

Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Bull Run						
---	3	Bull Run	4	<p>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.</p>	<p>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 Metrorail 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.</p>	<p>A Metrorail designation has been added along I-66 from the Vienna Metro station to the Prince William County line.</p>
2	3	Bull Run	5		<p>VA 28 should have a callout that reads, "Enhanced Public Transportation Corridor".</p>	<p>VA 28 is an EPTC from the Prince William County line to the Loudoun County line.</p>
---	3	Bull Run	19	<p>When the planned highway improvements at the intersections of Route 28/Route 29 and Route 28/Interstate 66 are completed, there will be limited access to Land Unit B-1. The area is immediately adjacent to the Centreville Historic District, therefore new development in this land unit must fully recognize the access and circulation constraints as well as the need to protect the character of the adjoining historic district.</p>	<p>When <u>Because of</u> the planned highway improvements at the intersections of Route 28/Route 29 and Route 28/Interstate 66 are completed, there will be limited access to Land Unit B-1. The area is immediately adjacent to the Centreville Historic District, therefore new development in this land unit must fully recognize the access and circulation constraints as well as the need to protect the character of the adjoining historic district.</p>	<p>Both intersections Route 28/Route 29 and Route 28/Interstate 66 have been improved.</p>

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---	3	Bull Run	20 & 21	Land Unit B-5 contains a number of automobile-oriented commercial uses along Route 28 and Route 29 each with separate access. A full interchange for the Route 28/Route 29 intersection is planned and this will have an impact on existing commercial uses and the access to these uses. However, neighborhood-serving retail commercial and limited office uses up to .25 FAR are planned and will remain appropriate in this land unit to serve local needs. A motel or bed and breakfast with proximity to the historic district may also be appropriate.	Land Unit B-5 contains a number of automobile-oriented commercial uses along Route 28 and Route 29 each with separate access. A full interchange for the Route 28/Route 29 intersection is planned and this will have an impact on impacts access to existing commercial uses and the access to these uses. However, neighborhood-serving retail commercial and limited office uses up to .25 FAR are planned and will remain appropriate in this land unit to serve local needs. A motel or bed and breakfast with proximity to the historic district may also be appropriate.	A full interchange for the Route 28/Route 29 intersection has been completed.
---	3	Bull Run	22	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.	Land Unit C-1 contains neighborhood-serving, highway-oriented retail commercial uses. The Transportation Plan includes a A full interchange for the Route 28/Route 29 intersection has been constructed. 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.	A full interchange for the Route 28/Route 29 intersection has been completed.
---	3	Bull Run	28	<p>The Redevelopment Concept Plan (Figure 8) 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 9). 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.</p> <p>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.</p>	<p>The Redevelopment Concept Plan (Figure 8) 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 9). 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.</p> <p>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.</p>	Centreville Farms Road has been built. Leland Road has been improved in vicinity of Centreville Farms Road.

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---	3	Bull Run	31	<p>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.</p>	<p>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.</p>	<p>Centreville Farms Road has been built.</p>
---	3	Bull Run	31	<p>As the area redevelops, those homeowners residing in Land Unit F (the Summit Street area) should be protected from adverse development impacts. Given the planned density of 1-2 du/ac, and existing lot sizes of almost two acres, it is important that effective transitions occur between Land Unit F and the higher densities planned in Land Units A, B and J. Effective transitions should be achieved through the implementation of techniques such as buffers, barriers, tree preservation, open space dedication and/or construction of similar unit type (single-family detached), and restricted access onto Summit Street. A cul-de-sac with a turn-around circle should be provided on Summit Street to terminate in Land Unit B, as depicted on the Redevelopment Concept Plan. The Generalized Unit Location Map shows single-family detached residential units in Land Unit B abutting Land Unit F to the north and in Land Unit A to the east. To the south, single-family units are shown in Land Unit K, west of Newgate Road, and townhouses are shown in Land Unit J, to the east.</p>	<p>As the area redevelops, those homeowners residing in Land Unit F (the Summit Street area) should be protected from adverse development impacts. Given the planned density of 1-2 du/ac, and existing lot sizes of almost two acres, it is important that effective transitions occur between Land Unit F and the higher densities planned in Land Units A, B and J. Effective transitions should be achieved through the implementation of techniques such as buffers, barriers, tree preservation, open space dedication and/or construction of similar unit type (single-family detached), and restricted access onto Summit Street. A cul-de-sac with a turn-around circle should be <u>has been provided</u> on Summit Street to that <u>terminates</u> in Land Unit B, as depicted on the Redevelopment Concept Plan. The Generalized Unit Location Map shows single-family detached residential units in Land Unit B abutting Land Unit F to the north and in Land Unit A to the east. To the south, single-family units are shown in Land Unit K, west of Newgate Road, and townhouses are shown in Land Unit J, to the east.</p>	<p>The cul-de-sac on Summit Street has already been provided.</p>

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---	3	Bull Run	31	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.	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.	Centreville Farms Road is already in place.
10	3	Bull Run	33	Proposed Cul-de-sac at the south terminus of Old Centreville Road.	Proposed Cul-de-sac at the south terminus of Old Centreville Road.	The cul-de-sac is already in place.
10	3	Bull Run	33	Access to Lee Highway via a public street should be provided in this approximate area.	Access to Lee Highway via a public street should be provided in this approximate area.	This is already in place.
---	3	Bull Run	34	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.	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 <u>Metro</u> 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.	A Metro rail designation has been added along I-66 from the Vienna Metro station to the Prince William County line.
---	3	Bull Run	34	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 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.	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 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.	Centreville Farms Road has already been completed.
---	3	Bull Run	34	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.	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.	This has already been completed.
---	3	Bull Run	34	Summit Street - The existing Summit Street should terminate in a cul-de-sac with a turn-around circle in Land Unit B.	Summit Street - The existing Summit Street should terminate in a cul-de-sac with a turn-around circle in Land Unit B.	This has already been completed.

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---	3	Bull Run	34	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.	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.	Centreville Farms Road has already been completed.
---	3	Bull Run	50	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.	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.	This commuter parking lot is already in place.
21	3	Bull Run	52	2.5 ACRES 140 SPACES	<u>SULLY STATION COMMUTER PARKING LOT 2.5 ACRES 140 SPACES</u>	This commuter parking lot is already in place.
32	3	Bull Run	70	4 ACRES 400 SPACES	<u>CENTREVILLE ROAD COMMUTER PARKING LOT 4 ACRES 400 SPACES</u>	This commuter parking lot is already in place.
m	3	Bull Run	79	CONSOLIDATE PARCELS AND PROVIDE ACCESS THROUGH GREEN TRAILS BOULEVARD	<u>CONSOLIDATE PARCELS AND PROVIDE ACCESS IS PROVIDED THROUGH GREEN TRAILS BOULEVARD</u>	Access is already provided from Green Trails Boulevard
38	3	Bull Run	80	4 ACRES 400 SPACES	<u>CENTREVILLE ROAD COMMUTER PARKING LOT 4 ACRES 400 SPACES</u>	This commuter parking lot is already in place.