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 1.)

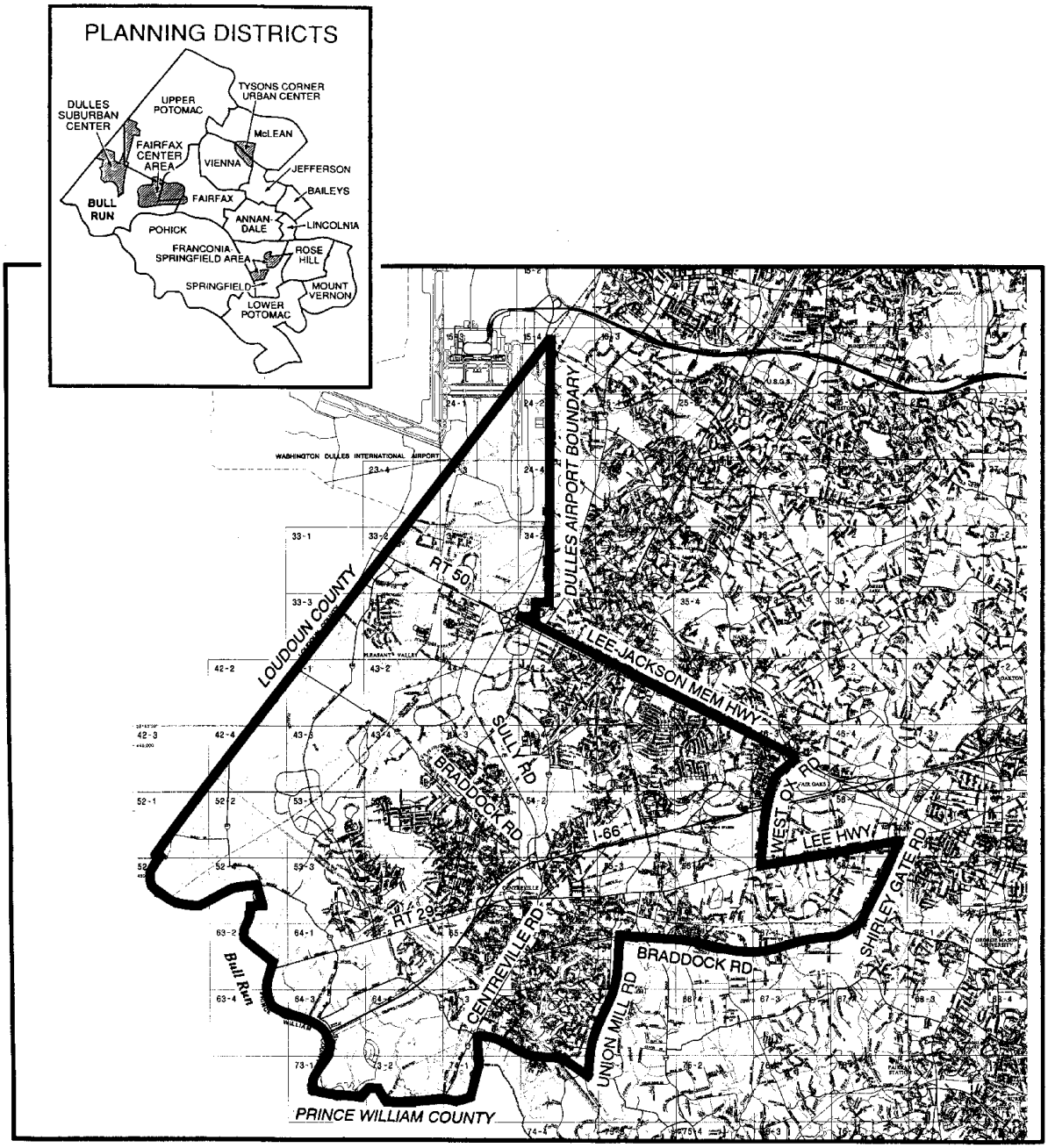
The entire District is located within the Occoquan Reservoir watershed. Protection of water quality has had a significant impact on land use in this area. A major reevaluation of land use in the district occurred as a result of the Occoquan Basin Study in 1982. The reservoir is a major source of drinking 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. The Bull Run Planning District, the Upper Cub Run (BR2), Stone Bridge (BR5), and Braddock (BR7) Sectors have either part or 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. However, the Approved Sewer Service Area includes the Ordway Road Conservation Area (generally located south of Compton Road, west of Centreville Road, north of the Bull Run Regional Park and east of Centreville Road) and the Leehigh Village Conservation Area (generally located along Village Drive between Leehigh Drive and Larry Road) in order to remedy public health hazards caused by failed and imminently failing septic systems.

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.


PLANNING DISTRICTS
DULLES SUBURBAN CENTER
UPPER POTOMAC
TYSONS CORNER URBAN CENTER
McLEAN
FAIRFAX CENTER AREA
VIENNA
JEFFERSON
BAILEYS
BULL RUN
FAIRFAX
ANNAN-DALE
LINCOLNIA
POHICK
FRANCONIA-SPRINGFIELD AREA
ROSE HILL
SPRINGFIELD
MOUNT VERNON
LOWER POTOMAC
WASHINGTON DULLES INTERNATIONAL AIRPORT
DULLES AIRPORT BOUNDARY
LOUDOUN COUNTY
RT 50
LEE-JACKSON MEM HWY
SULLY RD
BRADDOCK RD
I-66
WEST OX RD
LEE HWY
SHIRLEY GATE RD
RT 29
CENTREVILLE RD
UNION MILL RD
Bull Run
PRINCE WILLIAM COUNTY
0
8000 FT
SCALE

Rapid development occurred in the Bull Run Planning District during the 1980s. The ease of access to Dulles Airport provided an incentive for 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.

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 (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 Suburban Center is characterized mainly by office, industrial, 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 Suburban Center. 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 2. Other countywide transportation elements are also depicted.

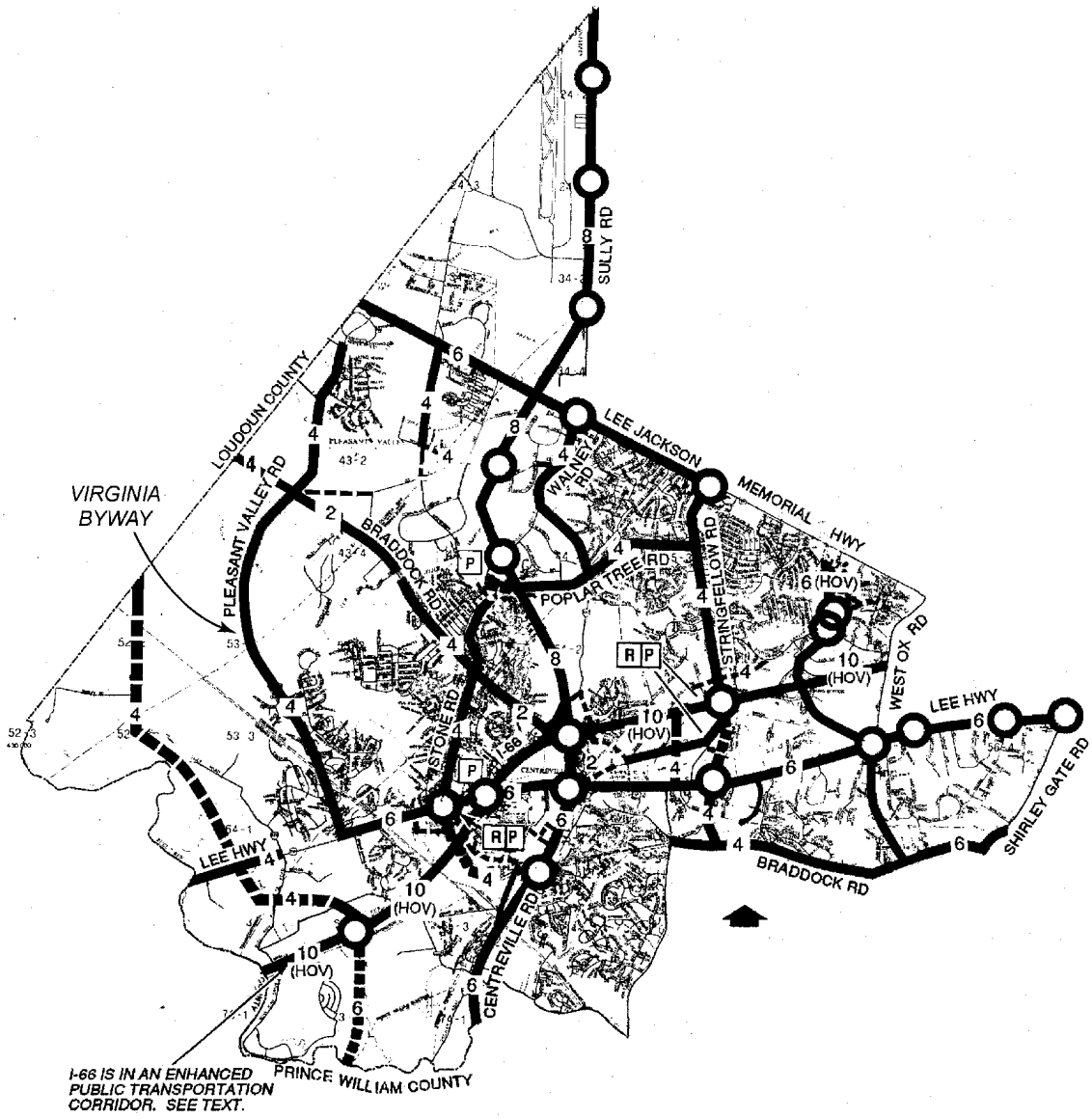
Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues 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. The probable development of the southern portion of Dulles Airport dictates that a north/south corridor be planned. The major southern entrance and north/south corridor should be Willard Road from Route 28. An additional north/south corridor west of Fairfax County that is multi-jurisdictional in nature should be developed for the future.

Housing

A list of existing, under construction, and proposed assisted housing for the Bull Run Planning District is shown in Figure 3. This list includes housing developments which, to the County's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from Federal, State, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

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



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

This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
BULL RUN PLANNING DISRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

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

TRANSPORTATION RECOMMENDATIONS LEGEND **FIGURE 2**

FIGURE 3
BULL RUN PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Forest Glen at Sully Station Phase I, Woodmere Court	BR3	119	Private/Tax Credit/VHDA Financing
Forest Glen at Sully Station Phase II, Woodmere Court	BR3	119	Private/Tax Credit/VHDA Financing
Avalon at Fair Lakes Fair Knoll Drive	BR4	15	Private/ADU Rental Program
Chantilly Crossing Rockland Village Drive	BR4	360	28 Private/ADU Rental Program; 332 Private/Tax Credit/VHDA Financing
Chantilly Mews Meadowland Court	BR4	50	Private/Section 8
Shenandoah Crossing Rt. 50 and Stringfellow Road	BR4	128	Private/FCRHA Bond Financing
Castellani Meadows Centreville Road	BR5	24	Fairfax County Rental
Lee Overlook Apts. Paddington Court	BR5	196	Private/Tax Credit/VHDA Financing
Barros Circle N and S Barros Ct.	BR6	44	Public Housing
Homeownership			
		361*	MIDS, First Time Home Buyers, or Affordable Housing

*Scattered Units

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

- 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;

- Federal Section 8 project based rental subsidy units, which are usually privately owned;

- Units subsidized under Federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- 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; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

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 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. 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. Residential development is not recommended where such development would be inconsistent with Environmental Objective 4 of the Policy Plan.

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:

- 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 1994 is shown on Figure 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning.

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 Register of Historic Places are also shown on Figure 4, 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.

FIGURE 4
INVENTORY OF HISTORIC SITES
BULL RUN PLANNING DISTRICT
(Inventory as of 1994)

Name	Address	Parcel Number	Date
Bull Run Bridge N,V,H	16020 Lee Highway, Centreville	63-2((1))4	c.1820
Cabells Mill	5235 Walney Road, Centreville	54-2((1))2	c.1800+1944
Cabells Miller's House	5235 Walney Road, Centreville	54-2((1))2	c.1800
Carter House*	14015 Braddock Road, Centreville	54-4((1))1A	c.1780
Centreville Methodist Church H	13941 Braddock Road, Centreville	54-4((1))44	1870
Chambliss', Hardee, Law Office	13923 Braddock Road, Centreville	54-4((1))48	c.1875
Civil War Earthworks H	5634 Mt. Gilead Rd., Centreville	54-4((1))9E	1861-1862
Harrison House H	13930 Braddock Road, Centreville	54-4((1))41	c.1840
Havener House H	13940 Braddock Road, Centreville	54-4((1))43	c.1840
Hutchinson House	15201 Lee Jackson Mem. Hwy. Centreville	33-2((1))10A	c.1785
Lane's Mill Ruins	14901 Lee Highway, Centreville	64-2((1))5A	c.1746
Leeton	4619 Centreville Road, Centreville	44-4((1))1B	c.1793
Level Green	6275 Stull Road, Centreville	65-2((1))82	c.1750
Mitchell-Weeks House	13661 Lee Jackson Mem. Hwy. Chantilly	34-4((1))59	c.1789
Mohler House*	13933 Braddock Road, Centreville	54-4((1))46	c.1830
Mount Gilead H	5634 Mt. Gilead Rd., Centreville	54-4((1))9E	c.1750
Mountain View Ruins	6421 Bull Run PO Rd., Centreville	52-2((1))3	c.1755
Newton, Willoughby, Boundary Stones*	14201 Darkwood Dr., Centreville	65-1((1))9A	1739
Orchard Hill	5849 Orchard Hill Ln., Centreville	66-1((8))	c.1740
Saint John's Church H	5631 Wharton Lane, Centreville	54-4((1))25	1851
Sully N,V,H	3601 Sully Road, Centreville	34-2((1))13	1794
Walney	5040 Centreville Rd., Centreville	44-4((1))3	unknown
Winfield Farm	5200 Winfield Road, Fairfax	55-4((1))24B	c.1815 +1938

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

<u>NOTE TO READER</u>: The Fairfax County Inventory of Historic Sites is currently under review by the Department of Planning and Zoning in conjunction with the History Commission resulting in a Countywide update of the Comprehensive Plan.

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 property'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 building 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.

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 5. 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 15.2-2232 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 2232 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 2232 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. Expand the DVS West Ox Maintenance Facility in Sector BR7 to provide collocation of apparatus and chassis maintenance for 'north' County Fire and Rescue Department vehicles and space for maintenance for Park Authority vehicles.

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.

FIGURE 5
BULL RUN PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
BR1						
BR2			Criminal Justice Academy, Police Firearms Range, Police Emergency Vehicle Operations Center (EVOC)	Cub Run RECenter	Upper Cub Run Sewage Treatment Plant (abandoned)	
BR3	Virginia Run, London Towne, Poplar Tree, Deer Park, Cub Run Elem., Rocky Run, Ormond Stone Middle, Westfield High School		Sully District Government Center and Police Station	Northwest Center for Community Mental Health - Chantilly/ Centreville Office	NOVEC Substation	
BR4	Greenbriar East, Greenbriar West, Brookfield Elem., Chantilly High	Chantilly Regional	Chantilly Fire Station Co. 15	A New Beginning/Social Detoxification, Dual Diagnosis Facility	FCWA Storage Yard/Maintenance Facility	
BR5	Bull Run Elem.				Compton Road Sewage Pumping Station (UOSA), Upper Occoquan Sewage Treatment Plant (UOSA), NOVEC Substation	
BR6	Centre Ridge, Centreville, Colin Powell, Union Mill Elem., Mountain View Alt. High	Centreville Regional	Centreville Fire Station Co. 17, West Centreville Fire Station Co. 38	Sully Senior Center	Va. Power Bull Run Substation and NOVEC Substation, Little Rocky Run Sewage Pumping Station (UOSA), Silver Hill Sewage Pumping Station (UOSA)	

FIGURE 5
BULL RUN PLANNING DISTRICT
EXISTING PUBLIC FACILITIES
(CONTINUED)

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
BR7	Willow Springs Elem.		Animal Shelter, DVS West Ox Maintenance Facility, Fire Training, Police Heliport	Girls' and Boys' Probation Homes	I-66 Transfer Station, Recycling Drop-off Facility, Leehigh Village Conservation Area Pumping Stations	Bus Operations at the Former Camp 30 (VA) site

*Federal and State facilities are not subject to the 2232 review process

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

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

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

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

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

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

11. Provide additional finished water transmission facilities between Route 50 and Route 29 along Stringfellow Road.

12. Provide additional finished water transmission facilities between Rugby Road and Stringfellow Road along the Route 50 corridor.

Parks and Recreation

Public parks located within the Bull Run District are listed on Figure 6. 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.

FIGURE 6
BULL RUN PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

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

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.

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-3; 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 7 indicates the geographic location of land units in the Centreville Area and also identifies land units included in the Suburban Center.

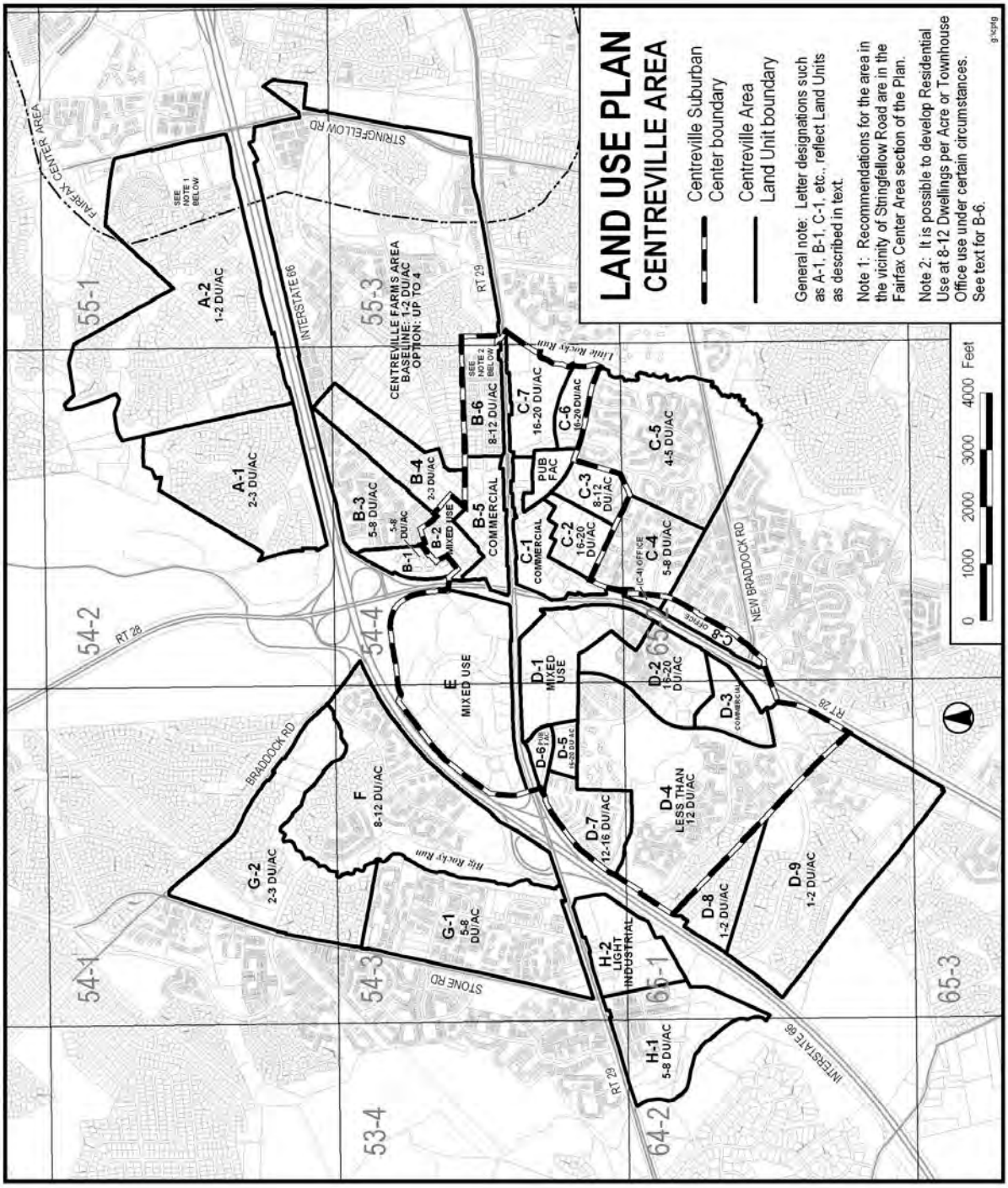

LAND USE PLAN
CENTREVILLE AREA
Centreville Suburban Center boundary
Centreville Area Land Unit boundary
General note: Letter designations such as A-1, B-1, C-1, etc., reflect Land Units as described in text.
Note 1: Recommendations for the area in the vicinity of Stringfellow Road are in the Fairfax 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.
0 1000 2000 3000 4000 Feet
A-1 2-3 DU/AC
A-2 1-2 DU/AC
B-1 5-8 DU/AC
B-2 MIXED USE
B-3 5-8 DU/AC
B-4 2-3 DU/AC
B-5 COMMERCIAL
B-6 8-12 DU/AC
C-1 COMMERCIAL
C-2 16-20 DU/AC
C-3 8-12 DU/AC
C-4 5-8 DU/AC
C-5 4-5 DU/AC
C-6 16-20 DU/AC
C-7 16-20 DU/AC
C-8 OFFICE
D-1 MIXED USE
D-2 16-20 DU/AC
D-3 COMMERCIAL
D-4 LESS THAN 12 DU/AC
D-5 16-20 DU/AC
D-6 PUB FAC
D-7 12-16 DU/AC
D-8 1-2 DU/AC
D-9 1-2 DU/AC
E MIXED USE
F 8-12 DU/AC
G-1 5-8 DU/AC
G-2 2-3 DU/AC
H-1 5-8 DU/AC
H-2 LIGHT INDUSTRIAL
CENTREVILLE FARMS AREA BASELINE: 1-2 DU/AC OPTION: UP TO 4
SEE NOTE 1 BELOW
SEE NOTE 2 BELOW
FAIRFAX CENTER AREA
STRINGFELLOW RD
INTERSTATE 66
RT 29
RT 28
BRADDOCK RD
NEW BRADDOCK RD
STONE RD
Big Rocky Run
Little Rocky Run
55-1
55-3
54-1
54-2
54-3
54-4
53-4
64-2
65-1
65-3
65

FIGURE 7

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.

Centreville Historic Overlay District

The Centreville Historic Overlay District (Figure 8) is located south of I-66 in the northeast quadrant of Lee Highway (Rt. 29) and Sully Road (Rt. 28). Properties within the Historic District are located in Land Units B-2, B-3, B-4, B-5 and the Centreville Farms Area Land Units F and K as shown on Figure 7. Any proposal for development within the Historic District is subject to the following criteria:

- Remnants of Civil War earthworks and fortifications should be preserved.
- Due to the high potential for Archaeological Resources, a Phase 1 Archaeological Survey should be performed prior to any zoning action. Based on the findings from the Phase 1 survey, Phase 2 and, if needed, a Phase 3 with mitigation/ conservation plans should be developed, which may result in recommendations for conservation easements, public access/acquisition or other methods of preservation. The Cultural Resource and Protection Section of the Fairfax County Park Authority should be consulted as to what study is necessary and in developing an appropriate treatment and maintenance plan.
- There should be connectivity with the rest of the Centreville Historic Overlay District which may include conservation easements, public access/acquisition or other methods of preservation. Pedestrian linkages to and within the historic district should be provided.
- Any proposal will need to address storm water management (SWM). A coordinated SWM plan should be achieved where feasible. Low impact development concepts should be a part of any SWM plan.
- Any development proposal should respect the Centreville Historic District Overlay Design Guidelines as adopted by Fairfax County's Architectural Review Board.
- Any development proposal should be compatible in terms of architecture, architectural mass, materials, scale, and design with the significant historic structures in the historic district. Landscaping compatible with the historic district should be provided. Structures should be designed to complement the historic district and where appropriate should front the district.
- Traffic impacts on the historic district should be minimized.

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.

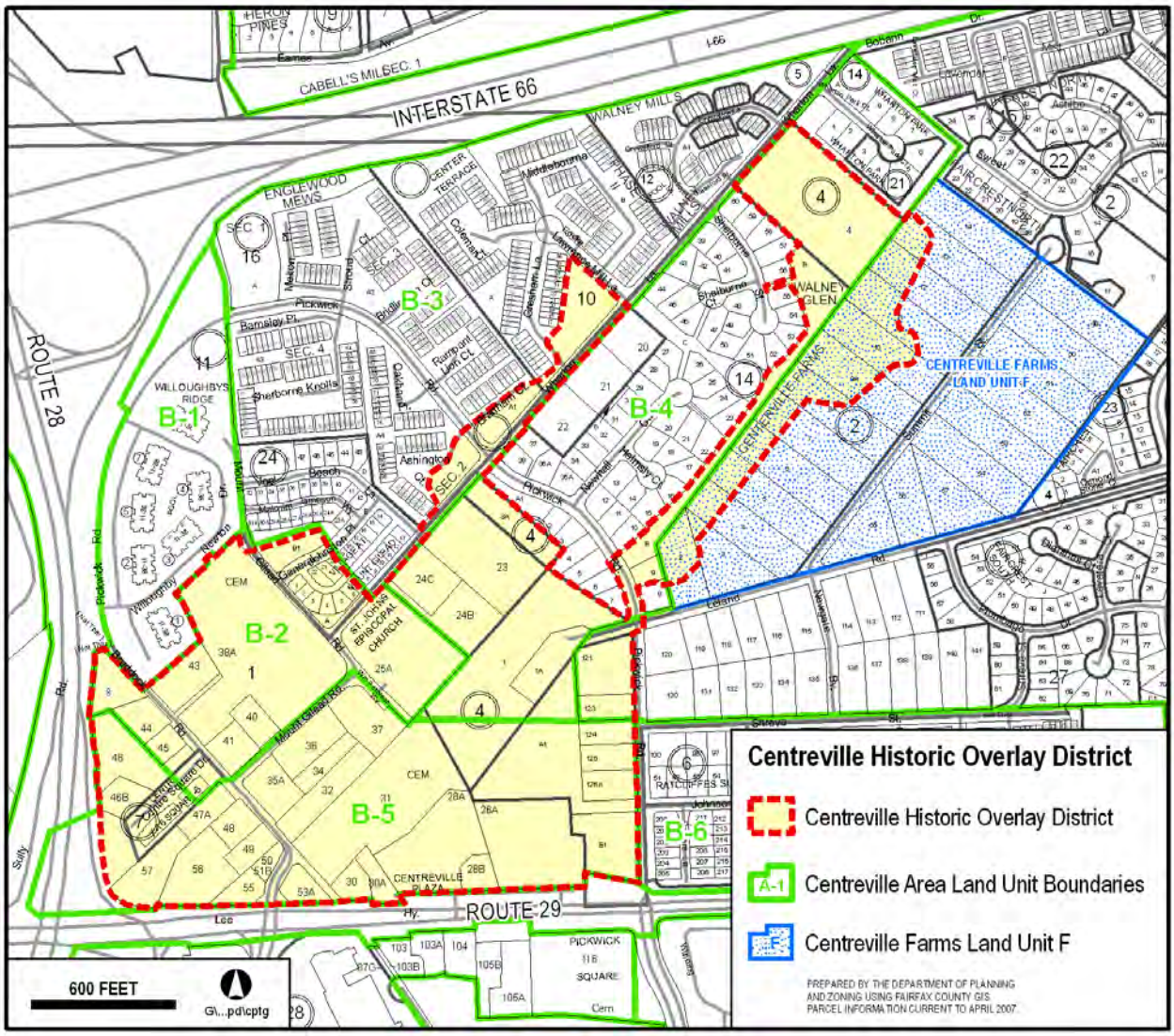

INTERSTATE 66
ROUTE 28
ROUTE 29
B-1
B-2
B-3
B-4
B-5
B-6
CENTREVILLE FARMS LAND UNIT F
Centreville Historic Overlay District
Centreville Historic Overlay District
Centreville Area Land Unit Boundaries
Centreville Farms Land Unit F
PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS PARCEL INFORMATION CURRENT TO APRIL 2007
600 FEET

FIGURE 8

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 (200 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 (21 Acres)

Because of the highway improvements at the intersections of Route 28/Route 29 and Route 28/Interstate 66, there is limited access to Land Unit B-1. This 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 and avoid 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 avoided.

B-2 (18 Acres) Suburban Center

Land Unit B-2 is located south of I-66 in the northeast quadrant of Lee Highway (Rt. 29) and Sully Road (Rt. 28) and encompasses the heart of the Centreville Historic District.

Protection of the heritage resources contained within 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 community serving office, retail and hotel uses, public

facilities, governmental and institutional uses at an intensity up to.25 FAR, provided they are compatible with the requirements of the Historic Overlay District ordinance. In addition, any development proposal should meet the conditions of the Centreville Historic Overlay District and the following conditions:

- 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.

B-3 (55 Acres)

This Land Unit is planned for and developed with single-family attached residential development at 5-8 dwelling units per acre.

The portion of Parcels 54-4((16)) A1 and A4 and Parcel 54-4 ((10)) A that generally abut Wharton Lane are located within the Centreville Historic Overlay District. These parcels are open space for Center Terrace, Englewood Mews, and Walney Mills subdivisions. These parcels should remain as open space and are subject to the Centreville Historic Overlay District criteria.

B-4 (45 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 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 Unit B-3 and the edge of the Centreville Farms Area. This land unit is planned for single-family detached residential use at 2-3 dwelling units per acre, except for parcel 54-4((4))4. The northeast portion is near to I-66 and may require some noise abatement measures.

Parcels 54-4((1))23, 24B, 24C; 54-4((2))A1; 54-4((4))1, 1A, 3A, 4; and 54-4((14))B, 9, and a portion of 8 are located within the Centreville Historic Overlay District and are subject to its requirements.

Parcel 54-4((4))4 is planned for residential use at 1-3 du/ac. Density above 1 du/ac is contingent upon consolidation with properties described under the redevelopment option for Centreville Farms Land Unit F.

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 has been constructed and has had 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 hotel 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.

Since all the parcels in this land unit are located within the Centreville Historic Overlay District, development in this land unit must recognize the character of the historic district and be compatible in terms of scale, layout, bulk, height and landscaping, and meet the conditions of the Centreville Historic Overlay District as applicable as well as the following conditions:

- 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.
- Auto-oriented uses such as service stations, quick-service food stores, and uses with a drive-through facility such as fast food, car washes and banks, should not be permitted for properties that are not contiguous to Route 29.

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. 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; and
- Access to Route 29 shall be provided via a new public street to be connected in the area between Newgate Boulevard and Bradley Road, subject to VDOT approval of a median break at the intersection of the new public street and Lee Highway. The location shall be determined at the time of zoning in conjunction with planned improvements to Lee Highway. This will provide an additional access to properties located on the north side of Lee Highway, including the Ratcliffe Subdivision and the Centreville Farms area.

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.

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 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. This land unit is planned for multi-family residential use at 16-20 dwelling units per acre with the exception of parcels 54-4((8))(6)K and 6A (Old Centreville Road Park) that are planned for public park use, and parcels 54-4((1))81 and 82 that are planned for low intensity office use up to .20 FAR.

As an option, office use up to .30 FAR may be appropriate if parcels 54-4((1))81 and 82 can be combined with a portion of the park property such that a unified two-acre office development site is created using parcel 54-4((1))82 and a portion of parcel 54-4((8))(6)K. The remaining land should then be incorporated into Old Centreville Road Park.

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, except for Tax map 65-2((1))5, 6, 7, and 8 which are planned for office use up to .20 FAR with a building height limit of 2 stories. Office development should be designed to mitigate impacts on the residential communities on the east side of Old Centreville Road using techniques such as buffering and screening.

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. The approximately two acre parcel (Tax Map 54-4((1))109) located adjacent to the Bent Tree Apartments is one of many existing commercially-zoned parcels along Route 29 where commercial use is not planned. The existing animal hospital represents a community-serving use that should be retained. Redevelopment of this parcel for an animal hospital may be appropriate, provided that adequate measures for screening and buffering the development from surrounding residential uses are implemented and appropriate transportation and entrance improvements are provided. Redevelopment of this parcel for institutional use or as compatible residential infill, not to exceed 20 dwelling units per acre, may also be appropriate. Any redevelopment of this parcel should provide for measures which mitigate any negative impacts on the surrounding residential community.

C-8 (22 Acres)

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

Land Unit D (588 Acres)

Land 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 retail area is planned for the area closest to Route 29. Multi-family residential development is planned and developed on 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;

- Machen Road Extended should provide a connection to Route 28 and access to non-residential uses in Land Unit D-2. 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; and

- Access to any future development on Parcels 65-1((10))8-10 [incl.] from Centrewood Drive or from Machen Drive is not appropriate. In addition, pedestrian connections from these parcels to adjoining development are encouraged.

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 as shown on the Comprehensive Land Use Plan Map. Density in this land unit should not exceed an average of 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 relative distance from the Centreville core area, this land unit is planned for residential use at 1-2 dwelling units per acre. Development under a Planned Development Housing (PDH) zoning concept is desirable. The historic Confederate Military Railroad Terminus is a feature that should be preserved and protected.

An option for residential use at 2-3 dwelling units per acre may be considered for land south of Centre Ridge and Centre Ridge Park and north of the power and gas easement, excluding Parcel 65-1((1))21 that is associated with an existing public utility use, if the following conditions are met:

- Substantial and logical consolidation of land north of the easement (excluding Parcel 65-1((1))21) should be achieved. Consolidation with parcels already planned 2-3 du/ac south of the easement is encouraged;

- Lots adjacent to Centre Ridge should be similar in size to those in the existing

subdivision;

- Tree preservation and protection of environmentally sensitive areas are priorities and should be addressed in any development;
- Roads and intersections should be improved to VDOT standards; and
- At least one additional access road should be provided to correct a long single-ended access road from Old Centreville Road to the end of Old Mill Road.

Development of Parcels 65-1((1))15 and 65-1((1))16 may be appropriate for residential use at 2-3 dwelling units per acre under this option if the following conditions are met:

- Consolidation of lots 15 and 16 is achieved, permitting a unified access point off of Old Centreville Road to any future development;
- Tree preservation and protection of environmentally sensitive areas, which are high priorities, are addressed in any future development of the site;
- Research is conducted to determine if this is a site of historic interest. If such historic interest can be documented, then upon the recommendation of the Fairfax County History Commission, a historical marker may be recommended; and
- Roads and intersections are improved to VDOT standards.

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.

Centreville Farms Area (410 Acres)

Baseline Recommendation

The approximately 410-acre Centreville Farms Area is located generally south of Interstate 66, west of Stringfellow Road, east of Pickwick Drive and north of the Ratcliffe subdivision and Route 29. The majority of the area is planned for residential use at 1-2 dwelling units per acre (du/ac). See Land Unit Density Chart for additional information. A comprehensive pedestrian walkway system should be provided which links land units to one another and to public facilities, as well as providing interconnections to adjacent residential communities.

Redevelopment Option

The Redevelopment Option allows for development above the Baseline Recommendation if the requirements for land consolidation and other conditions described below are met. Under the Redevelopment Option, the Centreville Farms area may be considered for redevelopment at an overall density of 4 dwelling units per acre, with a maximum of 1640 units, distributed in general accord with the Redevelopment Concept Plan as shown on Figure 9 and as described below. The principal objective of the Redevelopment Option is to encourage substantial land consolidation, recognizing that properties that cannot achieve the consolidation threshold in the Plan will be developed under the baseline recommendation. It is important that impacts associated with development at the Redevelopment Option level be offset. This is particularly true with respect to the provision of land and other public facilities to address identified needs in the area.

Land Use Under the Redevelopment Option

The *Redevelopment Concept Plan* (Figure 9) provides for the Centreville Farms Area to be divided into twelve (12) land units, identified as A through K. The Redevelopment Concept assumes an overall density of 4 du/ac on the entire area, distributed as set for on the Generalized Unit Location Map (Figure 10). No more than 1640 dwelling units, exclusive of affordable dwelling units and bonus units, are planned for the Centreville Farms Area. A new Centreville Farms Road will intersect with an improved Leland Road. Townhouses and multifamily units should be well buffered from existing and planned lower density detached development. Any townhouse use along Leland Road should incorporate design techniques such as landscaped buffers and/or front-facing units along Leland Road to reflect the character of existing single-family detached development. Residential uses should be clustered in order to maximize the provision of open space and public amenities. In addition to clustering, appropriate mitigation from noise and visual impacts from Interstate 66, Route 29 and Stringfellow Road should be provided through site design and other means such as landscaping, berms, fences and/or walls. Noise mitigation methods must be employed to buffer impacts from I-66.

The *Generalized Unit Location Map* (Figure 10) depicts the general location and mix of residential unit types that are planned to ensure that Centreville Farms is developed with a variety of housing

types. The provision of residential unit types should be generally consistent with this Unit Location Map. However, in some places, the patterns depicting different unit types overlap, indicating that the choice between the two unit types will be made at time of rezoning.

The eastern portion of the Centreville Farms Area is located within the Fairfax Center Area. If development occurs at the Baseline Recommendation level of 1-2 du/ac, such development will be guided by the Plan text for Fairfax Center. However, any development at the Redevelopment Option level will be guided by the provisions set forth in the text for the Centreville Farms Area. Since the Woodlands subdivision, generally located between Arrowhead Park Drive and Stringfellow Road, is planned for the same maximum density at the Baseline Level, at the Redevelopment Option Level, and at the Fairfax Center Overlay Level, it will be subject to the provisions of the Fairfax Center plan under any development scenario.

The lower portion of Land Unit A, between Little Rocky Run and Route 29, is isolated from the rest of the land unit and is bisected by the proposed Centreville Farms Road. The preferred use of this property located west of Centreville Farms Road is open space with its residential density used in the remainder of the Land Unit or elsewhere in Centreville Farms. Residential development that is sufficiently buffered from Route 29 is the next preferred option. The preferred use of this property located east of Centreville Farms Road is residential that is sufficiently buffered from Route 29. Institutional uses such as childcare or housing for the elderly may be considered in the area east of Centreville Farms Road. The area east of Centreville Farms Road may also be considered for a funeral home. Consolidation of properties may be necessary to provide access for parcels fronting on Route 29 to be provided via Centreville Farms Road, not primarily from Route 29. See below.

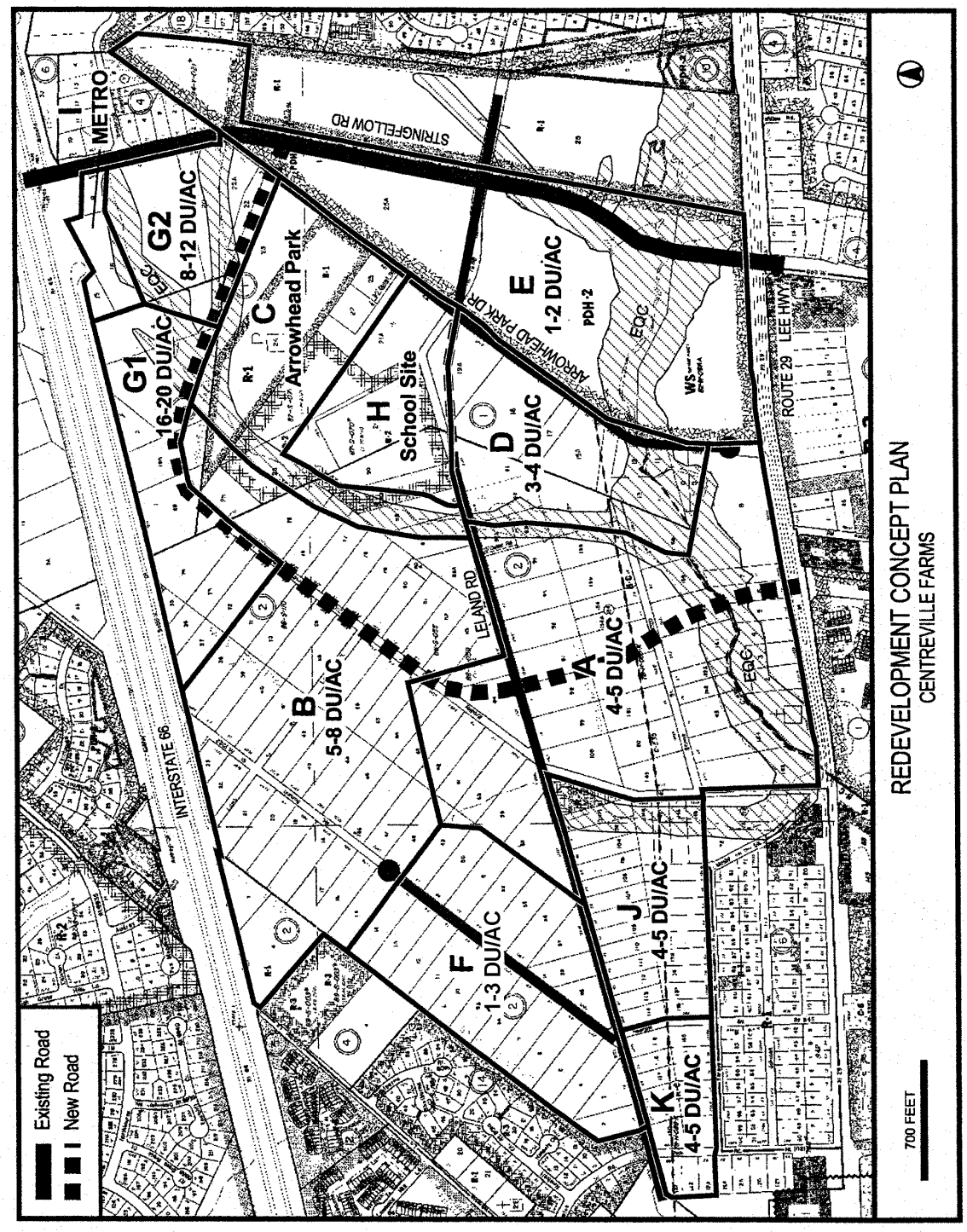
A portion of Land Unit F and Land Unit K are located within the Centreville Historic Overlay District as shown on Figure 8. Any development proposal should meet the criteria of the Centreville Historic District Overlay District.

In both the Redevelopment Concept Plan and the Generalized Development Map, the dashed line for the new Centreville Farms Road indicates that the final alignment for the road has not been determined. In Land Unit A, the intent is to have single family detached residential use west of the road and townhouse development to the east, recognizing that the size and configuration of these subdivisions will be determined when the road alignment is established at time of rezoning.

Density and Land Consolidation at the Redevelopment Option Level

A major premise of the Redevelopment Option is to award density based upon land consolidation, the provision of land for needed public facilities and the provision of an adequate road network to serve the area. The density associated with the land to be dedicated for the transit facility (Land Unit I), a school (Land Unit H) and parkland (Land Unit C) has been shifted to the other parts of the area which are shown for densities higher than 4 dwelling units per acre on the Redevelopment Concept Plan.

Achieving the Redevelopment Option is possible only with substantial land consolidation. It is desirable that at least 65 percent of the acreage within a land unit be consolidated for consideration at the Redevelopment Option level. At a minimum, 50 percent of the acreage in a land unit should be consolidated before a rezoning application can be considered at the Redevelopment Option level. Consolidation of less than 65 percent, in and of itself, will not preclude the applicant(s) from achieving the high end of the density range, as depicted on the Redevelopment Concept Plan, (Figure 9). These consolidation guidelines may be satisfied by one or more rezoning applications that are each independently significant which are coordinated, i.e., fully integrated in terms of design and access, and concurrently pursued with the County.



REDEVELOPMENT CONCEPT PLAN
CENTREVILLE FARMS

FIGURE 9

In addition to meeting land consolidation requirements, development at the Redevelopment Option level should provide for well-designed, efficient and integrated residential projects and for future development of any unconsolidated parcels or areas in a manner that conforms with the Plan at the Baseline Level. Such applications should not preclude other land units from consolidating and achieving densities shown in the Redevelopment Concept Plan. Accordingly, no application should be approved with a density which would prevent land units that are otherwise eligible for consideration at the Redevelopment Option level from having the opportunity to achieve a maximum density (exclusive of ADUs) consistent with the density range for the land unit and the overall maximum density for Centreville Farms.

The initial rezoning application and all concurrent, coordinated applications at the Redevelopment Option level should collectively provide for the dedication of land that is necessary to accommodate identified transit, school and active recreation needs for the area. Evaluation of a development application at the Redevelopment Option Level should be based upon conformance with the development criteria set forth in Appendix 9 of the Land Use section of the adopted Policy Plan. Development at the Redevelopment Option Level should also meet the following criteria:

1. Dedication of Tax Map 55-1((1))15, 16, and 18 (Land Unit I) in the southwest quadrant of Interstate 66 and Stringfellow Road for a transit facility and part of an interchange;

2. Dedication of an elementary school site of approximately 17 acres in Land Unit H;

3. Dedication of approximately 23 acres in addition to the existing 13-acre parkland in Land Unit C to enlarge Arrowhead Park, including a minimum of 11 developable acres for active recreation facilities;

4. The land in Land Units C, H and I should be dedicated to the County at the earliest possible time in order to facilitate the integrated design and the coordinated development of infrastructure;

5. Dedication of land in order to create a contiguous open space network and recreational amenity;

6. Provision of a comprehensive pedestrian walkway system which links land units to one another and to public facilities and provides interconnections to adjacent residential communities; and

7. Achievement of land consolidation according to the standards discussed above, with a minimum of 50 percent consolidation of the acreage in a land unit required, but 65 percent consolidation of the acreage in a land unit desired.

It is assumed that the initial rezoning at the Redevelopment Option level will involve one or more land units and will meet points 1 through 7; however, after the initial rezoning, subsequent rezoning applications at the Redevelopment Option level should achieve points 5, 6 and 7. Any lands associated with the application property that are referenced in any of these points should be provided at the time of rezoning.

<u>Land Unit F</u>

Land Unit F is planned for 1 du/ac at the baseline. There are significant civil war earthworks and fortifications on portions of some of the parcels within Land Unit F as well as on Parcel 54-4((4))4. In order to foster preservation of these civil war sites, Land Unit F may be considered for residential

use at a density up to 3 du/ac provided the conditions of the Centreville Historic Overlay District. In addition, the high end of the density range should be achieved through the following conditions:

- Full consolidation of all the parcels in Land Unit F and Parcel 54-4((4))4 which is in Land Unit B4 of the Centreville Area and Suburban Center.
- The provision of access to both Wharton Lane and Leland Road.
- The preservation of Civil War earthworks and fortifications and a transition area, which comprises a minimum of 6.2 acres. These earthworks and fortifications are on parcels 54-4((2))2-13 and 54-4((14))B (located in Land Unit B-4 of the Centreville Historic Overlay District). Additional preservation outside the 6.2 acres may be required. Any development proposal should be sensitive to the civil war earthworks and fortifications and the future park.
- The provision of a mix of attached and detached single-family housing in order to provide a better design and more internal usable open space.
- Architectural design that is compatible with the district.
- The provision of affordable housing, which is integrated into the proposed development in a manner that is compatible with the historic district. The affordable housing should not be distinguished from the rest of the development.

If full consolidation is not achieved, residential use at a density of 1-2 du/ac may be considered, based on logical parcel consolidation of at least 28 acres of Land Unit F and the inclusion of parcel 54-4((4))4. The development should also meet the conditions stated above. It is recognized that the consolidation of the complete 6.2 acres of earthworks may not be possible without full consolidation. In the event that this partial consolidation should occur, the maximum extent of preservation of historic resources within the district should be achieved within the consolidation and the guidelines of the districts should be followed. Redevelopment of the remaining parcels above 1 du/ac will be considered based on the extent to which compatible design integration and preservation of the earthworks and fortifications is achieved.

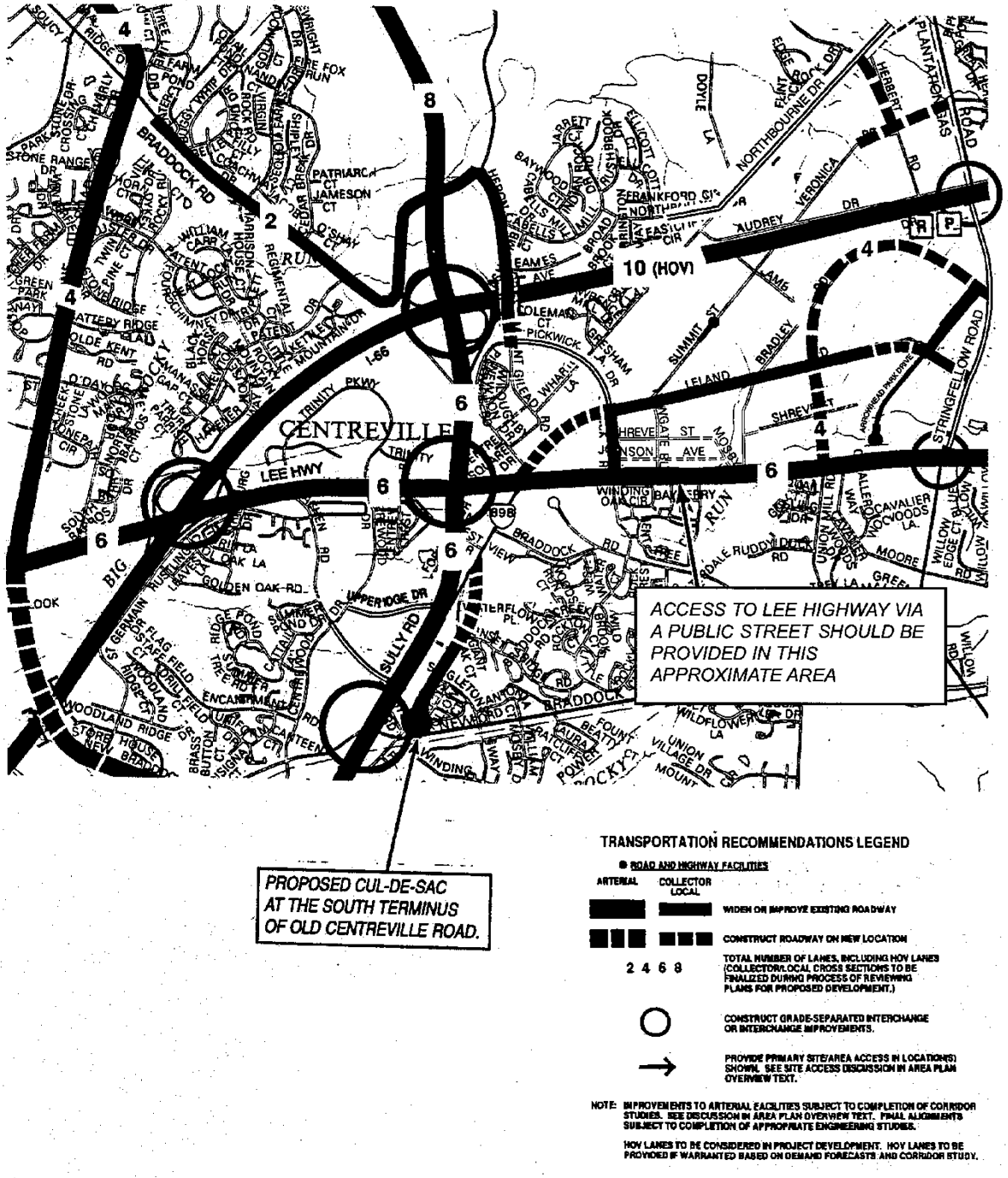
Transportation

At the time of rezoning, applications above the Baseline Level should commit to provide transportation improvements necessary to mitigate development impacts as well as an appropriate contribution to the Centreville Road Fund. All applications should provide for the dedication of right-of-way necessary to accommodate road improvements and provide appropriate frontage and access-related improvements (see Figure 11).

The following transportation improvements should be undertaken with the Redevelopment Option for the Centreville Farms area:

Transit - Land should be dedicated in the southwest quadrant of I-66 and Stringfellow Road for transportation-related uses associated with planned improvements in the I-66 corridor, including provision of a rail station and ancillary facilities. This includes tax map 55-1((1)), parcels 15, 16, and 18, collectively comprising Land Unit I. Right-of-way should be provided for public road access to the facility from Stringfellow Road opposite Westbrook Drive, and from the internal road system.

Centreville Farms Road - Centreville Farms Road should be constructed as a four-lane divided facility from Route 29 in a northeasterly direction to Stringfellow Road, connecting at Route 29



This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 10**
CENTREVILLE AREA

opposite Union Mill Road. Pedestrian walkways should be provided on both sides of the roadway. If constructed in this manner, the cost of this improvement may be credited against the Centreville Farms Road Fund. The timing of construction should be determined to the satisfaction of the County when the initial application or concurrent applications are considered at the Redevelopment Option level.

Leland Road – At the time of development of adjacent land areas, Leland Road should be extended through Centreville Farms as a two-lane improved roadway. West of Arrowhead Park Drive (formerly Stringfellow Road), Leland Road should be realigned to eliminate the sharp curve in the existing road section.
Streetscape Plan – A streetscape design plan for Centreville Farms Road and Leland Road should be provided at the time of the initial rezoning application or concurrent applications and all subsequent applications should comply with that streetscape design. The streetscape design should include a coordinated plan for street trees, street furniture, entrance features, lighting, signage, as well as pedestrian walkways, where provided.

Pedestrian and Trail System - A comprehensive network of sidewalks and trails should be provided which links residential neighborhoods to each other and to public facilities, including Arrowhead Park, the elementary school, and future rail transit station. A plan for the network of sidewalks and trails should be provided at the time of initial rezoning application to become the guidance for pending and future rezoning applications in the Centreville Farms Area.

Timing and Provision of Transportation Improvements - To ensure adequate access and roadway capacity to accommodate projected traffic levels, roadway improvements needed to support development should be provided in conjunction with development. Centreville Farms Road from Route 29 to Leland Road should be constructed early in the redevelopment process. Credit toward the Centreville Road Fund contribution may be awarded for Centreville Farms Road if constructed as a four-lane divided facility from Route 29 to Stringfellow Road, with pedestrian walkways on both sides, as well as implementation of the streetscape plan. The cost of this improvement, as credited against the Centreville Road Fund contribution, is viewed to be acceptable because the road will provide access from the greater Centreville community to the planned transit facility in Land Unit I and therefore may be considered an integral link to the transportation system for Centreville.

Parks

Arrowhead Park is an existing 13-acre public park located within Land Unit C. Approximately 23 additional acres should be dedicated to enlarge Arrowhead Park, to include a minimum of 11 developable acres for active recreation facilities. An interconnected open space network should be provided to preserve high quality vegetation and EQC/RPA areas along the stream valley of Little Rocky Run and its tributaries. Remnants of Civil War fortifications should be preserved as deemed appropriate by the County.

Public Water

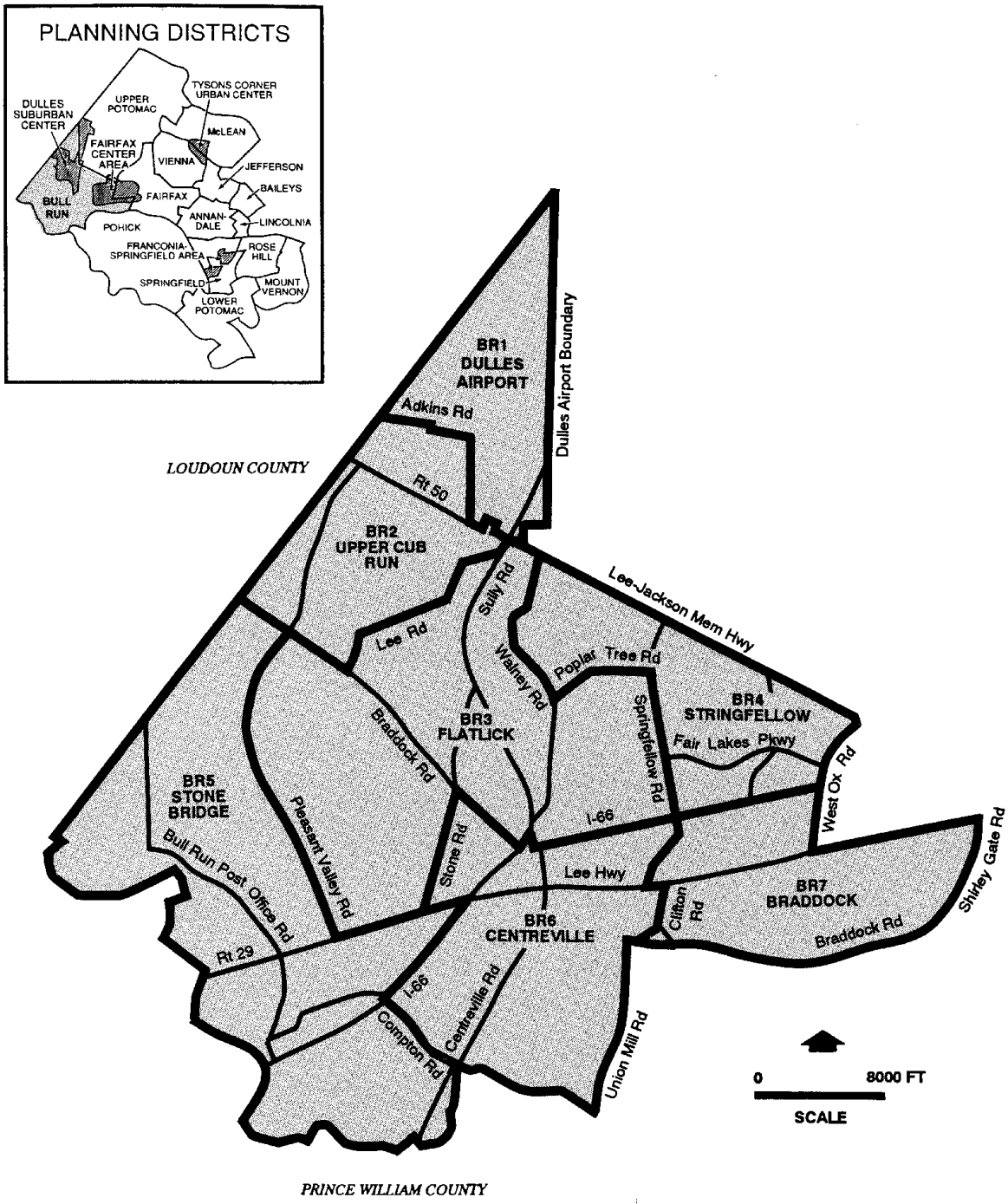
Public water exists in only a part of Centreville Farms. Private wells are not adequate. Public water must be provided with development. Its extension elsewhere within Centreville Farms through other mechanisms is encouraged.

Land Unit Density Chart

The Redevelopment Concept Plan depicts the general location and extent of the Land Units within the Centreville Farms Area. The following chart lists the density planned for each sub-unit at the baseline and optional levels:

LAND UNIT DENSITY CHART

Land Unit	**Baseline** (dwelling units per acre)	**Redevelopment Option** (dwelling units per acre)
A	1-2	4-5
B	1-2	5-8
C	Parkland	Parkland
D	1-2	3-4
E	1-2	1-2
F	1	1-3
G1	1-2	16-20
G2	1-2	8-12
H	School site	School site
I	Transit facility	Transit facility
J	1-2	4-5
K	1-2	4-5



COMMUNITY PLANNING SECTORS **FIGURE 12**
BULL RUN PLANNING DISRICT

BR1 DULLES AIRPORT COMMUNITY PLANNING SECTOR

CHARACTER

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

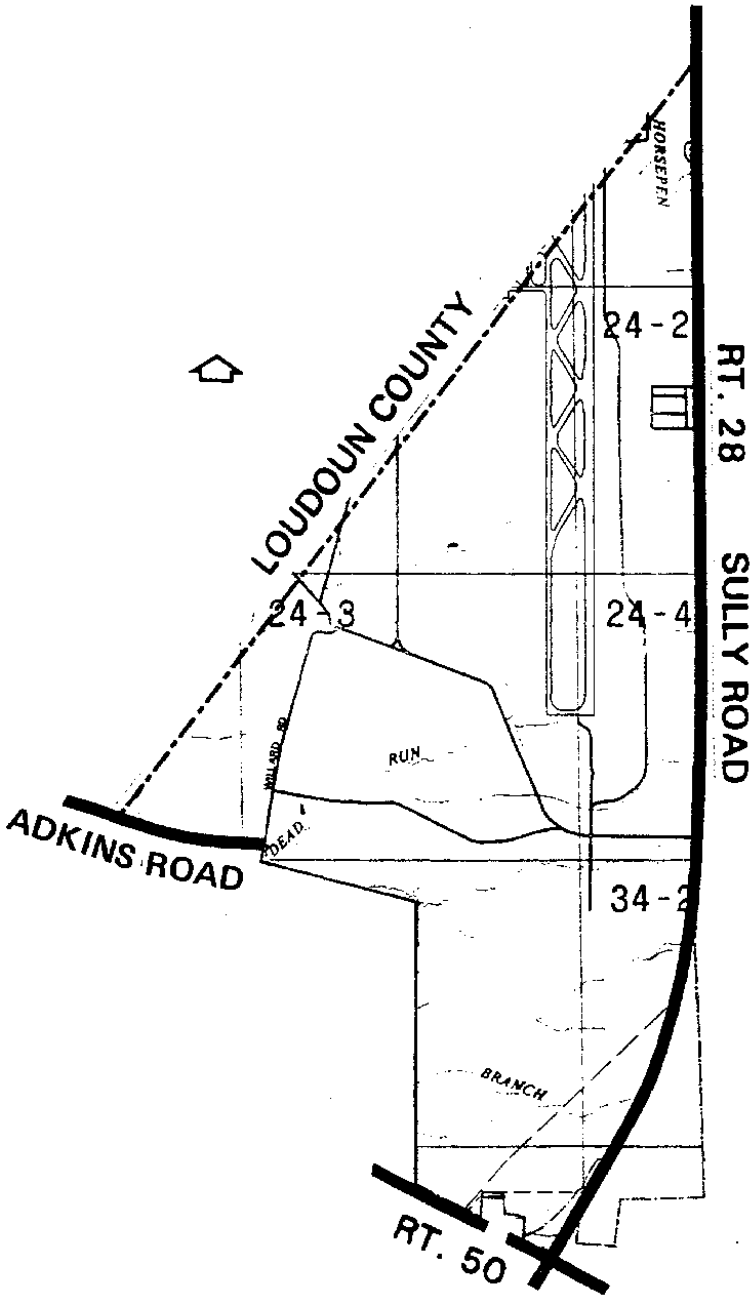
There are no site-specific land use recommendations for this sector. The geographic location of this sector is shown on Figure 13.

Transportation

Transportation recommendations for this sector are shown on Figure 14. 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.

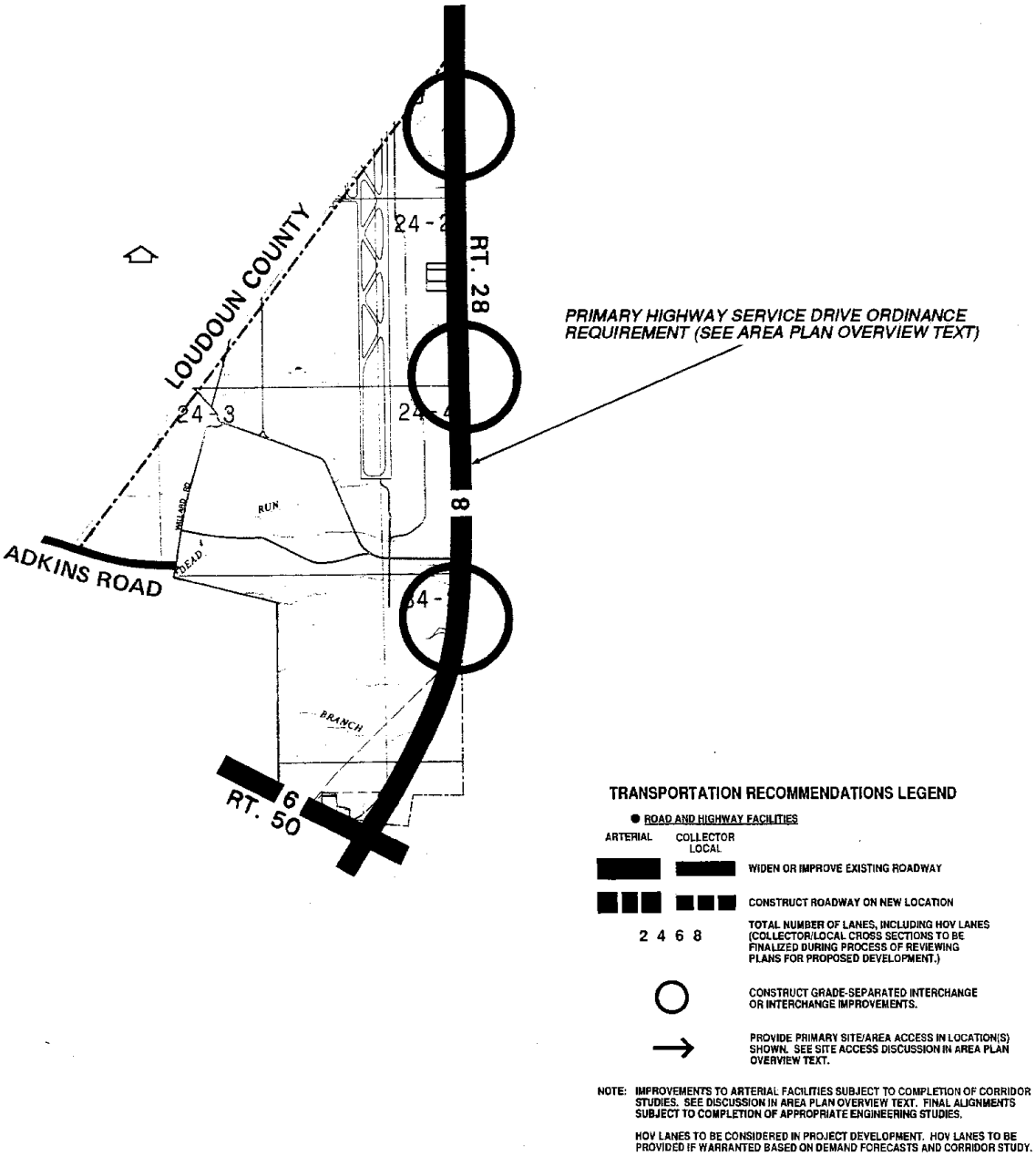
Trails

Trails planned for this sector are delineated on Figure 15 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



There are no land use recommendations for this sector.

LAND USE RECOMMENDATIONS **FIGURE 13**
GENERAL LOCATOR MAP



This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 14**

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 15**

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 Suburban Center 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.

Pleasant Valley Road between U.S. Route 29 (Lee Highway) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the largest known stand in Virginia of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Parkland flanks the road along part of its length.

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 Suburban Center 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 Suburban Center 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 in the Area III Overview).

Figure 16 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. 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;

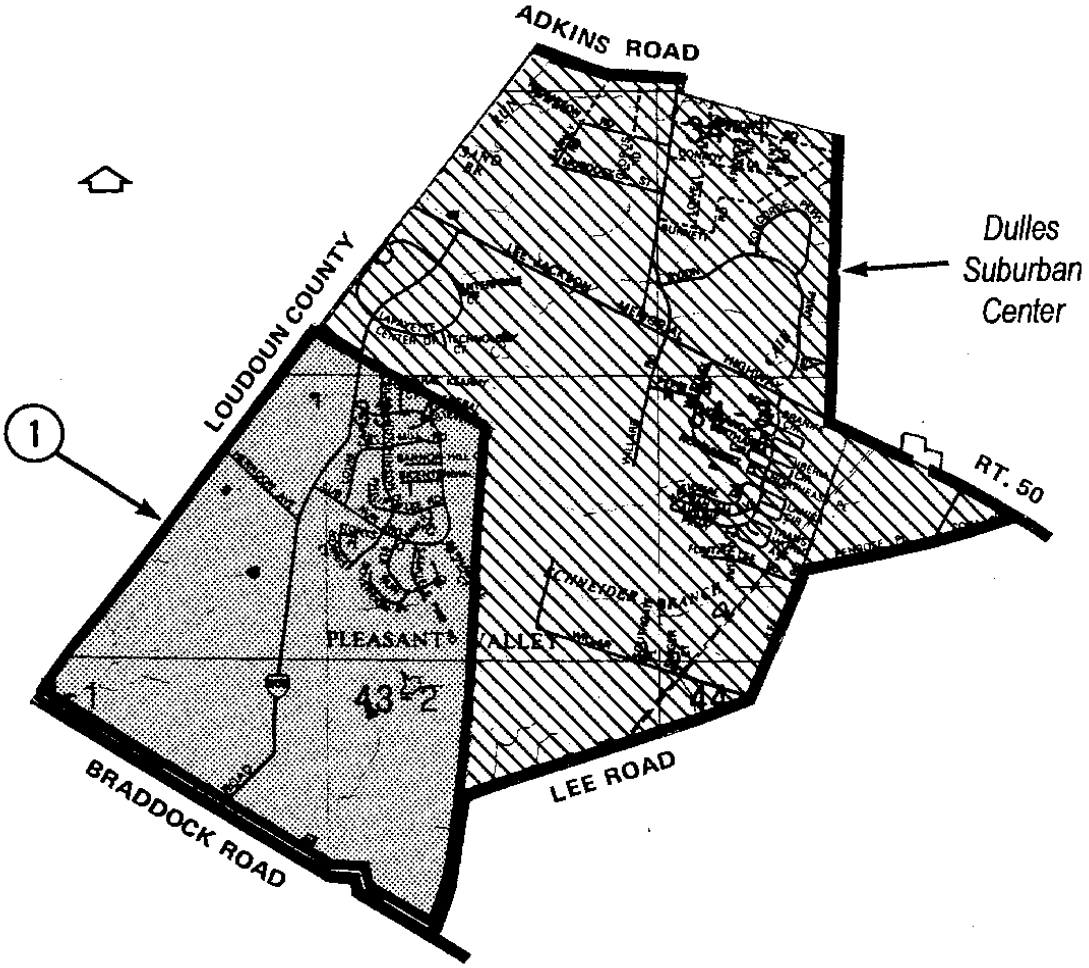
   - The use is of a size and scale that will not adversely impact the character of the area in which it is located; and

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

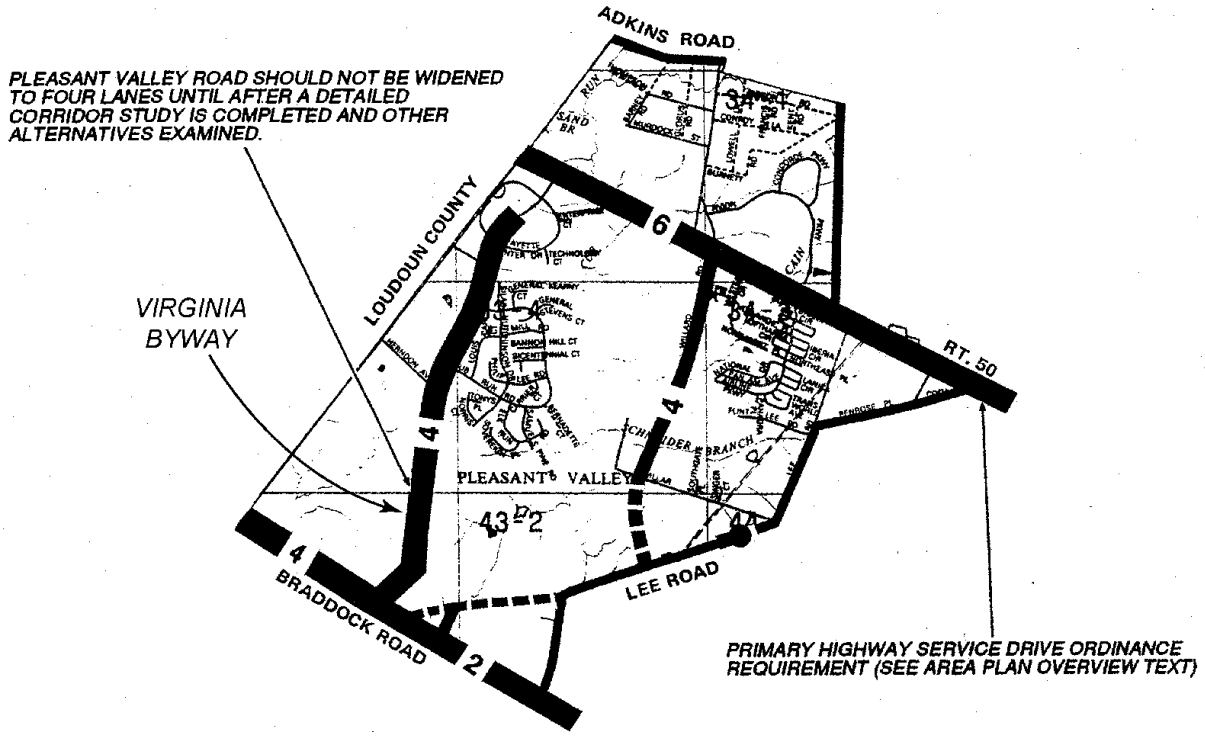
3. Agricultural and forestal uses are alternatives to residential uses in Low Density Residential Areas. Such uses, depending upon the techniques used, can have positive impacts on water quality. Careful attention should be paid to ensure that agricultural and forestal techniques are supportive of water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

Transportation

Transportation recommendations for this sector are shown on Figure 17. 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.



LAND USE RECOMMENDATIONS **FIGURE 16**
GENERAL LOCATOR MAP



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.

This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 17**

1. The four-lane improvement to Braddock Road and the extension of Old Lee Road will not be constructed until such time as there is an approved alignment for the Tri-County Connector in both Fairfax County and Loudoun County and a funding commitment is in place.

2. Braddock Road will remain a two-lane road only between the Old Lee Road extension and Flatlick Branch and will connect to the Old Lee Road extension in such a way as to not be perceived as the main road.

3. The County will continue efforts to improve the movement of traffic into and out of the Westfields area.

Public Facilities

1. 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 18. 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 19 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 18
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. Complete development of countywide stream valley trail system.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 19**

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.

Pleasant Valley Road between U.S. Route 29 (Lee Highway) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the largest known stand in Virginia of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Parkland flanks the road along part of its length.

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.

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 Dulles Suburban Center.

RECOMMENDATIONS

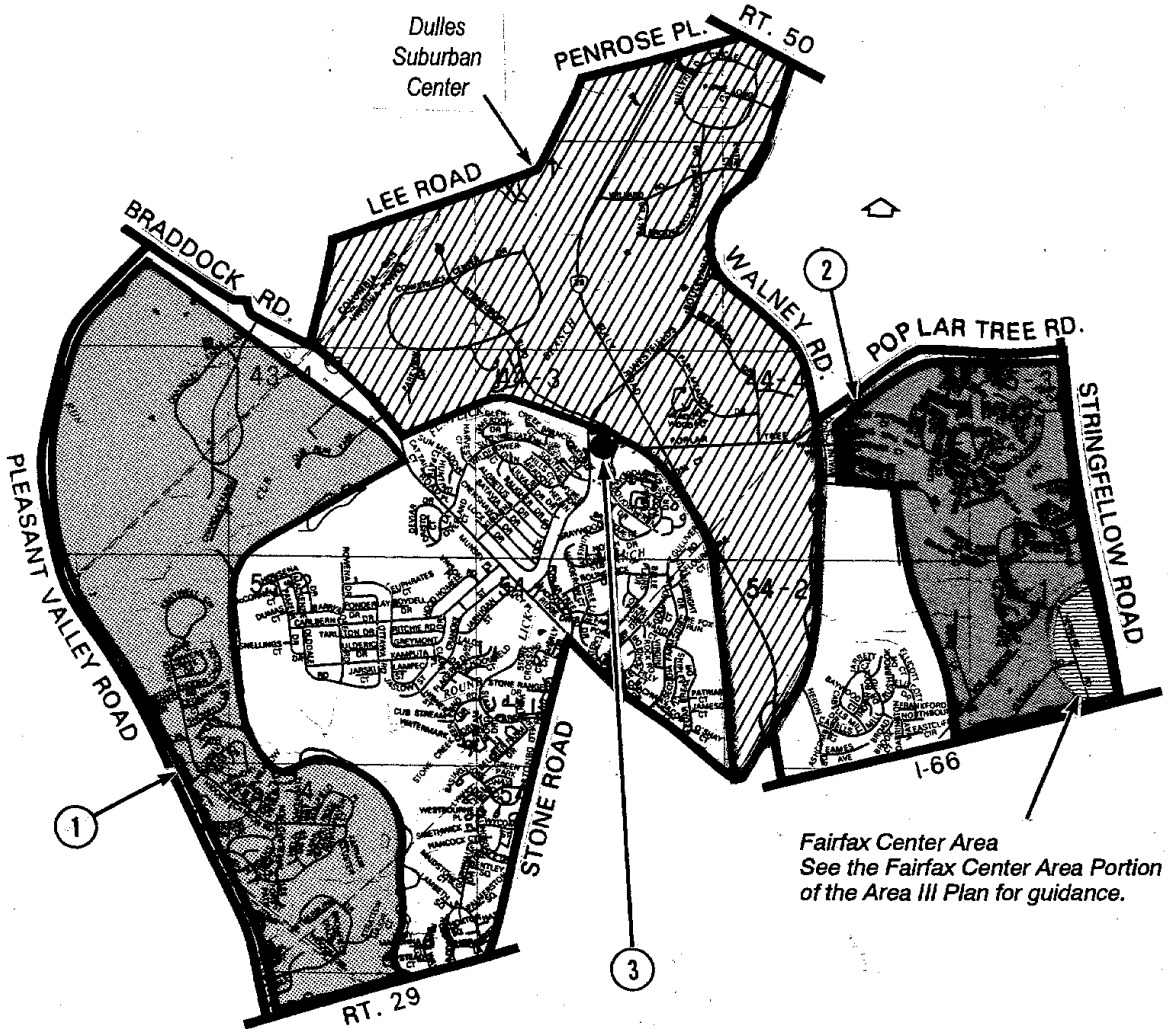
Land Use

See the section on the Dulles Suburban Center for recommendations pertaining to that portion of the Flatlick Community 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 20 indicates the geographic location of land use recommendations for this sector.



LAND USE RECOMMENDATIONS **FIGURE 20**
GENERAL LOCATOR MAP

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.

3. Land at the southeast quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((7)) A, B, B1, C, C1) is planned and developed as retail use at .25 FAR. Land at the southwest quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((1)) 7G and 12) is planned for public facilities and governmental uses, such as a Park and Ride facility.

Transportation

Transportation recommendations for this sector are shown on Figures 21, 22 and 23. 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.

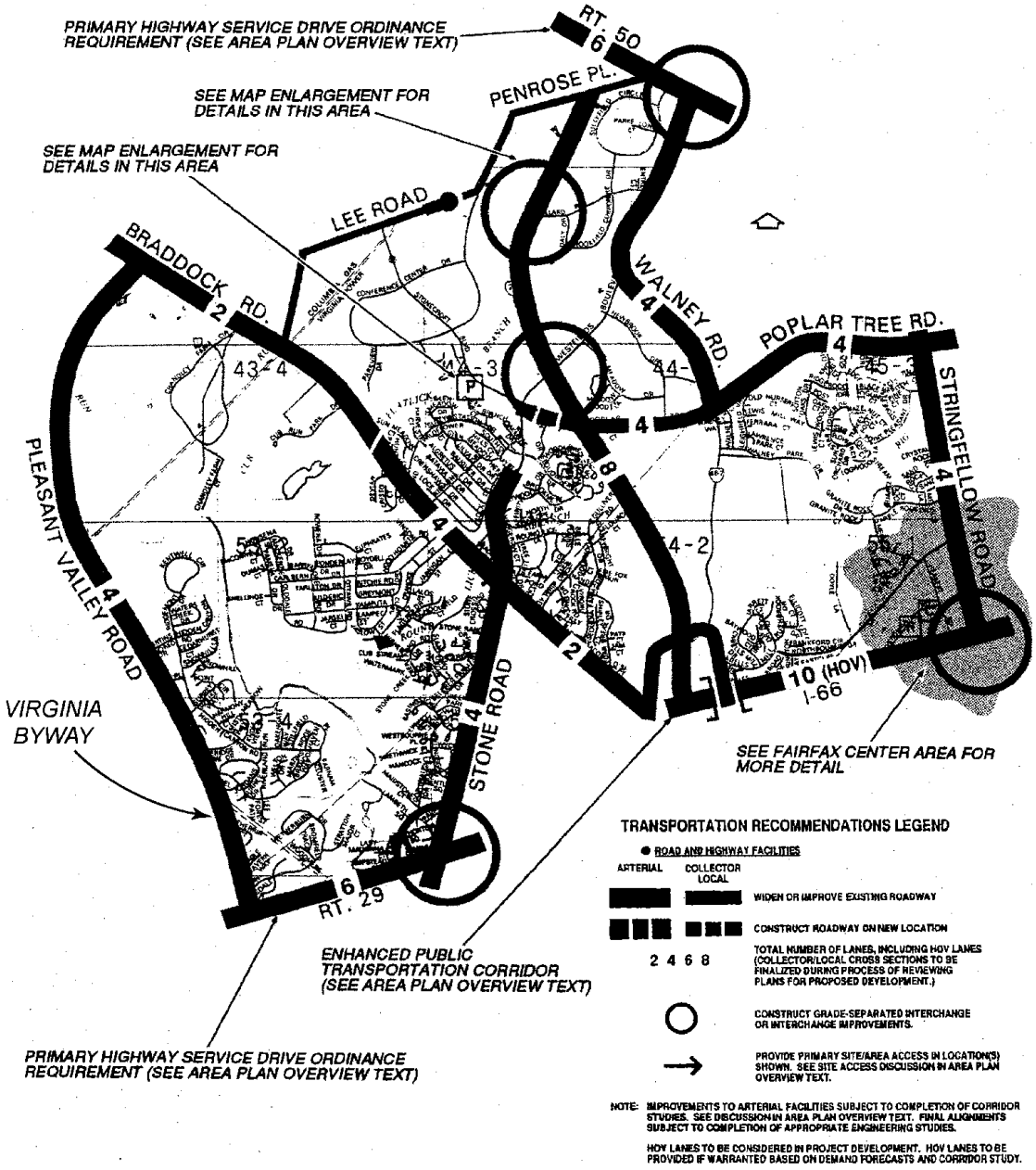
Public Facilities

1. Construct a new elementary school or equivalent space.

2. Provide additional finished water transmission facilities along Stringfellow Road.

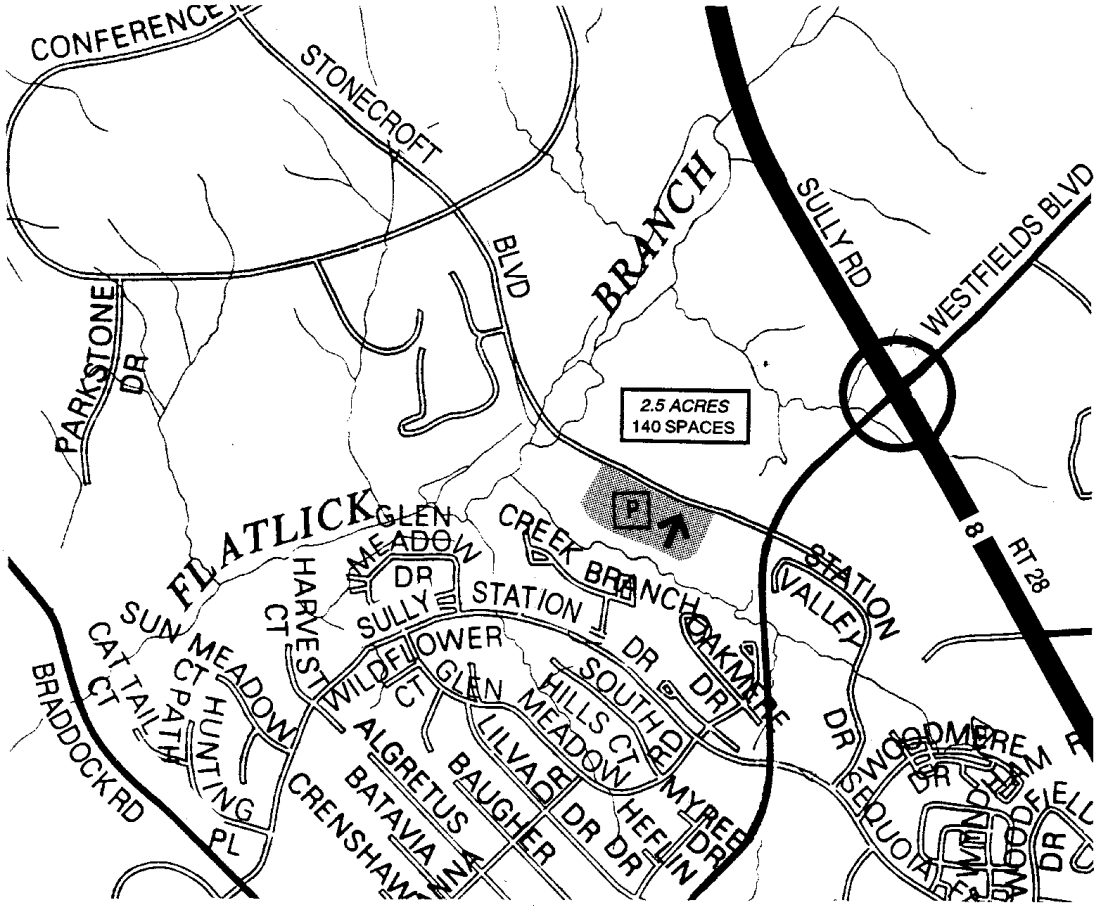
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 24. 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.



This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 21**

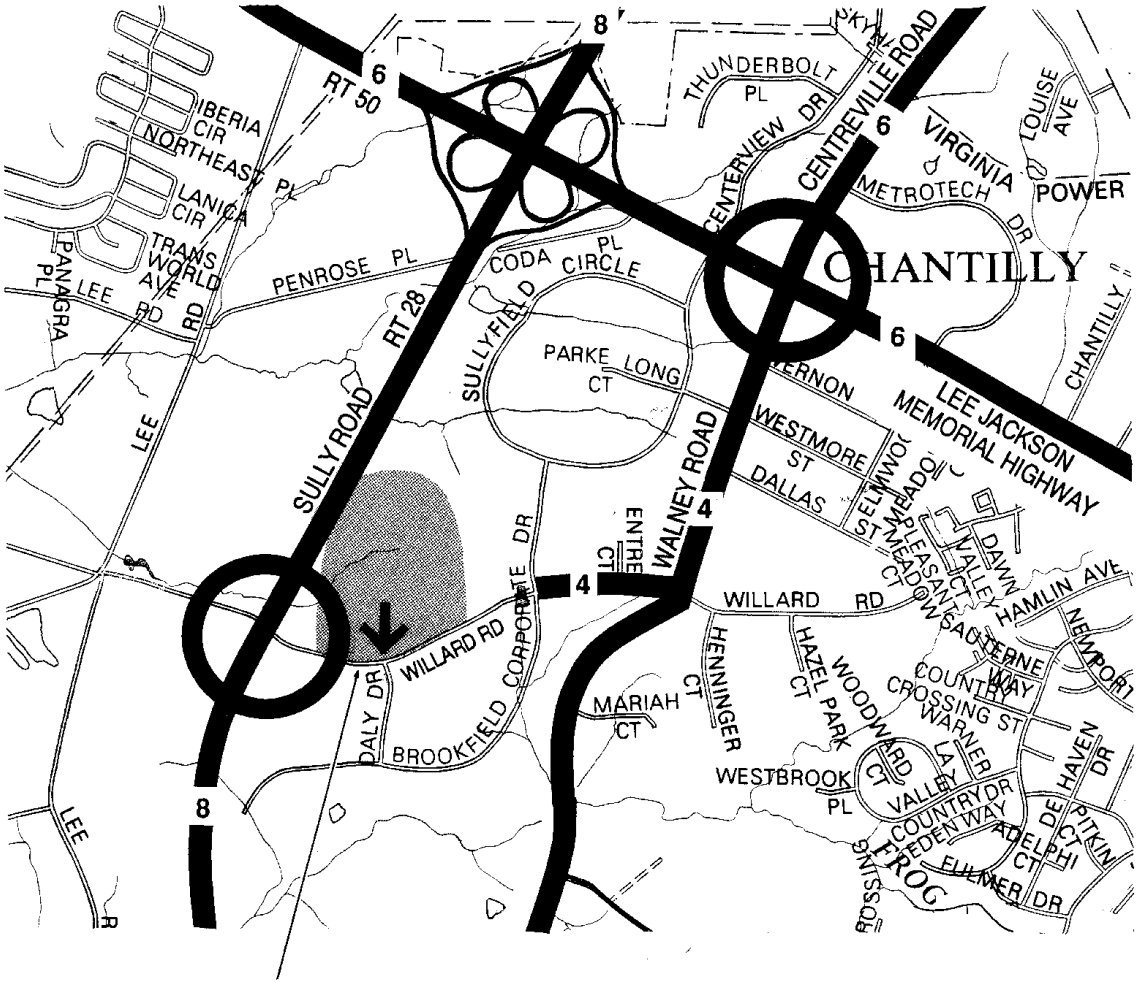


TRANSPORTATION RECOMMENDATIONS LEGEND

- ● 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

This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 22**
BR3 FLATLICK COMMUNITY PLANNING SECTOR



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.

This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

ACCESS AND INTERCHANGE RECOMMENDATIONS **FIGURE 23**
BR3 FLATLICK COMMUNITY PLANNING SECTOR

FIGURE 24
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 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. 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. 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 Valley	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.

Trails

Trails planned for this sector are delineated on Figure 25 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 25**

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.

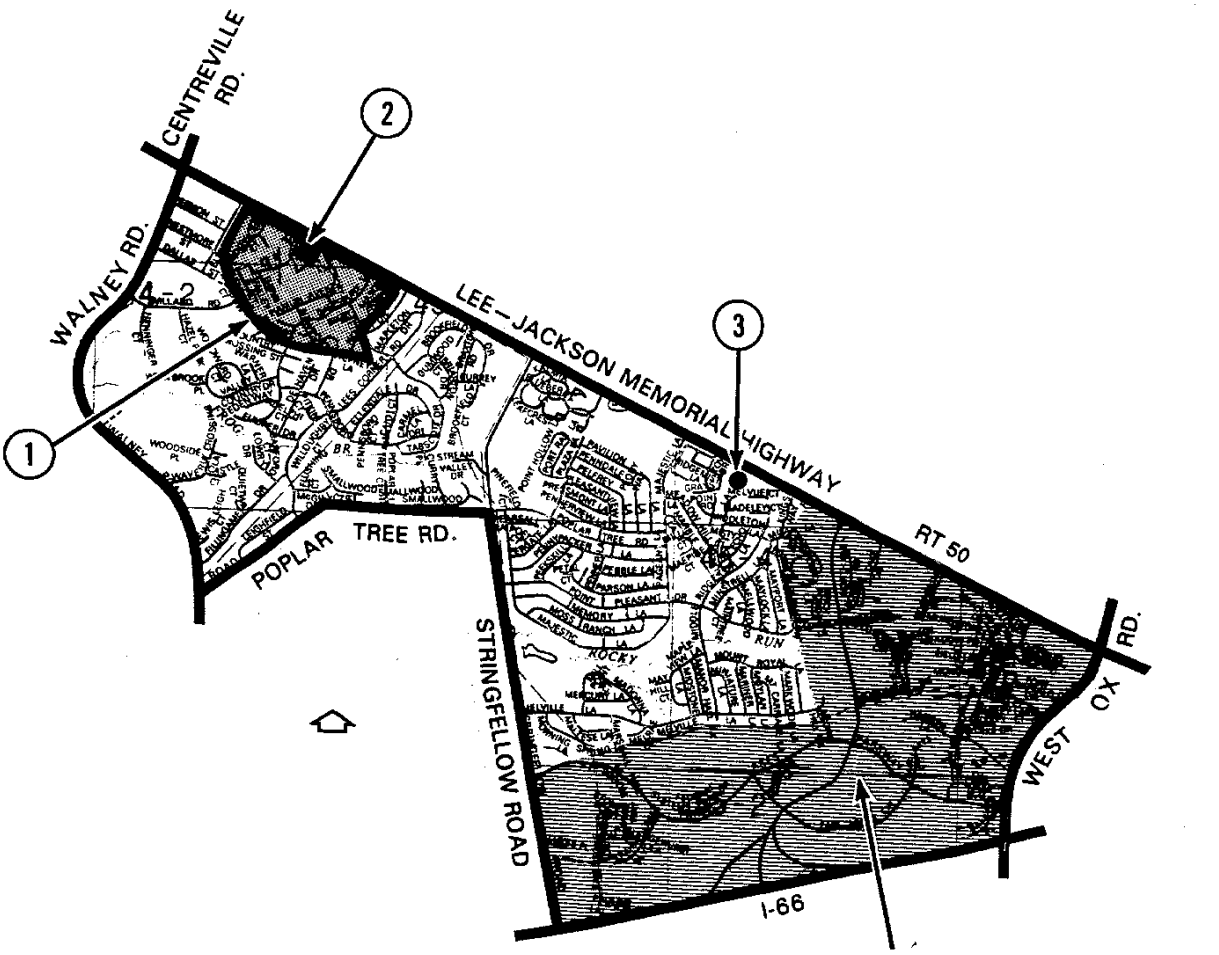
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 26 indicates the geographic location of land use recommendations for this sector.

1. The land south of Route 50, east of the Dulles Suburban Center and west of Flatlick Branch, including Pinewood Meadows and Winding Brook developments, is planned for residential use at 12-16 dwelling units per acre (as shown on the Plan Map) to be compatible with the density of these subdivisions. The area south of Route 50, east of Flatlick Branch, and generally north and west 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. The following conditions are applicable to parcels 34-4((1))58, 59, and 60D on which the historic Mitchell-Weeks House is located:

    - The historic architectural integrity of the Mitchell-Weeks House should be preserved. This may be done by *a*) preserving the house in its present location, *b*) incorporating major elements of the house into a new structure on site, or *c*) relocating the house for preservation off site.



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

LAND USE RECOMMENDATIONS **FIGURE 26**
GENERAL LOCATOR MAP

- If the historic house is relocated off site, or if it is determined that preservation is infeasible, an archeological survey should be performed in coordination with the County Archeologist and the house further documented by photographs, drawings, and written description. Additionally, significant efforts toward historic preservation elsewhere in Fairfax County would be appropriate.

- If recommended and approved by the Fairfax County History Commission, the owner of the site should provide and install a Fairfax County Historical Marker on or near the original location of the house.

As an option, office use up to .35 FAR may be appropriate on parcels 34-4((1))58, 59, and 60D if these parcels are consolidated and the historic Mitchell-Weeks House is preserved, or documented and marked, in the manner indicated above.

3. Parcel 45-2((1))35, located east of the Grays Pointe multifamily development, is planned for residential use at 2-3 dwelling units per acre. As an option, development at up to 6 dwelling units per acre may be considered if the following conditions are met:

   - All units are single family attached;

   - Acoustical treatment is provided for residential structures and fencing, walls or berms as needed on the north, east and west boundaries of the parcel to mitigate Route 50 highway noise;

   - A substantial landscaped buffer is provided to the adjacent single family houses to the south and east; and

   - It is demonstrated that there is no adverse impact on the Middle Ridge Drive/Route 50 service road intersection.

Transportation

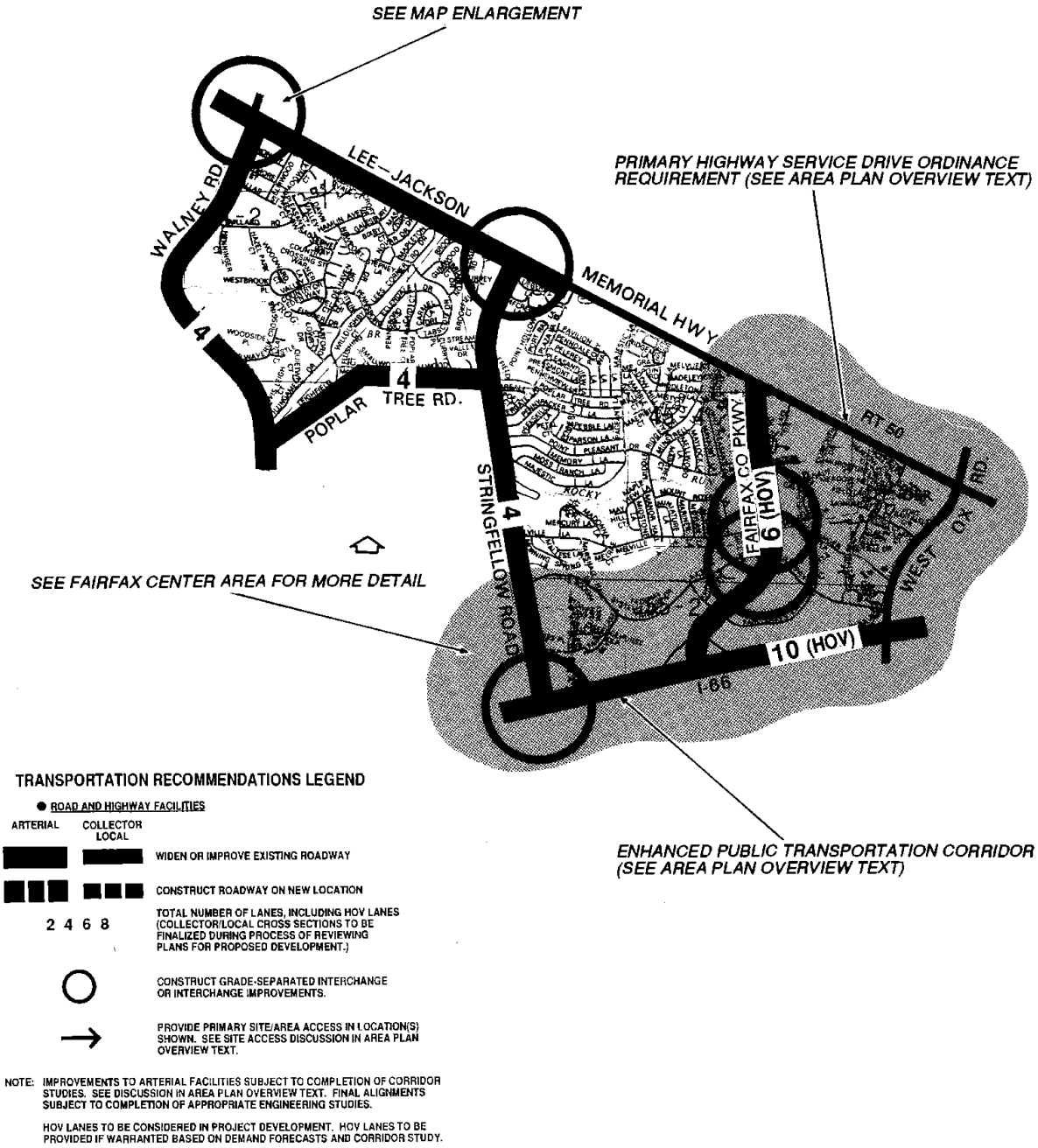
Transportation recommendations for this sector are shown on Figures 27 and 28. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations 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

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.

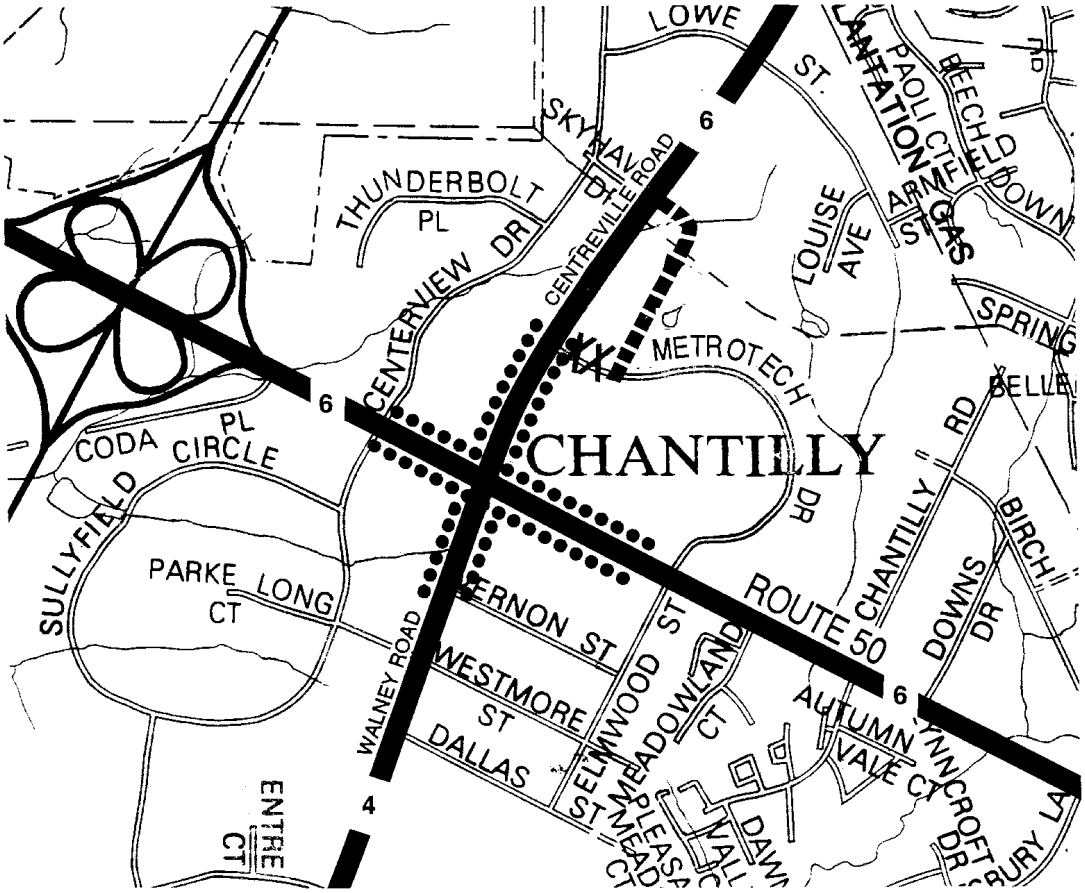
Public Facilities

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

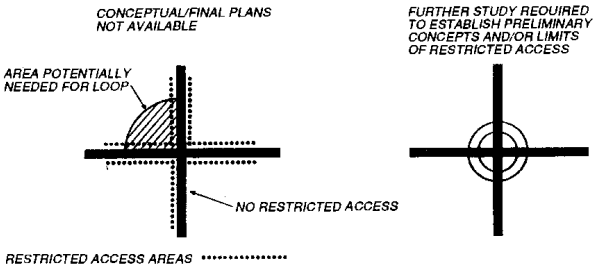


This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 27**



KEY TO INTERCHANGE ENLARGEMENTS



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.

This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 28**
BR4 STRINGFELLOW COMMUNITY PLANNING SECTOR

2. Provide additional finished water transmission facilities along Stringfellow Road south of Route 50.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 29. 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 30 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 29
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. 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. 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.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 30**

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.

Pleasant Valley Road between U.S. Route 29 (Lee Highway) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the largest known stand in Virginia of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Parkland flanks the road along part of its length.

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.

Ordway Road Conservation Area

On June 27, 1994, the Board of Supervisors adopted the Ordway Road Conservation Plan. The basic goal of the Ordway Road Conservation Plan is to preserve the Ordway Road area as a stable residential community, to prevent the area from further deterioration and to improve public facilities. The Conservation Area is generally bounded on the north by Compton Road, on the south by Bull Run Regional Park, on the west by the Upper Occoquan Sewage Treatment Plant and on the east by Centreville Road.

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 in the Area III Overview.)

Figure 31 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:

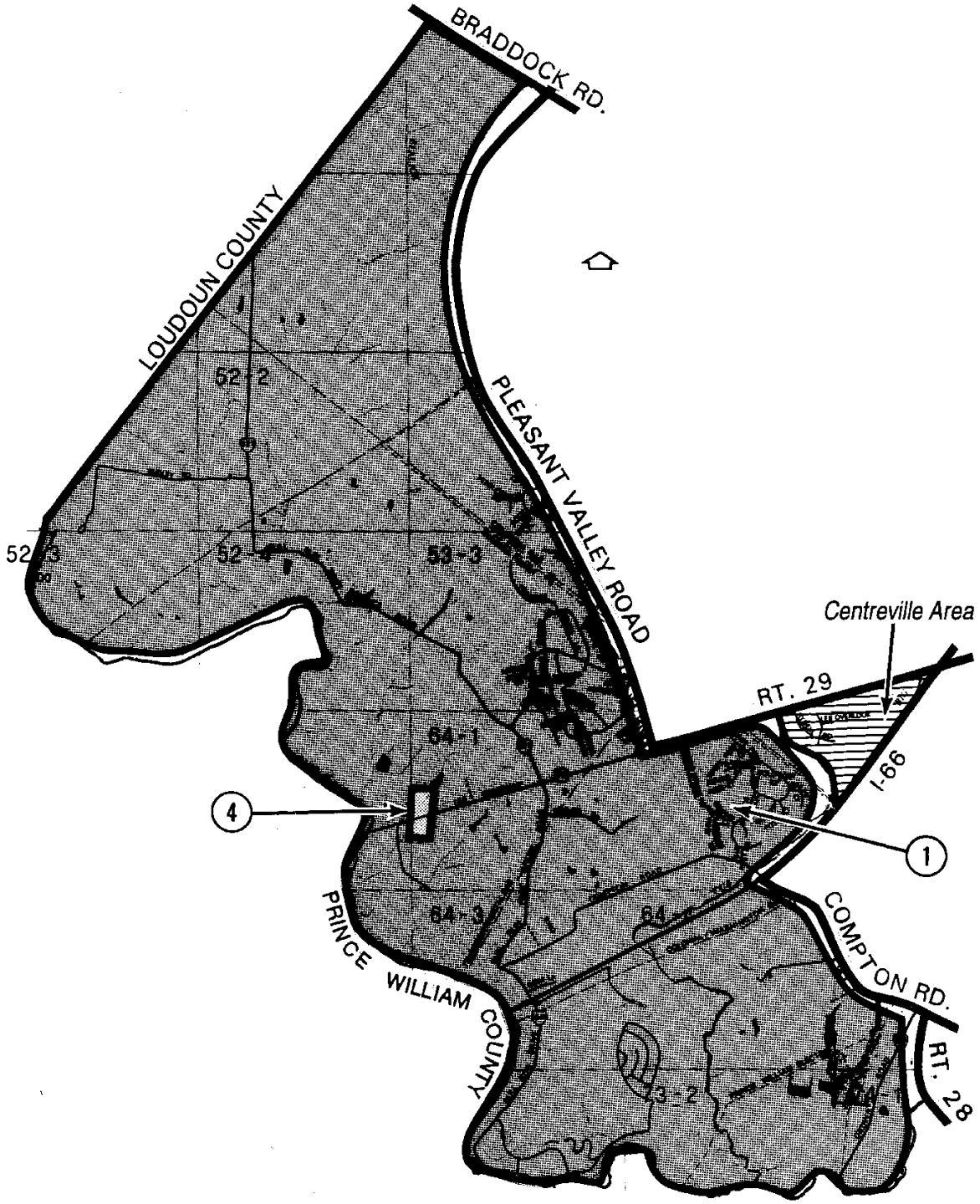
   - Access for the use is oriented to an arterial roadway;

   - 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



LAND USE RECOMMENDATIONS **FIGURE 31**
GENERAL LOCATOR MAP

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 32 and 33. 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.

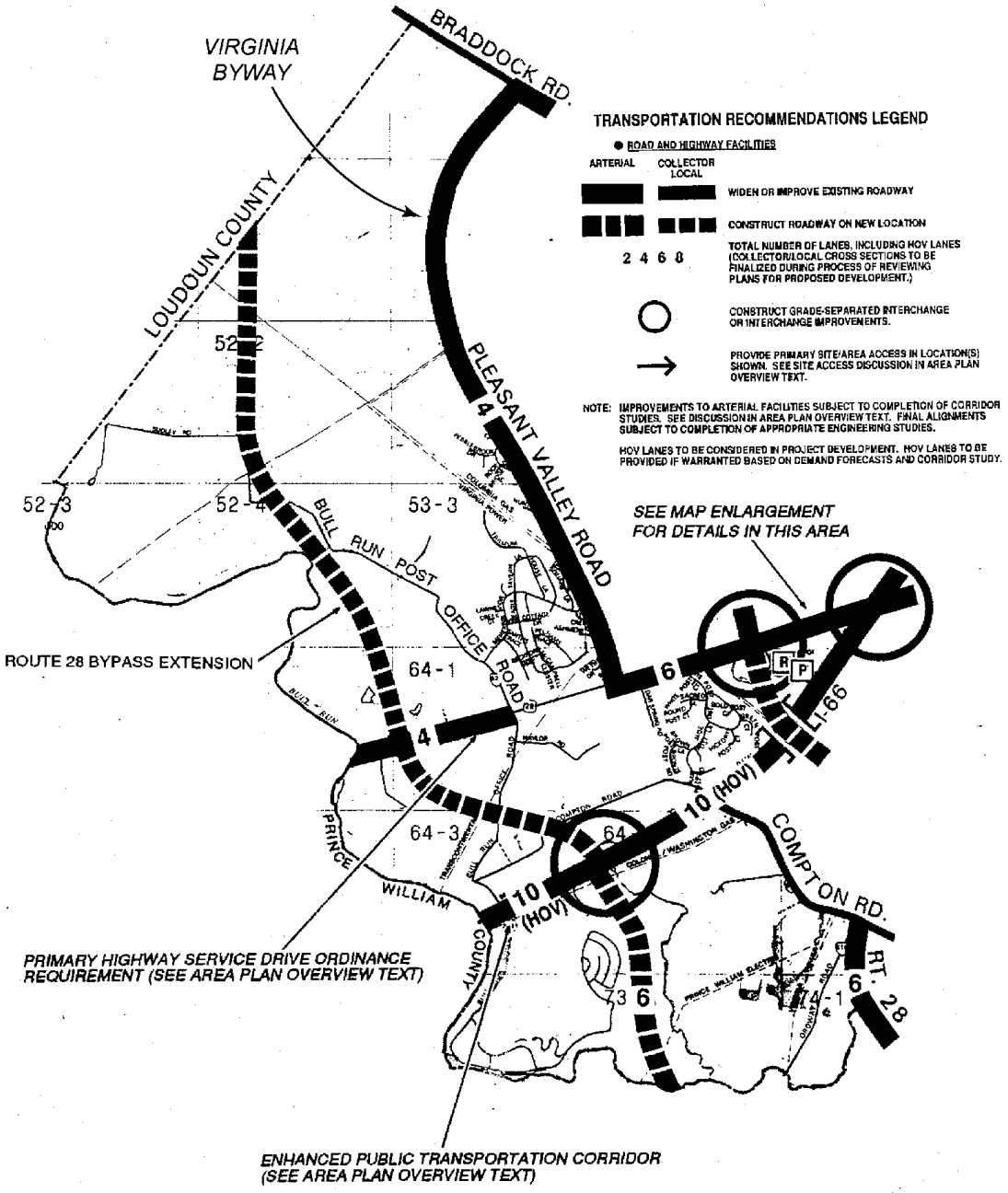
A new north-south controlled-access road linking areas of Fairfax, Prince William and Loudoun Counties will relieve other roads in Fairfax County and contribute to a more efficient functioning of the transportation system in Fairfax County while preserving the rural and open space character of this part of the County. This need can be met by extending the Route 28 Bypass in a northerly direction, crossing Route 29 in the vicinity of the quarry and thence proceeding north to Bull Run Post Office Road. This road will divert north-south traffic from other existing roads such as Pleasant Valley Road, and possibly assist in routing through traffic around the Manassas Battlefield Park.

More detailed corridor studies should be initiated when funding becomes available. As with all transportation improvements shown on the Comprehensive Plan, the ultimate construction of this road will be dependent upon the satisfactory completion of further studies including a rigorous analysis of the need for the road and the specific impacts associated with the proposal, including alternative alignments, environmental studies, and means of addressing any impacts such as to animal habitat movement, historic sites, parks, cemeteries, and horse trails, which may be identified.

This road is intended to accommodate the increase in traffic emanating from Prince William and Loudoun Counties and to accomplish this in a way most sensitive to preserving the rural character of this portion of Fairfax County. At the same time, the road is intended to relieve the anticipated traffic impacts from such development on subdivisions in Fairfax County such as Virginia Run located on Pleasant Valley Road. Without such a connection, state roads already existing in the area will require extensive widening and alignment improvements negatively affecting existing subdivisions in the area.

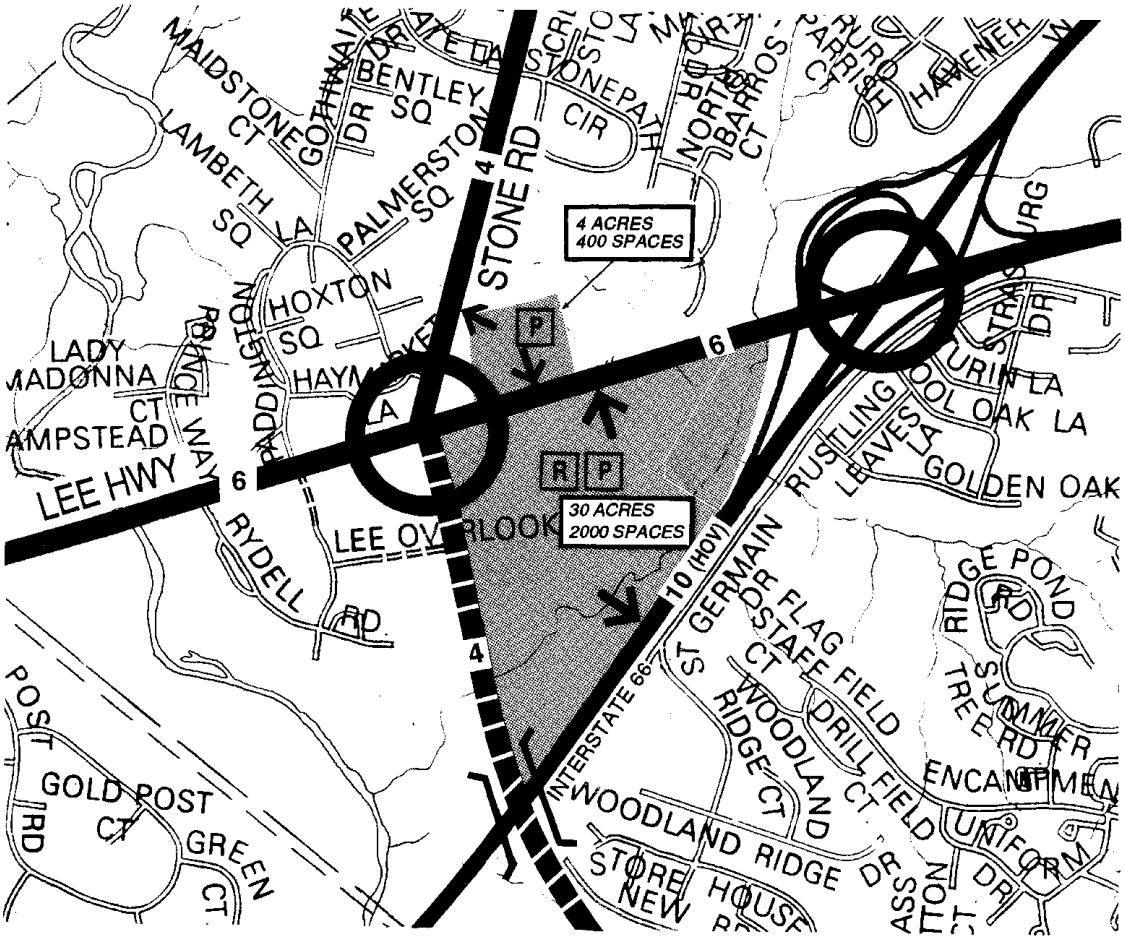
All aspects of the road, including its alignment and major design features such as access control features, should be directed towards preserving the rural character of the area. Access in Fairfax County should be limited as much as possible to Route 29 and I-66.

This new road is only acceptable if the portion of the Route 28 Bypass south of I-66 is implemented. Therefore, implementation of the section north of I-66 should only occur at such time as construction funds are programmed for the section of the Bypass south of Route 29 at its planned intersections with I-66. The road right-of-way north of I-66 should anticipate a four-lane arterial divided with substantial open space between north and south travel lanes.



This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 32**



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

This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 33**
BR5, BR6 COMMUNITY PLANNING SECTORS

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.

3. The County's Approved Sewer Service Area has been expanded to include the Ordway Road Conservation Area to provide a localized solution to a public health hazard caused by failed or imminently failing septic systems without introducing public sewer to the larger Occoquan Basin area and without contravening important overall land use, environmental and public facility (including the efficient and effective use of public funds) objectives. Therefore, the County's administrative policy which permits the extension of sanitary sewer lines, under certain circumstances, up to 400 feet outside the Approved Sewer Service Area boundary does not apply.

4. Construct a new elementary school.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 34. 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 35 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 34
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 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.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 35**

BR6 CENTREVILLE COMMUNITY PLANNING SECTOR

CHARACTER

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.

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 of the Centreville Area is identified as a Suburban Center.

RECOMMENDATIONS

Land Use

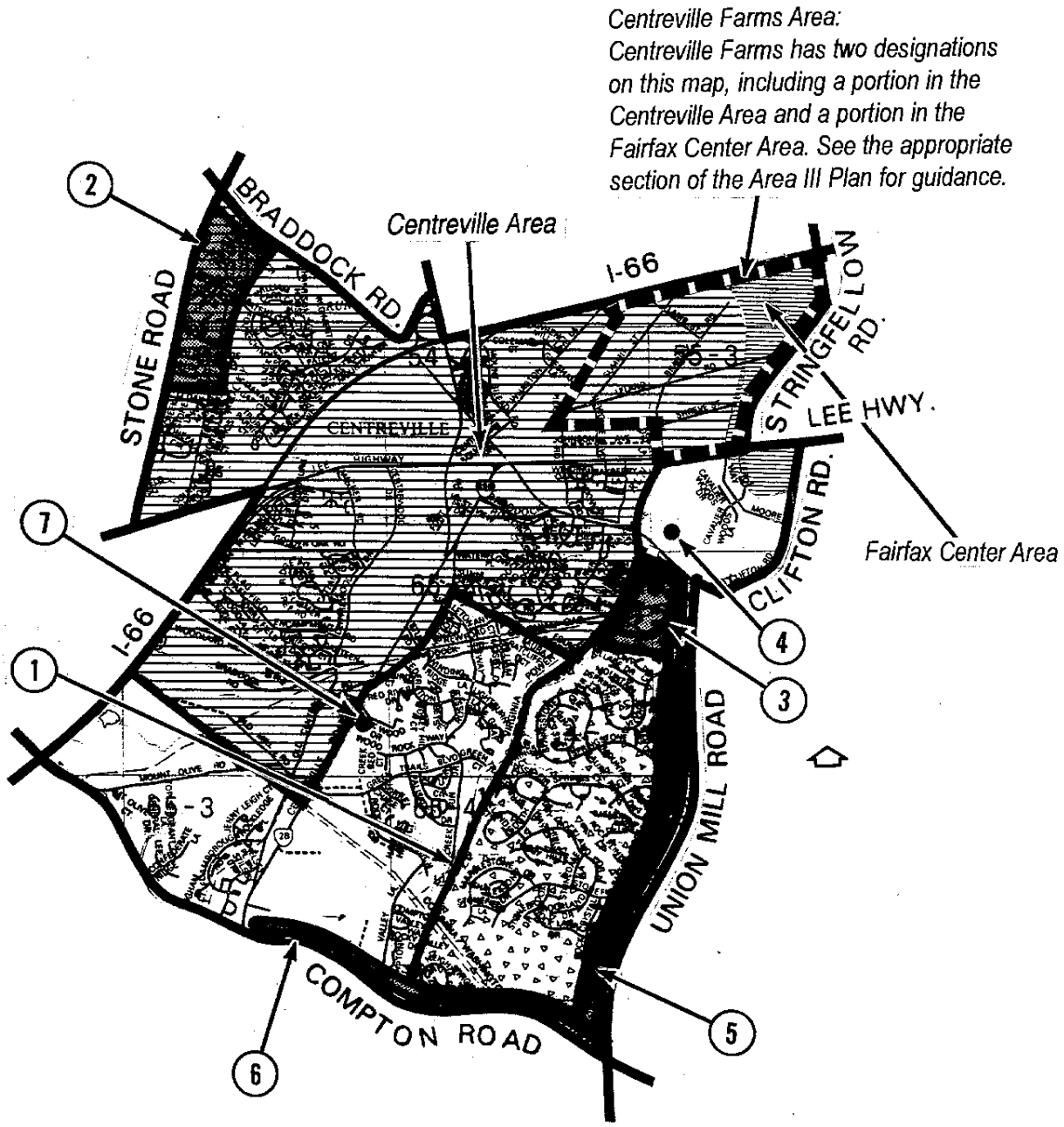
See sections of the Centreville Area and the Fairfax Center Area Plan for recommendations for those portions of the Centreville Community Planning Sector included in those respective areas. Recommendations for the remainder of the sector are provided in the text that follows.

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 36 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.



LAND USE RECOMMENDATIONS **FIGURE 36**
GENERAL LOCATOR MAP

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 units per acre, except as noted below. 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.

   Development of Parcel 66-1 ((1)) 8 may be appropriate for residential use at 1-2 dwelling units per acre if the following conditions are met:

   - Residential structures should be located at least 100 feet from the centerline of Union Mill Road and oriented in a manner that fosters compatibility with adjacent residential development;

   - Existing mature trees should be preserved;

   - Access to any future development of this parcel is limited to one point from Union Mill Road;

   - The planned Countywide trail on the west side of Union Mill Road which crosses the subject property should be provided.

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. A portion of this area located between Bay Valley Lane and Route 28 (Parcels 65-3((1))37A pt., 37B pt., 37C pt., 37D pt., 47, 48 and 65-3((12))R1 pt. and S1) may be appropriate for 2-3 dwelling units per acre provided that a 300-foot buffer is established along the north side of Compton Road. 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 38)

   - Appropriate improvements are made to the Route 28/Darkwood Drive intersection. (See Figure 38)

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

Transportation

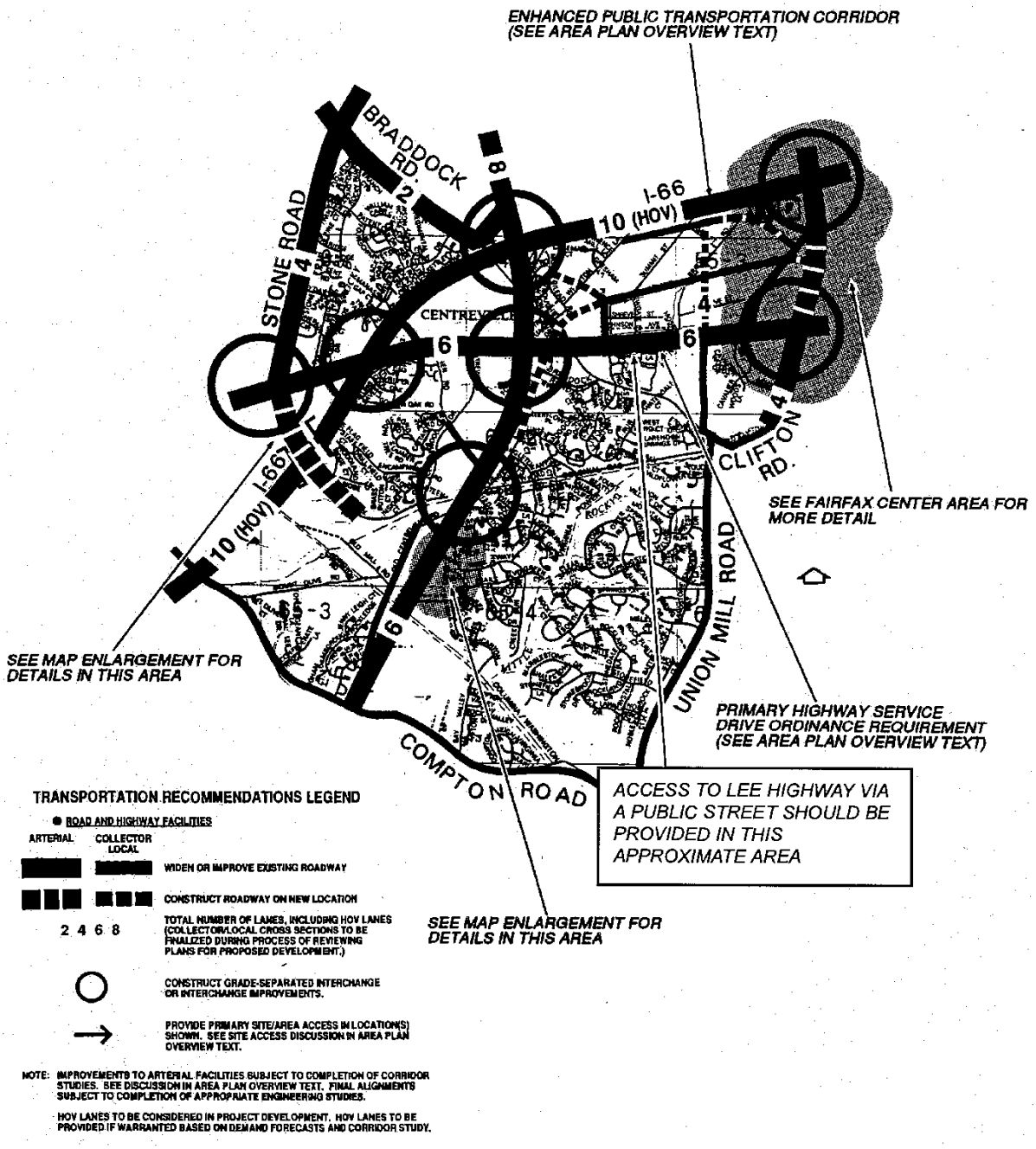
Transportation recommendations for this sector are shown on Figures 37, 38 and 39. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations 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

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.

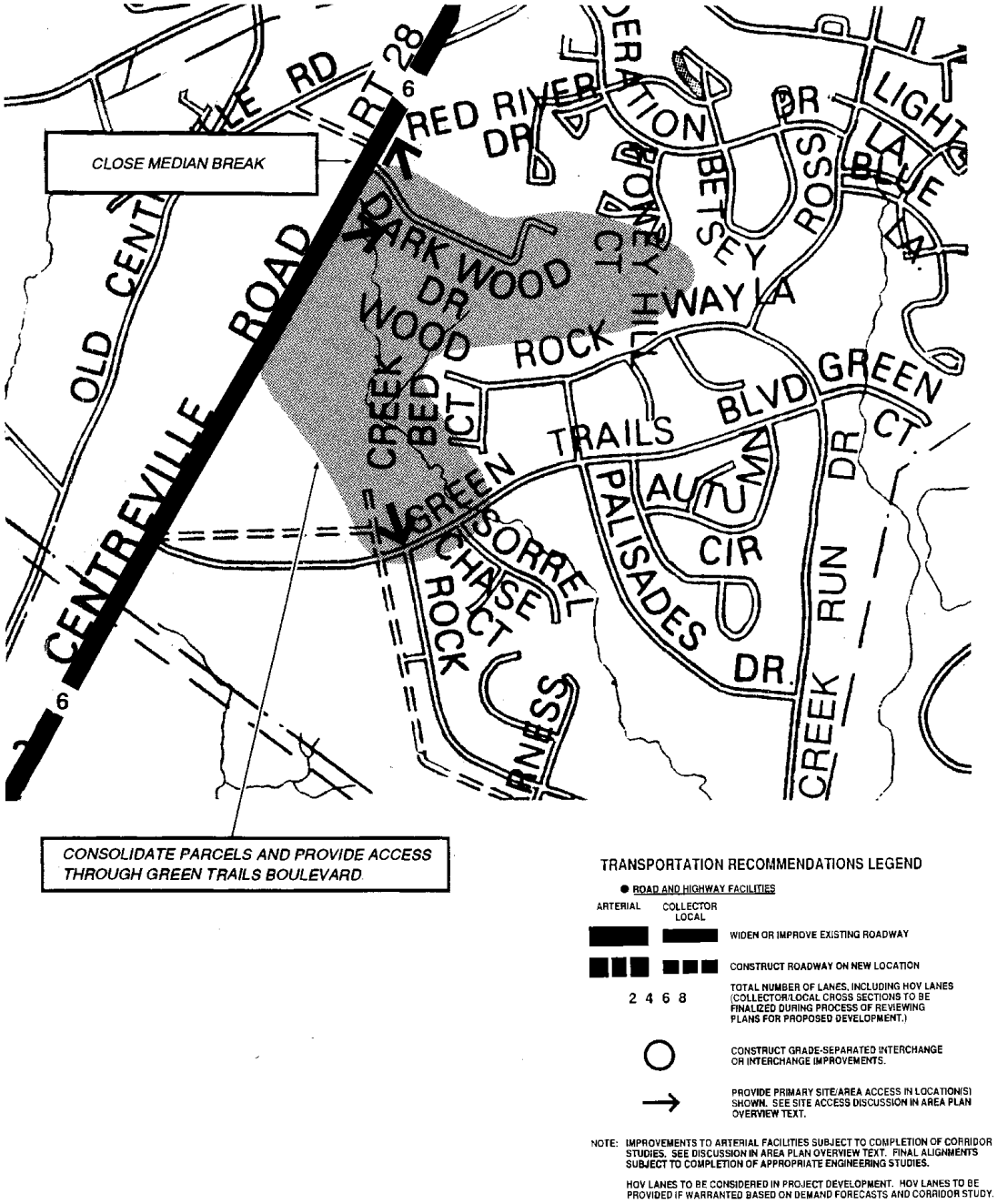
2. The regulations of the Centreville Historic District (Appendix 1, A1-200 of the Zoning Ordinance) specify a mixture of residential and commercial development. Residential development should not exceed 5-8 dwelling units per acre; commercial development should not exceed a total of .25 FAR, and can 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.



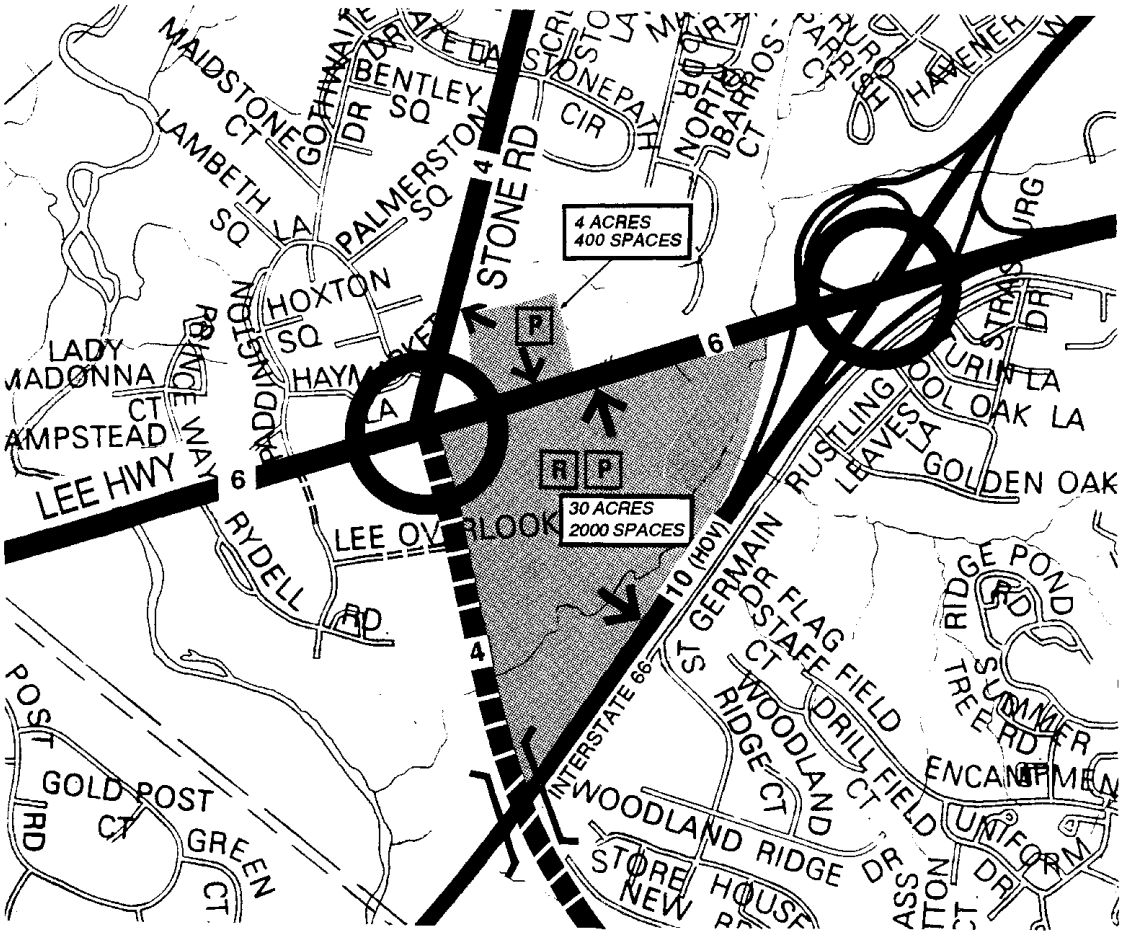
This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 37**



This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

ACCESS RECOMMENDATIONS **FIGURE 38**
BR6 CENTREVILLE COMMUNITY PLANNING SECTOR



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

This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 39**
BR5, BR6 COMMUNITY PLANNING SECTORS

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 40. 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 41 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 40
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.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 41**

BR7 BRADDOCK COMMUNITY PLANNING SECTOR

CHARACTER

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.

Leehigh Village Conservation Area

On March 30, 1998, the Board of Supervisors adopted the Leehigh Village Conservation Plan. The basic goal of the Leehigh Village Conservation Plan is to eliminate the immediate health hazards associated with failed, failing and inadequate septic systems.

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 in the Area III Overview.)

Figure 42 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;

   - 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.

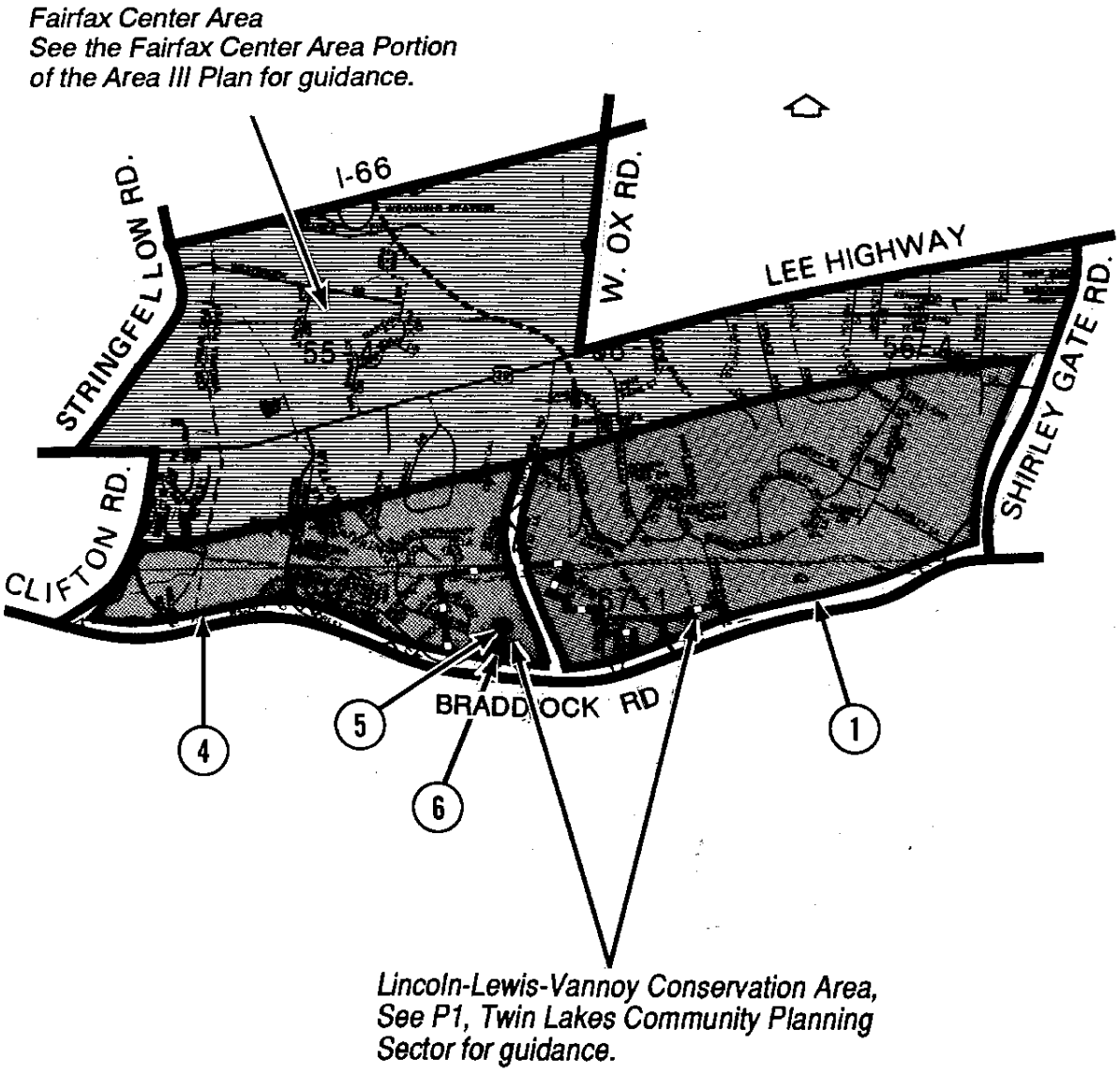
5. County-owned property (tax map 66-2((1))4A, 4B and 4D) next to the Willow Springs Elementary School should be developed as a Community Park after a portion of the property has been reserved to provide a site necessary to the operation of the Lincoln-Lewis-Vannoy sewer system.

6. Tax Map 66-2((1))11, 12, 13, and 14, part of the Lincoln-Lewis-Vannoy Conservation Area, are shown as planned for residential use at 1-2 dwelling units per acre on the Plan Map. This density is appropriate if the following conditions are met:

   - Sewer service will be provided by a connection to the public sewer in Hapton Forest;

   - Turn lanes should be provided from Braddock Road into the subject property, subject to VDOT approval;

   - The properties located to the east between this site and Willow Springs School Road use wells as their source of water. Any impacts of land disturbing activities on the wells should be mitigated. If necessary, provide access for a connection to public water;



LAND USE RECOMMENDATIONS **FIGURE 42**
GENERAL LOCATOR MAP

- An interparcel connection should be constructed to provide access through the subject property to Braddock Road for the parcels to the east; and

- Significant buffering and landscaping should be provided between the subject property and the properties to the east.

Transportation

Transportation recommendations for this sector are shown on Figure 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.

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.

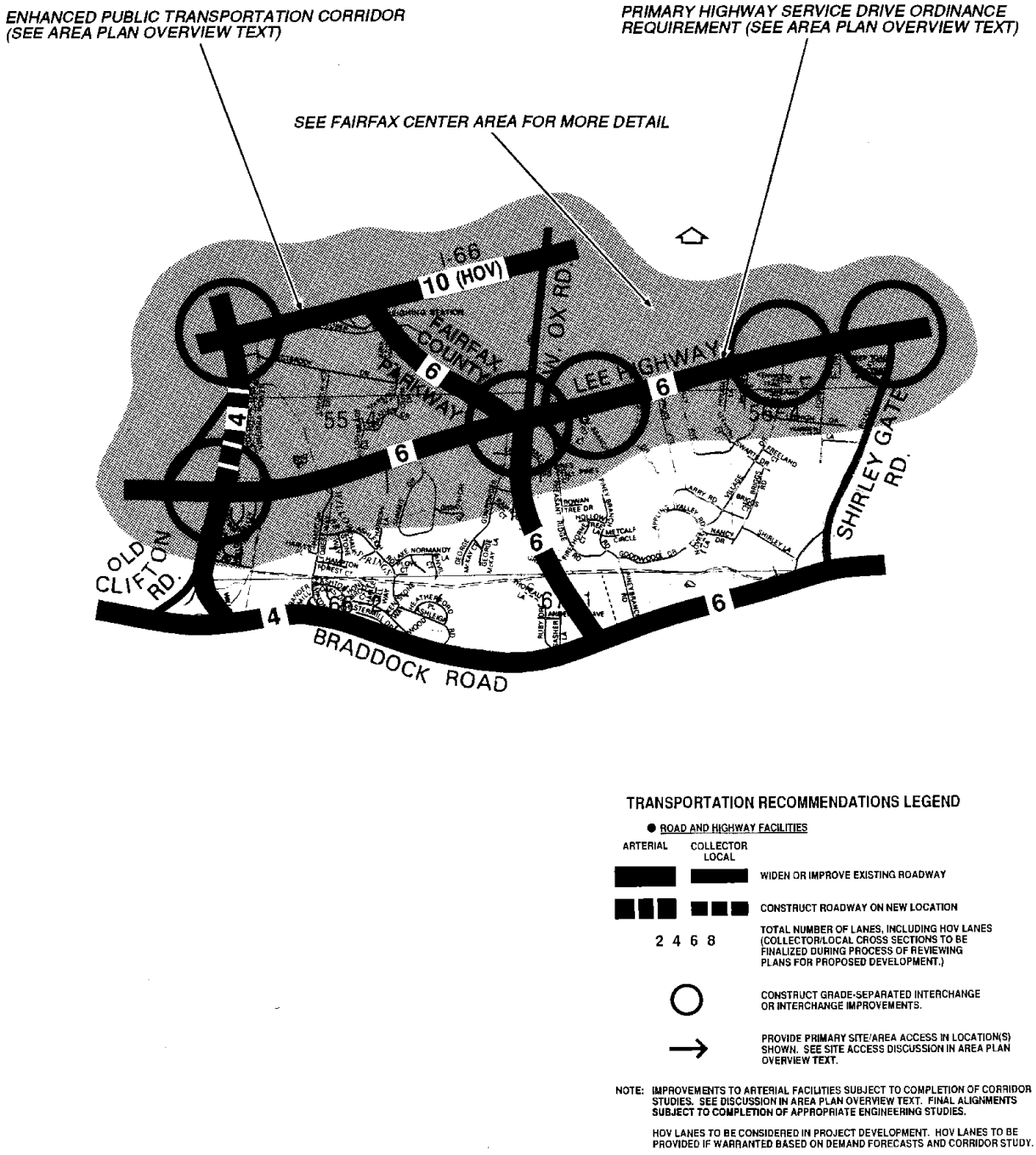
Public Facilities

1. The County's Approved Sewer Service Area has been expanded to include the Leehigh Village Conservation Area to provide a localized solution to a public health hazard caused by failed and imminently failing septic systems without introducing public sewer to the larger Occoquan Basin area and without contravening important overall land use, environmental and public facility (including the efficient and effective use of public funds) objectives. Therefore, the County's administrative policy which permits the extension of sanitary sewer lines, under certain circumstances, up to 400 feet outside the Approved Sewer Service Area boundary does not apply.

2. Expand the DVS West Ox Maintenance Facility to provide collocation of apparatus and chassis maintenance for 'north' County Fire and Rescue Department vehicles and space for maintenance for Park Authority vehicles.

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.



This figure may not reflect changes adopted by the Board of Supervisors on July 31, 2006. Please refer to the 2006 Transportation Plan map to see current recommendations.

TRANSPORTATION RECOMMENDATIONS **FIGURE 43**

FIGURE 44
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.

Trails

Trails planned for this sector are delineated on Figure 45 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 45**