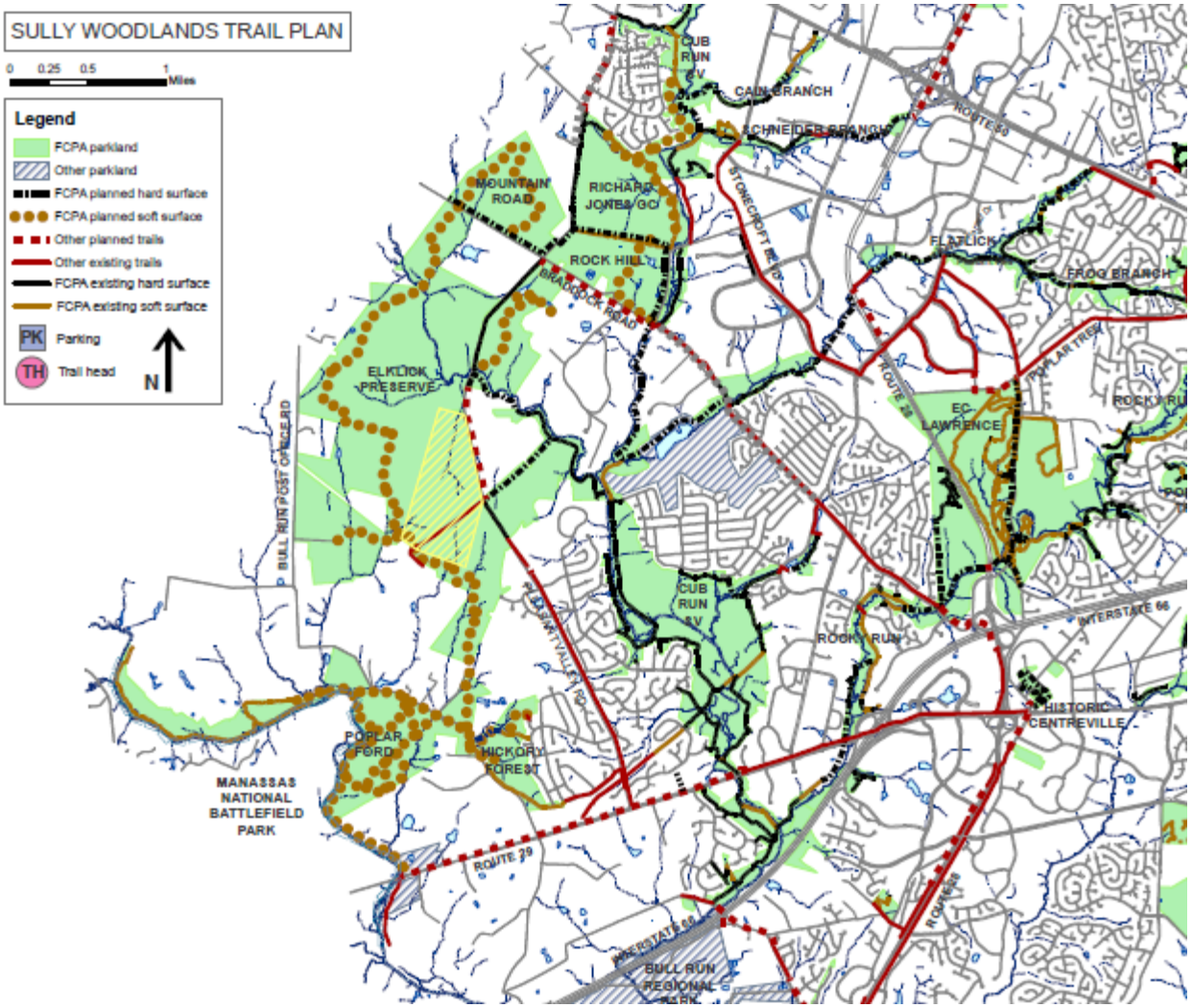
FINAL

SULLY WOODLANDS TRAIL PLAN

May, 2011



APPENDIX B - TRAIL PROJECT SUMMARY

AREA	PROJECT ID	NAME	FACILITY TYPE	LENGTH, FEET	STREAM CROSSING	ROAD CROSSING
Centreville	P1	Aubrey Newton Trail	Asphalt	1200	1	1
Centreville	P2	Big Rocky Run SV, Battery Ridge	Asphalt	2000		
Centreville	P3	Mt. Gilead Historic Centreville	Stonedust	5000		
Centreville	L1	Big Rocky Run SV, Route 29	Asphalt	4000		1
Centreville	L2	Centreville Historic District Trail	Asphalt	1000		3
Centreville	T1	Compton Road Trail Connector	Asphalt	1400		
Centreville	T2	Compton Road to Route 28 Connector	Asphalt	1800		
Centreville	T3	Centreville Road Route 28	Asphalt	5600		
Centreville	T4	Historic Centreville Park Connector	Asphalt	5000		1
Chantilly	P1	Flatlick SV- Braddock to Stonecroft	Asphalt	1000		
Chantilly	P2	Flatlick SV - Route 28 to Westfields	Asphalt	1800		
Chantilly	P3	Flatlick SV - South of Route 50	Asphalt	2600		
Chantilly	P4	Frog Branch SV	Asphalt	1000		
Chantilly	L1	Flatlick SV	Asphalt	2500		
Chantilly	T1	Route28, Sully Road	Asphalt	1500		
Chantilly	T2	Newbrook and Park Meadow Drive	Asphalt	1500		
Chantilly	T3	Lees Corner Road	Asphalt	1000		1
Cub Run North	P1	Cub Run Pleasant Valley Road Connector	Natural	2500		
Cub Run North	P2	Cub Run SV	Natural	4000		
Cub Run North	P3	Cain Branch	Asphalt	1200	1	
Cub Run North	T1	Pleasant Valley Road	Asphalt	3600		
Cub Run North	T2	Sully Road	Asphalt	6000		
Cub Run North	L1	Cub Run Headwaters	Asphalt	4500	1	
Cub Run North	L2	Cub Run , Route 50 Connector	Asphalt	300		
Cub Run North	L3	Cain Branch	Asphalt	1250		
Cub Run North	L4	Schneider Branch SV	Asphalt	4000		
Cub Run South	P1	Elklick SV Connector	Asphalt	1500	1	
Cub Run South	P2	Chalet Park Connector	Asphalt	700	1	
Cub Run South	T1	Route 29	Asphalt	3800		
Cub Run South	L1	CubRun SV	Asphalt	5800		
Cub Run South	L2	Flatlick SV , Chantilly Golf Course	Asphalt	4200		
Cub Run South	L3	Round Lick	Asphalt	1000		
ECL / Rocky Run	P1	ECL Ballfield Connector	Asphalt	3000		
ECL / Rocky Run	P2	Rocky Run in ECL	Asphalt	4000		
ECL / Rocky Run	P3	Walney Road	Asphalt	5000	1	1
ECL / Rocky Run	P4	Fair Ridge	Asphalt	1000		
ECL / Rocky Run	T1	Route 28 Pedestrian Crossing	Asphalt	100	1	

AREA	PROJECT ID	NAME	FACILITY TYPE	LENGTH, FEET	STREAM CROSSING	ROAD CROSSING
Elklick	P1	Homestead Trail	Natural	3500	2	
Elklick	P2	Hickory Oak Forest	Natural	3200		
Elklick	P3	Elklick Preserve Natraul Area	Natural	12000		
Elklick	P4	Bull Run Post Office Road	Natural	2500		
Elklick	P5	Powerline, Elklick to Hickory Forest	Natural	4500		
Elklick	P6	Powerline, Cub Run to Pleasant Valley	Asphalt	3200		
Elklick	T1	Pleasant Valley Road	Asphalt	4500		
Elklick	L1	Elklick SV Cub Run to Pleasant Valley	Asphalt	2400	1	
Elklick	L2	Elklick Trail	Natural	640		
Mountain Rd	P1	Wild Turkey Network	Natural	10000		
Mountain Rd	P2	Mountain Road	Asphalt	4000		
Mountain Rd	P3	Rockhill Wetlands Detour	Asphalt	4000		
Mountain Rd	P4	Rockhill View	Natural	4000		
Mountain Rd	P5	Old Lee Road	Asphalt	2900	1	
Mountain Rd	P6	Richard Jones Loop	Stonedust	5100	1	
Mountain Rd	P7	Pleasant Valley Neighborhood Connector	Natural	700		
Mountain Rd	T1	Braddock Road Connector	Asphalt	4400		
Mountain Rd	L1	Cub Run Sv	Asphalt	300		
Poplar Ford	P1	Bull Run Corridor, Blue Trail	Stonedust	15000		
Poplar Ford	P2	Bull Run Water Trail Access	Stonedust	700		
Poplar Ford	P3	Poplar Ford Historic Tour	Stonedust	12000		
Poplar Ford	P4	Bull Run Post Office Road	Stonedust	7500		1
Poplar Ford	P5	Hickory Forest	Natural	2500		
Poplar Ford	L1	Bull Run Corridor, Blue Trail	Stonedust	600		
Poplar Ford	L2	Redbud Trail, Elklick Preserve Connection	Natural	4000		
Poplar Ford	L3	NVRPA Blue Trail Connector	Stonedust	2500		

Summary:	**Feet**	**Miles**
Trail on FCPA Property	134800	25.53
Trail requiring easements	38990	7.38
Trail by others	40200	7.61
Grand Total	**213990**	**40.53**

SULLY WOODLANDS TRAILS PLAN

May 2011

The Fairfax County Park Authority approved the Sully Woodlands Regional Master Plan in September 2006. The creation of a comprehensive Trails Plan for Sully Woodlands was one of three high priority recommendations in the document. This plan is a result of that recommendation.

Sully Woodlands is defined as all the Fairfax County parkland within the Cub Run watershed and west to the County border. The assemblage consists of large contiguous swaths of parkland and a scattered array of smaller parks connected by two significant stream valley corridors. The land use character of the region varies to include areas of residential density, commercial and light industrial development and some areas of mostly undeveloped private open space. Unique cultural and natural resources are spread throughout the area. Sully Woodlands is identified as a park planning unit to help protect the large park areas from fragmentation by subdivision or use and to guide future land acquisitions. The focus on trails planning as a primary development feature in Sully Woodlands is intended to create a fabric by weaving together the scattered park fragments with the larger park assemblages and to provide recreation access for county citizens to this wealth of parkland in the western portion of Fairfax County. This satisfies the principal of "connectivity" described in the Regional Master Plan. An integrated trails network will provide opportunities for study and interpretation of the natural and cultural resources of this area and physical access for maintenance and stewardship of the parkland. These trails will also link to the existing county trails plan and transportation network providing a hierarchy of trail experiences for mobility and recreation. The great majority of Sully Woodlands is planned for undeveloped open space; trails will be the one developed unifying feature of Sully Woodlands.

This Trails Plan identifies near and long-term opportunities to build trail facilities and create the network for Sully Woodlands. Creation of trail means development of a facility that is surfaced, signed, mapped, interpreted and maintainable. Related trail work includes creation of trail heads, which provide parking facilities and other amenities for trail users. Additionally, area features and characteristics are identified so some projects or portions of the network can be "themed" providing guidance for both location and interpretation. Projects identified in this plan will be prioritized in accordance with the Park Authority's Trail Development Strategy Plan and added to the Work Plan as resources become available. A list of projects that require action from other agencies, such as road side connections, will be given to those agencies to ensure appropriate consideration when opportunities arise. For some types of trail facilities, such as those appropriate for volunteer development, this plan will contain enough detail to allow construction of a particular project directly in the field without an additional planning step. The Sully

Woodlands Trails Plan is the guide for park trails development in the region and should be incorporated into future planning efforts for Sully Woodlands and reviewed for revision within 10 years of its adoption by the Park Authority.

Prepared by:

Fairfax County Park Authority

Sully Woodlands Trails Plan Team

May 2011

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INTRODUCTION

REGIONAL MASTER PLAN FOR SULLY WOODLANDS: GUIDING PRINCIPALS

The Regional Master Plan for Sully Woodlands established four guiding principles to provide direction for all park planning and development in the project area. The guiding principles are stewardship, recreation, interpretation, and connectivity. While the principle of connectivity provides the backbone for developing a trail system in Sully Woodlands, the principals of recreation, interpretation, and stewardship are critical for determining the details of trail placement. The parkland is extensive enough that most of these sites can be connected through a combination of greenway corridors and a non-motorized transportation network. The trails are planned not only to provide a useful transportation alternative to travel by automobile, but also to provide a recreational resource to be used by people of all ages and abilities, and to showcase the story of Sully Woodlands and give the public an understanding and appreciation for the wealth of cultural and natural resources that it contains.

VISION

The vision for the trail system in Sully Woodlands is that it will function in several capacities: as a superior system for non-motorized transportation for residents by connecting them to valuable destinations, and as an integral component of the park system by providing opportunities for recreational and educational activities. Funding to build the projects identified in the plan will become available in the form of new or widened roads, development proffers, and park bond funds. As the County continues to develop, and as continued study of the land and its history reveals the existence of previously unknown natural and cultural resources, it is to be expected that new connections will be identified and added to the plan.

PURPOSE OF THE PLAN

The Sully Woodlands Trails Plan (Trails Plan) has been created as a next step following the approval of the Regional Master Plan. It is intended to give a more detailed level of guidance to the development of a network of trails within individual park units and to provide a list of important trail connections that will need to be obtained from or by others. The plan identifies individual trail projects with descriptions that are keyed to locations on a map. The project description statement includes an approximate length and recommended surface type and is intended to contain enough detail that the project can be evaluated and prioritized according to the Park Authority's Trail Development Strategy Plan and added to that database. The description will also identify opportunities for education, interpretation and/or thematic development, if present.

ISSUES

In creating any trail network, there are always a number of obstacles that present

varying degrees of challenge to making useful connections. The following issues are of particular concern:

- The major roads that traverse the region, including Routes I-66, 50, 28, and 29, and secondary roads like Pleasant Valley and Braddock Roads, impede non-vehicular travel and create dangerous situations at trail intersections for pedestrians, bicyclists, and equestrians. Making reasonable trail connections across such roads will require extensive planning and, in some cases, expensive construction. Road crossings have been included as part of the trail project descriptions in the plan.

- Streams, including Cub Run, Elkick Run, Rocky Run, Flatlick Branch, and Frog Branch, form barriers to non-motorized use. Bridges and fair-weather crossings add expense and complexity to trail projects. Their need has been identified in the trail project descriptions.

- In some instances, land or easement acquisition will be required to complete critical trail connections. These projects are listed separately in the plan because of the additional process and the extra time and effort that is needed to acquire the land or easements.

- The Park Authority oversees trail construction on parkland and within stream valleys, but trails on public rights-of-way or on privately owned land are outside of agency jurisdiction. Trail projects that are most likely not within our jurisdiction are listed separately on the plan.

- The larger areas of parkland in the western areas of Sully Woodlands, such as Elklick Preserve and Poplar Ford, are poorly connected to population centers. Parking and trailhead facilities will be developed to facilitate public access.

- Highly sensitive resources may not be compatible with trail development in some circumstances, though a number of these areas contain some of the most interesting and unique views, topography, vegetation, and wildlife. Trails will need to be located and constructed in ways that are compatible with the resources

STRATEGIES FOR IMPLEMENTATION

The following strategies will be used to implement the Sully Woodlands Trail Plan:

- Identify opportunities to connect gaps in the existing trail network. Coordinate with DPWES and FCDOT to construct additional trails on property not owned by the Park Authority.

- Analyze the projects identified on the plan and add to the Park Authority Trail Development Strategy Plan database to prioritize trail connections.

- Identify funding sources to complete projects. Funding sources may include proffers, which can be available in small amounts, to fund minor trail projects that are geographically related to the proffer service area.

- Coordinate with FCDOT to prioritize road crossings and/or underpasses, and incorporate into planned road improvements.

- Coordinate with FCDOT to ensure all planned major connections outside of Park Authority property are included on the Countywide Trails Plan.
- Provide trail connections in or near residential neighborhoods whenever possible and appropriate, that connect the residents to recreational, retail, employment, and school facilities.
- Look for opportunities to combine trails with interpretive signage to provide an educational experience for the trail users.
- Identify areas with sensitive resources not appropriate for trail development and evaluate feasibility for providing routes around these locations.
- Identify the existing paths that have been created informally, usually by casual use from equestrians and pedestrians. Evaluate their condition, impact, and usefulness and either sign and map them into the Park Authority trail inventory or close them as appropriate.

TRAIL MASTER PLAN DEVELOPMENT

PROCESS

The plan was developed by a team of Park Authority staff with input from a group of citizen stakeholders. The process was as follows:

- Park Authority staff members from Planning and Development, Resource Management, Park Services, and Park Operations Division were assigned to the team in December of 2008.
- Input was solicited from team members from the different divisions, including detailed information concerning existing conditions, uses of parkland, natural resources, and cultural resources.
- The region was divided into smaller areas. Using the Regional Master Plan as a guide for making connections, a plan showing existing and potential trail routes was drafted. The County GIS database was used to make maps of the proposed trails.
- A citizen team was assembled to represent the trail users in Sully Woodlands including mountain bikers, street bikers, equestrians, hikers, strollers, cross country runners, and joggers. A public meeting was held in April of 2009 to gather stakeholder input for the draft trail plan.
- A draft plan was created and presented to the stakeholders in another meeting in December of 2009.
- The draft plan was further revised to incorporate more detail into the trail projects and the process of review was repeated again.
- A final version was approved by staff in May of 2011.

DESIGN CONSIDERATIONS

CONNECTIONS

The trail plan is designed to make use of publically owned land to develop a non-motorized transportation infrastructure for use by County residents for a variety of purposes consistent with the Park Authority mission. These include being able to access destinations such as schools, retail areas, employment centers, and recreational facilities without the use of an automobile. High importance is given to trail segments that will provide connections to the other park trail systems in the area, specifically Northern Virginia Regional Park Authority trails in Bull Run Park and National Park Service trails in the Manassas National Battlefield Park.

There are also trails specifically provided for educational and passive recreational purposes that allow people to experience the natural and cultural resources that have been preserved by the purchase of parklands. It is expected that many of these trails will require interpretive signage and that some will be restricted in the time of year and/or the type of use that they will be able to sustain.

ENTRY POINTS AND NODES

The Sully Woodlands Regional Masterplan designates locations for gateways to Sully Woodlands. The Trails Plan identifies trailhead locations at each of these gateways. A complete trailhead facility would include the following resources:

- Parking: including adequate facilities for users such as equestrians, if appropriate for the adjacent trail sections
- Drinking water
- Restrooms: these were identified as one of the most critical needs of trail users.
- Kiosk: these should include a display area identifying the area as part of Sully Woodlands, as well as providing Global Positioning System coordinates, educational information, trail maps, regulations, directions to services such as food and bicycle repair, and notices about events and other user exchanges.

Simpler trailheads containing a subset of these facilities may be located at other entry points on the system. They may include a kiosk or simply be marked with a mounted map of either the entire Sully Woodlands trail system or of the nearby portion of the system. Signs regarding the location of trailhead facilities should be posted along the trail. For design standards see the Park Authority *Guide to Trail Management* .

Trail intersections provide opportunities to develop nodes in the trail corridor. Nodes are important for orienting trail users and are ideal locations for trail maps, interpretive signs and opportunities for rest. Spatially, they should be slightly wider than the trail corridor to allow opportunities for gathering. Benches, modest plantings, and signage are key elements of nodes.

SIGNS AND MAPPING

The network of trails should be marked with a hierarchy of signs, following standards in the U.S. Access Board's Outdoor Guidelines for trail signage and the Park Authority's *Guide to Trail Management*. Trailhead locations will be identified, designed and constructed. Maps of the various types of trails and the many trail areas will be provided in electronic and hard copy print format. Directional signs, including mileage to other areas in Sully Woodlands, will be installed. A program of interpretive signs will be developed and installed through the parkland in coordination with overall development of the parkland.

TRAIL SURFACES

The trails within Sully Woodlands are intended to provide trail experiences for the entire range of trail users in the county. Therefore, a variety of trail surfaces and widths will be provided throughout the parkland. At all reasonable opportunities, trails and related facilities will be compliant with Americans with Disabilities Act (ADA) regulations.

- In general, **natural surface trails** are soft underfoot and the least obtrusive type trail in the landscape. They are preferred by mountain bikers, hikers, trail runners, and equestrians, and, if properly located and constructed, will remain dry and stable under most weather conditions. Whenever possible, natural surface trails should be located along side slopes and out of the flood plain or stabilization will eventually become necessary. These trails are often appropriate for development and maintenance by trained volunteers with knowledge of sustainable construction practices.

  Natural surface trails are generally narrower than hard surfaced trails – 18" – 24" wide or 24"-36" wide, depending on field conditions and other factors. The corridor clearing may extend further than the tread surface to allow easier access for construction and maintenance activities. The construction standard for a natural surface trail consists of a set of guidelines for location and grading and provides options for stabilization techniques. A natural surface trail is best located on the side of a hill with a grade of 20 to 60%. This allows for a fast drying and well-delineated trail tread that resists widening. The running grade along the profile of the trail should be between 3% and 10% to prevent puddling and erosion. There should be frequent grade reversals, and any location where there is focused drainage or storm flow should be at the bottom of a grade reversal and most likely requires some reinforcement of the surface.

  Sustainable natural surface trails are frequently constructed by mixing stabilization material, such as stone aggregate or lime into the native soil and placing the mix back into the trail route. This increases the durability of the surface and reduces maintenance needs.

- **Stonedust trails** provide more stability than natural surface trails, but not as much as paved trails. Well-maintained stonedust trails are preferred by many joggers, some hikers, casual walkers, and are acceptable for mountain biking and equestrian use. Stonedust trails can be two or three times wider than their natural

surface counterparts and can be installed when the topography is too flat for a sustainable natural surface trail. They must be well-drained and generally level, with average slopes along the centerline of the trail less than 5%. Likewise, ideal cross slopes are 2% and in no case can exceed 5%. In appropriate locations and with careful maintenance, stonedust trails provide access for persons with disabilities.

Newly constructed stonedust trails shall generally be 8' in width and be constructed using the detail in Section 8, Plate 4-8, Type II Trail in the Fairfax County *Public Facilities Manual*. Exceptions to provide for narrower widths will be considered when using stonedust to stabilize an otherwise natural surfaced trail. Trail constructed in the flood plain and other wet areas may also be constructed according to the "Gravel Wet Trail" detail in the Fairfax County Park Authority's *Guide to Trail Management*.

- **Paved trails** are the most stable of trail types and are usable in almost all weather conditions. They are preferable for many users, including skaters, joggers, walkers, persons with baby strollers or other wheeled devices, persons with disabilities, and most commuters. They are often the most appropriate type in urban and suburban settings. Asphalt and concrete trails are the most expensive type to build and have the greatest initial impact on the environment during construction, however they tend to be more stable, cause less erosion, and require considerably less maintenance than natural surface or stonedust trails over the life of the trail, making them a good choice for areas with adequate construction access and heavy trail traffic. Asphalt and concrete trails provide the most reliable access routes for trail and land management staff who rely on vehicular access to most park land areas.

  Asphalt portions of the trail shall generally be 8' – 10' in width and be constructed using the detail in the Fairfax County *Public Facilities Manual*, Section 8, Plate 4-8, Type I Trail. Asphalt *t*rail constructed in the flood plain and other wet areas may also be constructed according to the "Asphalt Wet Trail" detail in the Park Authority's *Guide to Trail Management*.

IMPACT ON NATURAL AND CULTURAL RESOURCES

Trails are needed within most areas of Sully Woodlands including in some resource protection areas and flood plains. In Fairfax County, trails are an allowed use in these areas, but care must be taken in building them. Staff in the Natural Resource Management and Protection section (NRMP) should be consulted in the case of trail relocations, major maintenance or proposed new trail alignments in order to avoid or minimize impacts to any high quality or sensitive resource. NRMP generally supports efforts to relocate trails from more sensitive to less sensitive areas, such as those further from streams, away from resource management areas or toward the exterior of land bays. They recommend that new trails be developed along old road corridors, existing sustainable social paths, and the property perimeter wherever possible. Trail development may be restricted or prohibited in some park locations, such as Elklick Preserve west of Pleasant Valley Road, Rock Hill District Park, and parts of Cub Run Stream Valley. See specific restrictions as described in Trail Development by Area.

There are numerous historic resources in Sully Woodlands. Many are generally known

but not specifically mapped. The location of these resources must be determined along proposed trail corridors as part of the planning during the scope phase of a project and taken into consideration when trails are constructed. Trails within resource management areas may require archaeological Phase I survey and possibly archival and other background research. If these preliminary searches show the presence of archaeological resources, trail relocation or Phase II archaeological testing and/or Phase III archaeological data recovery may also be required. In addition to avoiding or mitigating special resources, installation of interpretive signs explaining the existence and importance of the resources may also be appropriate.

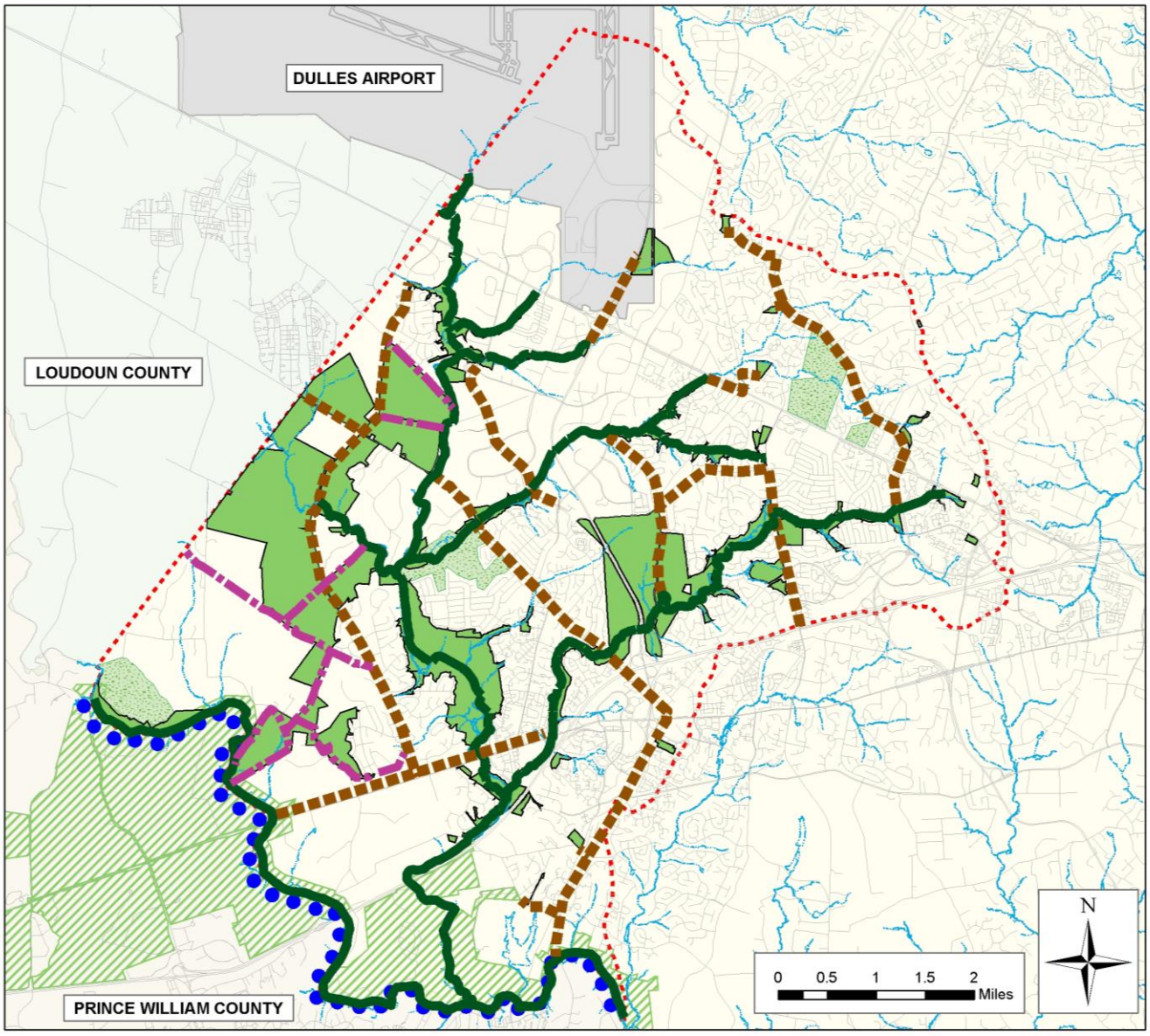
TRAIL SYSTEM

The existing network of trails and paths in Sully Woodlands has been created over a period of decades by the Park Authority and through the development process. It includes trails on parklands as well as sidewalks and road side trails maintained by other agencies. Many of these trails are components of the countywide trails plan or individual park master plans. There are also numerous paths that are the result of years of use by equestrians and pedestrians.

The Sully Woodlands Regional Master Plan provides an overarching framework for expansion and improvement of the existing Sully Woodlands trail system to take advantage of the expanses of new parkland that have recently been added to the system. It recommends the development of trails to link facilities and provide both connectivity through the site and recreational opportunities for a variety of users. There are four types of major trails shown on the following map (page 13): connector trails along roads, stream valley trails, other major trail connections (primarily in utility easements), and a waterway or “blue trail” on Bull Run. The Trails Plan implements the trail network proposed in the Regional Master Plan by carefully examining the existing trails and identifying the missing links. It also looks for opportunities to provide recreational and educational trail facilities to the public.

The trails developed in the parkland are a vital element in the Sully Woodlands experience. In the following section, trail project descriptions include a recommendation for surface type. In the densely populated areas that serve a full range of users from commuters to casual recreation, or in areas where natural surface trails are not sustainable, hard surfaced trails are appropriate. In other areas where the trail use is most likely to be purely recreational, the new trails will be stone dust or natural surface and developed through innovative trail construction techniques. Sustainability will be a key requirement in the siting and development of these trails which may meander through heavily wooded hillsides, meadow areas or resource protection areas. As a result of their location and soft-surfaced nature, these trails will be more challenging and less suitable for all users; however, these same trails increase the diversity of the park trail experience. The diverse network will give users the opportunity to select the trails that provide the experience they desire.

The Trails Plan also recommends projects that are not on Park Authority controlled land or even on land that is likely to ever be controlled by the Park Authority. Information on these projects will be shared with other agencies so that their importance to the Sully Woodlands trail network is understood should the opportunity to develop those projects arise.



SULLY WOODLANDS PLANNED TRAIL CONNECTIONS

From *Sully Woodlands Regional Master Plan* - Approved September 2006

TRAIL DEVELOPMENT BY AREA

The overall planning region has been divided into eight areas for analysis and ease of depicting mapped trails. The areas are: Centreville, Chantilly, Cub Run North/Cub Run RECenter, Cub Run South, E. C. Lawrence/Rocky Run, Elklick, Mountain Road/Rock Hill District/Richard Jones, and Poplar Ford/Hickory Forest.

The text for each area provides a description of the general character and park experience, including natural and cultural resources, and opportunities for connectivity, parking, and access and a list of potential trail projects. A map for each area in the report is included in Appendix A. Each map shows existing and proposed trails, including those outside of Park Authority property. Projects have been divided into three categories according to existing or potential property ownership and trail responsibility. The categories are defined as follows:

P – These projects are located almost exclusively on property that is currently owned by the Park Authority. The Park Authority will provide the funding and have ultimate responsibility for their maintenance.

L – These projects cannot be completed until land or a trail easement has been acquired. They are located such that the property or easements and the resulting trails would most likely become the responsibility of the Park Authority.

T – These projects may also require property or easements but are located along roads where the property or easements would most likely fall under the jurisdiction of either a County agency, such as the Department of Public Works and Environmental Services or the Department of Transportation, or another government agency such as the Virginia Department of Transportation.

Appendix B contains a spreadsheet summarizing the trail project data for all areas.

Centreville

Character/experience

This densely populated area contains the section of Rocky Run Stream Valley (SV) south of Ellanor C Lawrence Park known as Big Rocky Run and its junction with Cub Run. The stream valley trail is partially existing but needs to be completed. If a passage under Route 66 can be devised, then a connection to Bull Run Regional Park may be a possibility at the southern end of the area. This connection may require a transportation funded project along Compton Road. Other than in the stream valley, parks in the area are small and disconnected and any connective potential relies mainly on transportation projects, hence many of the projects are labeled "T". Much of the land development is less than 20 years old, and there is an extensive network of sidewalks.

There are a number of historic resources within the parks in this area and opportunities for loop trails with an interpretive theme. Mt. Gilead is an 18th century house and tavern that was occupied by both Confederate and Union Troops during the Civil War.. Lanes Mill has a light industrial complex (gristmill and sawmill) from the middle part of the 18th century through the early 20th century and portions of two millraces as well as some interesting geological features.

Trail development/connectivity

Park Authority projects

P1 – Aubrey Newton Trail - Big Rocky Run SV Trail South of Braddock Road: 1200 LF, asphalt, bridge, and pedestrian crossing for Braddock Road – Complete this missing trail section in Rocky Run SV in the Newgate area to connect residential neighborhoods to E C Lawrence Park's athletic facilities and eventually to the Rocky Run SV trail east of Route 28. Interpretive opportunities include the tavern site and story of Aubrey Newton, an historic landowner.

P2 – Big Rocky Run SV Trail, Battery Ridge: 2,000 LF, asphalt – Complete this missing trail section to connect residential neighborhoods to E C Lawrence Park, Cub Run Stream Valley, and eventually to Bull Run Regional Park.

P3 –Historic Centerville Park Trail and Gateway: 5,000 LF, stonedust - Develop a gateway in Historic Centreville Park. Construct and mark an interpretive loop trail connecting the adjoining Historic Centreville Park sites. Opportunities exist to interpret the area's role in the Civil War and the founding of Centreville. Land acquisition will be needed to complete this project.

Park Authority land/easement projects

L1 – Big Rocky Run SV Trail, Route 29: 4,000 LF, asphalt, major road crossing - Complete the missing section of the Big Rocky Run SV trail between Woodgate and Lee Overlook developments. Project requires land acquisition and a pedestrian crossing of Route 29.

L2 – Centreville Historic District Trail; 1,000 LF, asphalt – Missing links: 1. Connect the parcels which comprise Historic Centreville Park (HCP) to each other; Mount

Gilead (including the Sears house), Mount Gilead Earthworks, Winter Quarters, Chantilly Road Redoubt (planned future acquisition) and the Covered Way (planned future acquisition). 2. Connect other properties designated as historic on the Centreville Historic Overlay District map to HCP and each other; Centreville Methodist Church, Harrison House, Havener House and Saint John's Episcopal Church. 3. Connect other properties within the Historic District which are listed on the Fairfax County Inventory of Historic Sites but not designated as historic on the Historic District map to sites previously listed; Chambliss Hardee Law Office, Mohler House, Payne's Store, Stone Filling Station and Enos Utterback House.

Transportation projects

T1 – Compton Road Trail Connector: 1,400 LF, asphalt – This road side trail will connect Big Rocky Run and Cub Run SV trail to the Bull Run Regional Park by providing a pedestrian route under Route 66 along Compton Road.

T2 – Compton Road to Route 28 Connector: 1,800 LF, asphalt – This road side trail will allow pedestrians to connect from residences in the Route 28 corridor to Cub Run and Bull Run Parks by completing the connection along Compton Road. An alternate route may be to use Mount Olive Road.

T3 – Centreville Road/ Route 28: 5,600 LF, asphalt – Complete three missing segments of multiuse trail along the west side of Centreville Road (Route 28). This will provide trail on both sides of this major transportation corridor.

T4 – Historic Centreville Park Connector: 5,000 LF, asphalt – Complete a pedestrian connection across Route 66 along Braddock Road and Route 28. There is an existing sidewalk on the west side of Route 28 over Route 66.

Amenities/Parking

Historic Centreville Park and the intersection of Cub Run and Route 29 are designated gateways to Sully Woodlands on the Regional Master Plan. Parking and restrooms should be developed at Historic Centreville off Mount Gilead Road as shown on the park master plan. Parking should also be provided in Cub Run SV just south of Route 29. A proffer has been made for construction of a parking lot at Old Centreville Road Park

Chantilly

Character/experience

This area contains the Flatlick and Frog Branch Stream Valleys (SV) and the associated parkland. There are both dense and large lot residential developments, and a well developed system of sidewalks, so there are opportunities to connect residents to shopping centers, schools, a regional library, and a number of office and industrial complexes. The area also contains one of the few existing pedestrian and bicycle crossings of Route 28, which occurs at Westfields Boulevard, therefore several projects that facilitate access to that crossing are recommended. The parkland in the stream valleys is generally quite narrow, so that adjacent buildings are readily visible and there are only a few sizeable sections of forest left intact.

Flatlick Run SV is the site of two possible Civil War earthworks and remnants of Samuel Lowe's Mill and has moderate to high potential for Native American and historical archaeological sites. An archaeological survey as well as additional background search will be needed to determine the extent of the resources.

Trail development/ connectivity:

Park Authority Projects:

P1 – Flatlick SV Trail: 1,000 LF, asphalt: Improve the existing stream valley trail between Braddock Rd. and Stonecroft Blvd.

P2 – Flatlick SV Trail: 1,800 LF, asphalt: Complete the partially existing stream valley trail between Route 28 and Westfields Blvd. and construct a trail from the main stream valley corridor to Willard Rd. along the western edge of the Flatlick Maintenance Shop. The spur to Willard Rd. could go past and around the existing large pond at the shop.

P3 – Flatlick SV Trail: 2,600 LF, asphalt, bridge: Complete the partially existing stream valley trail south of Route 50 and improve the existing footpath to the cul-de-sac at the east end of Willard Rd. Approximately 1,500 LF of this trail, including a bridge over Flatlick Run, will be provided by the County as part of a Storm Water Management (SWM) project. The Park Authority has approved funding for the remainder of the project which will be built in conjunction with the SWM project.

P4 – Frog Branch SV Trail: 1,000 LF, asphalt, bridge: Complete the stream valley trail west of Lees Corner Rd. by filling in this missing segment.

Land / Easement Acquisition Projects:

L1 – Flatlick SV Trail: 2,500 LF, asphalt – Complete this missing section of stream valley trail.

Transportation Projects:

T1 – Route28 / Sully Road: 1,500 LF asphalt: Provide a pedestrian / bicycle connection along Sully Rd (Route 28) between Westfields Blvd. and the Flatlick SV Trail.

T2 – Newbrook and Park Meadow Dr. Connector: 1,500 LF asphalt: Complete the road side pedestrian and bicycle connection between Westfields Blvd. and Poplar Tree Rd. at E.C. Lawrence Park.

T3 – Lees Corner Road: 1,000 LF, asphalt, pedestrian crossing – This project will connect existing trail along Hollinger Avenue to Route 50 by way of Lees Corner Road. To complete the connection to trail along Route 50 to the Flatlick Stream Valley, a pedestrian crossing of Route 50 will be required.

Amenities/Parking

Parking is currently available at Chantilly Library Site and on subdivision streets in adjacent neighborhoods.

Cub Run North/Cub Run RECenter

Character/experience

This area consists of the northern reaches of Cub Run just south of Dulles Airport, and two tributaries, Cain Branch and Schneider Branch. The stream valley trails in this area provide shady, quiet, alternatives to residents for walking, jogging, and cycling. There are also road side trail connections along Stonecroft Blvd. and Sully Rd. (Route 28) that are extensions of the stream valley trails and are therefore included in this area. The Cub Run RECenter and West County High School are both located adjacent to the Cub Run Stream Valley (SV), and the trails in Schneider Branch and Cain Branch allow connections from residential neighborhoods to the many commercial, industrial, and employment centers. Because there is so much contiguous woodland in the stream valleys, the parks contain good quality wildlife habitat. Cultural resources exist in the Cub Run stream valley, including two mill sites south of the RECenter, and will need to be identified and protected prior to trail development. Opportunities for interpretive programming and facilities for the natural resources in this area should be prioritized due to the presence of the RECenter and the resident naturalist assigned to that facility.

Trail development/ connectivity:

Park Authority Projects:

P1 – Cub Run to Pleasant Valley Road Connector: 2,500 LF natural - Connect existing trail in Cub Run SV to the sidewalk along Pleasant Valley Rd. along an unnamed tributary. Trail could be mowed along edge of park land behind houses or placed on north side of the stream. .

P2 – Cub Run SV Trail: 4,000 LF, natural: Connect the trail systems on the west side of Cub Run north of Cain branch with those south of Schneider Branch. This will facilitate a pedestrian connection between the Pleasant Valley neighborhood and the Cub Run RECenter, the West County High School and the industrial parks to the east. Also forms a loop system for recreational purposes.

P3 – Cain Branch SV Trail: 1,200 LF asphalt, bridge - Connect existing trail in Cain Branch SV to the Cub Run SV trail system. This project requires crossing Cub Run with a steel frame bridge at or near the existing ford. It creates connections between the Meadows of Chantilly neighborhood and the Chantilly Shopping Center and other retail areas along Lee Highway (Route 50).

Transportation Projects:

T1 – Pleasant Valley Road Multi-use Trail: 3,600 LF, asphalt - Pedestrian and bicycle connection along Pleasant Valley Road.

T2 – Sully Road Trail: 6,000 LF, asphalt - Pedestrian and bicycle connection along Sully Rd (Route 28) allowing non-motorized access to facilities at Sully Park.

Land / Easement Acquisition Projects:

L1 – Cub Run Headwaters Trail: 4,500 LF, asphalt - The stream valley corridor

continues approximately one mile north to Dulles Airport with a large area in the floodplain that could be acquired as development occurs. Parcels are planned for mixed use including possibly a hotel or convention center. There does not seem to be much transportation value to continuing a trail in this direction unless future development includes a high value destination for local residents, but there may be recreational potential. Trail should be kept to the edge of the floodplain to avoid wetland disturbance.

L2 – Cub Run SV Trail, Route 50 Connector: 300 LF, asphalt - Acquire an easement to extend the existing trail to Lee Highway (Route 50) providing a connection to the retail areas along that corridor.

L3 – Cain Branch SV Trail: 1,250 LF, asphalt – Acquire a public access easement for an existing trail that crosses private homeowner association property.

L4 – Schneider Branch SV Trail: 4,000 LF, asphalt - The stream flows behind a number of industrial properties and connects to undeveloped parkland adjacent to Sully Rd. (Route 28) providing a potential connection to future trail in that corridor. Potential exists to bypass the stream valley using existing sidewalks if easements cannot be attained.

Amenities/Parking

Cub Run RECenter is a designated Sully Woodlands gateway. Parking, drinking water and restrooms are currently available at Cub Run RECenter. A trailhead kiosk should be added to the facility.

Cub Run South

Character/experience

This area contains a section of Cub Run Stream Valley (SV) consisting mostly of a very broad floodplain surrounded by dense residential development. With the exception of the trail in the powerline easement, the existing trails are mostly located near the edges, resulting in the largest swaths of uninterrupted riparian corridor in the County park system outside of Huntley Meadows Park. These areas support good to very good quality emergent and forested wetlands. good to excellent quality uplands with one globally rare plant community type, several large reaches of good to very good in-stream habitat supportive of native mussel populations and other sensitive macro-invertebrates, and a very high natural resource value for resident biodiversity with several state rare species.

Cultural resources exist at several parks in this area. In Cub Run SV, there are stone abutments that were built in anticipation of the Manassas Gap Railroad crossing of Cub Run.

There are several opportunities to make short connections within the existing system. The possibilities for longer connections to the Flatlick SV Trail and in the Cub Run SV to Braddock Road are more challenging due to extremely difficult land acquisition issues.

Trail development/ connectivity

Park Authority Projects:

P1 – Elklick SV Connector: 1,500 LF, asphalt, bridge - Connect existing trail in Elklick SV to the Cub Run SV trail system. This project requires a large steel frame bridge for crossing Cub Run.

P2 – Chalet Park Trail Connector: 700 LF, asphalt, bridge – Connect trails in Chalet Woods Park to the Cub Run SV trail system. The project requires a bridge or fair-weather crossing at Round Lick.

Transportation Projects:

T1 – Route 29 Trail: 3,800 LF, asphalt - Provide a trail along Route 29 for pedestrian and bicycle use between Cub Run and Pleasant Valley Rd.

Land Acquisition Projects:

L1 – Cub Run SV Trail: 5,800 LF - Acquire trail easements in Cub Run SV in the Braddock Downs neighborhood. These may be very difficult to obtain.

L2 – Flatlick SV Trail, Chantilly Golf Course: 4,200 LF - Acquire trail easement in Flatlick SV across the Chantilly National Golf Course and Country Club.

L3 – Round Lick Trail: 1,000 LF, asphalt – Acquire a trail easement across Sully Station II Community Association property.

Amenities/Parking

There is currently no parking available on parkland in this area. Parking is available in adjacent subdivisions on public road right-of-way and in the commuter lot at corner of Route 29 and Stone Road.

E C Lawrence/Rocky Run

Character/experience

This area contains the upper section of the Rocky Run Stream Valley (SV) and Ellanor C Lawrence Park, which is a large multi-use park that is bisected by Sully Road (Route 28), a six lane major highway. In spite of the presence of a major transportation corridor, intense suburban residential and office developments, there are areas within the parks where one feels surrounded by a natural setting. Both Rocky Run SV and EC Lawrence Park contain large amounts of undeveloped upland forests with good species diversity and high wildlife value. The Rocky Run SV Park contains a number of historical and Native American sites, including the Big Rocky Run Mill Complex, and EC Lawrence Park has sites from the 18th and 19th centuries, such as Cabell's Mill.

The Rocky Run SV trail in this area is mostly complete with good connections to adjacent neighborhoods, with the exception that there is no crossing at Route 28 where the stream flows into a culvert which is not suitable for pedestrians. A pedestrian and bicycle overpass at the highway is a high priority transportation project.

Trail development/ connectivity

Park Authority projects:

P1 – EC Lawrence Ball Field Connector: 3,000 LF asphalt – Build a trail to connect the Rocky Run Stream Valley Trails to the EC Lawrence Ball Field complex and the Belle Pond Farm subdivision.

P2 – Rocky Run SV Trail in EC Lawrence Park : 4,000 LF asphalt – Build this trail in conjunction with a pedestrian crossing for Route 28 to connect the Rocky Run SV trail through EC Lawrence Park.

P3 – Walney Road Trail : 5,000 LF asphalt, bridge - This multiuse trail will provide an improved pedestrian and bicycle route along Walney Rd. from Poplar Tree Lane to Cabell's Mill Dr. It will include a pedestrian crossing at Walney and a bridge over a tributary to Rocky Run at the Cabell's Mill end of the trail.

P4 – Fair Ridge Trail: 1,000 LF asphalt - Connect Rocky Run SV Trail to existing trail in Fair Ridge Park.

Transportation Projects:

T1 – Sully Road Crossing: bridge – Pedestrian overpass for Sully Road is needed to complete the Rocky Run Trail through EC Lawrence Park.

Amenities/Parking

Ellanor C Lawrence and Greenbriar are designated gateways on the Regional Master Plan and drinking water and restroom facilities are available at both parks. Trailhead facilities with kiosks should be developed in the E C Lawrence Parking lot and in Greenbriar Park at the Melville Lane entrance.

Parking is currently available in Ellanor C. Lawrence Park at the Walney Visitors Center, at Cabell's Mill, at the pond and at the athletic field complex. Parking is also available at Fair Ridge Park, Poplar Tree Park, and Greenbriar Park.

Elklick

Character/experience

This area consists of very large parcels of relatively flat, undeveloped private and public land and traversing it gives the feeling of traveling back to a time when large expanses of Fairfax County were undeveloped. There are views across meadows, an abundance of birds and wildlife, and places where no traffic noise is discernable. The area is divided into east and west sections by Pleasant Valley Rd. Roadside trail exists along much of Pleasant Valley Rd., with the exception of the middle portion between the power line crossing and Elklick Run. The Park Authority owns the land to the west of this section, but because of sensitive natural resources, has not planned a trail connection between the existing sidewalks to the north and south. Two trail segments, labeled P5 and P9 on the map, have been planned to provide an alternate connection and are planned as paved trails. Other trails in this area are primarily for recreational purposes, therefore they are planned to be natural surface with stone reinforcement as needed to make them sustainable, rather than paved.

Elklick Preserve Park contains a large number of Native American sites and an abundance of sensitive natural resources including a globally rare basic oak-hickory forest community on property just north of Elklick Run and east of Pleasant Valley Road. There are several rare species of insects and birds, good to very good quality aquatic resources, and open meadow or old field areas with a diversity of plant species. There is a prominent diabase rock outcropping just north of Elklick Run to the west of Pleasant Valley Rd. South of Elklick Run there is a deed restricted parcel that allows only foot paths (no horses or bicycles) and no excavation for trail construction. Because of the extent of the parkland, the area represents an opportunity for the county to manage resources on a large scale with minimal human presence. For this reason trails are planned to be kept closer to the boundaries of parkland areas and interpretive signage is planned to be used to educate the public to the sensitive nature of the area to prevent a proliferation of unplanned trails.

Trail development connectivity

Park Authority Projects:

P1 – Homestead Trail, Braddock Road to Elklick Run: 3,500 LF natural, 2 stream crossings, possibly areas of raised boardwalk – This trail across an old farm will use existing farm roads combined with new trail to make a connection to from Braddock Road to Elklick Run. It will also serve as access to the Elklick Preserve Natural Area Trail. It should not be built until the Nature Center is opened so that use can be monitored by Park Authority staff.

P2 – Hickory Oak Forest Trail: 3,200 LF, natural – Build an off-road connection from the Good Neighbor Trail to the Elklick Run SV Trail. In order to build this trail, an existing conservation easement needs to be transferred to a different area. The trail is named for the globally rare association of oak and hickory on northern hardpan soils in the area and will provide a natural surface alternative to road side trail along Pleasant Valley Rd.

P3 – Elklick Preserve Natural Area Trail: 12,000 LF, natural – Build a trail to connect between the Homestead Trail to the north and the powerline easement to the south. It will also intersect the Bull Run Post Office Rd Connector to the south. It will be routed near the western edge of the park to avoid bisecting the large natural areas and to keep people away from the deed restricted parcel. This trail will be the western leg of a large loop that includes trail along Pleasant Valley Rd. It also will make a connection to Poplar Ford and Hickory Forest Parks.

P4 – Bull Run Post Office Road Connector: 2,500 LF, natural – Build this trail across the Sapington Property to connect to Bull Run Post Office Rd. A parking lot and trail head facility is planned for this location.

P5 – Powerline Trail, Elklick Preserve to Hickory Forest – 4,500 LF, natural – This trail would roughly parallel the powerline, eventually crossing southward to connect to the Hickory Forest and Poplar Ford trail systems.

P6 – Powerline Trail, Cub Run to Pleasant Valley Road: 3,200 LF, asphalt – Complete a trail on the powerline easement connecting Pleasant Valley Rd. trail to the Cub Run SV Trail. This segment functions as part of the overall north – south trail connection along Pleasant Valley Road.

Transportation Projects:

T1 – Pleasant Valley Road Trail: 4,500 LF, asphalt - Support construction of the Pleasant Valley Road trail on the east side of the road between Elklick Run and the powerline.

Land Acquisition Projects:

L1 - Elklick Stream Valley Trail, Cub Run to Pleasant Valley Road: 2400 LF asphalt, bridge – Complete the Elklick SV Trail from Cub Run to Pleasant Valley Rd. Keep the trail south of stream and add a bridge at Pleasant Valley Rd. to connect to the trail along the road. This segment functions as part of the overall north – south trail along Pleasant Valley Road. Land acquisition is needed to complete this trail project

L2 – Elklick Trail: 650 LF natural – Due to deed restrictions, land acquisition may be required to connect P4 and P5.

Amenities/Parking

A Sully Woodlands gateway is designated in the Regional Master Plan on the west side of Pleasant Valley Road in vicinity of the Meadow Management Area. This is also the site of the future Resource Stewardship Education Center. Parking and trailhead facilities associated with the gateway should be built here when the Center is built. In the event that the Center is moved to an alternate location, the gateway facilities should be moved to the alternate location as well.

Develop parking off Pleasant Valley Road in or near the powerline easement. Five spaces can be located on the west side of Pleasant Valley Road to provide limited access to the Elklick Natural Area Preserve, and a larger number of spaces can be built on the east side of the road if needed.

Mountain Road/Rock Hill/Richard Jones

Character/experience

The parks in this area contain opportunities for both active and passive recreational activities and the trail system will consist of both loop trails for recreational purposes and through trails that make connections to adjacent areas. A hiking and mountain biking trail network is planned for the western wooded portions of Mountain Road Park, The eastern portion, which was previously a sod farm, and is planned for active recreation. In conjunction with Rockhill District Park development, a trail along Braddock Road can also be completed through the area, although the trail needs to detour around the back of Rockhill Park in order to avoid highly sensitive wetlands in the southwest corner of that park. These wetlands contain a globally rare plant community and a state rare plant species.

Existing trails around the perimeter of the Richard Jones Golf Course make connections from Pleasant Valley Road to the Cub Run Stream Valley trail system and to destinations such as the Cub Run RECenter and Westfields High School. Because of the presence of Native American archaeological sites in Rock Hill and Richard Jones, a field review of existing resources is needed before locating trails in these parks.

Trail development/ connectivity

Park Authority Projects

P1 – Wild Turkey Trail Network: 10,000 LF, natural - Develop multi-use natural surface loop trail system in Mountain Road District Park for mountain biking and hiking. Engineer stream crossings to avoid impacts to water quality. Connect to the Braddock Road trail.

P2 – Mountain Road Trail: 4,000 LF, asphalt – Construct a paved 8' trail as shown on countywide trail plan on north side of Braddock Road in Mountain Road District Park. This trail will turn north at Pleasant Valley Road and include a pedestrian crossing to connect to Rockhill District Park.

P3 – Rockhill Wetlands Detour: 4,000 LF, asphalt - In lieu of 8' paved trail on north side of Braddock Road east of Pleasant Valley Road (as required on countywide trail plan) pave the southern leg of the Richard Jones loop trail and connect to the Mountain Road Trail at Pleasant Valley Road and to the east leg of the loop trail in Rock Hill (or to vacated Old Lee Road when that occurs). This provides the needed east/west connection from Pleasant Valley Road to Old Lee Road.

P4 – Rockhill View: 4,000 LF, natural – Develop an interpretive trail partially up the Rockhill rock outcropping and overlook the eastern meadow end of the park, providing recreational, educational and nature observation opportunities.

P5 - Old Lee Road Trail: 2,900 LF, asphalt, bridge – Develop a paved trail on the eastern part of Rockhill to connect to the Braddock Road trail on eastern side of Cub Run SV with a bridge.

P6 – Richard Jones Loop Trail: 5,100 LF, stonedust, bridge – Improve the wet sections of this natural surface trail with stone and culverts as needed. Also make a connection

to Old Lee Road on the south side of the golf course and connect to the Old Lee Road Trail.

P7 – Pleasant Valley Neighborhood Connector: 700 LF, natural – Connect the Pleasant Valley neighborhood at Samuels Pine Ct to the Richard Jones Golf Course loop.

Transportation Projects

T1 – Braddock Road Connector: 4,400 LF, asphalt – Pursue a trail connection between Old Lee Rd. and Pleasant Valley Rd. along the south side of Braddock Rd. Project would include a pedestrian crossing of Braddock Rd at the Old Lee Rd. intersection.

Land Acquisition / Easement Needed

L1 – Cub Run SV Trail: 300 LF, asphalt – Acquire the easement needed in order to complete this section of trail. Presently the trail crosses private property.

Amenities/Parking

The Rock Hill District Park Master Plan calls for the development of restroom facilities.

Parking is currently available at Richard Jones Park and Rock Hill District Park. The Sully Woodlands Regional Master Plan anticipates development at Mountain Road District Park which would necessitate construction of a parking lot.

Poplar Ford/Hickory Forest

Character/experience

Poplar Ford Park is located in the Bull Run stream corridor and borders the Manassas Battlefield National Historic Park, which is one of largest park and open space areas in region. The Bull Run corridor contains a regional trail: the Northern Virginia Regional Park Authority's Blue Trail, and efforts should be made to enhance the connection through the Poplar Ford area. Bull Run itself is navigable by canoe under most conditions and efforts should be made to provide a water access point for boats from the park. There are several informal fords used primarily by equestrians to cross Bull Run and access the trail system at Manassas Battlefield. Park trails should link to Manassas National Battlefield Park by establishing a sustainable ford across Bull Run. Another connective possibility is to develop a trail extending north to connect to the Elklick area trail system.

Both Poplar Ford and Hickory Forest Parks already have networks of footpaths that have been used freely by park neighbors for years. These have never been mapped into the Park Authority trail layer in the County Geographic Information System (GIS) database. To a large extent, trail development in these parks consists of mapping existing trails and evaluating them for sustainability and for their impact on the abundance of natural and cultural resources. Stakeholder input should be gathered in the course of the decision making process. Trail maps should be posted on the parklands to legitimize official trails and to discourage the practice of building unauthorized paths.

The entire southern section of Poplar Ford Park represents one large Native American site. Diagnostic artifacts, such as spear and arrow points, indicate that individual sites span almost the entire range of known Native American occupation which is at least 10,000 years, and possibly earlier. The northern portion of the park contains a large section of the Manassas Gap Railroad, including a large above ground berm and remnants of the abutments for the bridge that was never completed across Bull Run into Prince William County. The potential for additional historic and Civil War sites is extremely high. The need for protection for these resources will influence the ultimate decisions on trail locations at the parks. Interpretation of these cultural features will create a unique experience for park visitors.

Trail development/ connectivity

Park Authority projects

P1 – Bull Run Corridor Trail/Blue Trail: 15,000 LF, stonedust - Enhance the Blue Trail connection in the Bull Run Corridor and make improvements that ensure sustainability. These improvements will mostly consist of fortifying trail sections with stone. Place signs on official trails and block unauthorized trails. Although this connection can be made on Park Authority property, ultimately the best sustainable route require an easement in the vicinity of Poplar Ford.

P2 – Bull Run Water Trail Access: 700 LF, stonedust - Develop a "car top" boat launch facility to allow access to Bull Run by canoes, kayaks, and similar hand powered watercraft. This would allow extension of the Occoquan Water Trail, a regional project discussed in the Interpretive Themes section of this document. This will also provide

access to the ford for equestrians crossing Bull Run into the Manassas National Battlefield Park.

P3 –Poplar Ford Historic Tour Trail System: 12,000 LF stonedust: Create a trail system with opportunities to interpret the Civil War and prehistoric cultural resources in the park. Map existing trails into GIS and work with Resource Management Division and area trail users and user groups to evaluate existing paths. Formalize appropriate sustainable trail segments and close or reroute unsustainable paths and paths impacting important cultural resources. Consider limiting use to only allow pedestrians and equestrians, particularly along Bull Run.

P4 – Bull Run Post Office Road Trail: 7,500 LF, stonedust – Develop a trail along Bull Run Post Office Road that connects Poplar Ford trail system to Hickory Forest trails.

P5 – Hickory Forest Trail System: 2,500 LF, natural - Map existing trails in Hickory Forest Park into GIS and work with Resource Management Division and area trail users and user groups to evaluate existing paths. Formalize appropriate sustainable trail segments and close or reroute unsustainable paths and paths impacting important natural and cultural resources.

Land Acquisition

L1 – Bull Run Corridor / Blue Trail: 600 LF, natural: - Acquire land or trail easements to support building a sustainable trail along Bull Run in the vicinity of Poplar Ford.

L2 – Redbud Trail /Elklick Preserve Connection: 4,000 LF, natural or stonedust – Develop a trail in this wooded parcel which contains unusual numbers of redbud trees. Acquire land or trail easements to complete the connection between Bull Run Post Office Road Trail and the Elklick Preserve Natural Area Trail.

L3 – NVRPA Blue Trail Connector: 2,500 LF, natural – Acquire land or trail easements to complete the trail along Bull Run and connect to the NVRPA Blue Trail.

Amenities/Parking

Poplar Ford Park is a designated gateway on the Sully Woodlands Regional Master Plan. Limited parking is available and trailhead facilities and a kiosk should be provided as well. Additional parking to support horse trailers and the car top boat launch area should be built next to Bull Run Post Office Rd.

IMPLEMENTATION

DEVELOPMENT OF INTERPRETIVE THEMES

The development of interpretive themes and the development of the trail plan are closely linked activities because the trails will play a critical role in allowing the public to experience the natural and cultural resources contained in the parks. Not only will trails will be named to reflect the theme that they are used to showcase, but whenever feasible, interpretive signage will be developed to enhance the user's experience. Sully Woodlands also has possibilities for overarching themes that include multiple trails. As a part of the "Great Parks, Great Communities" comprehensive park system plan for 2010 – 2020, several strategies were proposed for developing these overarching trail themes. These strategies should be implemented as funding becomes available.

- Include Sully Historic Site, Poplar Ford, Cub Run Stream Valley, Historic Centreville, Centreville Military Railroad, and Ox Hill Battlefield Parks as part of a countywide Civil War interpretive trail
- Add Cabell's Mill and Sully Historic Site to an interpretive trail that links these sites to other historic structures within Fairfax County that illustrate changing architectural styles through the County's development
- Include Ellanor C. Lawrence, Cub Run Stream Valley, Elklick Preserve, Poplar Ford, and Hickory Forest Parks as significant nodes along a natural areas interpretive trail within the county
- Determine the suitability of adding Elklick Preserve, Poplar Ford, and Hickory Forest Parks to the Virginia Birding and Wildlife Trail

OCCOQUAN WATER TRAIL

The Northern Virginia Regional Park Authority has developed a water trail, tracing a 40-mile route on two tributary waterways of the Chesapeake Bay from Bull Run Regional Park to the confluence of the Occoquan and Pohick Bay. Interpretive exhibits located at eight access points present a tapestry of time and place, including past, present, and future, and each reveals a different facet of an extraordinary resource.

The 20 mile stretch of the Upper Segment begins on free-flowing, tree-lined Bull Run, which widens as it joins the Occoquan River, opening to an expansive, freshwater lake formed by the Occoquan Reservoir dam. The Lower Segment's brackish, open waters pass marinas and protected marshlands along the Mason Neck Peninsula, on the wide expanse of the tidal Potomac River. The closest access point to the Sully Woodlands parks is in Bull Run Regional Park at the northern end of the trail. A future extension of the water trail to the Sully Woodlands Park land should be explored. A key step to the extension would be the development of an access point in Poplar Ford Park. This may require reconciliation with the terms of the Coastal and Estuarine Land Conservation Program (CELCP) agreement that was put in place when the program was used to help fund the purchase of the parkland.

TIMING

Trail planning and construction may occur as stand alone projects as funding becomes available or in some cases will occur concurrently with planning and development of other facilities within that section of parkland. Generally, interpretive trails will require coordination with the development of other facilities on a site. Trails will be implemented in phases, so that as other facilities are developed, including parking, appropriate trails will be created and opened as well. Additional resource information will be gathered for the Elklick Preserve sites and future trail development in that parkland will be dependent upon the new information.

FUNDING

Funding for construction of the trail network in Sully Woodlands will come from a variety of sources, including our partners in trail development – the various trail user groups. Park Authority bond programs have been used over the past few years to construct and upgrade trails within the parkland and bonds are expected to continue to be a source of funding in the future. Several grant programs are also available for trail design construction and can be used to supplement bond funds. Trails will also continue to be constructed through development contributions.

PROCESS

Development of the trails in Sully Woodlands will occur in several ways. Several of the following techniques and approaches may be used in partnership to implement the trail plan.

- **Team approach** – as mentioned in "Natural and Cultural Impacts," all trail development within Sully Woodland will involve a team of staff and often citizens working together to plan and develop the best possible facilities for the future of Fairfax County while minimizing impacts on natural and cultural resources.

- **Design/bid/build** – one option that has been pursued recently and may also be implemented within Sully Woodlands parkland is hiring a sustainable natural surface trail development firm to implement sections of the trail plan. This process, which involves expert professional trail builders assessing the land and potential trail routes, clearing the narrow width of the trail (typically no more than 2' or 3' in width), and working with volunteers to re-establish vegetation along the shoulders, results in a sustainable trail system that can be maintained by volunteers or park staff. Most of these natural surface trail development firms are interested in promoting mountain biking, so this approach is not suitable for trails where bicycles will be prohibited.

- **Volunteer involvement and Adopt-a-Trail** - Volunteers will be responsible partners with the Park Authority for specific trail sections for maintenance, reroutes, stabilization, and other improvements. The future of many of the trails within Sully Woodlands depends on the continued commitment of our volunteers. To adopt a section of the trail, the adopting group completes an online Adopt-a-Park form. Park operations staff and the adopting group contact person will agree to any specifics regarding maintenance activities to be performed and attach a summary of those tasks to the Adopt-a-Park form. Any necessary training or certification on use of equipment will occur following the completion of the

agreement. Groups adopting sections of the trail are responsible for routine reconnaissance of the trail, noting downed trees, washed out sections, missing signs, vandalism, and other maintenance issues. Following major storms and other severe weather events, or at least annually, a representative of the adopting group should send a written report on the condition of the trail to the area manager.

In addition to routine pruning and clearing, general grading and restoring of drainage slopes, and downed tree removal, volunteer efforts toward maintenance of natural surface portions of the trail may involve stabilizing the surface of the trail to prevent erosion and muddy conditions or relocating the trail to an area with a better elevation or soil type.

Occasionally, a group may wish to propose a project on a section of trail that is not adopted by them. For these one-time projects, a Volunteer/Group Project Application form should be completed online. This process will require approval from the appropriate Park Authority Divisions.

PUBLIC INVOLVEMENT

The Sully Woodlands planning process began with involvement from a variety of community groups and general public. The Regional Master Plan was developed with this public input. Early in this trail planning process outreach to the trail user community led to the creation of a citizen advisory group comprised of hikers, bikers, athletic groups, and equestrians. This group reviewed the staff-developed draft plan and contributed ideas for connections and surfaces desired by the user groups.

Many of the trails in this plan, especially the stream valley trails, are also on the adopted Countywide Trails Plan (CTP), part of the County Comprehensive Plan. The CTP, which is managed by a citizen committee appointed by the Board of Supervisors, is periodically reviewed and revised through the public process.

The Park Authority anticipates the creation of Conceptual Development Plans for each of the named parks in Sully Woodlands. This is also a public process. The adopted Sully Woodlands Regional Master Plan and this Trails Plan will guide the future Conceptual Development Plans which, by their nature, are more site specific.

SYSTEM MANAGEMENT

MAINTENANCE

Trail maintenance is essential to assuring the safety of trail users as well as extending the useful life of the trails. The Park Authority maintains planned trails that are either developed or accepted by the Park Authority. These trails are inventoried, mapped, signed, and entered into the TRIRIGA facility database for maintenance by the Park Authority. As new sections of trail are planned and developed, Park Authority staff will work internally to define trail additions, trail types, and linear feet of trail to be added to the inventory database.

Trail maintenance is dependent upon a variety of development and use factors. It is essential that each trail be classified by type so that it may be maintained according to the appropriate standards as defined in the maintenance program.

There are primarily three types of trail surface within Sully Woodlands – asphalt or concrete, stonedust, and natural surface. Each type has development standards as well as maintenance standards that were adopted in 1988. The maintenance standards are time and task specific for each activity performed by Park staff. These standards have been used as a model for other jurisdictions and the National Park Service in the development of their own standards.

The Park Authority's Maintenance Standards are essential in assuring the safety and continued life of the trail. Trail repairs may be as minor as fixing a pothole in an asphalt trail or as major as the complete renovation of an entire trail section. Low areas that hold or channel water need to be repaired as soon as possible. Areas that have not held or channeled water in the past may begin to do so because of increased runoff from nearby development. If not addressed immediately, these areas can spread and damage large sections of the trail. *Guide to Trail Management, Appendix A – Trail Maintenance Standards* lists detailed maintenance standards for all types of trails.

Maintenance standards for natural surface trails are as varied as the locations and users of these narrow trails. These trails generally have tread widths ranging from 18" to 36" wide, depending on field conditions and other factors. The corridor clearing may extend further than the tread surface to allow easier access, but most of these trails must be maintained without mechanized trail maintenance equipment. This means that most natural surface trails will be maintained by volunteers using hand tools (see **Volunteer involvement and Adopt-a-Trail** above). Tree removal requiring chain saws will be accomplished either by Park Authority crews or by volunteers who have been certified in the operation of such equipment. In situations demanding more robust maintenance procedures, it may be necessary to create a wider clearing and a stabilized "haul road" of surge stone or similar material for equipment access. In addition to routine pruning and clearing, general grading and restoring of drainage slopes, and downed tree removal, maintenance for natural surface trails may involve stabilizing the surface of the trail to prevent erosion and muddy conditions or relocating the trail to an area with a better elevation or soil type.

CONTROL OF USE

One of the most important factors in the successful implementation of this Trails Plan will be control of trail use. There are many existing paths that are in poor condition or are situated in sensitive locations. These paths should be either improved for sustainability, relocated, or closed to protect the resources. Paths connecting onto privately owned land should also be closed and signed to educate the user about the boundary of public and private property. Other existing paths will be identified for continuation of use, be improved if necessary, and become designated trails to be marked and mapped.

New trails should only be constructed in areas identified in the plan following a team design effort to determine location and surface type. Certain trails will be restricted to pedestrian use only or will prohibit either mountain biking or equestrian use. No new "spontaneous" or user generated paths will be allowed to remain open.

Because of the sensitivity of the resources in many of the parks in this area of the county, trail users need to stay on the official, marked trails. As soon as new trails are open to the public, the Park Authority should develop a process for periodically

patrolling these areas to stop unofficial paths from becoming well-established and to confirm that users of the marked trails are using them appropriately. This might be accomplished with volunteer adopting groups (such as a Trail Watch group), with interns, or by paid or volunteer staff.

A variety of techniques may be used in order to help trail users understand and respect the need for restrictions. Trailhead kiosks will include descriptions of the particular resources that are to be protected and explain why they are important. Additional signs along the trails within the individual park areas should reinforce this requirement. The Park Authority website and brochures should prominently note which trails are restricted and emphasize the limits on the use of the parkland in this region. If necessary barricades/fences, bollards, large rocks, or other physical barriers may be put in place to control access.

In some cases it may be necessary and feasible to close paths or trails. In those instances methods such as raking leaves and woody debris across trail surfaces, placement of barricades using natural materials, and planting and signs will be employed to restore area to a natural condition

APPENDIX A

Trail Development Area Maps