

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, Prince William County, Pleasant Valley Road, and Compton Road.

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 multifamily 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 Fairfax County's portion of the Bull Run Watershed and portions of the Cub Run Watershed, which are both part of the watershed of the Occoquan Reservoir, 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 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 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. Public parkland flanks the road along part of its length.

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 county 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 3 and 4. 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 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 (Route 28).

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 26 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. Nonresidential 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 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

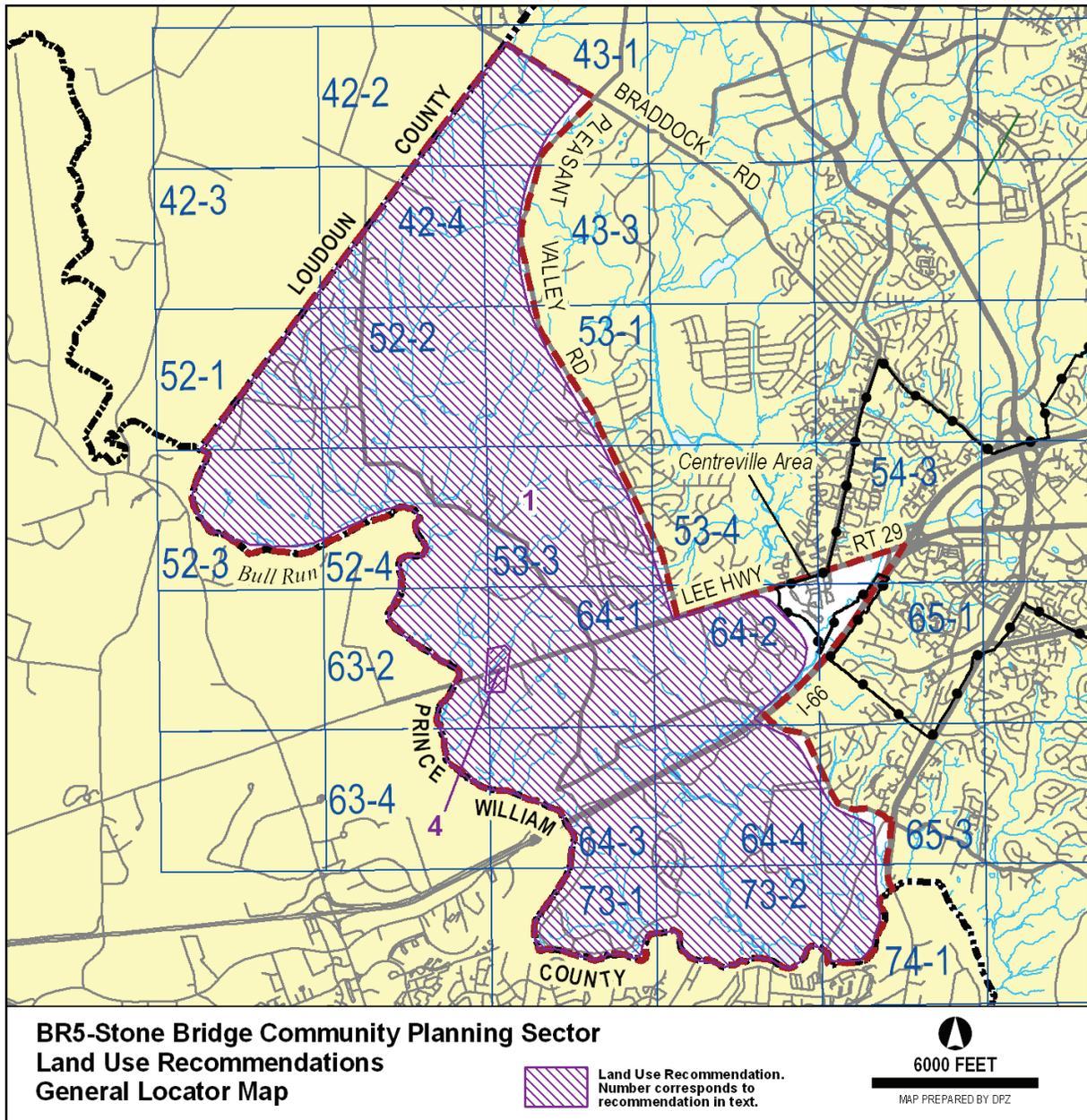


FIGURE 26

portion of Parcel 64-1((1))33 for inclusion in a natural resources protection overlay district to allow for expansion of the quarry. Such an expansion should be limited to approximately 35 acres of this parcel and limited to quarrying uses only; industrial uses on this site are not appropriate. If this parcel is proposed for quarrying use, extensive screening and buffering and noise mitigation measures should be provided to protect all adjacent land planned for low density residential uses and to protect the rural and historic character of the area, to include the protection of the Bull Run Stone Bridge and the Manassas National Battlefield Park which are located in close proximity to this area. When quarrying operations cease, this site should be restored and the area should be replanned for public or private open space.

Transportation

Transportation recommendations for this sector are shown on Figures 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.

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 Lee Highway 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.

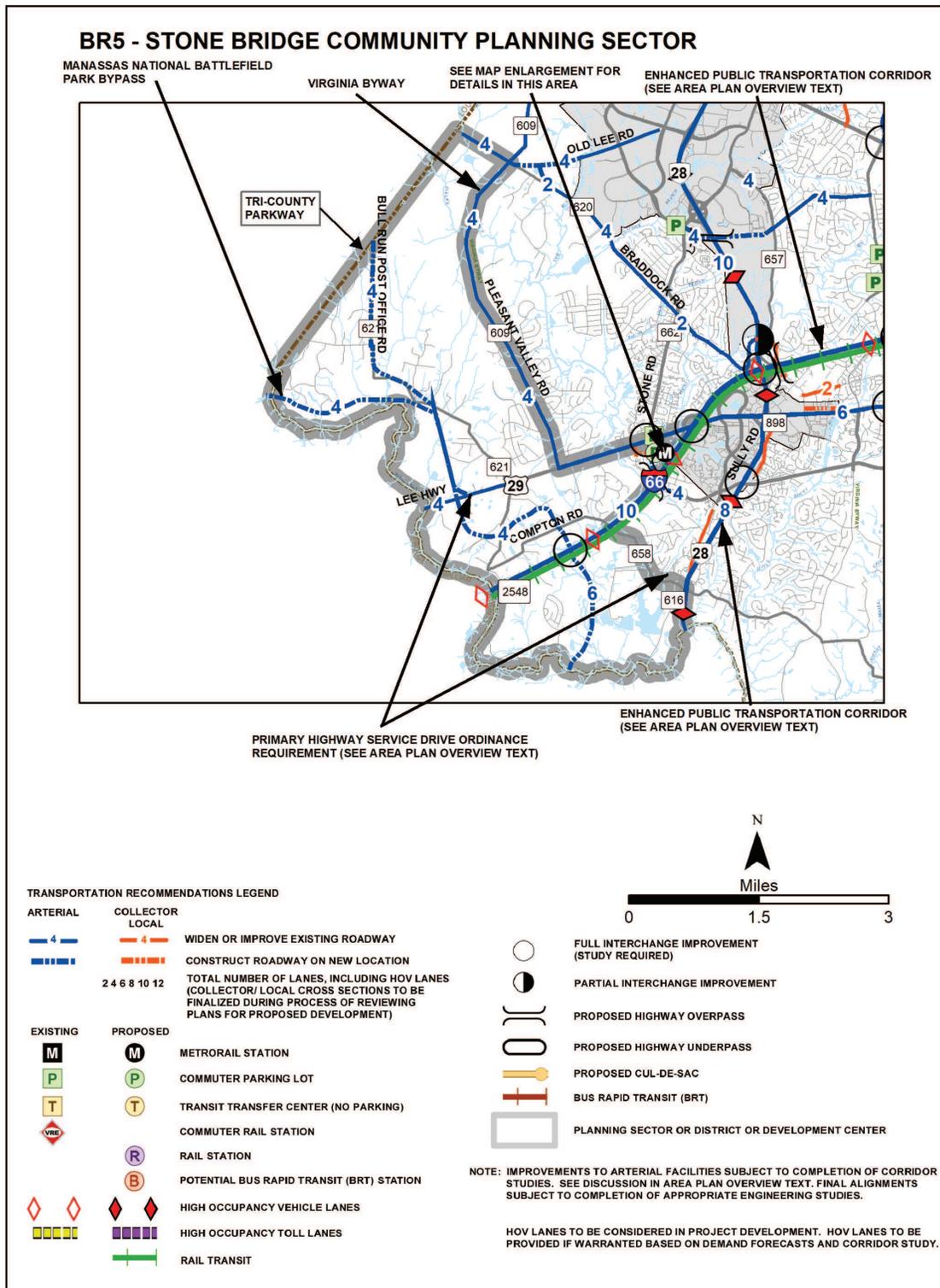
More detailed corridor studies should be initiated when funding becomes available. As with all transportation improvements shown on the Comprehensive Plan, the ultimate construction of this road will be dependent upon the satisfactory completion of further studies including a rigorous analysis of the 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 Lee Highway and I-66.

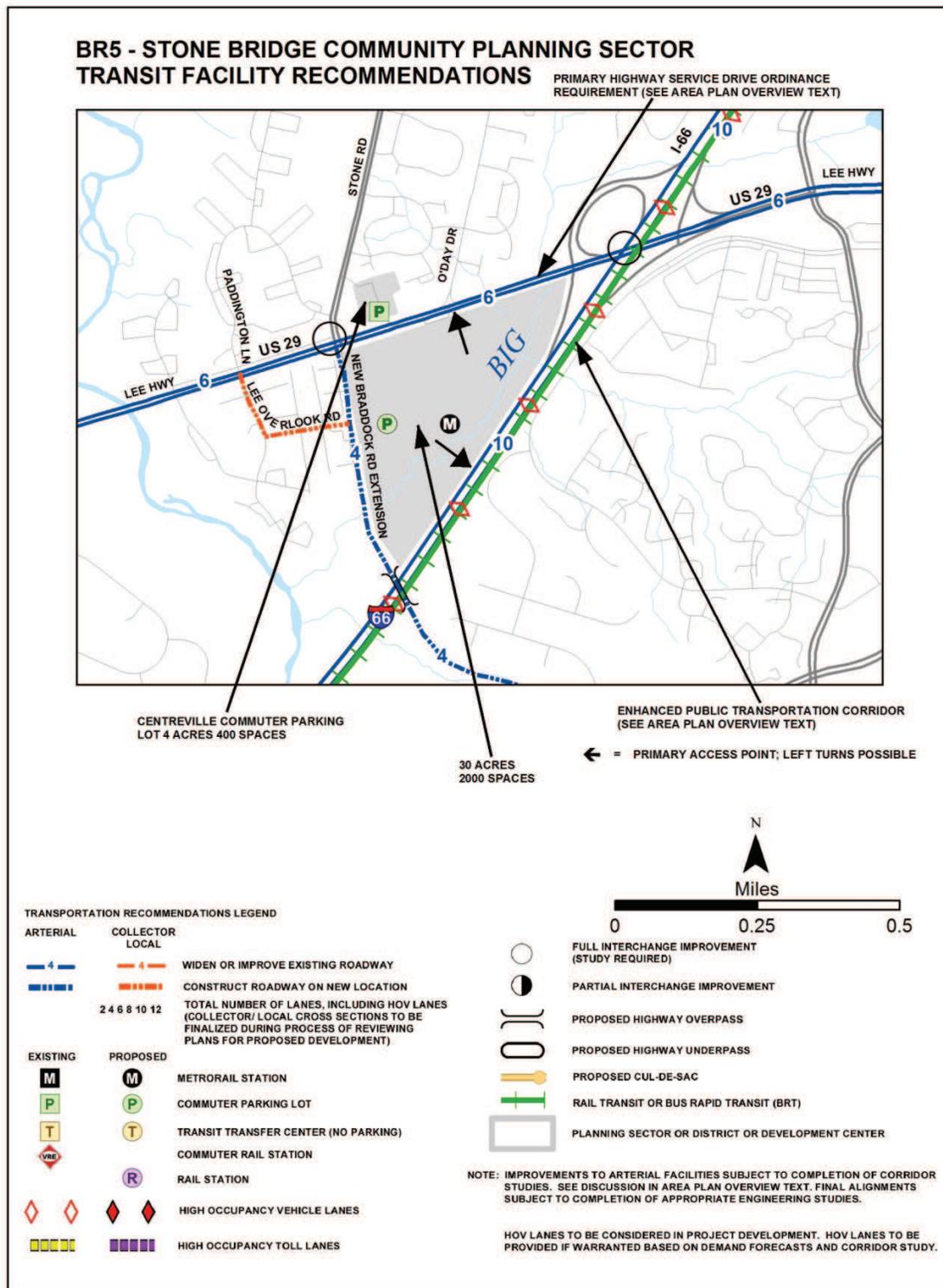
This new road is only acceptable if the portion of the Route 28 Bypass south of I-66 is implemented. Therefore, implementation of the section north of I-66 should only occur at such time as construction funds are programmed for the section of the Bypass south of Lee Highway at its planned intersections 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.



TRANSPORTATION RECOMMENDATIONS

FIGURE 27



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

FIGURE 28

Heritage Resources

Bull Run Stone Bridge Historic Overlay District lies within this sector. The provisions of the Bull Run Stone Bridge Historic Overlay District (Appendix 1, A1-500 of the Zoning Ordinance) have been adopted to control development and uses that would have visual and operational impact on the bridge and its environs. Uses should encourage protection of the bridge. All improvements should be designed to be compatible with the scale and appearance of the bridge. All development proposals must be reviewed by the Architectural Review Board as specified in Part 7-200 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Bull Run Stone Bridge Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

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 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.

FIGURE 29
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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.