

2012 FAIRFAX FORWARD: EDITORIAL UPDATES
Bull Run Planning District and Planning Sectors (Mark-up)

Staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined, text proposed to be deleted is shown as ~~strike through~~.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; Overview, pages 1-3:

“BULL RUN PLANNING DISTRICT OVERVIEW”

OVERVIEW

The Bull Run Planning District encompasses approximately 32,000 acres, or about 12 percent of the county. The planning district is located in the western corner of Fairfax County. -It is generally bounded on the northeast by the eastern boundary of Dulles International Airport and Lee-Jackson Memorial Highway (Route 50); on the east by West Ox Road and Lee Highway (Route 29); on the southeast by Braddock Road, Shirley Gate Road, Union Mill Road, Compton Road, and Centreville Road (Route 28); on the southwest by Bull Run; and on the northwest by the Loudoun County line. -(See Figure 1-). The planning district contains the Centreville Suburban Center and portions of the Dulles Suburban Center and Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Centreville Suburban Center, Dulles Suburban Center, and the Fairfax Center Area, the planning district consists of residential neighborhoods with single-family detached residential units and townhouses. Multifamily residential units are scattered throughout the planning district, along with community-serving commercial uses. The southern and western portions of the planning district are less densely developed, with large tracts of public parkland and stream valley buffers.

In addition to those previously listed, the planning district is traversed by several major roads and highways, including Interstate 66 (I-66) and Fairfax County Parkway (Route 286). Dulles International Airport is located in the northernmost portion of the planning district.

~~The entire~~A majority of the planning District is located within the Occoquan Reservoir ~~w~~Watershed. -Protection of water quality has had a significant impact on land use in this area.- A major reevaluation of land use in the planning district occurred as a result of the Occoquan Basin Study in 1982. -The reservoir is a major source of drinking water for the ~~C~~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 area of the Bull Run Planning District located within the watershed of the Occoquan Reservoir provides for a rural character by maintaining a very

low density planned development recommendation of .1-.2 dwelling units per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used in conjunction with stormwater management facilities (structural BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributes to the quality of water in the reservoir. The reservoir is a major source of drinking water for the county and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public. 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.

Preservation of water quality in the reservoir is of significant value to the public health and welfare. -In addition to water quality benefits, very low density residential development (~~.1-.2 dwelling unit per acre~~), when applied to ~~the this 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 that~~ 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), Flatlick, Stone Bridge (BR5), and Braddock (BR7) Community Planning Sectors~~ have either part or all of their land area outside the ~~a~~Approved ~~s~~Sewer ~~s~~Service ~~a~~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. A complete list and map of heritage resources are

included in the Heritage Resources section of the Overview section, Figures 4 and 5.

~~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.”~~

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR1-Dulles Airport Community Planning Sector, Character, page 42:

“BR1 DULLES AIRPORT COMMUNITY PLANNING SECTOR

CHARACTER

~~This~~The Dulles Airport Community Planning sSector lies entirely within the Dulles International Airport property, which is owned by the U.S. Government and administered by the Metropolitan Washington Airports Authority (MWAA). ~~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~~MWAA as an active planning partner in the growth of this regional facility. The planning sector includes a portion of the Dulles Suburban Center. Plan Recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Two areas of concern to the ~~C~~county, aircraft noise impacts and industrial and commercial development programs, bear especially close scrutiny as they have a major effect on ~~C~~county development ~~potential~~in the airport area. Additional guidance on aircraft noise impacts may be found in the Area III volume of the Comprehensive Plan, Overview section.

Sully is a significant heritage resource in this planning sector and is protected by a ~~c~~County Historic Overlay District. ~~This plantation house and complex are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures- 4 and 5.”~~

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR2-Upper Cub Run Community Planning Sector, Character, page 47:

“BR2 UPPER CUB RUN COMMUNITY PLANNING SECTOR

CHARACTER

The Upper Cub Run Community Planning Sector is located to the south of~~extends from Dulles Airport and is generally bounded by to~~ Braddock Road, Old Lee Road,~~and from Lee Road and to the Loudoun County line.~~ The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Outside of the Dulles Suburban Center, the northern portion of the planning sector has been developed with single-family detached residential units. Parks constitute much of the southern portion of the planning sector. 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)~~ (Route 29) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. ~~This road passes through the state’s 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 planning Sector is subject to several major environmental constraints including significant Environmental Quality Corridor (EQC) areas associated with Cub Run and its branches. Streams in this planning 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 volume of the Comprehensive Plan, Overview section.~~

~~The Upper Cub Run planning Sector contains numerous prehistoric heritage resources as old as 11,500 years. The planning sector also contains significant historic period structures and archaeological sites. The John Hutchison House, an 18th century structure, has been protected and rehabilitated within a commercial development and is an excellent example of private~~

preservation. -This house is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

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

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR3-Flatlick Community Planning Sector, Character, page 54:

“BR3 FLATLICK COMMUNITY PLANNING SECTOR

CHARACTER

The Flatlick Community Planning Sector is generally bounded by Old Lee Road, Stringfellow Road, Interstate 66 (I-66), Lee Highway (Route 29), and Pleasant Valley Road. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

~~The Flatlick Community Planning Sector encompasses a diverse mix of land uses. -The southern portion of the planning sector, outside of the Dulles Suburban Center, consists primarily of single-family detached residential units. The eastern edge of the planning sector, south of Braddock Road along Stone Road, is developed with townhouses. Additional townhouses, multifamily residential units, and community serving retail uses are located near the intersection of Westfields Boulevard and Sully Road (Route 28). includes low density residential uses while the northern portion includes significant industrial and office uses. -Extensive public recreation resources are also found in the planning sector, including with Cub Run Stream Valley Park, Ellanor C. Lawrence Park and the Chantilly National 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 state’s 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.~~

~~Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. 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.~~

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Cabell's Mill and Miller's House are among the significant heritage resources in this planning sector."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR4-Stringfellow Community Planning Sector, Character, page 63:

"BR4 STRINGFELLOW COMMUNITY PLANNING SECTOR

CHARACTER

The Stringfellow Community Planning Sector is generally bounded by Lee-Jackson Memorial Highway (Route 50), West Ox Road, Interstate 66 (I-66), Stringfellow Road, and Walney Road. The planning sector includes portions of the Dulles Suburban Center and the Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Dulles Suburban Center and the Fairfax Center Area, the Stringfellow Community Planning Sector is developed primarily with single-family detached residential units, as well as townhouses located in the northern portion of the planning sector adjacent to Lee-Jackson Memorial Highway. The subdivisions of Brookfield and Greenbriar subdivisions are substantial communities of single-family detached houses and townhouses, adjacent to which include neighborhood shopping centers. They are located south of Route 50 Lee-Jackson Memorial Highway and east of Stringfellow Road. Scattered older residential developments are also found in this planning sector. The pattern of development in this planning sector is heavily oriented toward Lee-Jackson Memorial Highway 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.~~

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Leeton and the Ox Hill Memorial Markers are among the significant heritage resources in this sector."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR5-Stone Bridge Community Planning Sector, Character, page 71:

“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 generally bounded by Loudoun County, ~~and Prince William Counties, on the west and by Pleasant Valley Road, and Compton Road and the Centreville Area on the east.~~

Much of the planning sector is undeveloped and includes forest and farmland, large portions of which are preserved as public parkland. A majority of the planning sector is outside of the county’s Approved Sewer Service Area and existing single-family residential units in this portion of the planning sector are widely scattered at very low densities. The southeastern portion of the planning sector is within the county’s Approved Sewer Service Area and is developed with predominantly single-family detached residential units. Townhouses and multi-family residential units are located near the Lee Highway (Route 29)/Interstate 66 (I-66) interchange, with a small concentration of office, retail, and industrial uses adjacent to the interchange. Stone resources are found in the southern part of this planning sector and are actively quarried.

All of the Bull Run ~~w~~Watershed and portions of the Cub Run ~~w~~Watershed, which are part of the Occoquan Reservoir ~~w~~Watershed, are within this planning sector. The Environmental Quality Corridors for the Bull Run and Cub Run Stream Valleys are major environmental features of this planning 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 state’s 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 planning sector and numerous known and potentially significant prehistoric and historic heritage resources may be found. Bull Run Stone Bridge is a significant heritage resource in this planning sector and is protected by a cCounty Historic Overlay District. It is listed in the Fairfax County Inventory of Historic Sites.

A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

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 C~~onservation ~~P~~lan 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 ~~C~~onservation ~~a~~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.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR6-Centreville Community Planning Sector, Character, page 81:

“BR6 CENTREVILLE COMMUNITY PLANNING SECTOR

CHARACTER

The Centreville Community Planning Sector is generally bounded by I-66, Union Mill Road, Compton Road, and Stone Road. The planning sector includes the Centreville Suburban Center and a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area. Recommendations for the Centreville Suburban Center can be found in a previous section of the Bull Run Planning District text, following the Overview section.

~~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. Outside of the Centreville Suburban Center, single-family detached residential units are located along the eastern and western edges of the planning sector, with townhouses and multifamily residential units comprising much of the remainder of the planning sector. Community-serving commercial uses are located at the intersection of Union Mill Road and Braddock Road. 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.

This planning sector is rich in significant heritage resources, many of which are listed in the Fairfax County Inventory of Historic Sites.- Some of these sites are also protected by the Centreville Historic Overlay District. -A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR7-Braddock Community Planning Sector, Character, page 91:

“BR7 BRADDOCK COMMUNITY PLANNING SECTOR

CHARACTER

The Braddock Community Planning Sector is generally bounded by Interstate 66 (I-66), Lee Highway (Route 29), Shirley Gate Road, Braddock Road, and Clifton Road. The planning sector includes a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

~~This sector is divided into two principal areas.—Approximately half of this planning sector is included in the Fairfax Center Area. —It includes the area generally north of ~~Route 29~~ Lee Highway and 1,000 feet south of ~~Route 29~~ Lee Highway from Clifton Road to Shirley Gate Road. Outside of the Fairfax Center Area, ~~The balance of this planning sector is generally developed as single-family detached houses~~ residential units, with townhouses located in the southwest portion of the planning sector. The Piney Branch Stream Valley provides a north-south open space corridor through the center of this planning sector. ~~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~~ sites. —Winfield Farm and Woodaman House are significant heritage resources in this planning sector and are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a ~~C~~conservation Area. -It is a community of approximately 215 single-family detached homes located in the Pohick (~~Seector P4~~Twin Lakes Community Planning Sector) and Bull Run Planning Districts, two to three miles west of Ox Road (Route 123) on Braddock, Popes Head, and Colchester Roads.

When the ~~C~~onservation ~~P~~lan for Lincoln-Lewis-Vannoy was developed, the majority of the area's 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 C~~onservation ~~P~~lan is to eliminate the immediate health hazards associated with failed, failing and inadequate septic systems.”