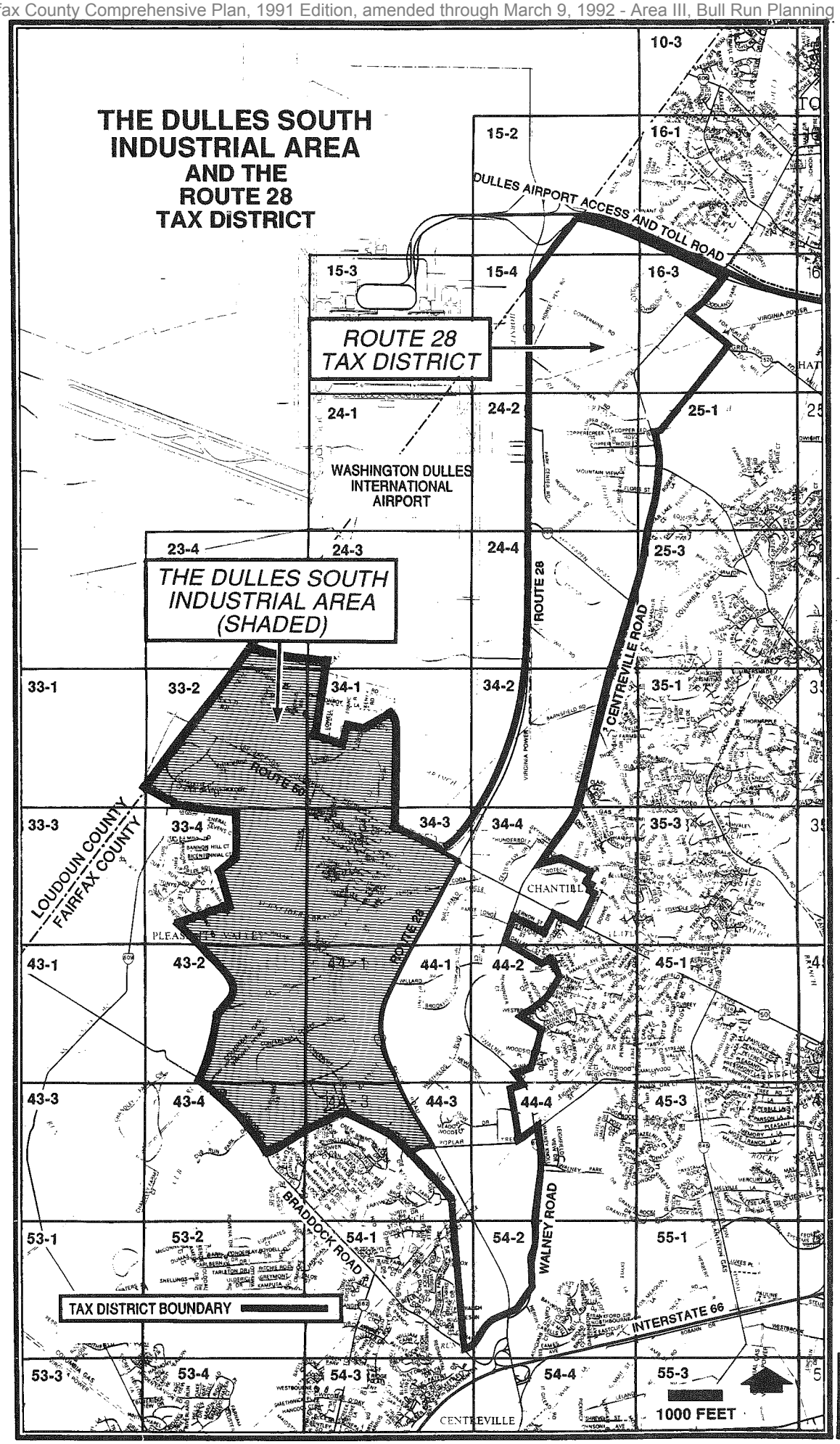
The Dulles South Industrial Area (see Figure 14) is composed of industrially- and commercially-zoned properties which are generally south of Dulles Airport, west of Route 28 and north of Braddock Road. This area is also included in the Route 28 Tax District, a special district created to fund transportation improvements along Route 28. The area is heavily impacted by Environmental Quality Corridor (EQC) areas of Cub Run and its branches.

The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. An increase in flight operations can be anticipated with the planned completion of an additional north-south runway and the possible construction of a second east-west runway within the 2010 horizon of this Plan. Despite the introduction of quieter aircraft into airline fleets, continued major noise impacts must be anticipated in this area into the future. Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

Numerous significant prehistoric and historic archaeological sites are located in this area, especially in the Cub Run watershed and north of Route 50.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends this as an Industrial Area. While Industrial Areas are intended to have a character that is predominantly industrial, portions of this area are developed in office use.


THE DULLES SOUTH INDUSTRIAL AREA AND THE ROUTE 28 TAX DISTRICT
ROUTE 28 TAX DISTRICT
THE DULLES SOUTH INDUSTRIAL AREA (SHADED)
DULLES AIRPORT ACCESS AND TOLL ROAD
WASHINGTON DULLES INTERNATIONAL AIRPORT
ROUTE 28
CENTREVILLE ROAD
WALNEY ROAD
BRADDOCK ROAD
INTERSTATE 66
LOUDOUN COUNTY
FAIRFAX COUNTY
TAX DISTRICT BOUNDARY
1000 FEET
10-3
15-2
16-1
15-3
15-4
16-3
24-1
24-2
25-1
23-4
24-3
24-4
25-3
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53-2
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55-3

FIGURE 14

## RECOMMENDATIONS

The planning recommendations that follow are limited to those that are contained in the Area III Comprehensive Plan adopted June 30, 1975, as amended through March 9, 1992. Recommendations in the Dulles South Industrial Area were previously located in the text for the BR2 and BR3 Sectors.

### Land Use

1. The area north of Route 50 next to Dulles Airport is appropriate for airport-oriented industrial and employment uses because of severe noise impacts and proximity to the airport.

2. Dulles Meadows should not be expanded because it is located within an area so impacted by significant airport noise that mobile homes are not an appropriate use.

3. In the long term, land now occupied by Dulles Meadows mobile home park is appropriate for industrial use because of the projected severe noise impact and its proximity to the airport and major transportation facilities, Route 50 and Route 28. However, until redevelopment occurs, Dulles Meadows should be recognized as a nonconforming residential area, and transitional screening requirements on adjacent industrially-planned parcels should neither be waived or modified to protect the residents of the mobile home park.

4. Additional local-serving commercial uses should be located on Route 50 at Centreville Road.

5. Land between Cub Run and Flatlick Run, in the vicinity of Braddock Road, should be planned for residential use at a maximum density of .2 dwelling unit per acre. The portion north of Braddock Road may be appropriate for industrial use if, and only if: parcels are consolidated and developed in a unified manner; a substantial undeveloped buffer of not less than 250 feet consisting of existing and supplemented vegetation and landforms is maintained along Braddock Road; the siting and height of the proposed development does not create a negative visual impact on existing or potential residential communities; and coordinated employment access is accommodated from the northeast, with no access from Braddock Road.

   Braddock Road is intended to remain a residentially-oriented road with its rural character to remain intact. The incorporation of a substantial buffer with any industrial development is intended to provide the transition between residential and non-residential land in this area. No development or parking is appropriate within this buffer area. West of Flatlick Run and continuing to the Fairfax County line with Loudoun County, Braddock Road should be maintained as an improved two-lane road.

6. The area south of Route 50 is appropriate for airport-oriented industrial and employment uses because of severe noise impacts and proximity to the airport. Certain areas in the Route 28 Corridor are also appropriate for industrial and employment uses. This includes land now zoned for these uses.

7. Agriculture may be considered an appropriate interim use in those areas planned for airport-oriented uses.

# DULLES EAST SUBURBAN CENTER *

***NOTE: With the exception of the Rockland Village subdivision, this area is located entirely within the Route 28 Tax District. The planning recommendations that follow are limited to those contained in the Area III Comprehensive Plan adopted June 30, 1975, as amended through March 9, 1992. This text may be outdated in some instances.**

**The County's power to effect changes in the area covered by the Route 28 Tax District has been limited by an action of the Virginia Legislature. As a result, the Area Plan text and map for this area will be revised subsequent to the formulation of a "buildout" plan for the area which is acceptable to both the County and the property owners within the Tax District.**

**Based upon Senate Bill 170, the policy direction in this document should have the following modifications for the Route 28 Tax District:**

**Policy 1: That until such time as there is a "buildout" plan for the Route 28 Tax District that is acceptable to both local government and the property owners, any land use request in the Tax District which seeks to modify use on the land should not be approved except where existing zoning is clearly an unreasonable use of the land;**

**Policy 2: Due to the potential for incompatible development adversely affecting the livability of residential developments in the Route 28 area, lands currently zoned for non-residential development should not be rezoned for residential use until such time as the Plan referred to in Policy 1 (immediately preceding paragraph) is adopted. The Plan's recommended number of dwelling units for residential development in the Route 28 Tax District should be reserved for eventual placement in the Tax District and not utilized to increase densities in areas designated for lower residential intensities that are adjacent to the Tax District; and**

**Policy 3: Until such time as the Plan referred to in Policy 1 above is adopted, the designated Suburban Center Core within the Route 28 Tax District is planned for the same intensities associated with Suburban Center Non-core areas.**

## CHARACTER

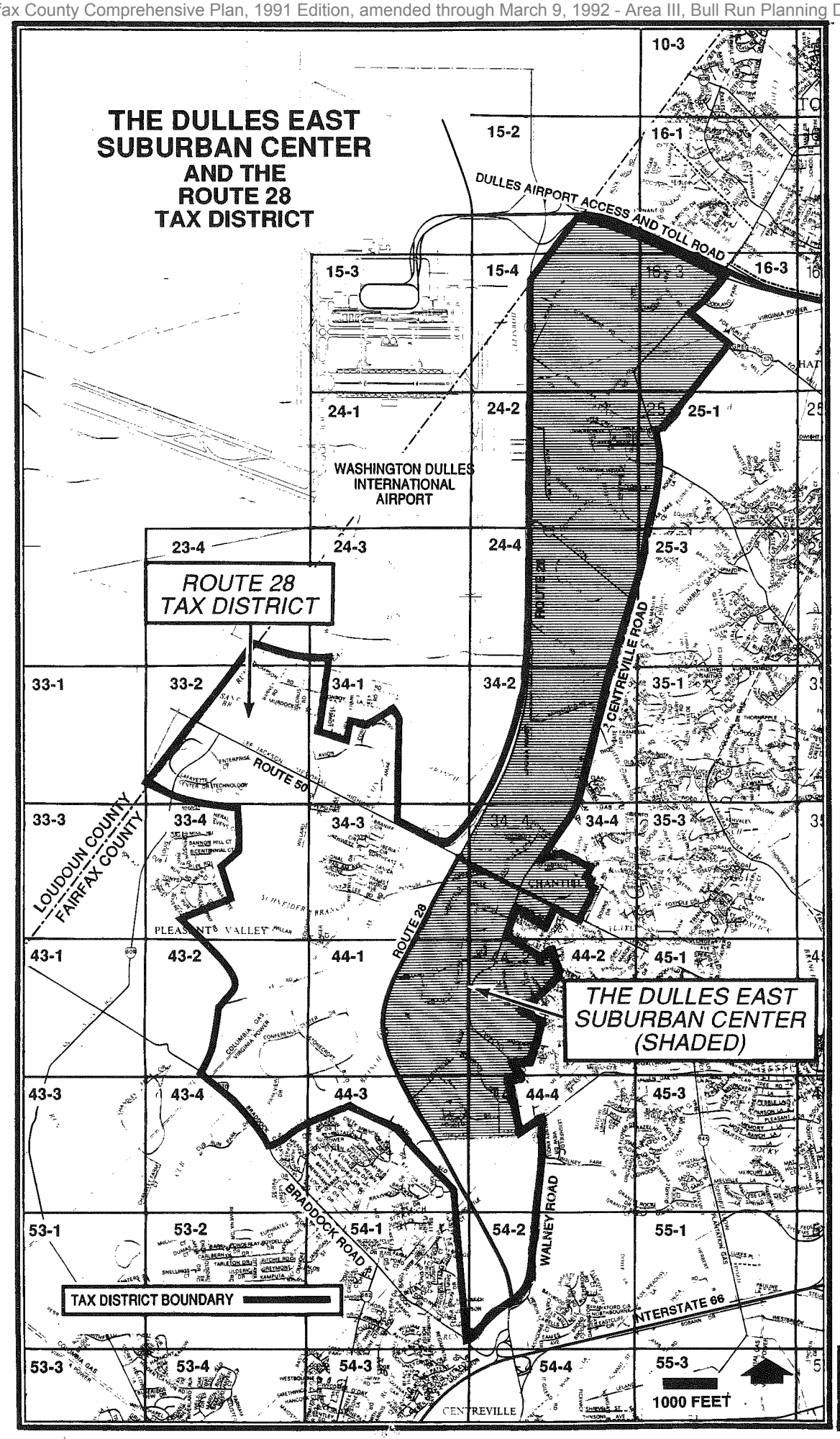
The Dulles East Suburban Center (see Figure 15) is located south of Route 50, west of Route 28 and east of the Pinewood Meadow and Winding Brook residential developments.

Within this employment area is a mix of retail, industrial and commercial uses. Included in this area are a mix of new industrial parks and office developments which have consolidated older lots and provided a new circulation pattern. Scattered older properties where redevelopment is appropriate remain. The new industrial parks typically contain retail, office, warehouse and manufacturing functions.

The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. An increase in flight operations can be anticipated with the planned completion of an additional north-south runway and the possible construction of a second east-west runway within the 2010 horizon of this Plan. Despite the introduction of quieter aircraft into airline fleets, continued major noise impacts must be anticipated in this area into the future. Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development has identified this area as a Suburban Center. Suburban Centers feature a mix of retail, office, commercial and, in some cases, residential uses. The Dulles East Suburban Center is characterized by a predominance of commercial and industrial uses. Future development in this Suburban Center will complete and complement the existing commercial and industrial development. Residential development, or mixed-use projects with a residential component, are not appropriate in the Dulles East Suburban Center due to the noise impacts associated with Dulles Airport.


THE DULLES EAST SUBURBAN CENTER AND THE ROUTE 28 TAX DISTRICT
DULLES AIRPORT ACCESS AND TOLL ROAD
WASHINGTON DULLES INTERNATIONAL AIRPORT
ROUTE 28 TAX DISTRICT
ROUTE 28
CENTREVILLE ROAD
ROUTE 50
LOUDOUN COUNTY
FAIRFAX COUNTY
PLEASANT VALLEY
THE DULLES EAST SUBURBAN CENTER (SHADED)
BRADDOCK ROAD
WALNEY ROAD
INTERSTATE 66
TAX DISTRICT BOUNDARY
1000 FEET
CENTREVILLE
10-3
15-2
16-1
15-3
15-4
16-3
24-1
24-2
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53-2
54-1
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54-4
55-3

FIGURE 15

## RECOMMENDATIONS

The planning recommendations that follow are limited to those that are contained in the Area III Comprehensive Plan adopted June 30, 1975, as amended through March 9, 1992. Recommendations in the Dulles East Suburban Center were previously located in the text for the BR3 and BR4 Sectors. Additional recommendations for the Dulles East Suburban Center are found in the Plan text for the Upper Potomac Planning District, Sectors UP6 and UP8.

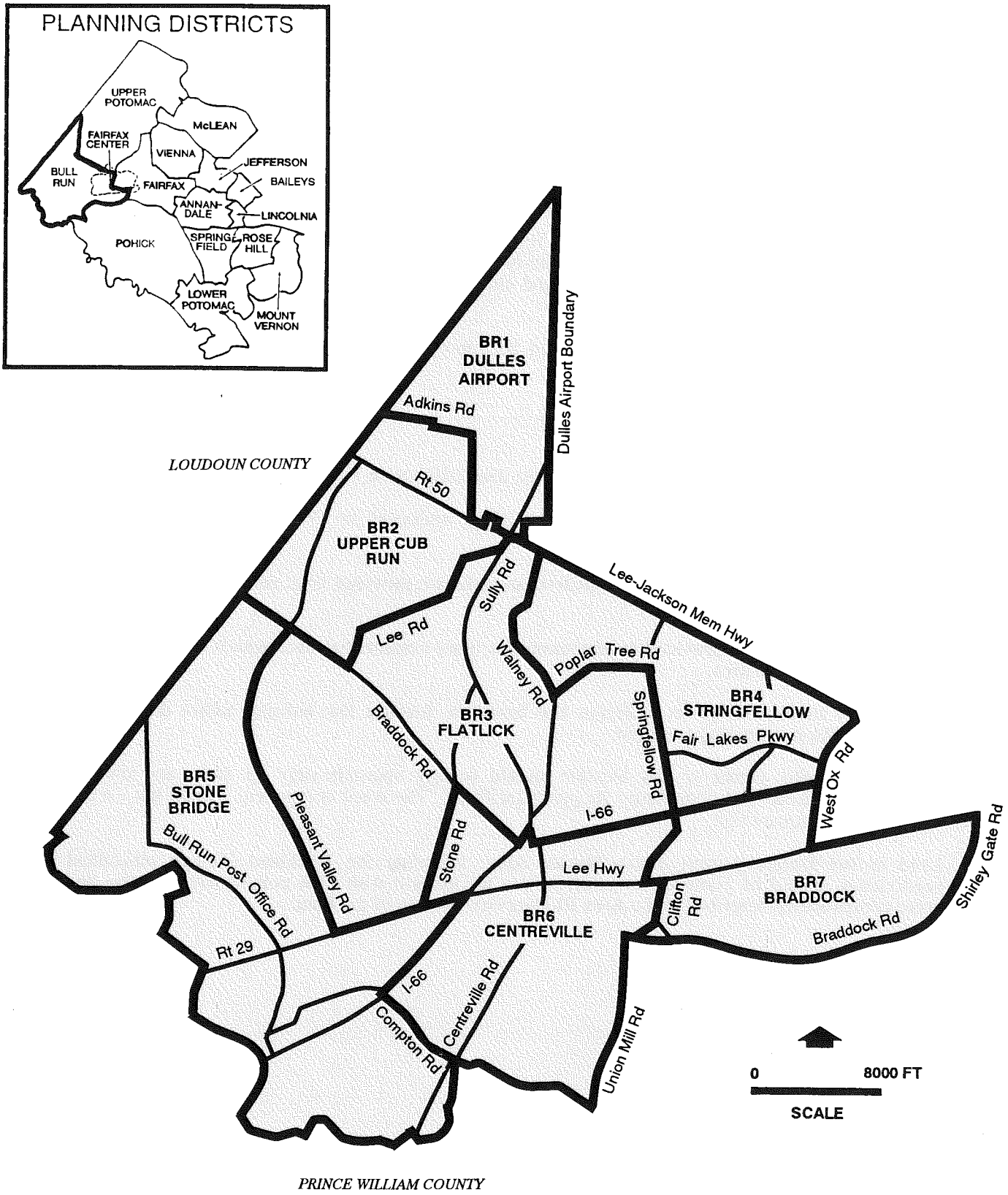
### Land Use

1. The area south of Route 50 is appropriate for airport-oriented industrial and employment uses because of severe noise impacts and proximity to the airport. Certain areas in the Route 28 Corridor are also appropriate for industrial and employment uses. This includes land now zoned for these uses.

2. A community-serving shopping center would be appropriate near Route 28 and Willard Road Extended, provided that:

   - The development does not conflict with the siting and operation of the planned Route 28 and Willard Road interchange;
   - Access to Willard Road be no further west than Daly Drive;
   - Any proposed access design is specifically endorsed by VDOT and the Office of Transportation;
   - Parking lots are landscaped and pedestrian paths are provided from parking to the shopping center;
   - Adequate land is provided to accommodate other commercial uses which are likely to be attracted to the area;
   - Strict attention is given to design and landscape features that enhance rather than detract from the surrounding area; and
   - A shopping center at this location should occupy approximately 35 acres and provide neighborhood and community shopping facilities. The retail component should not exceed 500,000 square feet.

3. Land in the Dulles Airport Noise Impact Area, including the Rockland Village residential subdivision, should be planned for industrial use to conform with Plan policies for land use and noise compatibility described in the Area III Overview section of the Plan.




FAIRFAX COUNTY

COMMUNITY PLANNING SECTORS
BULL RUN PLANNING DISTRICT

FIGURE 16

# BR1 DULLES AIRPORT COMMUNITY PLANNING SECTOR

This sector lies entirely within the Dulles International Airport property which is owned by the U.S. Government and administered by the Metropolitan Washington Airports Authority. The airport does not fall within the jurisdiction of Fairfax County planning. The County has, however, an ongoing interest in monitoring airport development and coordinating with the Airports Authority as an active planning partner in the growth of this regional facility.

Two areas of concern to the County, aircraft noise impacts and industrial and commercial development programs, bear especially close scrutiny as they have a major effect on County development potential in the airport area.

## RECOMMENDATIONS

### Land Use

There are no site-specific land use recommendations for this sector. The geographic location of this sector is shown on Figure 17.

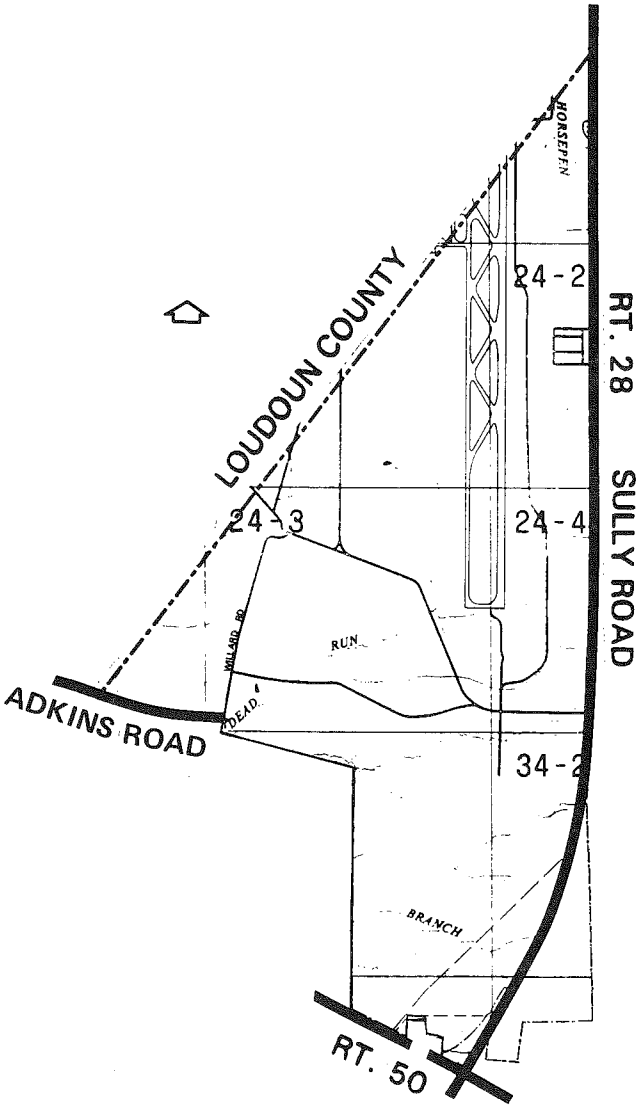
### Transportation

Transportation recommendations for this sector are shown on Figure 18. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities, where applicable. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Trails

Trails planned for this sector are delineated on Figure 19 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

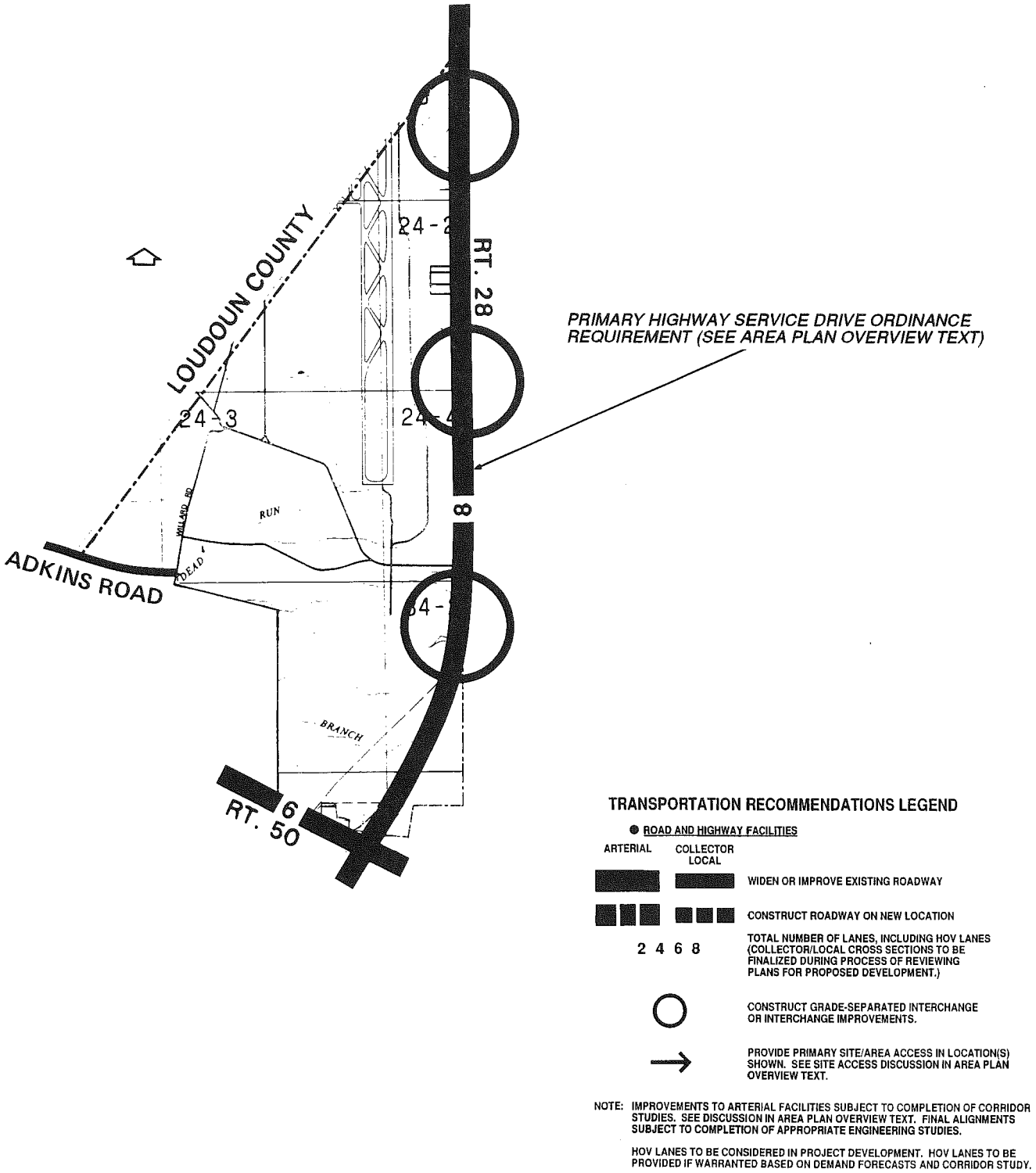
# BR1
# DULLES AIRPORT COMMUNITY PLANNING SECTOR




*There are no land use recommendations for this sector.*

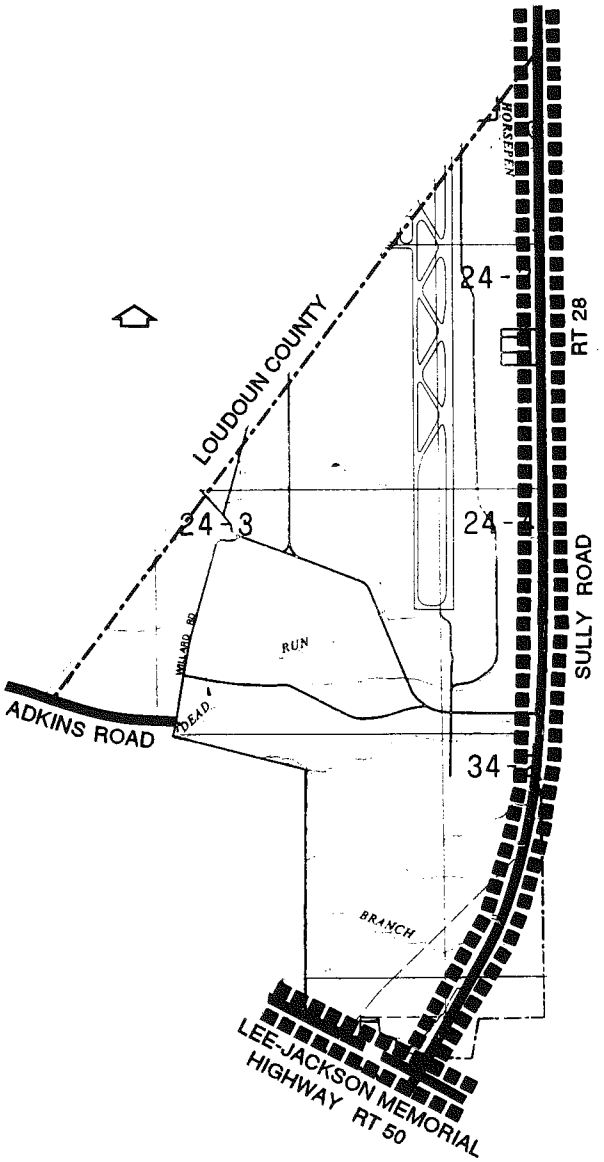
| FAIRFAX COUNTY | LAND USE RECOMMENDATIONS<br>GENERAL LOCATOR MAP | FIGURE<br>17 |
|---|---|---|

# BR1
# DULLES AIRPORT COMMUNITY PLANNING SECTOR




| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS | FIGURE 18 |
|---|---|---|

# BR1
# DULLES AIRPORT COMMUNITY PLANNING SECTOR




**KEY**

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

| FAIRFAX COUNTY | PLANNED TRAIL SYSTEM | FIGURE 19 |
|---|---|---|

# BR2 UPPER CUB RUN COMMUNITY PLANNING SECTOR

## CHARACTER

The Upper Cub Run Community Planning Sector extends from Dulles Airport to Braddock Road and from Lee Road to the Loudoun County line. Much of the sector is planned for industrial use, although several major office developments have also been built, diversifying the character of the area. Industrial use is generally planned east of Cub Run and north of Lee Road to the Dulles Airport boundaries. This industrial land is part of the Dulles South Industrial Area which is discussed in more detail in a separate section. A significant amount of vacant land is found in this sector west of Cub Run and south of Pleasant Valley Road to the Loudoun County line.

The Upper Cub Run Sector is subject to several major environmental constraints including significant Environmental Quality Corridor areas associated with Cub Run and its branches. Streams in this sector flow into the Occoquan Reservoir. Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. An increase in flight operations can be anticipated with the planned completion of an additional north-south runway and the possible construction of a second east-west runway within the 2010 horizon of this Plan. Despite the introduction of quieter aircraft into airline fleets, continued major noise impacts must be anticipated in this area into the future. Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

The Upper Cub Run Sector contains numerous prehistoric heritage resources as old as 11,500 years. The sector also contains significant historic period structures and archaeological sites. The Hutchinson House, an early nineteenth-century structure, has been protected and rehabilitated within a commercial development and is an excellent example of private preservation.

Important archaeological resources may be found in this sector particularly within and adjacent to the Cub Run Stream Valley. These resources are likely to involve prehistoric and precolonial human settlement.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends two principal land area categories for the Upper Cub Run Sector. The Dulles South Industrial Area comprises most of the industrially planned land. It includes the area east of Cub Run and north of Lee Road to the Dulles Airport boundaries. The balance of the sector, west of Cub Run and north of Braddock Road to the Loudoun County line, is planned as a Low Density Residential Area.

## RECOMMENDATIONS

### Land Use

See the section on the Dulles South Industrial Area for recommendations pertaining to that portion of the Upper Cub Run Sector. Recommendations for the remainder of the area are provided below.

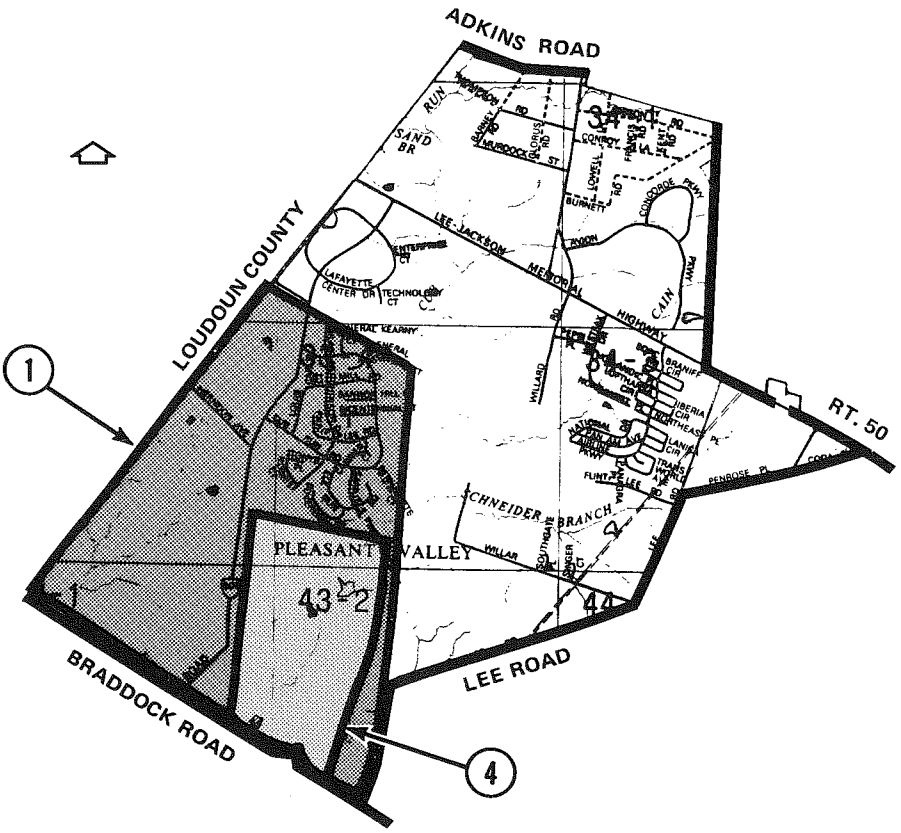
Infill development within this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

**Occoquan Reservoir Watershed** - The entire BR2 Sector is located within the watershed of the Occoquan Reservoir. (See Figure 3)

Figure 20 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

# BR2
# UPPER CUB RUN COMMUNITY PLANNING SECTOR




| FAIRFAX COUNTY | LAND USE RECOMMENDATIONS<br>GENERAL LOCATOR MAP | FIGURE<br>20 |
|---|---|---|

1. Land in the westernmost portion of the sector is planned for residential use at .1-.2 dwelling unit per acre to conform with the findings of the Occoquan Basin Study.

2. Non-residential uses requiring special exception or special permit approval within the Low Density Residential Areas should be rigorously reviewed. These uses, if permitted at all, should only be located at the boundary of Low Density Residential Areas and Suburban Neighborhoods or where their impact on existing residences is minimal and should be granted only if the following conditions are met:

   - Access for the use is oriented to an arterial roadway;

   - The use is of a size and scale that will not adversely impact the character of the area in which it is located; and

   - The use is designed to mitigate impacts on the water quality of the Occoquan Reservoir. [Not shown]

3. Agricultural and forestal uses are alternatives to residential uses in Low Density Residential Areas. Such uses, depending upon the techniques used, can have positive impacts on water quality. Careful attention should be paid to ensure that agricultural and forestal techniques are supportive of water quality goals for the Occoquan Reservoir watershed. [Not shown]

4. Land in the 65-70 Ldn contour area west of Cub Run and south of the Pleasant Valley subdivision, and the area between Cub Run and Flatlick Run in the vicinity of Braddock Road, is planned for agricultural use or designated as public open space.

Transportation

Transportation recommendations for this sector are shown on Figure 21. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Public Facilities

1. Provide a site for a yard waste compost facility within the Bull Run Planning District.

2. Construct the police/sheriff criminal justice facility on the east side of Willard Road adjacent to Dulles International Airport in Sector BR2.

3. Provide a Virginia Power substation in Sector BR2 in order to maintain reliable electric service.

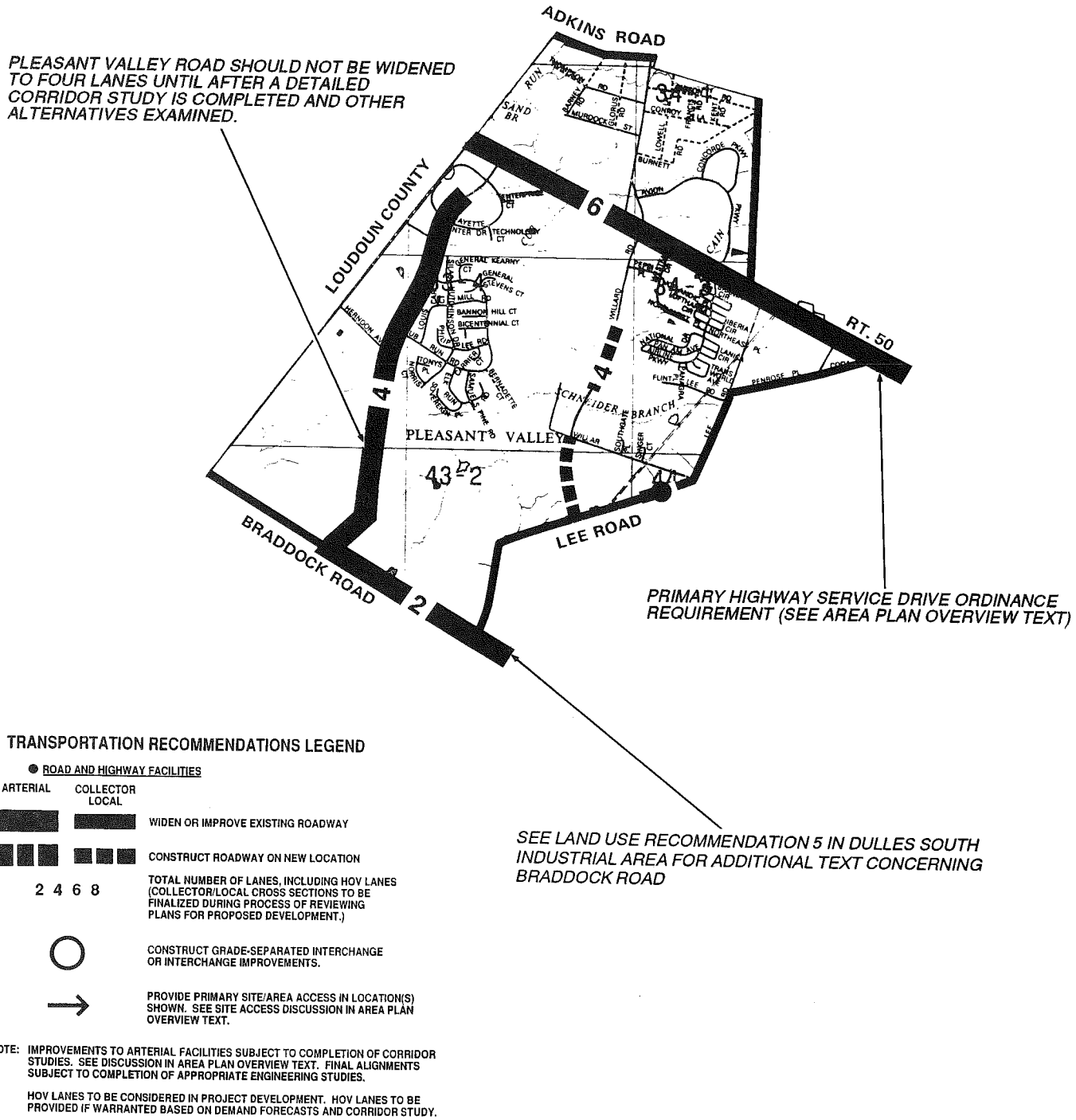
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 22. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 23 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# BR2
# UPPER CUB RUN COMMUNITY PLANNING SECTOR




**TRANSPORTATION RECOMMENDATIONS LEGEND**

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS | FIGURE 21 |
|---|---|---|

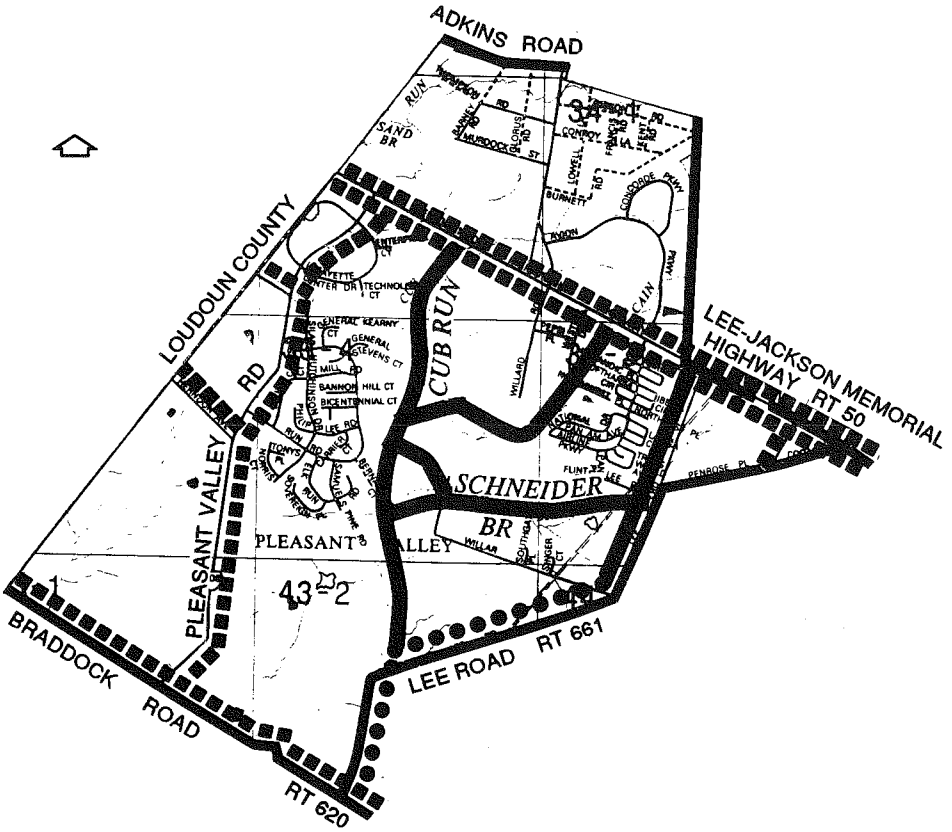
## FIGURE 22

## PARKS AND RECREATION RECOMMENDATIONS

## SECTOR BR2

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | Neighborhood Park facilities are not recommended in Low Density Residential Areas. |
| DISTRICT PARKS: | This sector is not currently within the service area of a District Park; however, developed recreation facilities, including an athletic field complex, are located at Ellanor C. Lawrence and other parks within a five-mile radius. |
| COUNTYWIDE PARKS: | |
| Richard W. Jones | Initiate a master planning process and develop this site consistent with needs identified in a countywide recreation demand survey. This site can accommodate both active and passive uses. |
| Cub Run Stream Valley | This stream valley contains especially sensitive natural and cultural resources. Intrusion of non-recreational uses should therefore be restricted and impacts of offsite development limited. Protect EQC, including Cub Run Branch, Flatlick Branch, Cain Branch, Sand Branch, Schneider Branch and their tributaries through land dedication or donation of open space easements to FCPA.<br><br>Complete development of countywide stream valley trail system. |

# BR2
# UPPER CUB RUN COMMUNITY PLANNING SECTOR




**KEY**

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

| FAIRFAX COUNTY | PLANNED TRAIL SYSTEM | FIGURE 23 |
|---|---|---|

# BR3 FLATLICK COMMUNITY PLANNING SECTOR

## CHARACTER

The Flatlick Community Planning Sector encompasses a diverse mix of land uses. The southern portion includes low density residential uses while the northern portion includes significant industrial and office uses. Extensive public recreation resources are also found in the sector with Cub Run Stream Valley Park, Ellanor C. Lawrence Park and the Chantilly Golf Course and Country Club.

Dulles Airport noise impacts in this sector can be severe. The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. An increase in flight operations can be anticipated with the planned completion of an additional north-south runway and the possible construction of a second east-west runway within the 2010 horizon of this Plan. Despite the introduction of quieter aircraft into airline fleets, continued major noise impacts must be anticipated in this area into the future. Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that residential areas in this sector be identified as Low Density Residential Areas or Suburban Neighborhoods. Generally west of Cub Run Stream Valley Park, the Concept for Future Development recommends Low Density Residential Areas. This is land planned for residential use at a density of .1-.2 dwelling unit per acre which is consistent with the recommendations of the Occoquan Basin Study. The remaining residential areas are recommended as Suburban Neighborhoods. This sector includes portions of the recommended Dulles East Suburban Center and Dulles South Industrial Area.

## RECOMMENDATIONS

### Land Use

See sections on the Dulles East Suburban Center and Dulles South Industrial Area for recommendations pertaining to those portions of the Flatlick Planning Sector. Recommendations for the remainder of the sector are provided in the text that follows.

Infill development within this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

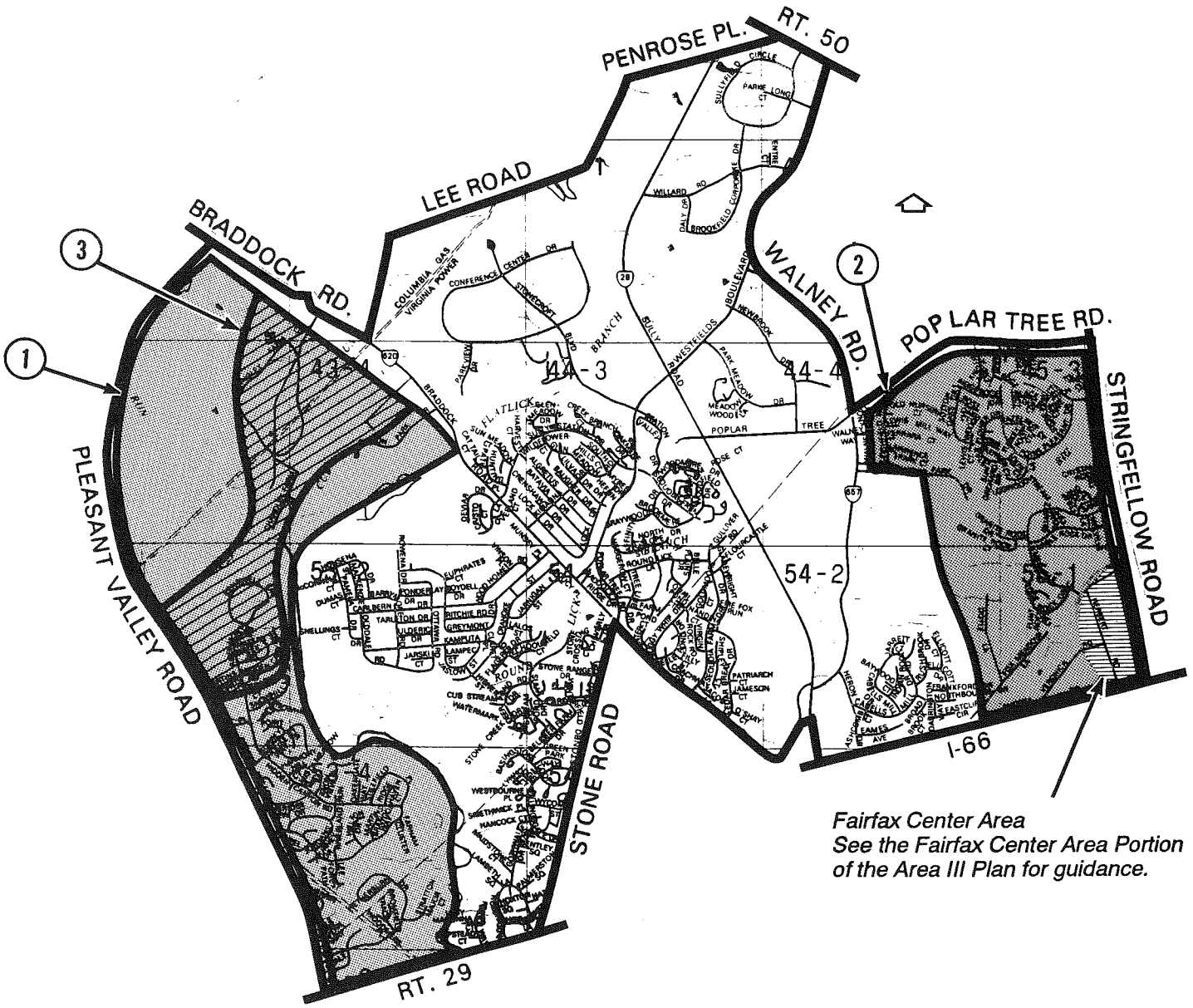
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 24 indicates the geographic location of land use recommendations for this sector.

1. The land generally located between Cub Run Stream Valley and Flatlick Branch, Braddock Road, Pleasant Valley Road and Route 29 is planned for residential use at .1-.2 dwelling unit per acre to conform with the findings of the Occoquan Basin Study.

2. Land generally located between Poplar Tree Road, the Cabells Mill Subdivision and Ellanor C. Lawrence Park, Stringfellow Road, and I-66 is planned for residential use at 1-2 dwelling units per acre. This density is compatible with the density of existing residential development in the area. This area is also part of a planned low density transition area between higher density development planned for Centreville and Fairfax Center.

# BR3
# FLATLICK COMMUNITY PLANNING SECTOR




*Fairfax Center Area*
*See the Fairfax Center Area Portion of the Area III Plan for guidance.*

| FAIRFAX COUNTY | LAND USE RECOMMENDATIONS<br>GENERAL LOCATOR MAP | FIGURE<br>24 |
|---|---|---|

3. Land in the 65-70 Ldn contour area west of Cub Run Stream Valley and south of the Pleasant Valley subdivision, and the area between Cub Run Stream Valley and Flatlick Run in the vicinity of Braddock Road, is planned for agricultural use or public open space.

Transportation

Transportation recommendations for this sector are shown on Figures 25, 26 and 27. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Significant heritage resources may be present in the sector's large, relatively undeveloped areas. Prior to development these areas should be surveyed for the purpose of preservation or recovery of significant heritage resources.

Public Facilities

In order to meet the established criteria for fire and rescue stations, a fire and rescue station is required in the corridor between Stone Road and Lee Road.

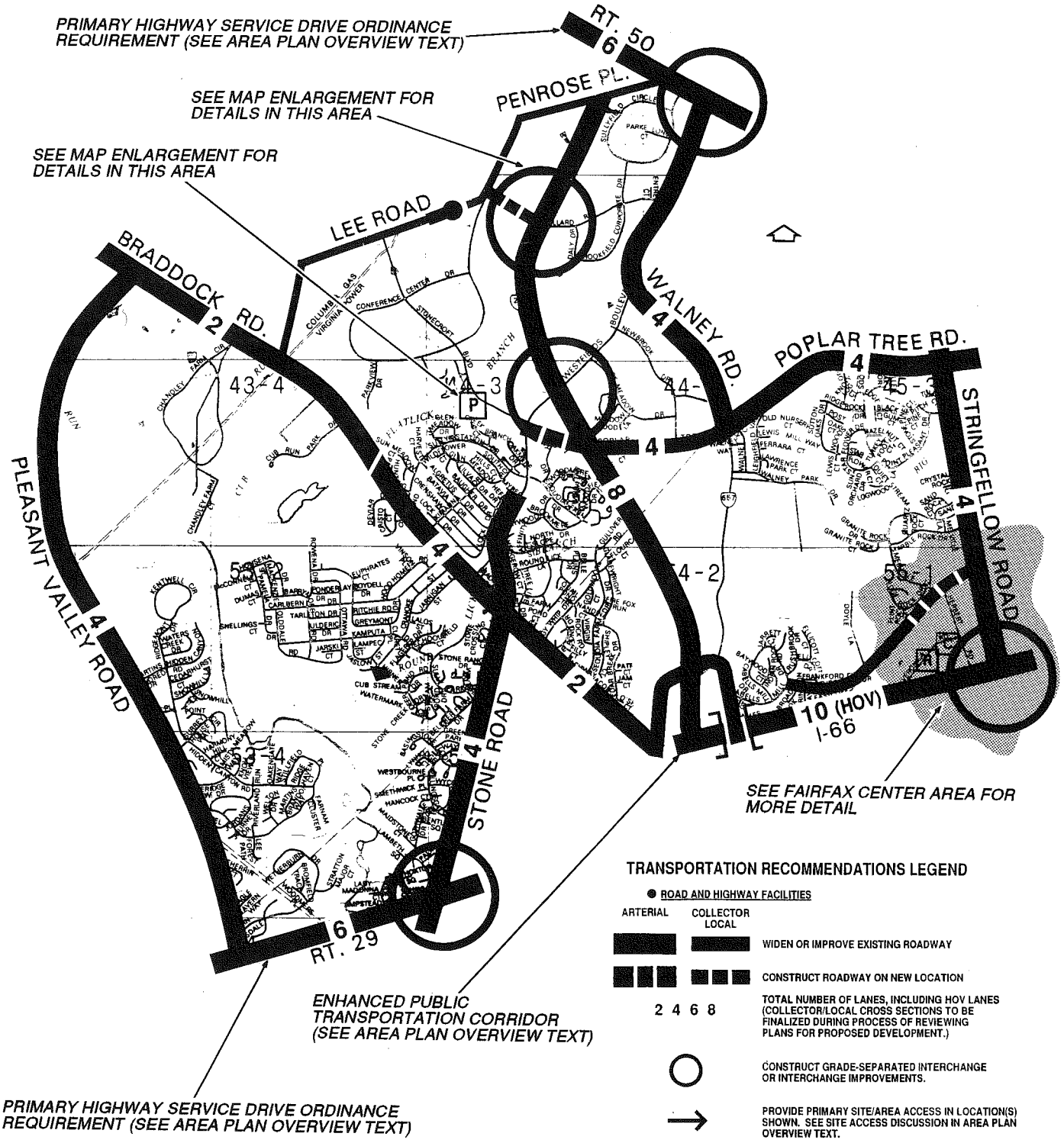
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 28. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

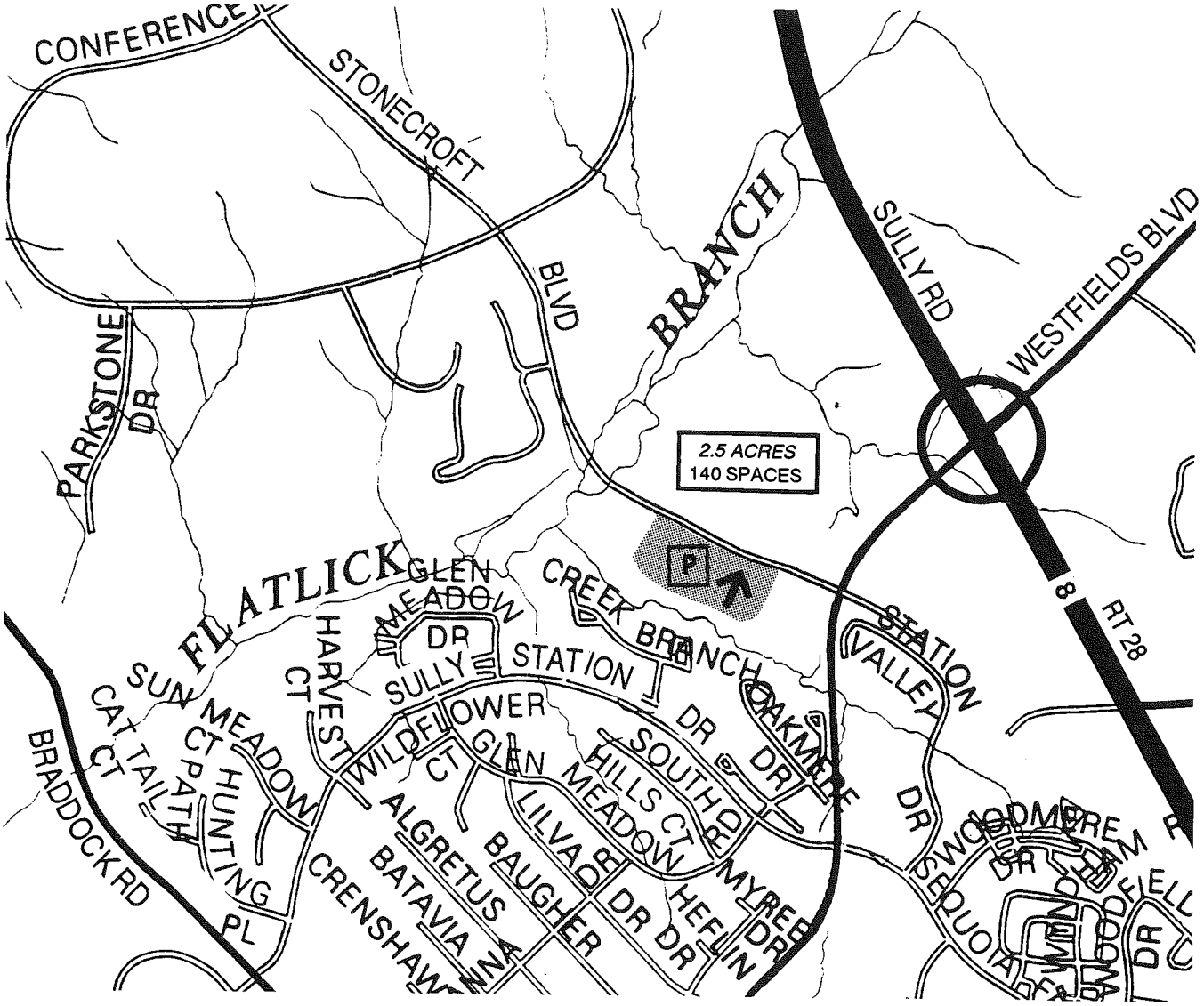
Trails

Trails planned for this sector are delineated on Figure 29 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# BR3
# FLATLICK COMMUNITY PLANNING SECTOR



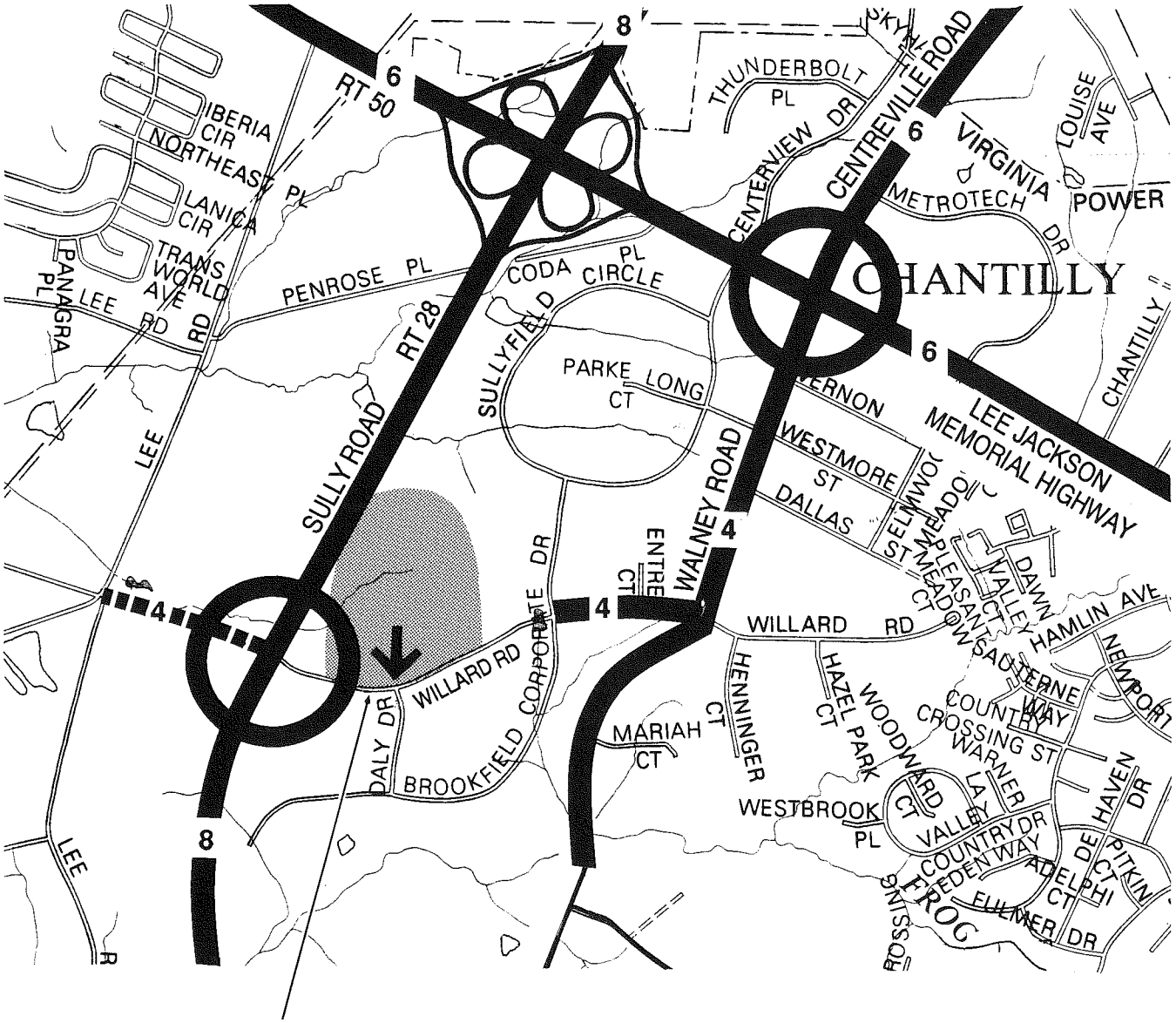

| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS | FIGURE 25 |
|---|---|---|




TRANSPORTATION RECOMMENDATIONS LEGEND

- PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)
- T TRANSIT TRANSFER CENTER (NO PARKING)
- R RAIL STATION
- P COMMUTER PARKING LOT
- C COMMUTER RAIL STATION
- M METRO STATION

| FAIRFAX COUNTY | TRANSIT FACILITY RECOMMENDATIONS<br>BR3 FLATLICK COMMUNITY PLANNING SECTOR | FIGURE<br>26 |
|---|---|---|




*NO ACCESS TO WILLARD ROAD WEST OF DALY DRIVE*

**TRANSPORTATION RECOMMENDATIONS LEGEND**

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | ACCESS AND INTERCHANGE RECOMMENDATIONS<br>BR3 FLATLICK COMMUNITY PLANNING SECTOR | FIGURE<br>27 |
|---|---|---|

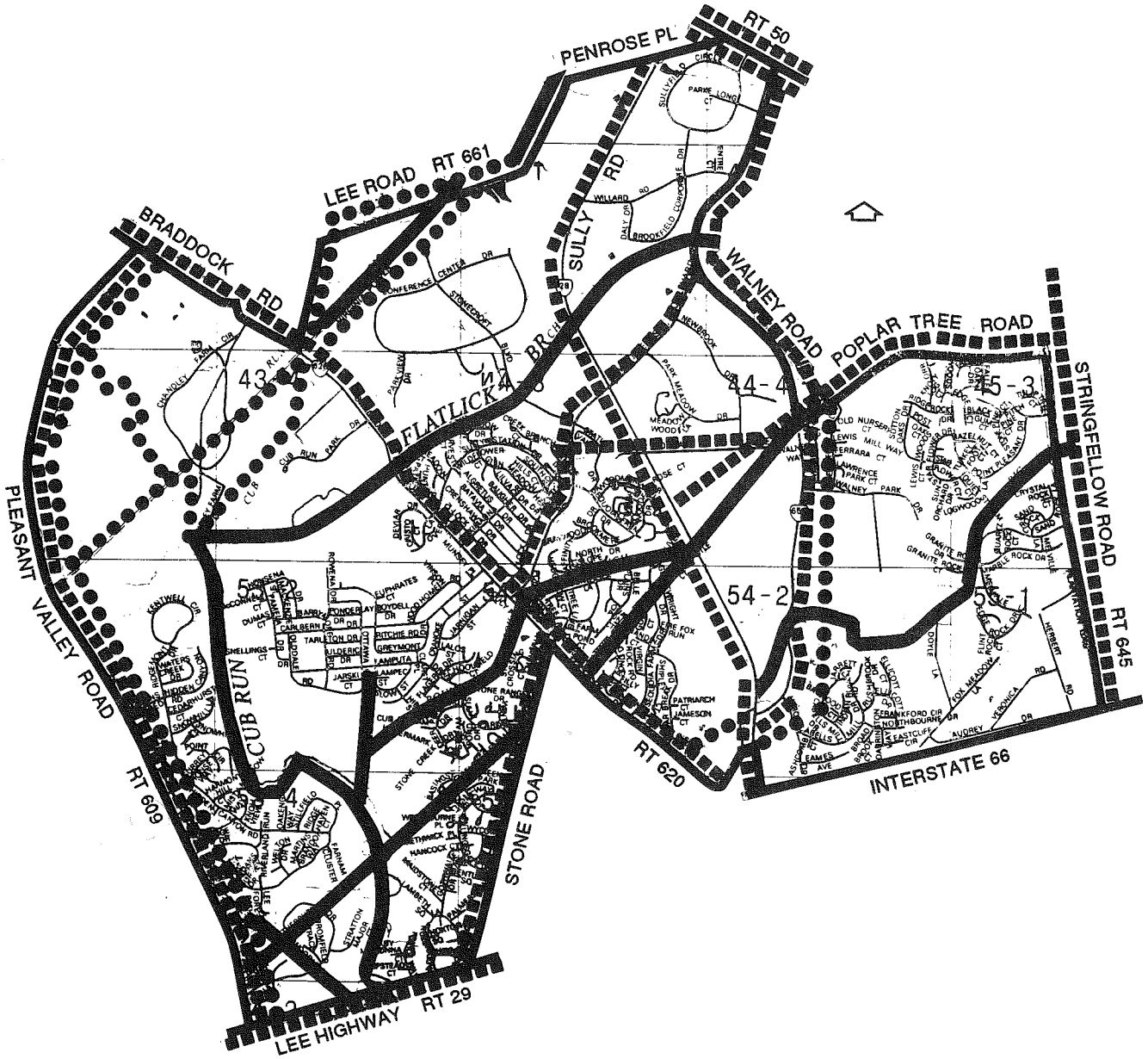
# FIGURE 28

## PARKS AND RECREATION RECOMMENDATIONS

## SECTOR BR3

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | Neighborhood Park facilities should be provided in conjunction with new residential development in Suburban Neighborhoods; however, they are not recommended in Low Density Residential Areas. |
| COMMUNITY PARKS: | |
| Chalet Woods | |
| Country Club School Site | Initiate a master planning process and develop in accordance with approved plan. |
| Pleasant Hill | Initiate a master planning process and develop in accordance with approved plan. |
| DISTRICT PARKS: | |
| Poplar Tree | Complete development in accordance with approved master plan. |
| COUNTYWIDE PARKS: | |
| Ellanor C. Lawrence | Complete development in accordance with approved master plan. This park contains environmentally sensitive natural and cultural resources and park uses are subject to deed covenants; therefore any intrusion of non-recreational development should be restricted and impacts of off-site development mitigated. The park should not be allowed to be used to fulfill private development requirements. |
| Cub Run Stream Valley<br>Elklick Run | Determine appropriate methods to preserve the major wildlife habitat located along both sides of Pleasant Valley Road (tax map 53-1((1))1 and 9). This area has been identified by the Ecological Resources Inventory Committee as a top priority for natural resource protection in the County.<br><br>Cub Run Stream Valley contains especially sensitive natural and cultural resources. Intrusion of non-recreational uses should therefore be restricted and impacts of offsite development mitigated. The EQC should be protected through acquisition/dedication and/or donation of land and open space easements on privately owned properties to the Fairfax County Park Authority, in accordance with FCPA Stream Valley Policy.<br><br>Seek conveyance of former Middle Run sewage treatment plant site when the site is no longer needed for public works purposes. |
| Flatlick and Rocky Run Stream Valleys | Protect these EQCs through dedication of land or donation of open space easements to the Fairfax County Park Authority in accordance with FCPA Stream Valley Policy. Intrusion of non-recreational uses should be restricted and offsite impacts should be mitigated. |

# BR3
# FLATLICK COMMUNITY PLANNING SECTOR




**KEY**

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

| FAIRFAX COUNTY | PLANNED TRAIL SYSTEM | FIGURE 29 |
|---|---|---|

# BR4 STRINGFELLOW COMMUNITY PLANNING SECTOR

## CHARACTER

The subdivisions of Brookfield and Greenbriar are substantial communities of single-family detached houses and townhouses, which include neighborhood shopping centers. They are located south of Route 50 and east of Stringfellow Road. Scattered older residential developments are also found in this sector. The pattern of development in this sector is heavily oriented toward Route 50.

A significant portion of this sector is contained within the boundaries of the Fairfax Center Area, which contains a mixture of office, retail and residential development.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the portion of this sector outside the Fairfax Center Area be identified as Suburban Neighborhoods.

## RECOMMENDATIONS

### Land Use

A portion of the Stringfellow Community Planning Sector is included in the Fairfax Center Area. Recommendations for those portions of the sector are included within the Fairfax Center Area Plan. Recommendations for the remainder of the sector are provided in the text that follows.

Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 30 indicates the geographic location of land use recommendations for this sector.

1. The land south of Route 50, east of the Dulles Airport Noise Impact Area, and west of Flatlick Branch, including the Pinewood Meadows and Winding Brook developments, is planned for residential use at 12-16 dwelling units per acre to be compatible with the density of these subdivisions. The area south of Route 50, east of Flatlick Branch, and generally north and east of the Brookfield subdivision is planned for residential use at 8-12 dwelling units per acre.

2. The parcels immediately west of Flatlick Branch and east of Chantilly Road, on the south side of Route 50, are planned for retail use up to .25 FAR under the following conditions:

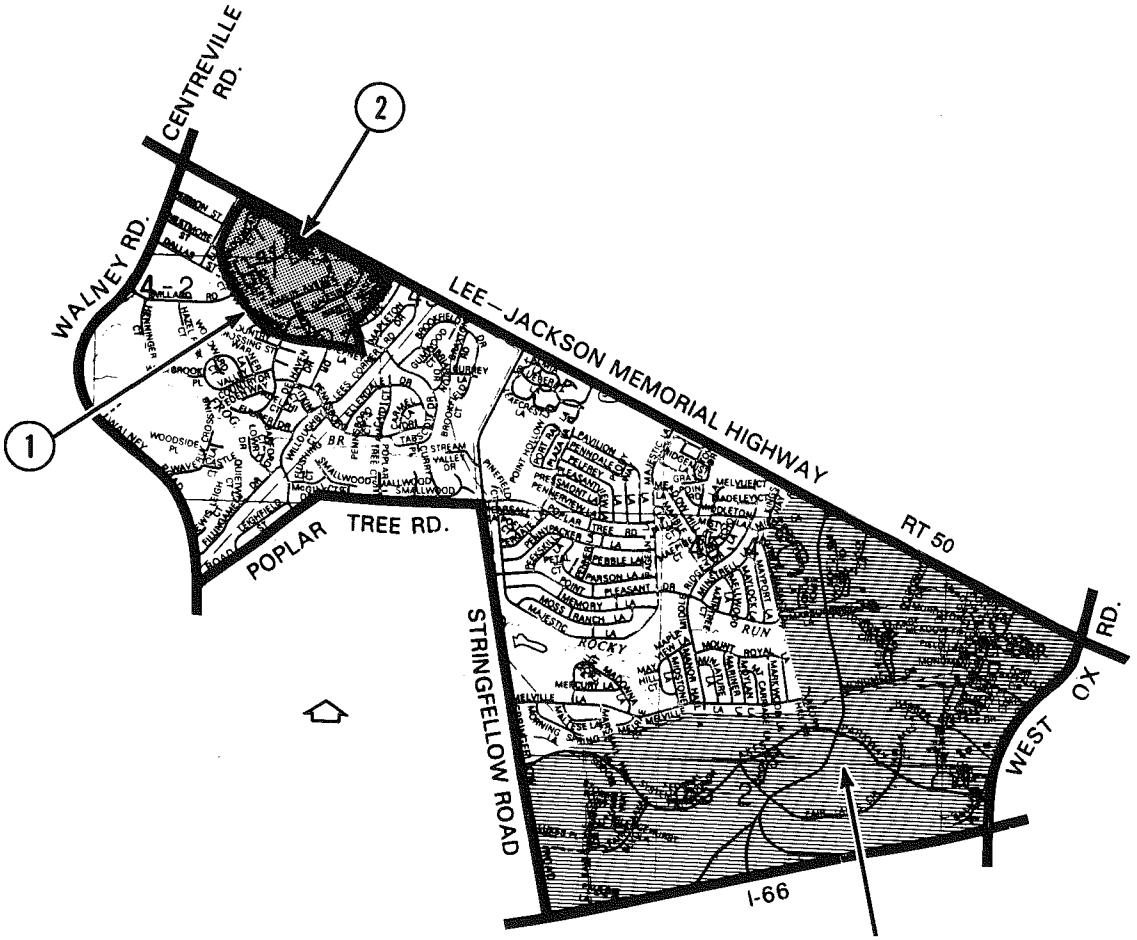
   - The maintenance of the historical integrity of the Mitchell-Weeks house and original outbuildings by preservation or incorporation of the major elements of the historic house into a new structure; and

   - The provision of signing and lighting which is compatible with the historic structure.

### Transportation

Transportation recommendations for this sector are shown on Figures 31 and 32. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

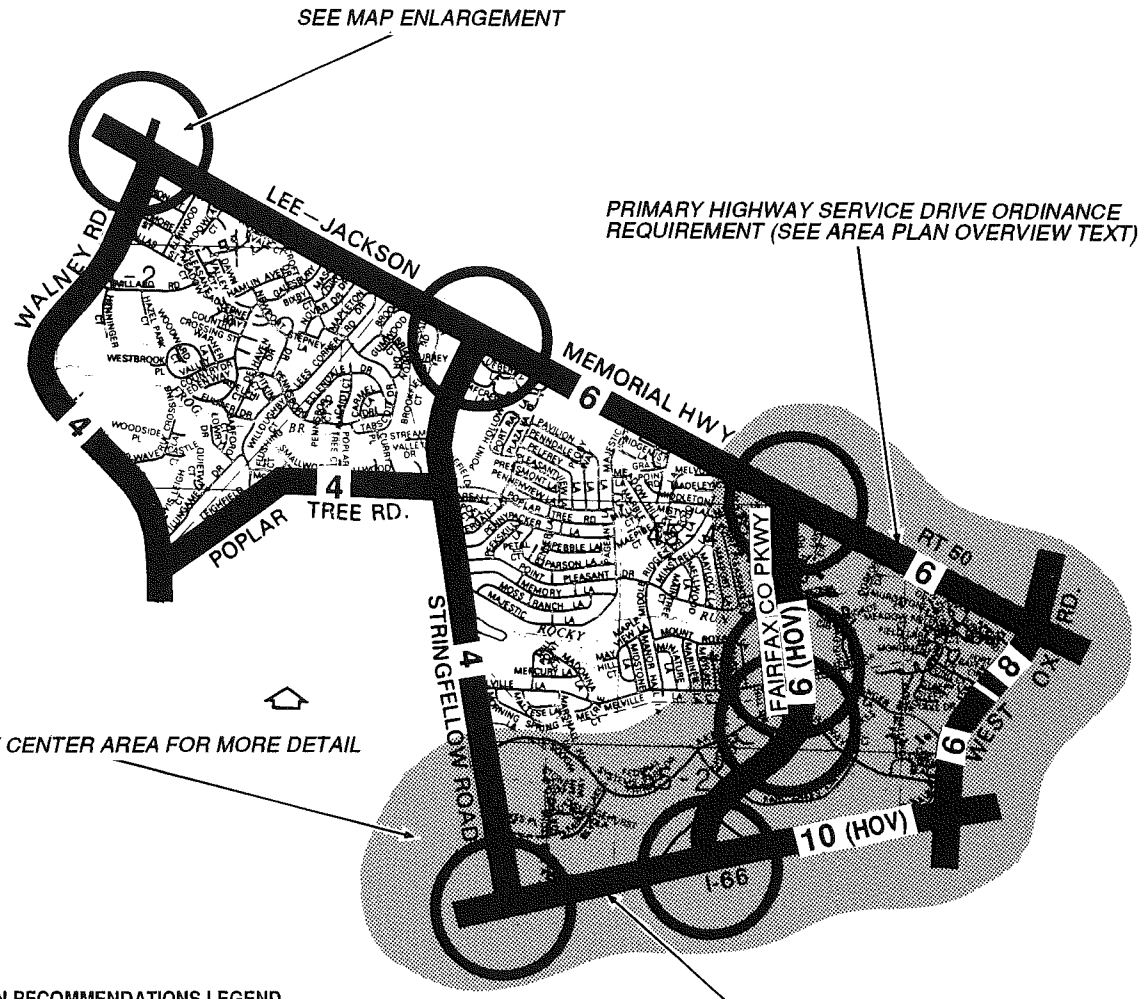
# BR4
# STRINGFELLOW COMMUNITY PLANNING SECTOR




*Fairfax Center Area*
*See the Fairfax Center Area Portion of the Area III Plan for guidance.*

| FAIRFAX COUNTY | LAND USE RECOMMENDATIONS<br>GENERAL LOCATOR MAP | FIGURE<br>30 |
|---|---|---|

# BR4
# STRINGFELLOW COMMUNITY PLANNING SECTOR




**TRANSPORTATION RECOMMENDATIONS LEGEND**

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

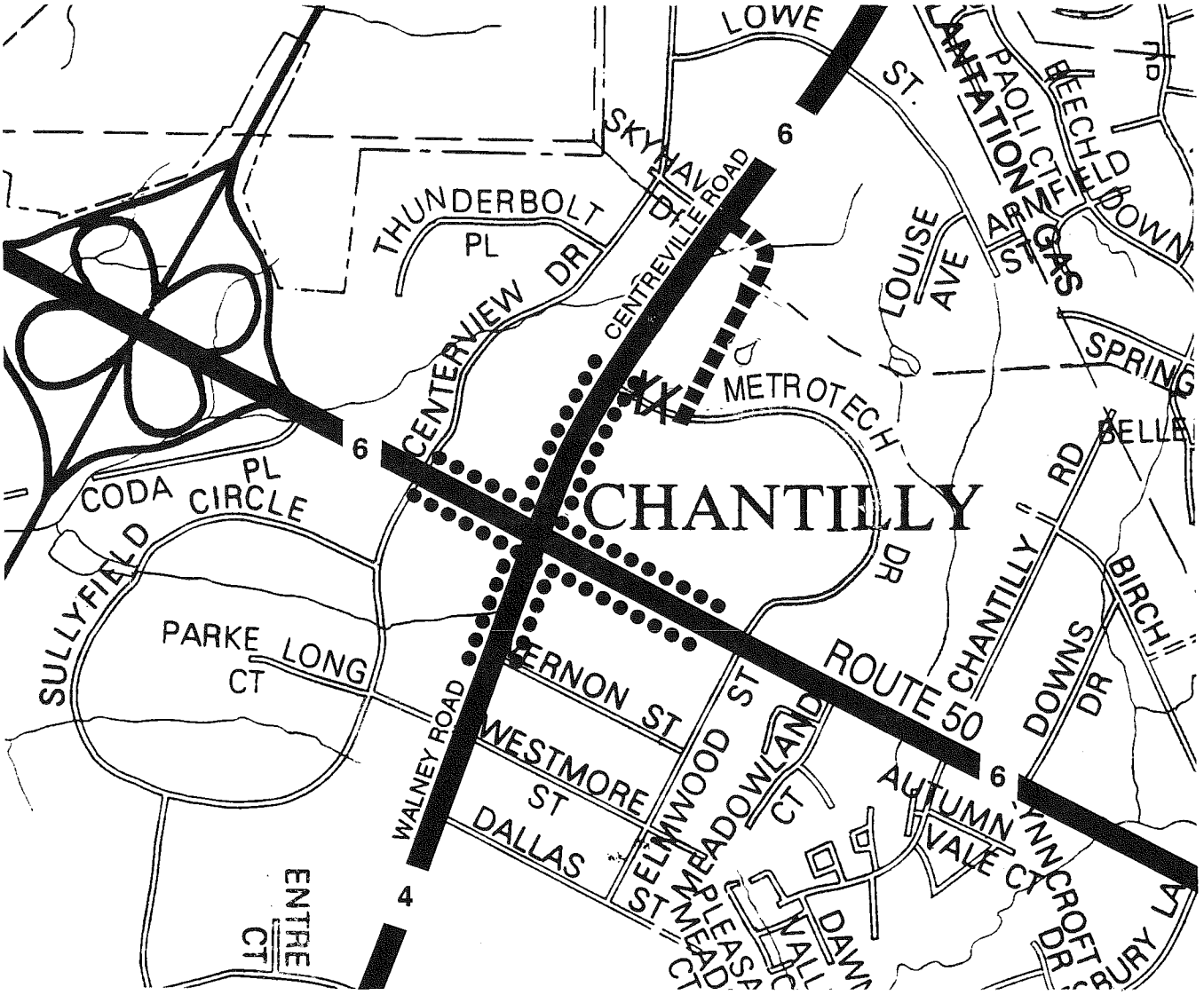
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS | FIGURE 31 |
|---|---|---|




**KEY TO INTERCHANGE ENLARGEMENTS**

*CONCEPTUAL/FINAL PLANS NOT AVAILABLE*

*AREA POTENTIALLY NEEDED FOR LOOP*

*NO RESTRICTED ACCESS*

*FURTHER STUDY REQUIRED TO ESTABLISH PRELIMINARY CONCEPTS AND/OR LIMITS OF RESTRICTED ACCESS*

*RESTRICTED ACCESS AREAS* ••••••••••••••••

**CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.**

**TRANSPORTATION RECOMMENDATIONS LEGEND**

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | INTERCHANGE AND ACCESS RECOMMENDATIONS<br>BR4 STRINGFELLOW COMMUNITY PLANNING SECTOR | FIGURE<br>32 |
|---|---|---|

Heritage Resources

Although major portions of this sector have been disturbed by intensive residential and commercial development, open areas and more dispersed residential neighborhoods exist. These areas have a potential for containing significant heritage resources and development should be preceded by heritage resources surveys and appropriate preservation of significant heritage resources.

Public Facilities

1. Construct a library and library technical center on the County-owned property at Stringfellow Road and Lee-Jackson Memorial Highway in Sector BR4.

2. Construct a regional senior center on the County-owned property at the intersection of Stringfellow Road and Lee-Jackson Memorial Highway in Sector BR4.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 33. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 34 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

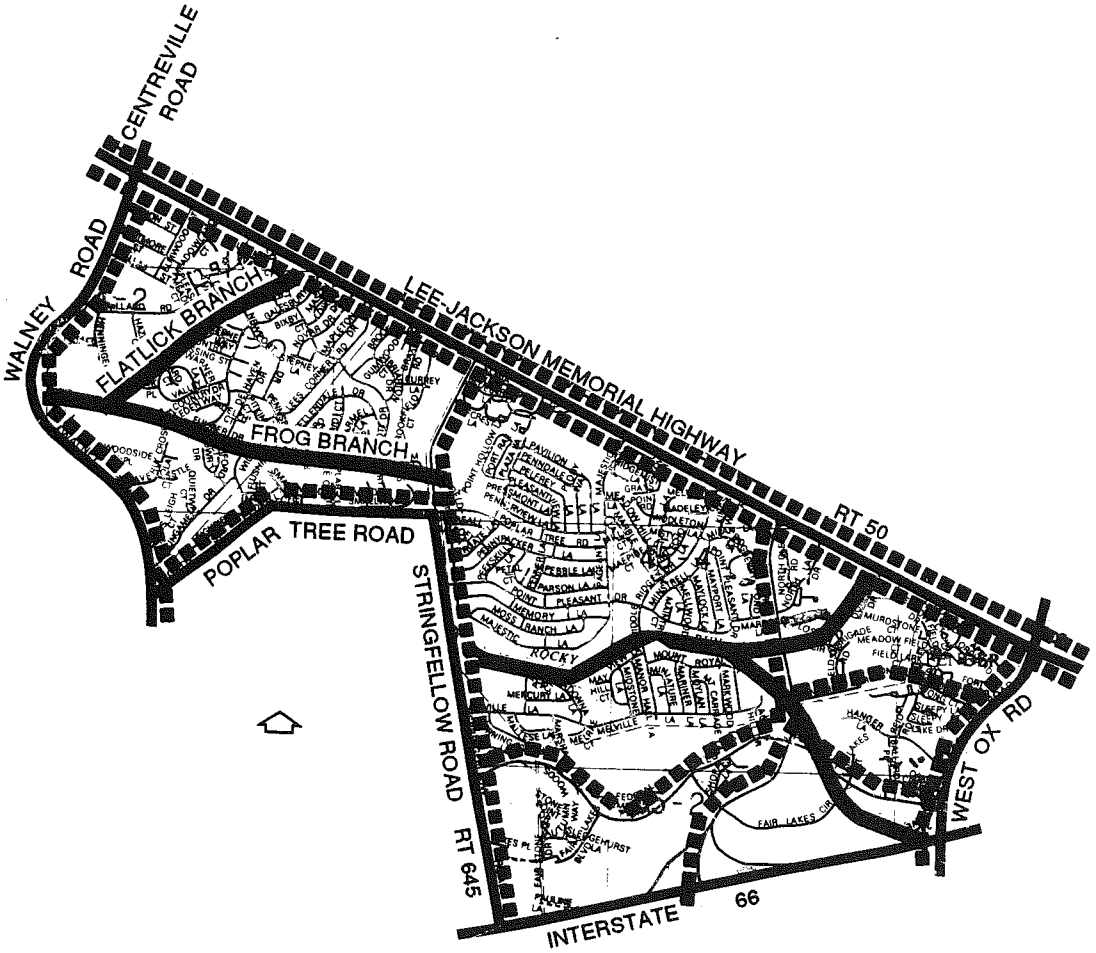
# FIGURE 33

## PARKS AND RECREATION RECOMMENDATIONS

## SECTOR BR4

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Chantilly | Initiate a master planning process and develop in accordance with approved plan. |
| COMMUNITY PARKS: | |
| Greenbriar | |
| DISTRICT PARKS: | |
| | This sector lies within the service areas of Poplar Tree and Fox Mill District Parks.<br><br>Develop athletic fields as an interim use on County-owned land adjacent to Stringfellow Road library site. Evaluate location for possible future recreation center subject to findings of the FCPA Recreation Center Feasibility Study. |
| COUNTYWIDE PARKS: | |
| Flatlick, Frog Branch and Rocky Run Stream Valleys | Protect these EQCs through dedication of land or donation of open space easements to the Fairfax County Park Authority in accordance with FCPA Stream Valley Policy. Complete countywide trail in Rocky Run Stream Valley.<br><br>Update FCPA Stream Valley Policy to incorporate the Little Rocky Run Stream Valley. Resource protection should be achieved through donation of open space easements on privately owned properties and/or land dedication where feasible. |

# BR4
# STRINGFELLOW COMMUNITY PLANNING SECTOR




**KEY**

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

| FAIRFAX COUNTY | PLANNED TRAIL SYSTEM | FIGURE 34 |
|---|---|---|

# BR5 STONE BRIDGE COMMUNITY PLANNING SECTOR

## CHARACTER

The Stone Bridge Community Planning Sector is located in the far western portion of the County and is bounded by Loudoun and Prince William Counties on the west and by Pleasant Valley Road and the Centreville Area on the east. All of the Bull Run watershed and portions of the Cub Run watershed, which are part of the Occoquan Reservoir watershed, are within this sector.

The Environmental Quality Corridors for Bull Run and Cub Run are major environmental features of this sector. Most of the sector is undeveloped and includes forest and farmland. Existing housing is widely scattered and development is at very low densities although several small, long-standing residential communities with large-lot, single-family detached houses may be found. Construction aggregates are produced from stone resources found in the southern part of this sector which are actively quarried.

Both Battles of Manassas took place partially in this sector and numerous known and potentially significant prehistoric and historic heritage resources may be found.

## CONCEPT FOR FUTURE DEVELOPMENT

Consistent with its existing pattern of low intensity development, most of this sector is recommended under the Concept for Future Development as a Low Density Residential Area. A small portion of this sector, within the limits of the Centreville Area, is recommended as Suburban Neighborhoods. This is consistent with the existing development pattern.

## RECOMMENDATIONS

### Land Use

See the section on the Centreville Area for recommendations for that portion of the Stone Bridge Sector included within the Centreville Area. Recommendations for the remainder of the sector are provided in the text that follows.

Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

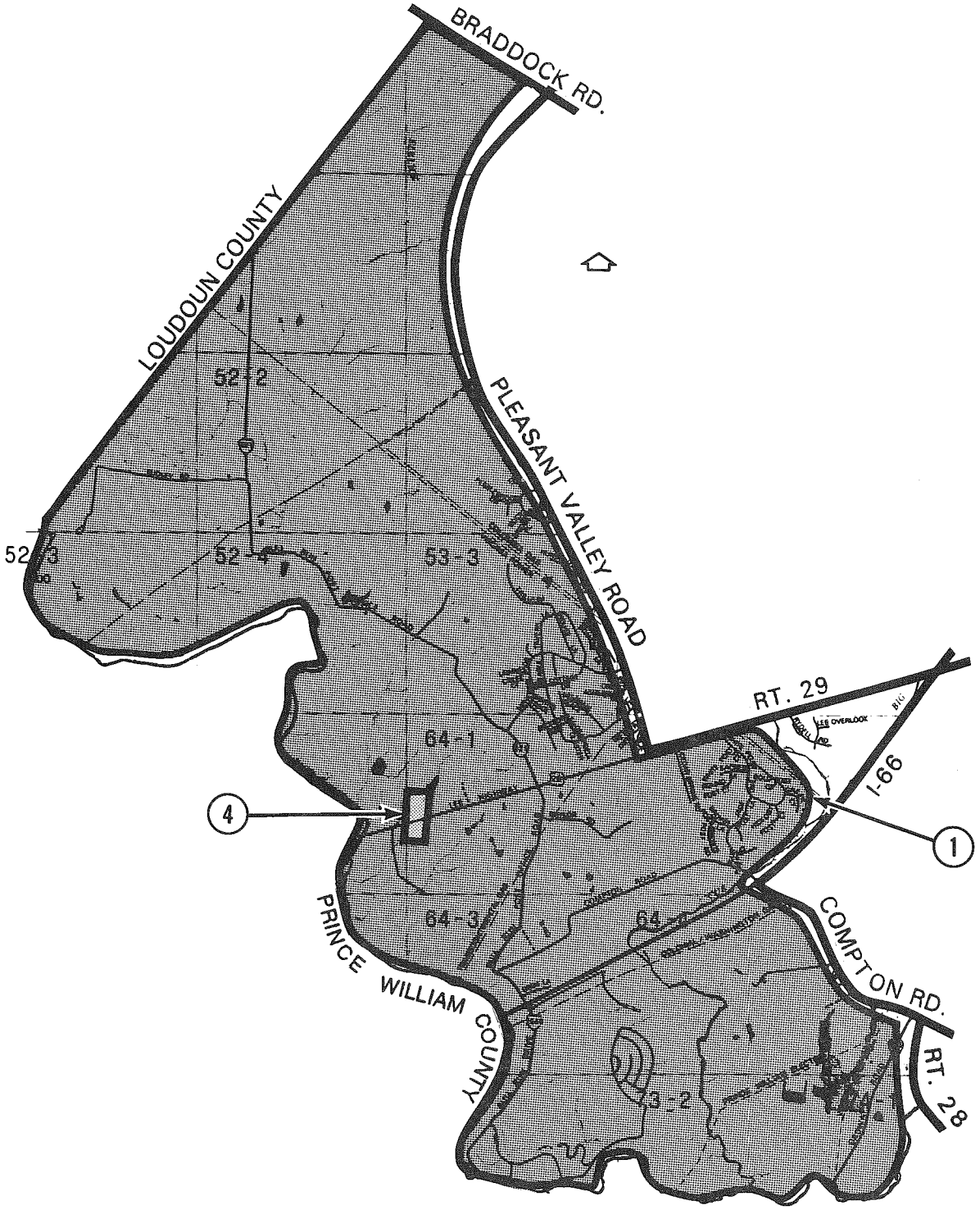
**Occoquan Reservoir Watershed** - The entire BR5 Sector is located within the watershed of the Occoquan Reservoir. (See Figure 3)

Figure 35 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The land on the southwest perimeter of the County, adjacent to Loudoun County and Prince William County, lying generally along Bull Run and the public parkland associated with Bull Run has remained for the most part open and undeveloped and has a rural character. It is planned for residential development at .1-.2 dwelling unit per acre and public parkland. This is in conformance with the findings of the Occoquan Basin Study. The present very low density development which characterizes this area should remain intact to protect its natural wildlife and water quality.

2. Non-residential uses requiring special exception or special permit approval should be rigorously reviewed. In general, these uses, if permitted at all, should only be located at the boundary of Low Density Residential Areas and Suburban Neighborhoods or where their impact on existing residences is minimal. These uses should be granted only if the following conditions are met:

# BR5
# STONE BRIDGE COMMUNITY PLANNING SECTOR




| FAIRFAX COUNTY | LAND USE RECOMMENDATIONS<br>GENERAL LOCATOR MAP | FIGURE<br>35 |
|---|---|---|

- Access for the use is oriented to an arterial roadway;
- The use is of a size and scale that will not adversely impact the character of the area in which it is located; and
- The use is designed to mitigate impacts on the water quality of the Occoquan Reservoir. [Not shown]

3. Agricultural and forestal uses are alternatives to residential uses in Low Density Residential Areas. Such uses, depending upon the techniques used, can have positive impacts on water quality. Careful attention should be paid to ensure that agricultural and forestal techniques are supportive of water quality goals for the Occoquan Reservoir watershed. [Not shown]

4. The Luck Stone Quarry site at Lee Highway (Route 29) immediately west of Bull Run Post Office Road contains both quarrying operations and industrial uses. To mitigate visual and noise impacts these uses should provide for extensive screening and buffering and noise mitigation measures to the adjacent land planned for low density residential use. Because the quarrying operations provide a needed resource to the County, it may be appropriate to consider a portion of Parcel 64-1((1))33 for inclusion in a natural resources protection overlay district to allow for expansion of the quarry. Such an expansion should be limited to approximately 35 acres of this parcel and limited to quarrying uses only; industrial uses on this site are not appropriate. If this parcel is proposed for quarrying use, extensive screening and buffering and noise mitigation measures should be provided to protect all adjacent land planned for low density residential uses and to protect the rural and historic character of the area, to include the protection of the Bull Run Stone Bridge and the Manassas National Battlefield Park which are located in close proximity to this area. When quarrying operations cease, this site should be restored and the area should be replanned for public or private open space.

Transportation

Transportation recommendations for this sector are shown on Figures 36 and 37. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Public Facilities

1. Provide the necessary expansions and improvements to the Upper Occoquan Sewage Treatment Plant in Sector BR5 to meet current and future needs.

2. Provide two substations for Northern Virginia Electric Cooperative in Sector BR5.

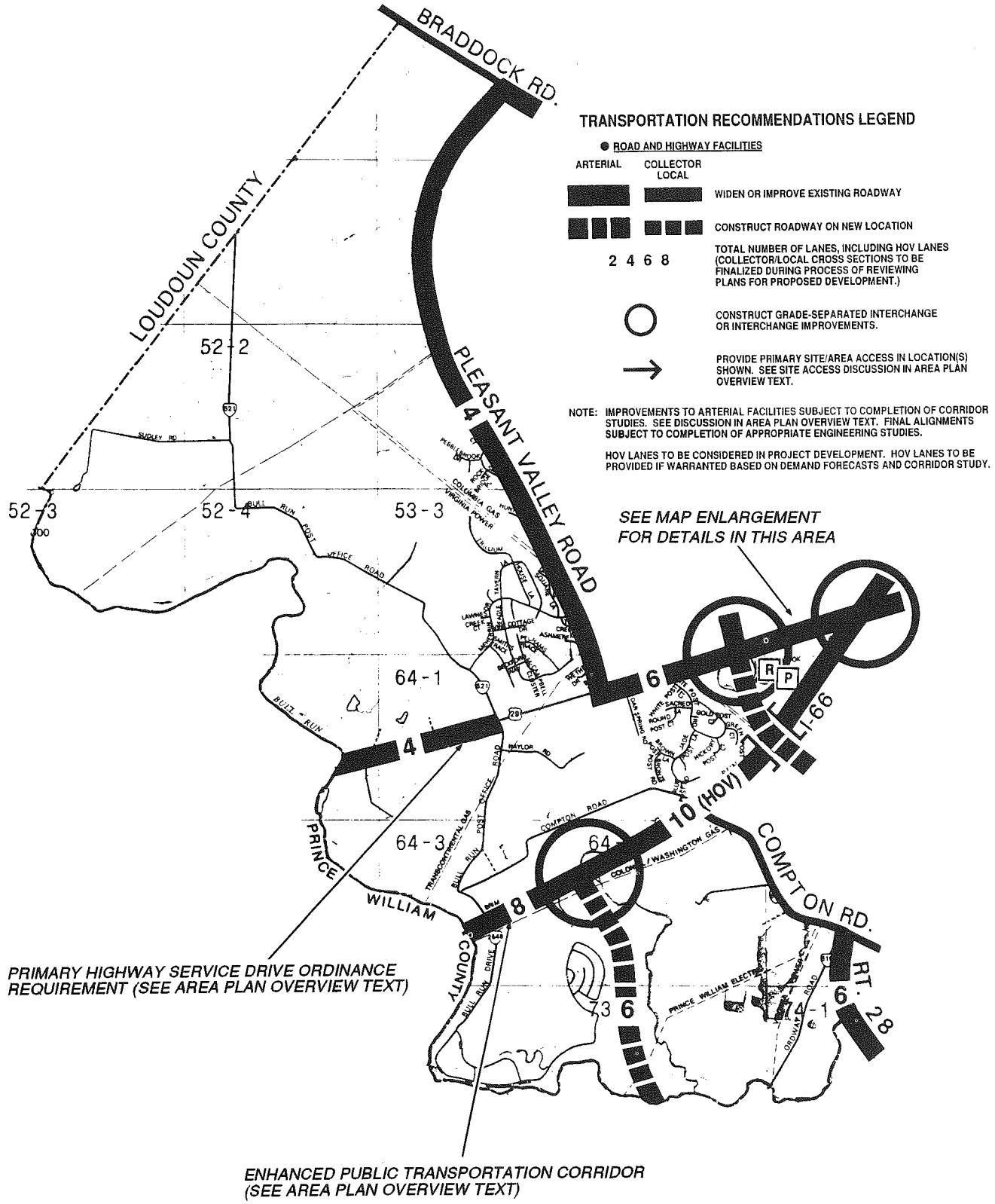
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 38. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

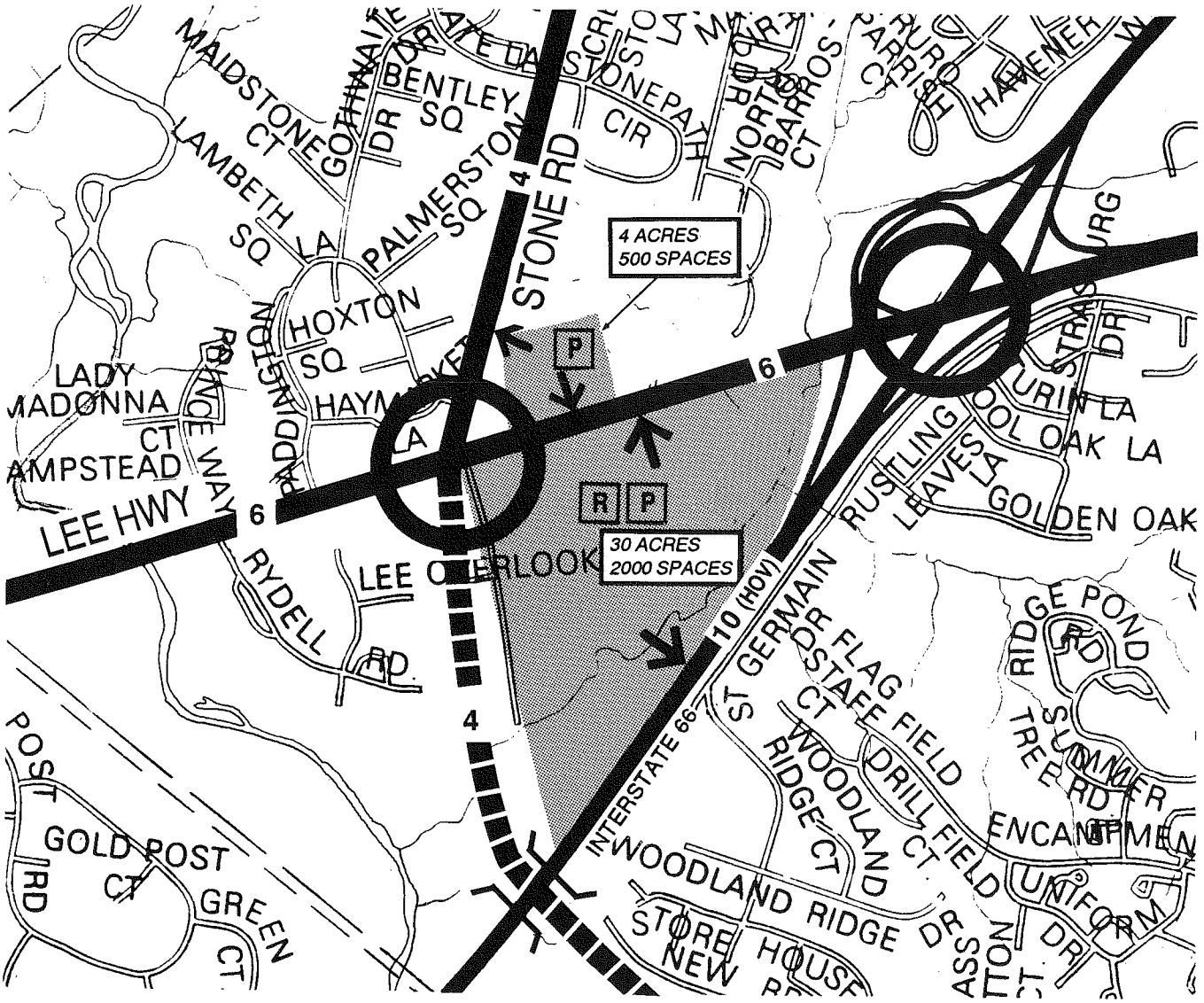
Trails

Trails planned for this sector are delineated on Figure 39 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# BR5
# STONE BRIDGE COMMUNITY PLANNING SECTOR




| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS | FIGURE 36 |
|---|---|---|




NOTE: ACCESS FROM THE COMMUTER PARKING FACILITY ON THE NORTH SIDE OF ROUTE 29 SHOULD BE ORIENTED AWAY FROM THE INTERCHANGE OF STONE ROAD AND ROUTE 29

TRANSPORTATION RECOMMENDATIONS LEGEND

- PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)
  - T TRANSIT TRANSFER CENTER (NO PARKING)
  - R RAIL STATION
  - P COMMUTER PARKING LOT
  - C COMMUTER RAIL STATION
  - M METRO STATION

| FAIRFAX COUNTY | TRANSIT FACILITY RECOMMENDATIONS<br>BR5, BR6 COMMUNITY PLANNING SECTORS | FIGURE<br>37 |
|---|---|---|

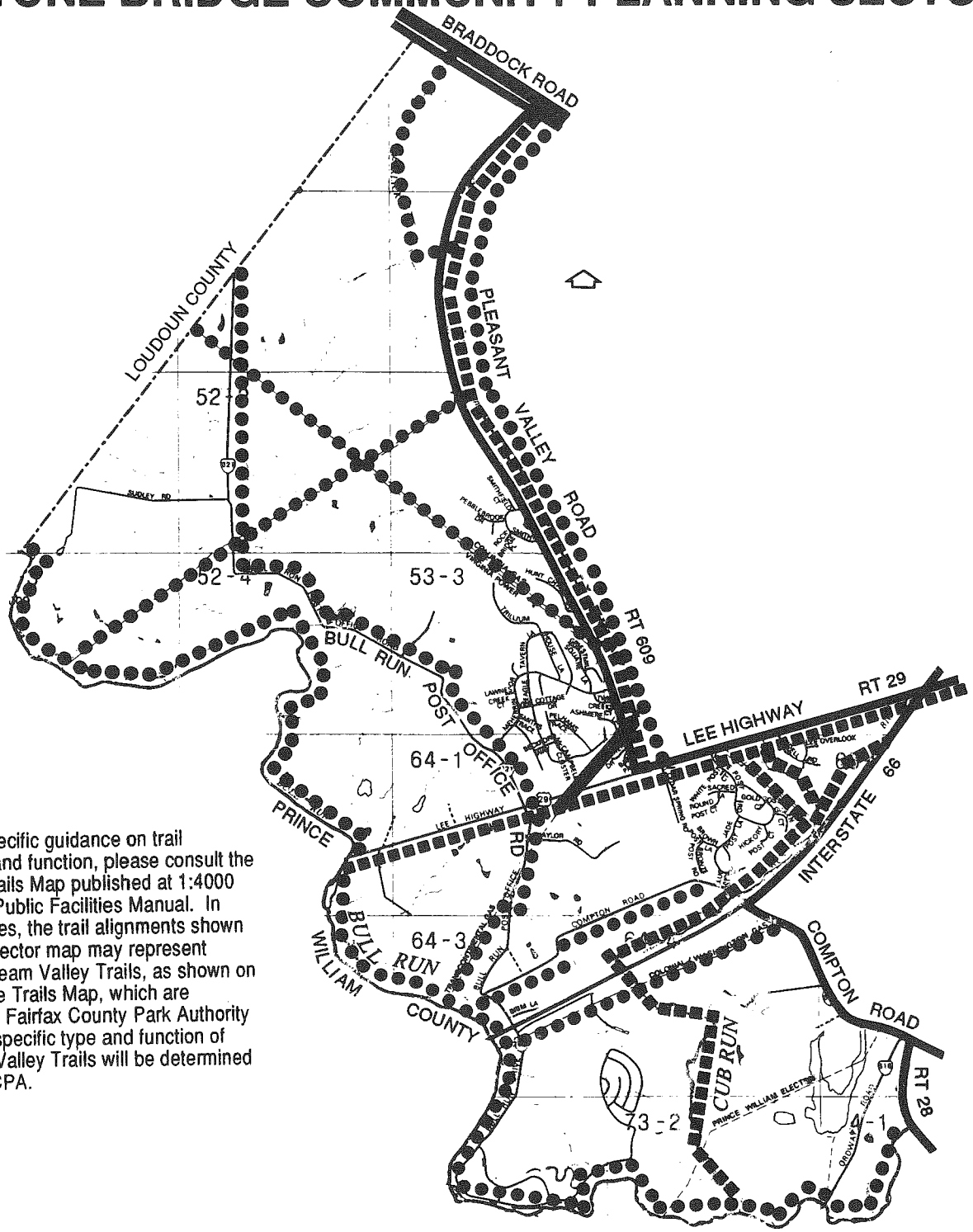
# FIGURE 38

## PARKS AND RECREATION RECOMMENDATIONS

## SECTOR BR5

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| | Neighborhood Park facilities are not recommended in Low Density Residential Areas. |
| DISTRICT PARKS: | |
| | This sector currently lies outside the service area of a District Park. However, active recreation facilities are available within a five mile radius at Braddock and Ellanor C. Lawrence Countywide Parks and at the Northern Virginia Regional Park Authority's Bull Run Marina outside the Town of Clifton. |
| COUNTYWIDE PARKS: | |
| Cub Run Stream Valley<br>Elklick Run | See recommendations for preservation of identified wildlife habitat along Pleasant Valley Road in Sector BR3. |
| | Protect remainder of Cub Run Stream Valley through land dedication or donation of open space easements to FCPA in accordance with Stream Valley Policy. This stream valley contains especially sensitive natural and cultural resources. Intrusion of non-recreational uses should therefore be restricted. |
| | Convey the publicly-owned parcel located east of Bull Run Post Office Road to the Fairfax County Park Authority. Initiate a master planning process for this site, which was originally dedicated for parkland. Develop consistent with environmental constraints and the approved master plan. |
| Lane's Mill | Protect and stabilize this historic property. |
| REGIONAL: | |
| Bull Run | Complete development in accordance with approved master plan. |

# BR5
# STONE BRIDGE COMMUNITY PLANNING SECTOR




**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

**KEY**

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

| FAIRFAX COUNTY | PLANNED TRAIL SYSTEM | FIGURE 39 |
|---|---|---|

# BR6 CENTREVILLE COMMUNITY PLANNING SECTOR

The major portion of this sector is in the Centreville Area and is described in that section of the Plan. A small portion of the sector is also included in the Fairfax Center Area. The character of this sector changed dramatically during the 1980s. Large-scale residential subdivisions have replaced the pattern of scattered single-house development that existed previously. Highway-oriented commercial uses have also increased to serve the growing population. The freestanding stores and crossroads service stations have been supplemented by community and neighborhood shopping centers offering a wide variety of goods and services. Employment opportunities have been enhanced by office development in the sector.

Some land in this sector is within the Dulles Airport Noise Impact Area. The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. An increase in flight operations can be anticipated with the planned completion of an additional north-south runway and the possible construction of a second east-west runway within the 2010 horizon of this Plan. Despite the introduction of quieter aircraft into airline fleets, continued major noise impacts must be anticipated in this area into the future. Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

Major portions of the First Battle of Manassas were fought along Centreville Road. Some 40,000 Confederate soldiers spent the winter of 1861-2 in the Centreville Area. This activity resulted in the construction of numerous fortifications and trenches. Of particular note are the earthworks built along Union Mill Road. The Centreville Military Railroad was built during this encampment and represents the world's first railroad built specifically for military uses. Parts of the railroad bed remain and sections have been preserved.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development in this sector recommends Suburban Neighborhood designations for those residential neighborhoods outside the Centreville Area. The higher density portion the Centreville Area is identified as a Suburban Center.

## RECOMMENDATIONS

### Land Use

See sections of the Centreville Area and the Fairfax Center Area Plan for recommendations for those portions of the Centreville Community Planning Sector included in those respective areas. Recommendations for the remainder of the sector are provided in the text that follows.

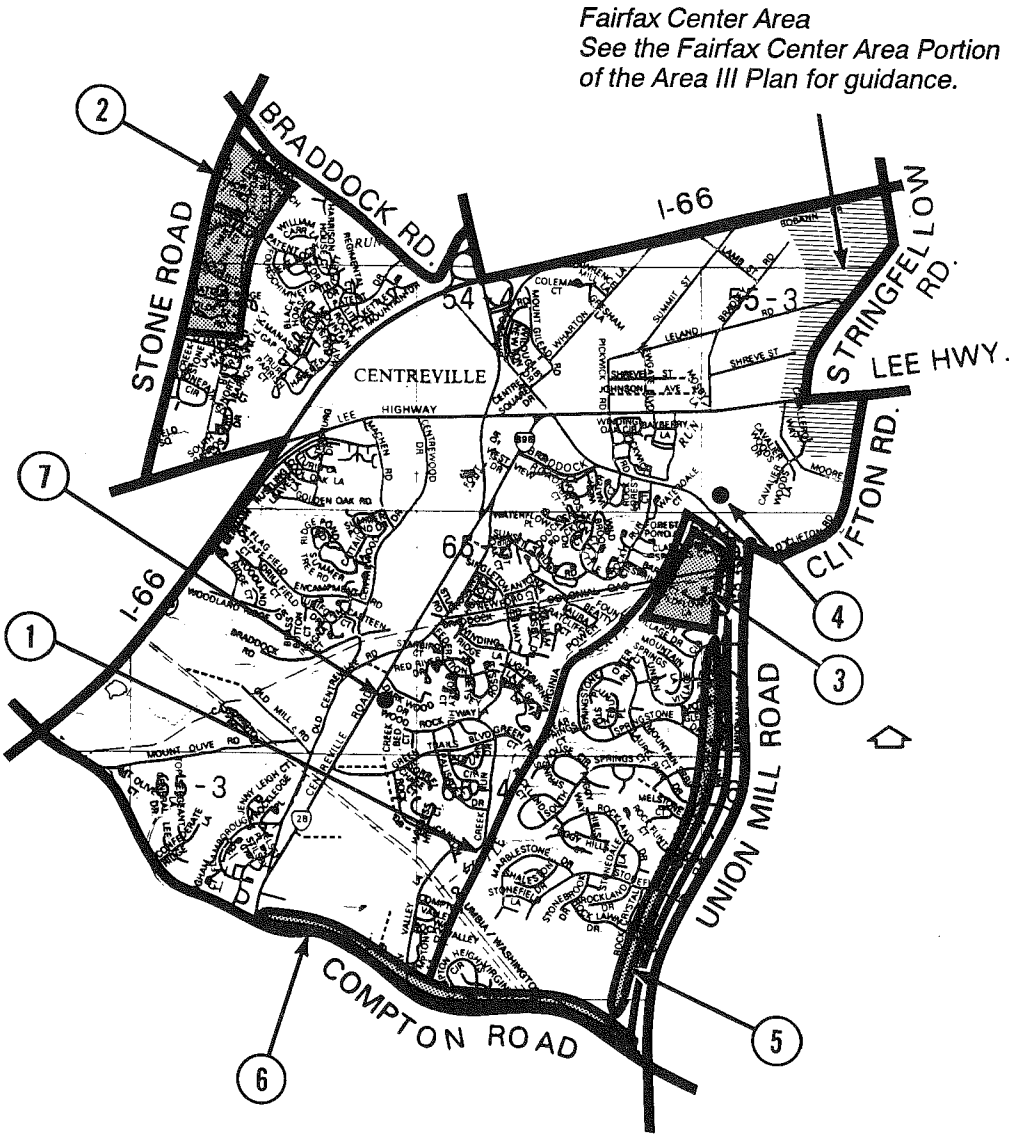
Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 40 indicates the geographic location of land use recommendations for this sector.

1. Land generally located south of the Centreville Area, east of the Little Rocky Run EQC and west of Union Mill Road, is planned for residential use at 2-3 dwelling units per acre. This area serves as a transition in density away from the higher density uses in the Centreville Area. The area south of Stonefield Drive and north of Compton Road provides a similar transition and is planned for 1-2 dwelling units per acre.

# BR6
# CENTREVILLE COMMUNITY PLANNING SECTOR




| FAIRFAX COUNTY | LAND USE RECOMMENDATIONS<br>GENERAL LOCATOR MAP | FIGURE<br>40 |
|---|---|---|

2. Land west of the Big Rocky Run Stream Valley, north of London Towne/Center Heights, is planned for residential use at 2-3 dwelling units per acre, to be compatible with existing residential development in the vicinity.

3. Land shown on the Plan map for 2-3 dwelling units per acre south of Braddock Road between the Little Rocky Run Stream Valley and Twin Lakes Park should be developed in a manner which provides a substantial transitional area to lower densities planned to the east. An overall density up to 4 dwelling units per acre may be appropriate if all parcels are consolidated or suitably integrated for development and if open space and lower residential densities are arranged, as part of the development, to provide transitions and environmental quality corridor areas.

4. A neighborhood-serving shopping center, up to a maximum of .20 FAR, is planned for the area between the Little Rocky Run Stream Valley, Route 29, Braddock Road and Union Mill Road. Other commercial uses which are likely to be attracted to the area, such as auto-oriented uses like gas stations and fast food restaurants, should not have access to or from Union Mill Road. Access should be provided only from within the shopping center site itself. Careful consideration should be given to the design and screening features associated with these uses, so that the uses enhance rather than detract from the main shopping center and the surrounding community. Transitional screening and landscaping should exceed minimum ordinance requirements in order to protect the residential character of the surrounding uses.

5. To serve as a density transition between the Little Rocky Run subdivision and the lower residential density planned in the Johnny Moore Creek watershed, the area in a 600-foot strip along the west side of Union Mill Road between Compton Road and the southern arm of the area shown for private open space on the east side of Union Mill Road near Centreville High School, as shown on the Plan map, is planned for residential development at .5-1 dwelling unit per acre. Within this 600-foot strip, reverse frontage and a 100-foot undisturbed open space buffer between the limits of clearing and the right-of-way of Union Mill Road Improved should be maintained.

6. Along the north side of Compton Road, between Route 28 on the west and Union Mill Road on the east, single-family detached residential use at 1-2 dwelling units per acre is planned for a depth of 600 feet. A 200-foot undisturbed open space buffer and reverse frontage development should be established on the north side of Compton Road between Union Mill Road and Route 28. This will provide a transition between planned densities in the Centreville Area and the Low Density Residential Area to the south of Compton Road.

7. Scattered vacant tracts remain south of Darkwood Drive. This area is planned for residential use at 2-3 dwelling units per acre. Residential use at the upper end of the range (3 dwelling units per acre) may be appropriate if the following conditions are met:

   - Parcel consolidation is accomplished. This consolidation should include Parcels 65-1((1))12, 13, 39, 40, 41, 42, 43 and 44 and 65-2((1))20, 21 and 22.

   - Principal site access is provided through Green Trails Boulevard. (See Figure 42.)

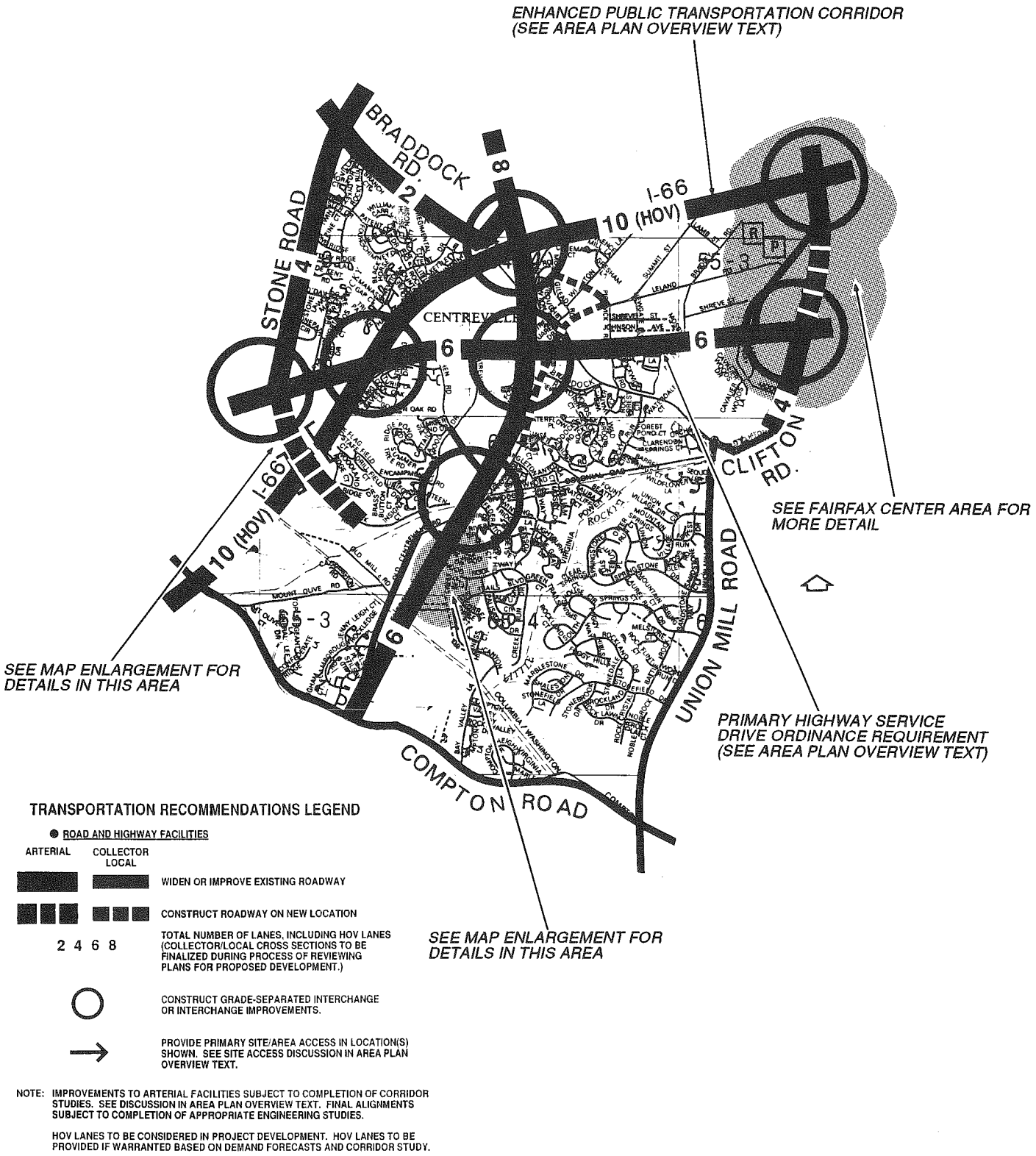
   - Appropriate improvements are made to the Route 28/Darkwood Drive intersection. (See Figure 42.)

   - Adequate screening to Route 28 and to the Green Trails subdivision is provided.

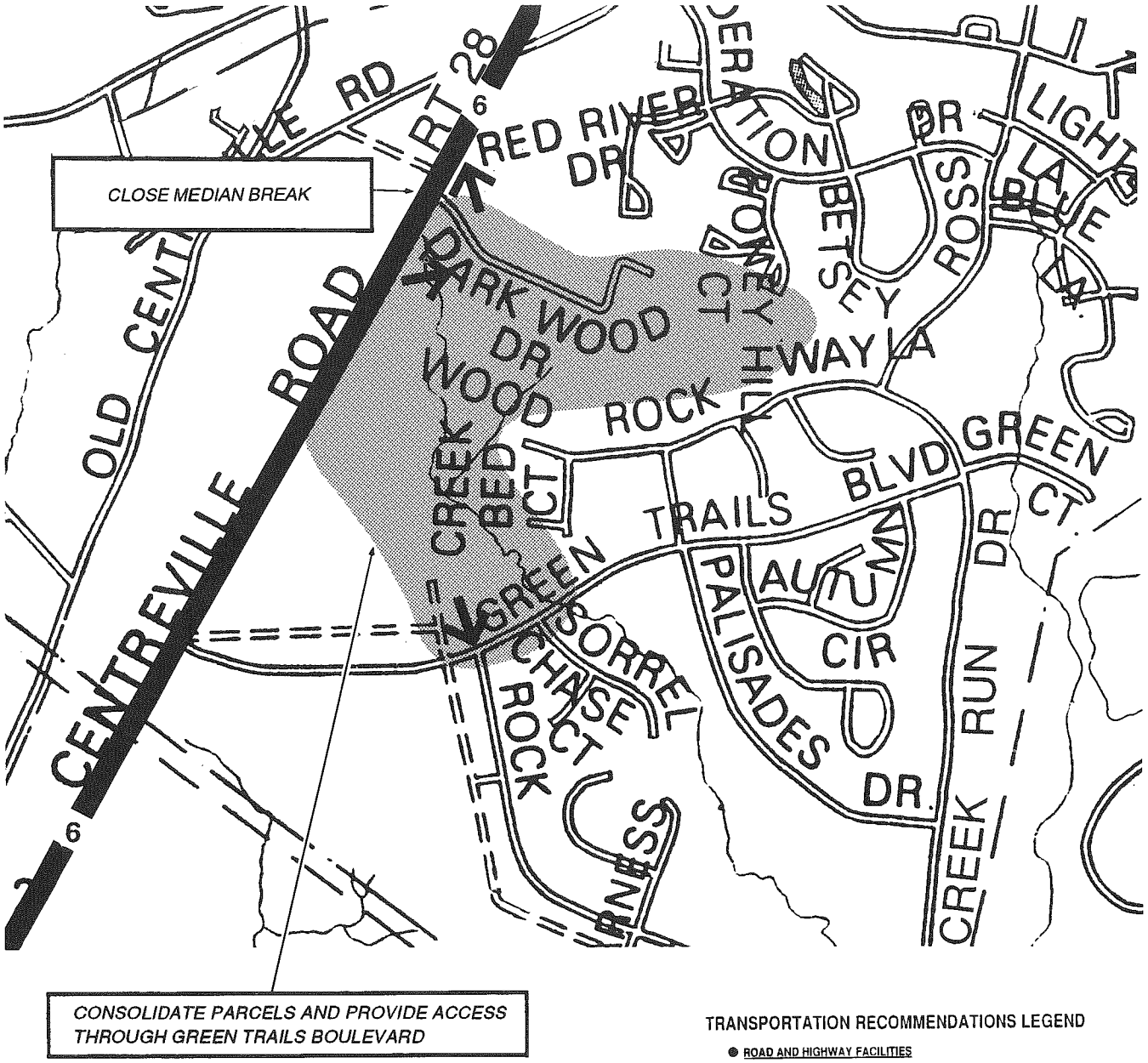
Transportation

Transportation recommendations for this sector are shown on Figures 41, 42 and 43. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

# BR6
# CENTREVILLE COMMUNITY PLANNING SECTOR




| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS | FIGURE 41 |
|---|---|---|




TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

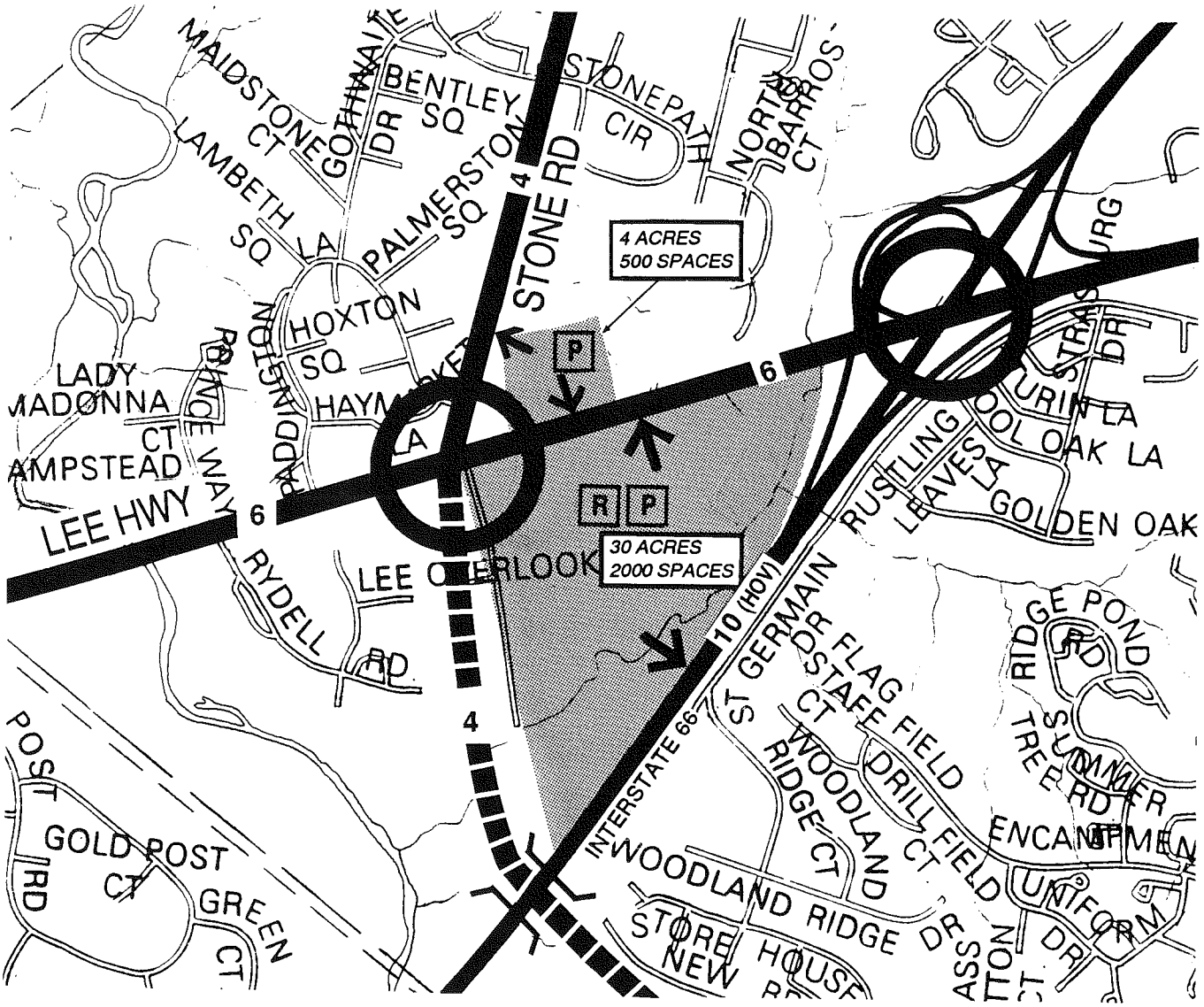
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | ACCESS RECOMMENDATIONS<br>BR6 CENTREVILLE COMMUNITY PLANNING SECTOR | FIGURE<br>42 |
|---|---|---|




NOTE: ACCESS FROM THE COMMUTER PARKING FACILITY ON THE NORTH SIDE OF ROUTE 29 SHOULD BE ORIENTED AWAY FROM THE INTERCHANGE OF STONE ROAD AND ROUTE 29

TRANSPORTATION RECOMMENDATIONS LEGEND

- ● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)
- [T] TRANSIT TRANSFER CENTER (NO PARKING)
- [R] RAIL STATION
- [P] COMMUTER PARKING LOT
- [C] COMMUTER RAIL STATION
- [M] METRO STATION

| FAIRFAX COUNTY | TRANSIT FACILITY RECOMMENDATIONS<br>BR5, BR6 COMMUNITY PLANNING SECTORS | FIGURE<br>43 |
|---|---|---|

Heritage Resources

1. To establish a balance between development and preservation, the visible heritage resources features should be incorporated as design elements in development plans, and Civil War camps containing intact features should be preserved or recovered.

2. The regulations of the Centreville Historic District (Appendix 1, A1-200 of the Zoning Ordinance) specify a mixture of residential and commercial development. Residential development should not exceed 5-8 dwelling units per acre; commercial development should not exceed a total of .25 FAR, and can be both local-serving and tourist-oriented. The preservation of existing land contours and tree cover is essential. Buildings should be of a bulk and scale so as not to overwhelm the scale of the historic structures, and no building should be more than 35 feet in height. On-street parking should be discouraged. All development within the historic district should be reviewed by the Architectural Review Board.

3. The Centreville Historic District should be studied for possible expansion of its boundaries.

Public Facilities

1. Provide one substation for Northern Virginia Electric Cooperative in Sector BR6 to maintain reliable electric service.

2. Construct an elementary school on the site at the intersection of Centreville Road and Green Trails Boulevard in Sector BR6.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 44. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 45 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

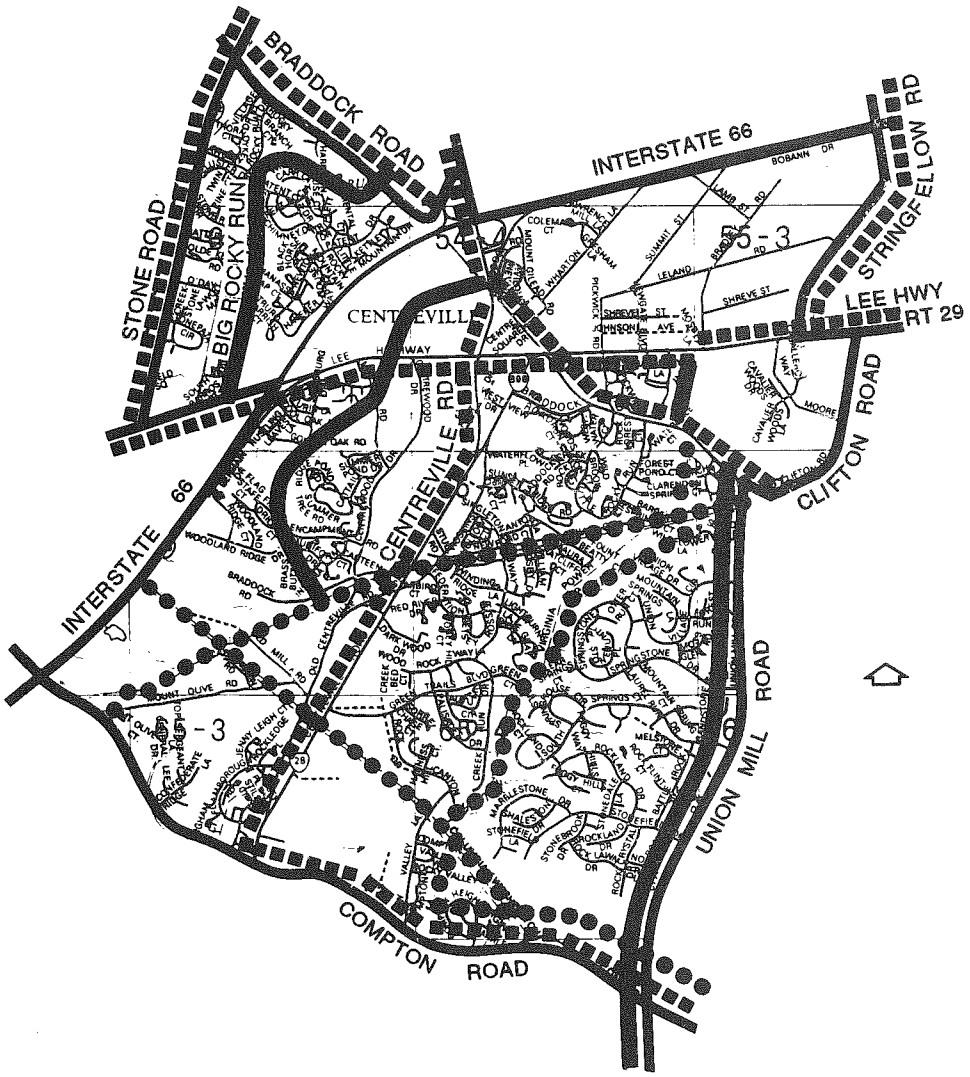
# FIGURE 44

## PARKS AND RECREATION RECOMMENDATIONS

## SECTOR BR6

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| | Neighborhood Park facilities should be provided in conjunction with new residential development. |
| | Plan and develop urban parks in conjunction with commercial development in the Centreville Area. |
| COMMUNITY PARKS: | |
| Centre Ridge | Four park sites have been dedicated within the Centre Ridge planned community. Initiate a master plan process and develop in cooperation with the private developer. |
| Old Centreville Road | Investigate potential for expansion to provide additional active recreation facilities. |
| Green Trails | Investigate potential for expansion to provide additional active recreation facilities. |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Poplar Tree Park. |
| | Identify an additional park site within the Centreville Area suitable for development of active recreation facilities. Evaluate potential use as a site for a possible future recreation center, subject to findings of the FCPA Recreation Center Feasibility Study. |
| COUNTYWIDE PARKS: | |
| Rocky Run Stream Valley | Ensure protection of the EQC and public access to the Stream Valley Park through land dedication and/or donation of open space easements to the Fairfax County Park Authority. |
| | Update FCPA Stream Valley Policy to include Little Rocky Run Stream Valley. Resource protection should be achieved through donation of open space easements on privately owned property and/or land dedication where feasible. |

# BR6
# CENTREVILLE COMMUNITY PLANNING SECTOR




**KEY**

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

| FAIRFAX COUNTY | PLANNED TRAIL SYSTEM | FIGURE 45 |
|---|---|---|

# BR7 BRADDOCK COMMUNITY PLANNING SECTOR

This sector is divided into two principal areas. Approximately half of this sector is included in the Fairfax Center Area. It includes the area generally north of Route 29 and 1,000 feet south of Route 29 from Clifton Road to Shirley Gate Road. The balance of this sector is generally developed as single-family detached houses. Included in this sector is the northern portion of the Lincoln-Lewis-Vannoy Conservation Area. The Little Rocky Run floodplain and adjacent upland have produced potentially significant prehistoric structures. The two known landmarks are old log structures.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a Conservation Area. It is a community of approximately 215 single-family detached homes located in the Pohick (Sector P1) and Bull Run Planning Districts, two to three miles west of Route 123 on Braddock, Popes Head, and Colchester Roads. When the Conservation Plan for Lincoln-Lewis-Vannoy was developed, the majority of the area housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a neighborhood improvement program and a conservation plan were adopted by the Board of Supervisors in November, 1976. Together, they outlined a program of public facilities improvements and a program for providing low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985, and many homes have been repaired in a continuing rehabilitation process. No further expansion of the sewer system for this area is planned or approved.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies both Suburban Neighborhood and Low Density Residential Areas for this sector. This is consistent with the existing residential character and long-standing County policy regarding planning and development in this area.

## RECOMMENDATIONS

Land Use

Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

**Occoquan Reservoir Watershed** - Much of the BR7 Sector is located within the watershed of the Occoquan Reservoir. (See Figure 3)

Figure 46 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

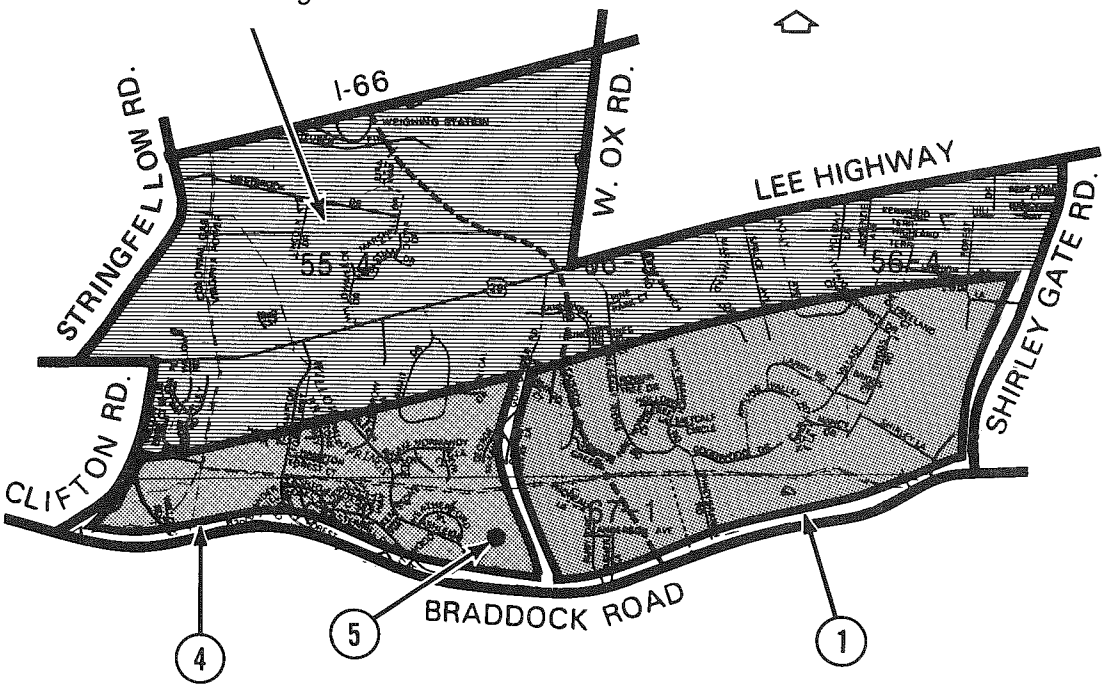
1. The land generally located south of the Route 29 Corridor and north of Braddock Road in the Popes Head Creek watershed, as shown on the Plan map, is planned for residential use at .1-.2 dwelling unit per acre to conform with the findings of the Occoquan Basin Study.

2. Non-residential uses requiring special exception or special permit approval should be rigorously reviewed. In general, these uses, if permitted at all, should only be located at the boundary of Low Density Residential Areas and Suburban Neighborhoods or where their impact on existing residences is minimal. These uses should be granted only if the following conditions are met:

   - Access for the use is oriented to an arterial roadway;

# BR7
# BRADDOCK COMMUNITY PLANNING SECTOR

*Fairfax Center Area*
*See the Fairfax Center Area Portion*
*of the Area III Plan for guidance.*




| FAIRFAX COUNTY | LAND USE RECOMMENDATIONS<br>GENERAL LOCATOR MAP | FIGURE<br>46 |
|---|---|---|

- The use is of a size and scale that will not adversely impact the character of the area in which it is located; and
- The use is designed to mitigate impacts on the water quality of the Occoquan Reservoir. [Not shown]

3. Agricultural and forestal uses are alternatives to residential uses in Low Density Residential Areas. Such uses, depending upon the techniques used, can have positive impacts on water quality. Careful attention should be paid to ensure that agricultural and forestal techniques are supportive of water quality goals for the Occoquan Reservoir watershed. [Not shown]

4. As shown on the Plan map, the land generally located south of the Route 29 corridor and north of Braddock Road in the Little Rocky Run watershed, that is in the approved sewer service area, is planned for residential use at 1-2 dwelling units per acre which is similar to the density of existing residential use in the area.

5. County-owned property (tax map 66-2((1))4, 5A, 8A and 8C) next to the Willow Springs Elementary School should be developed as a Community Park after a portion of the property has been reserved to provide a site necessary to the operation of the Lincoln-Lewis-Vannoy sewer system.

Transportation

Transportation recommendations for this sector are shown on Figure 47. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The open spaces and residential areas of this sector are particularly likely to yield heritage resources, especially from the period of the Civil War. Heritage resource survey work should precede development or redevelopment for the purpose of preservation or recovery of significant heritage resources.

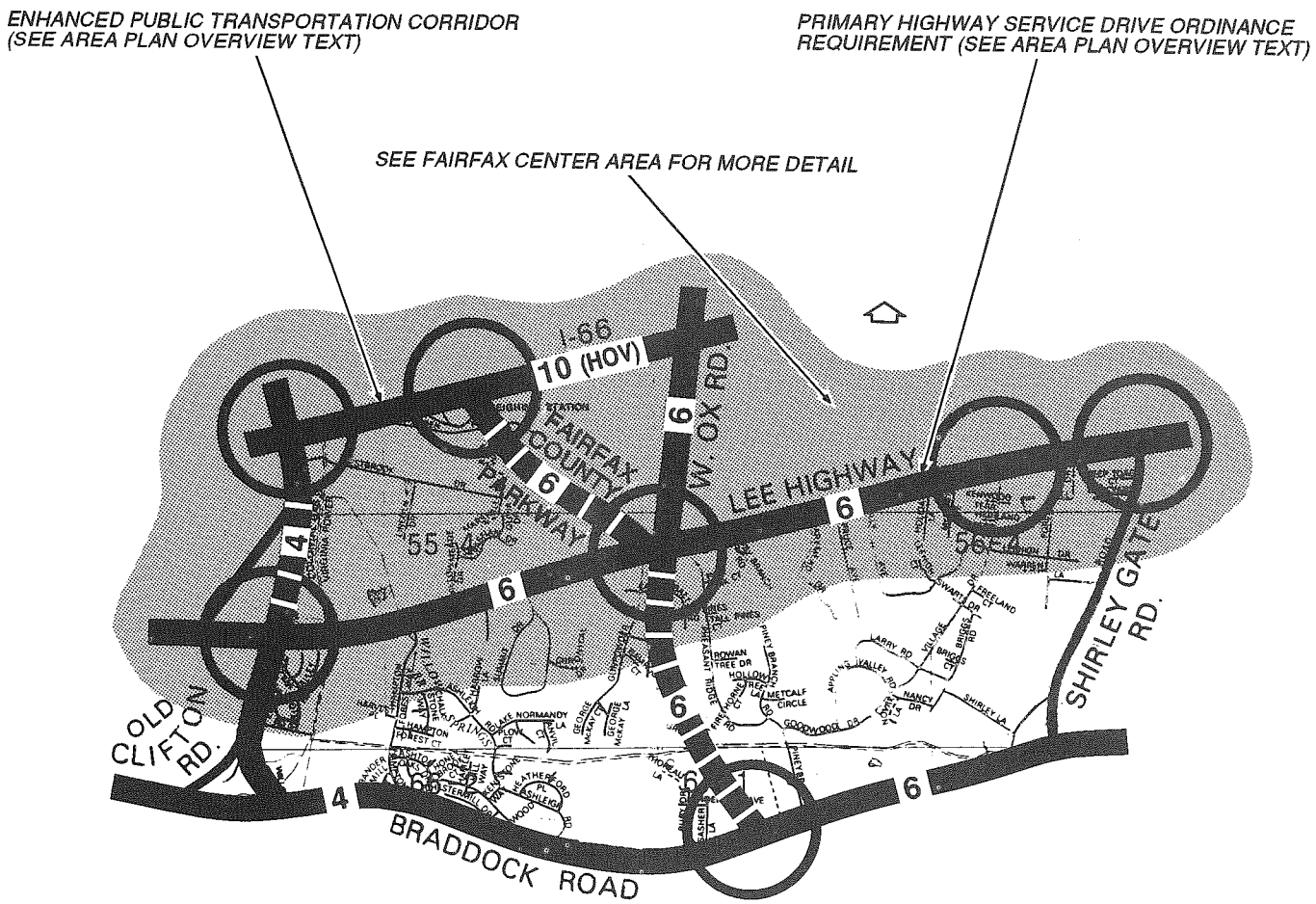
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 48. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 49 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# BR7
# BRADDOCK COMMUNITY PLANNING SECTOR




## TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS | FIGURE 47 |
|---|---|---|

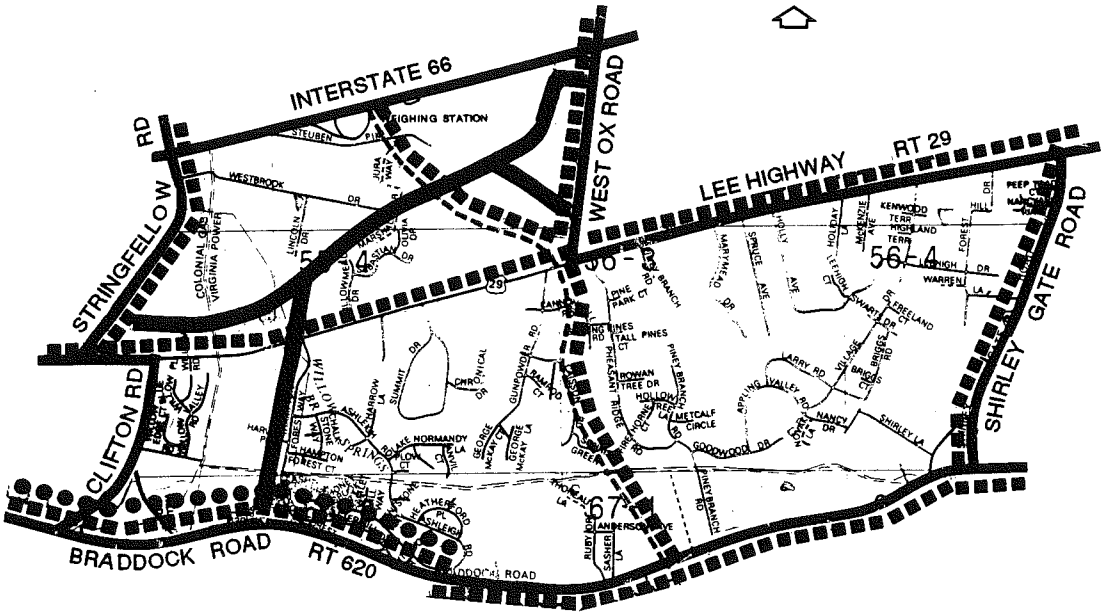
## FIGURE 48

## PARKS AND RECREATION RECOMMENDATIONS

## SECTOR BR7

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Brentwood | Initiate a master planning process and develop in accordance with approved plan. |
| COMMUNITY PARKS: | |
| | Acquire property at Willow Springs Elementary School for development of a Community Park. |
| COUNTYWIDE PARKS: | |
| Piney Branch Stream Valley | Ensure protection of the EQC and provide public access to the stream valley park through land dedication or donation of open space easements to the Fairfax County Park Authority in accordance with County Stream Valley Policy. |

# BR7
# BRADDOCK COMMUNITY PLANNING SECTOR




**KEY**

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

| FAIRFAX COUNTY | PLANNED TRAIL SYSTEM | FIGURE 49 |
|---|---|---|