County of Fairfax, Virginia
Planning Commission Meeting
June 10, 2026
Planning Commission Action

PLAN AMENDMENT 2022-III-BR1 (PA-2022-00008) – CENTREVILLE STUDY
(Sully District)

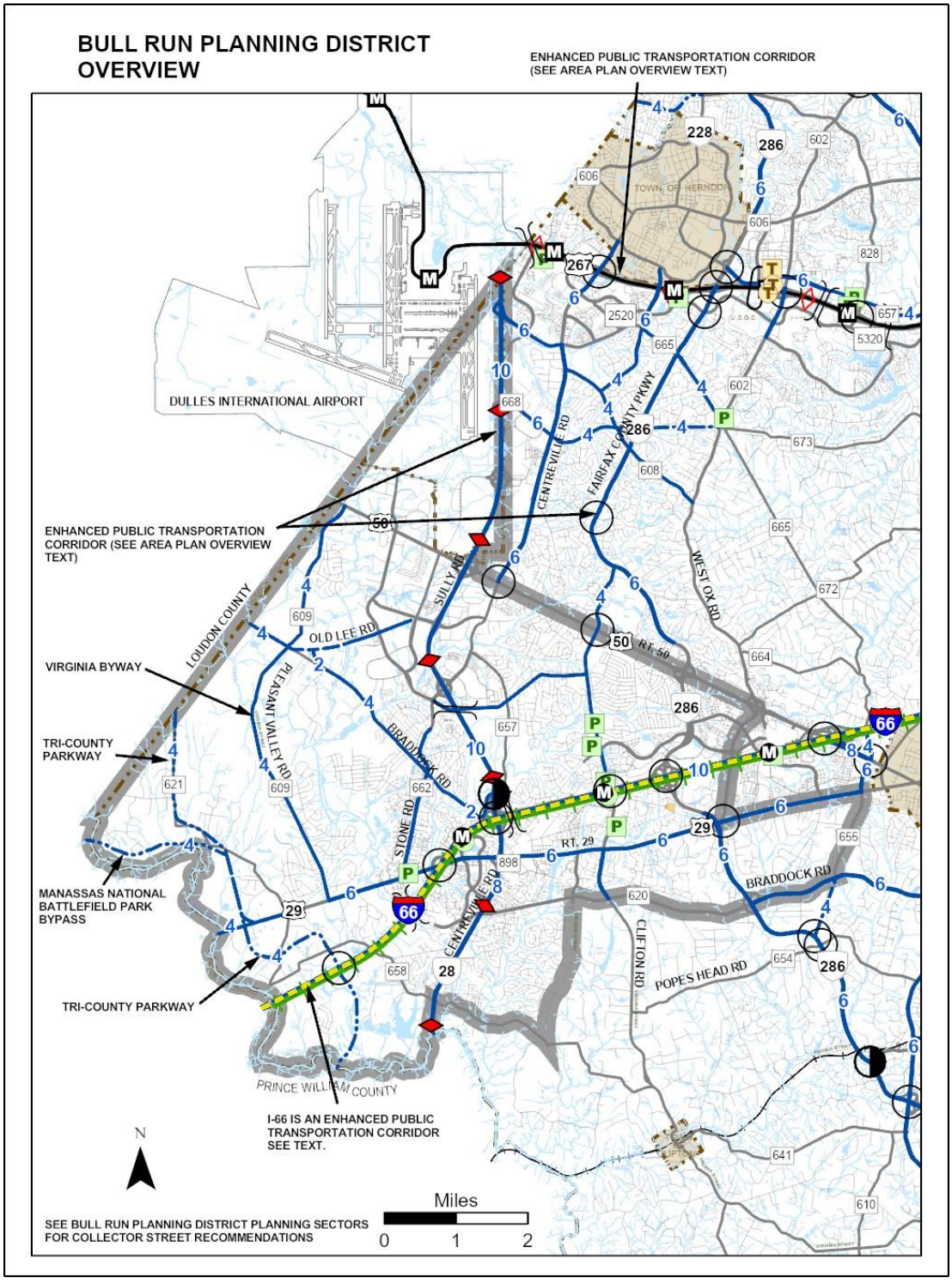
PLANNING COMMISSION RECOMMENDATIONS:
On June 10, 2026, the Planning Commission voted 7-0-1 (Commissioners Clarke, Hancock, Sargeant, and Thomas were absent from the meeting. Commissioner Cortina abstained from the vote) to recommend to the Board of Supervisors the adoption of the staff recommendations for Plan Amendment 2022-III-BR1, as shown on pages 52-104 of the Staff Report dated April 20, 2026.

ATTACHED DOCUMENTS:
Pages 52-104 of the Staff Report dated April 20, 2026

CD

Figure and Map Modifications:

REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District Overview [December 9, 2025], District-Wide Recommendations



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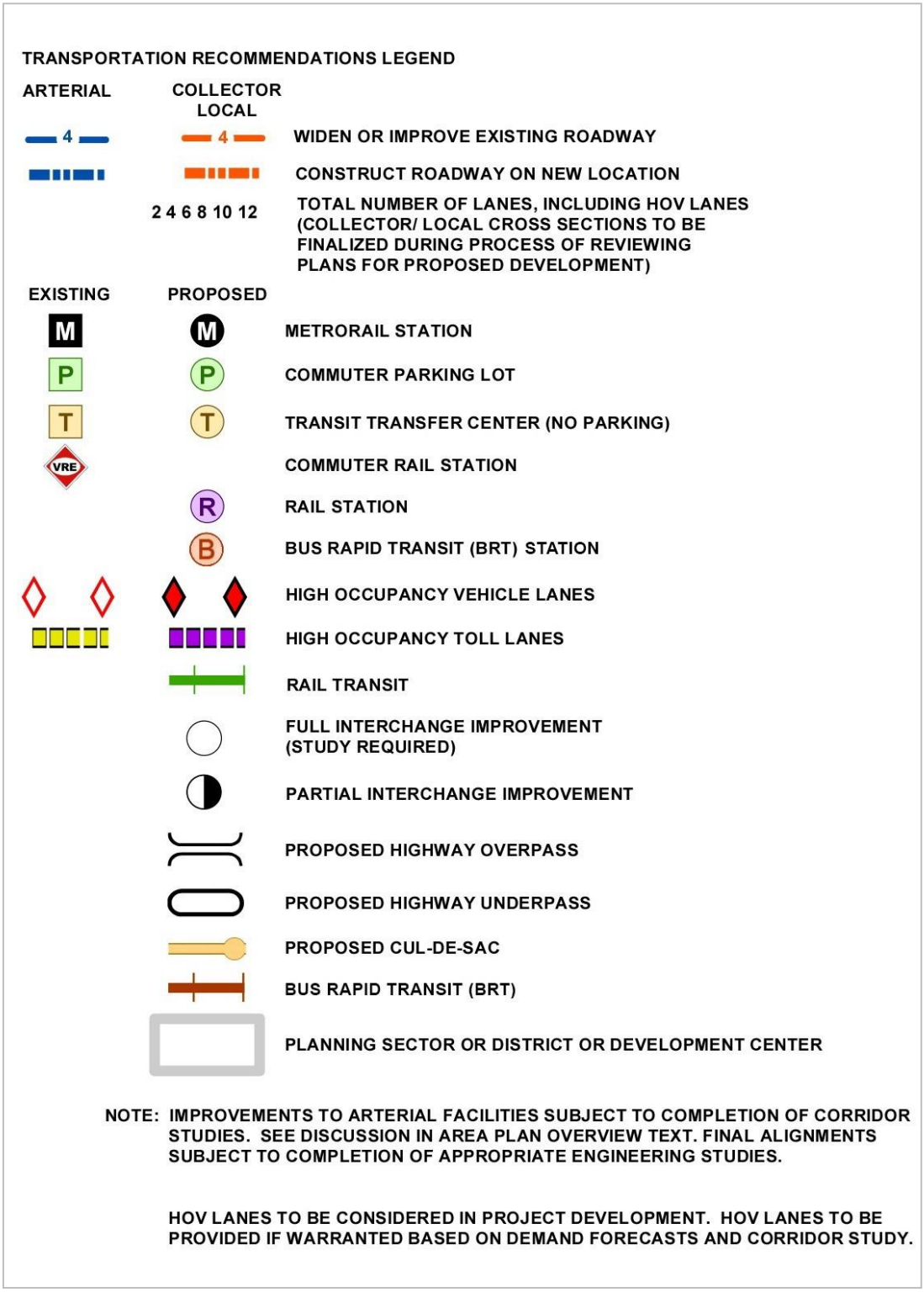
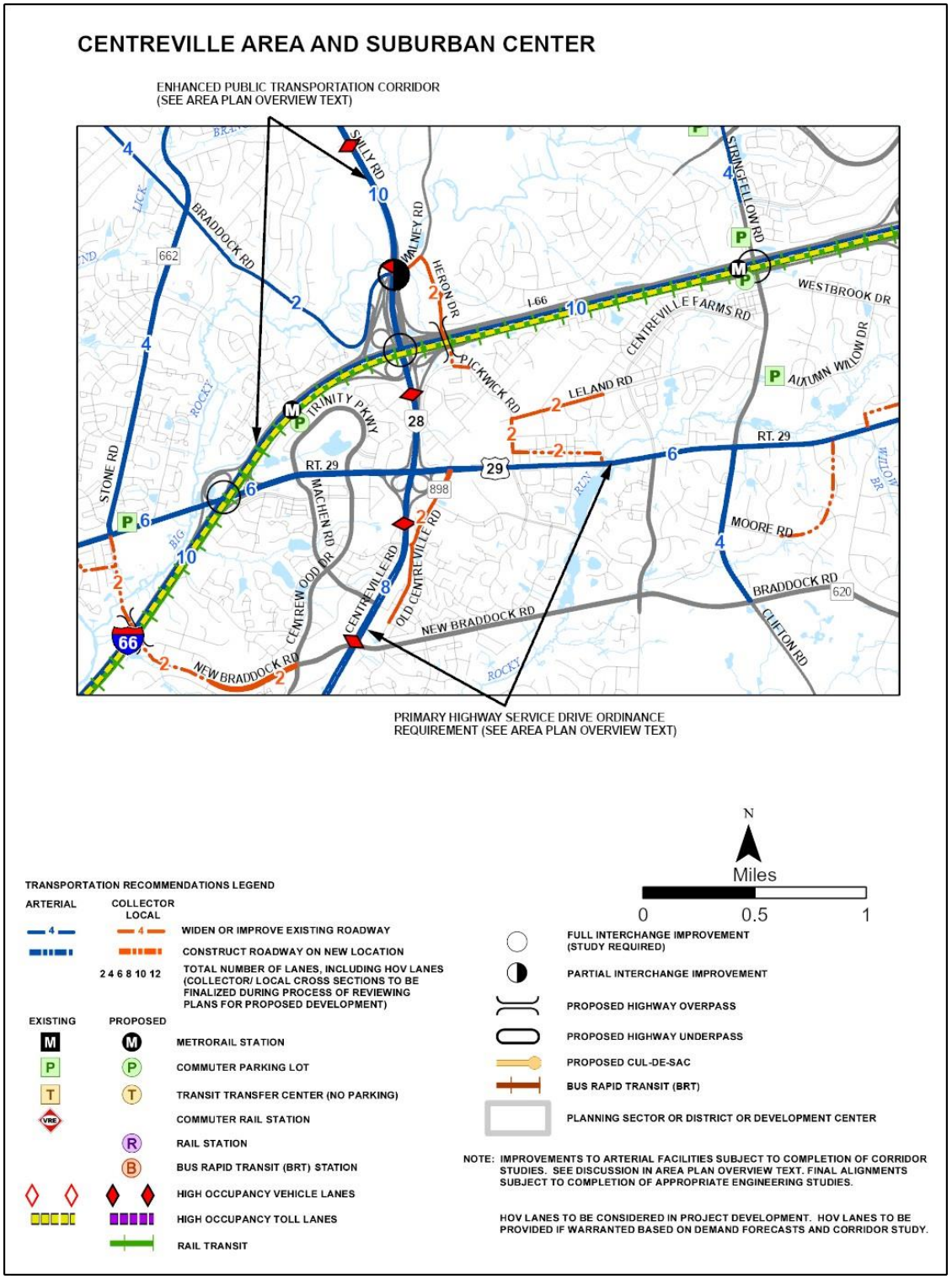


REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District Overview [December 9, 2025], Centreville Area and Suburban Center

CENTREVILLE AREA AND SUBURBAN CENTER



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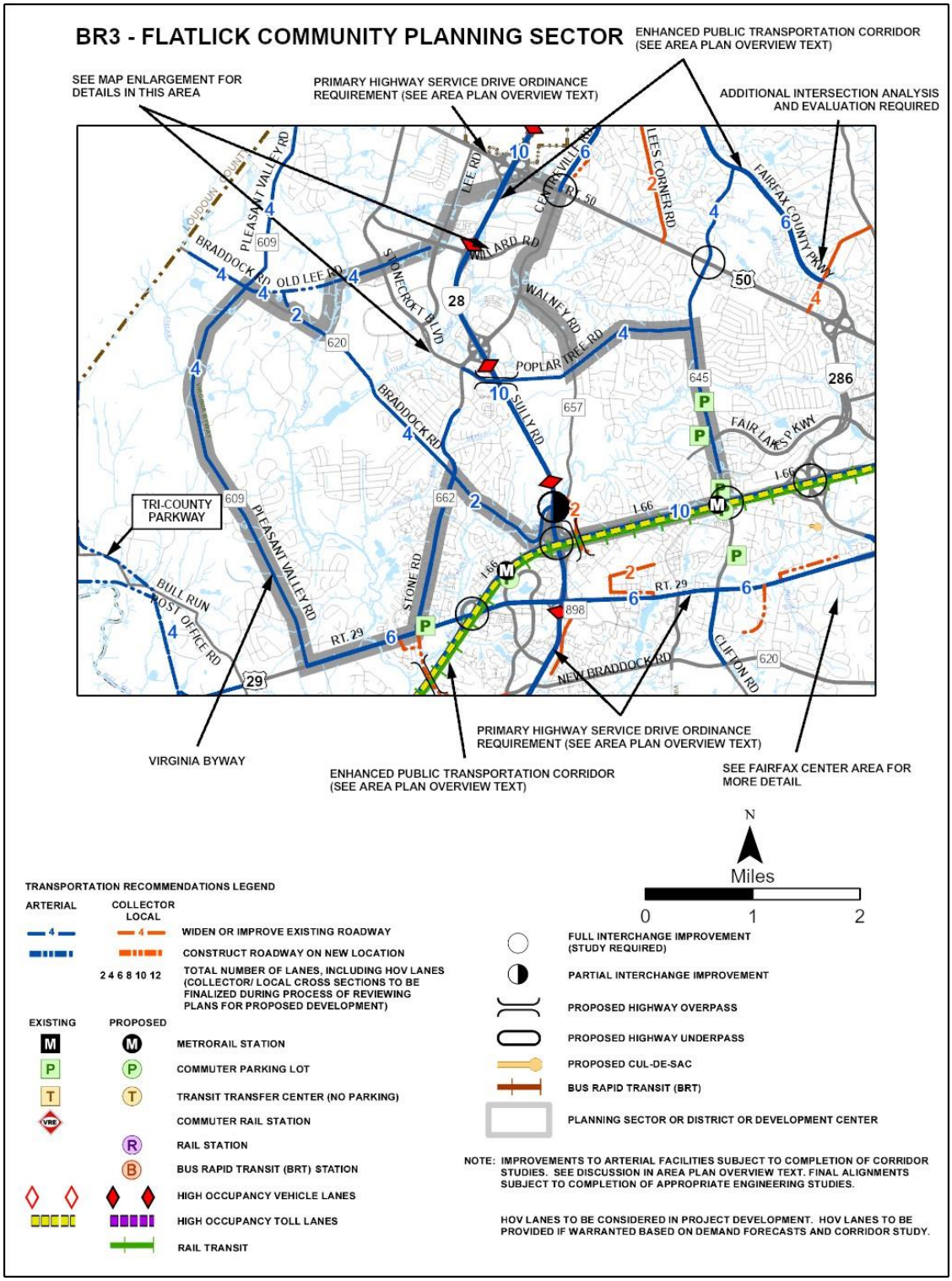

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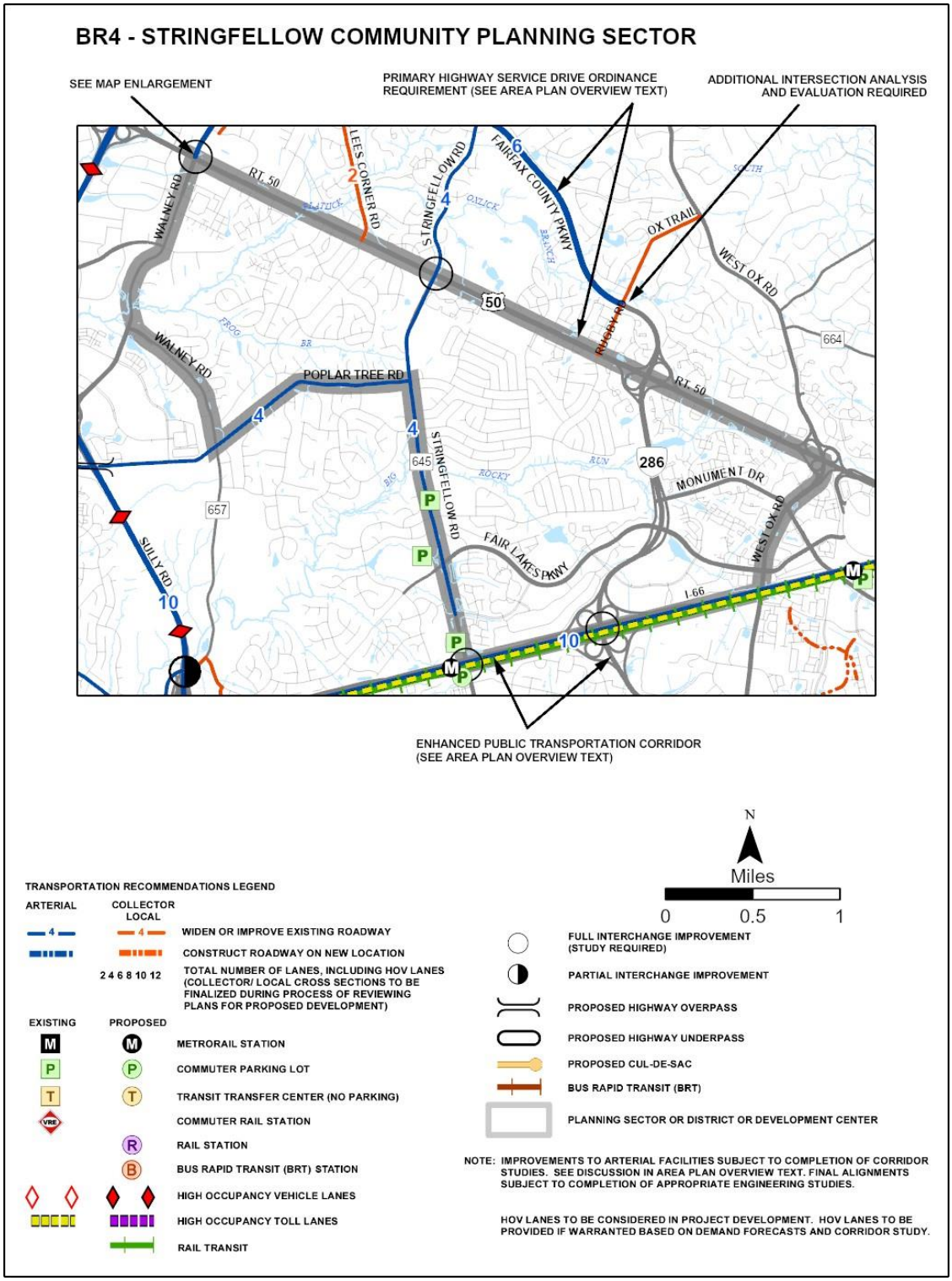

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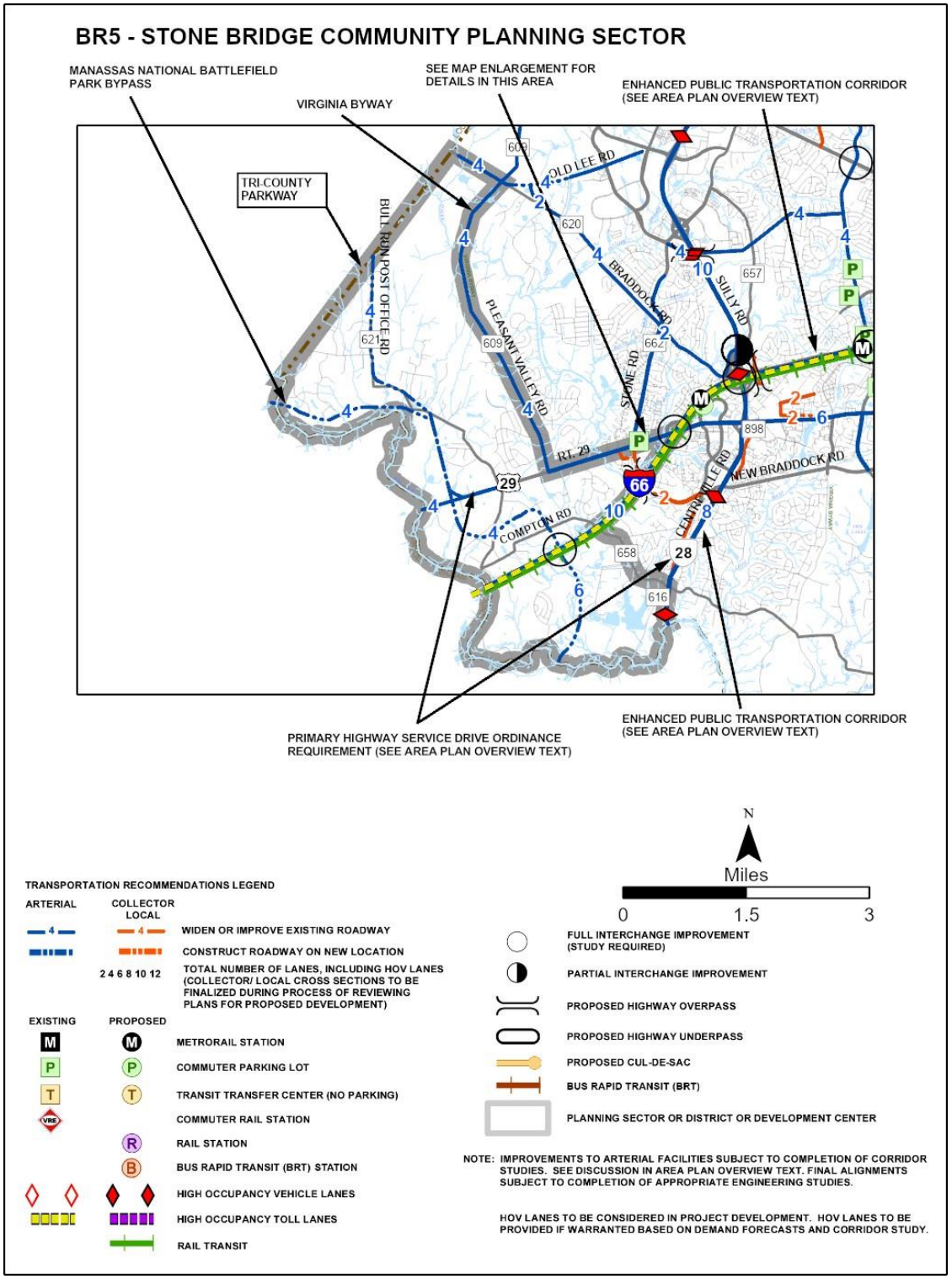

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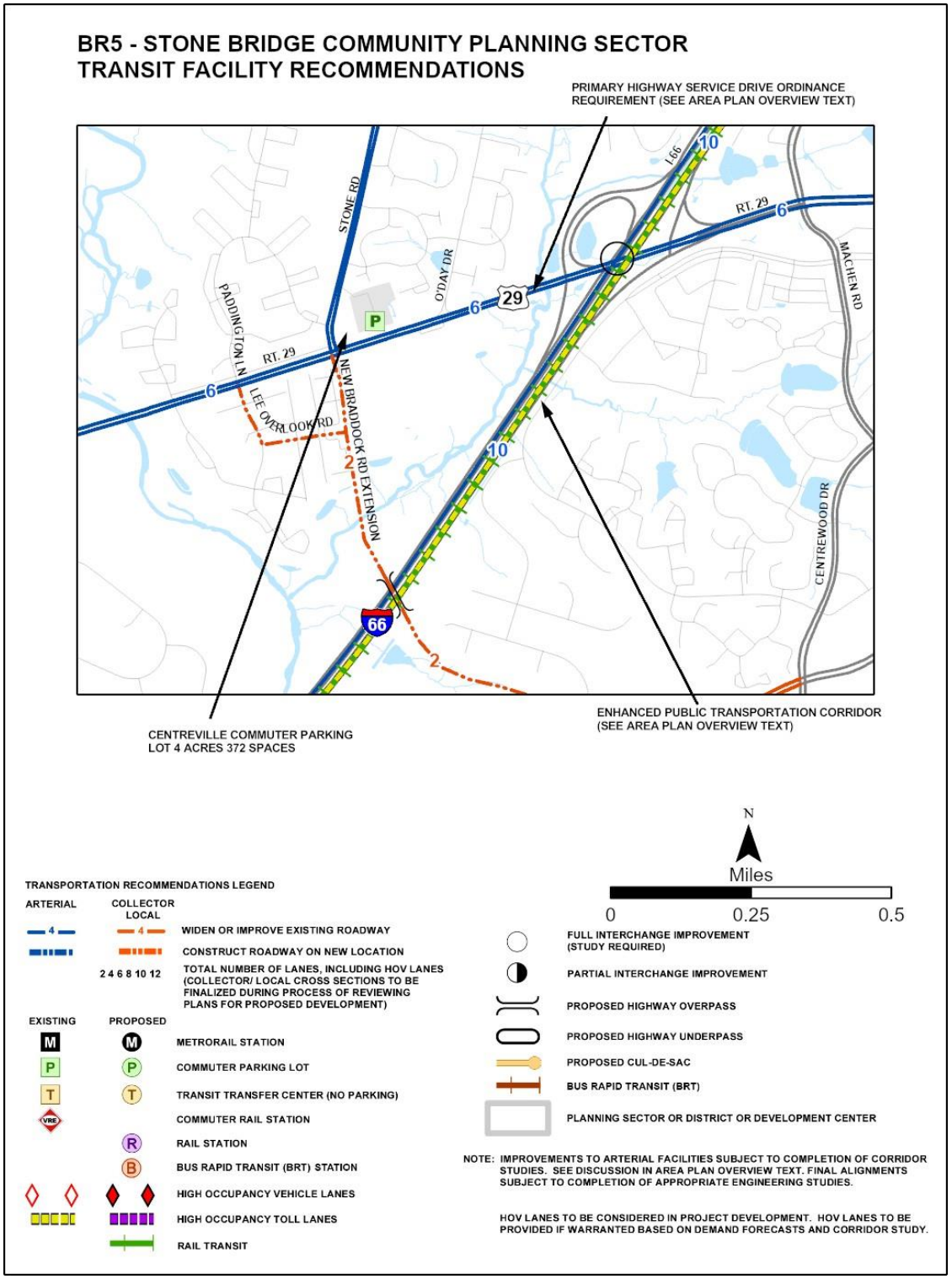
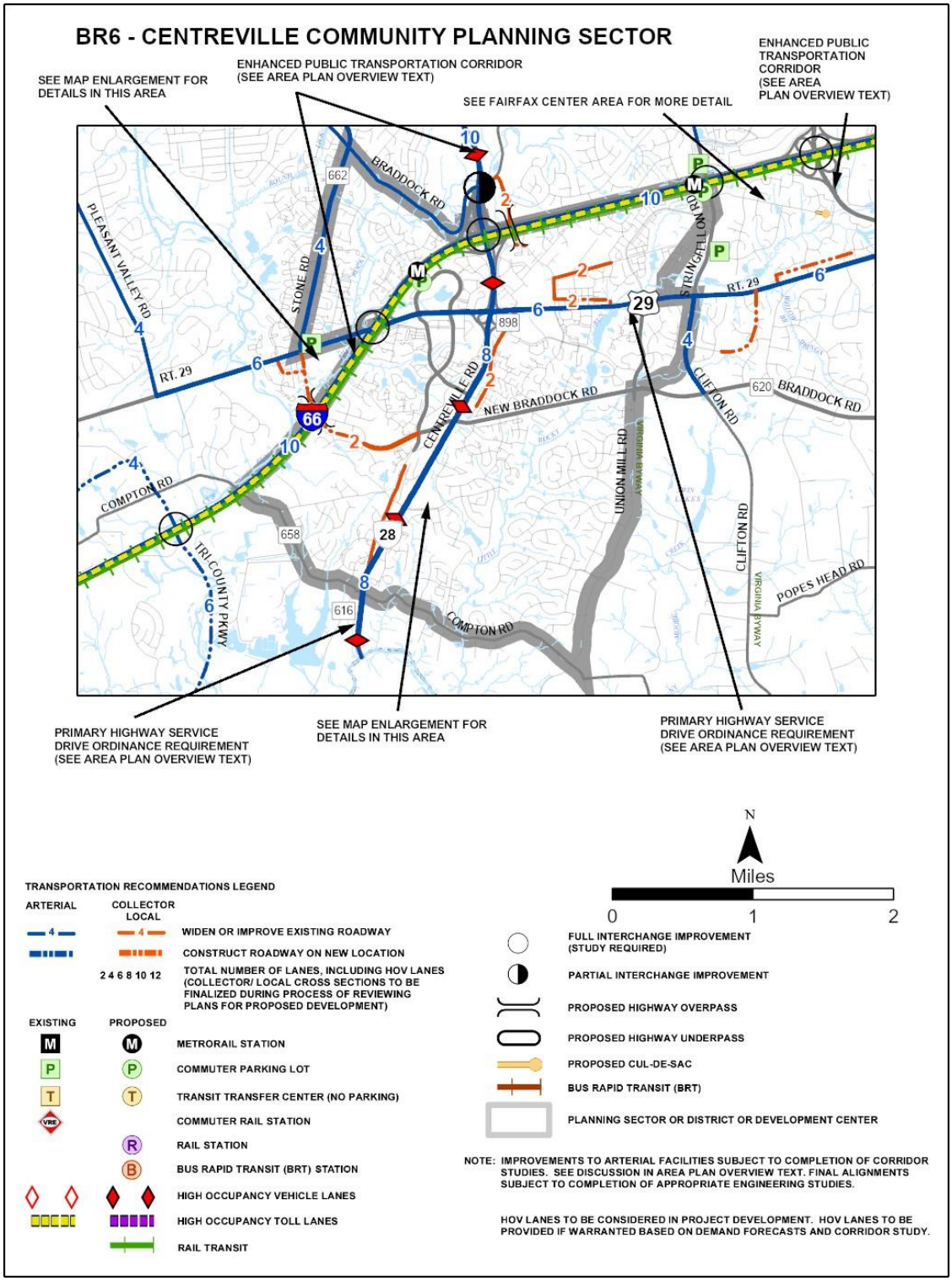


REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District Overview [December 9, 2025], BR6 Centreville Community Planning Sector



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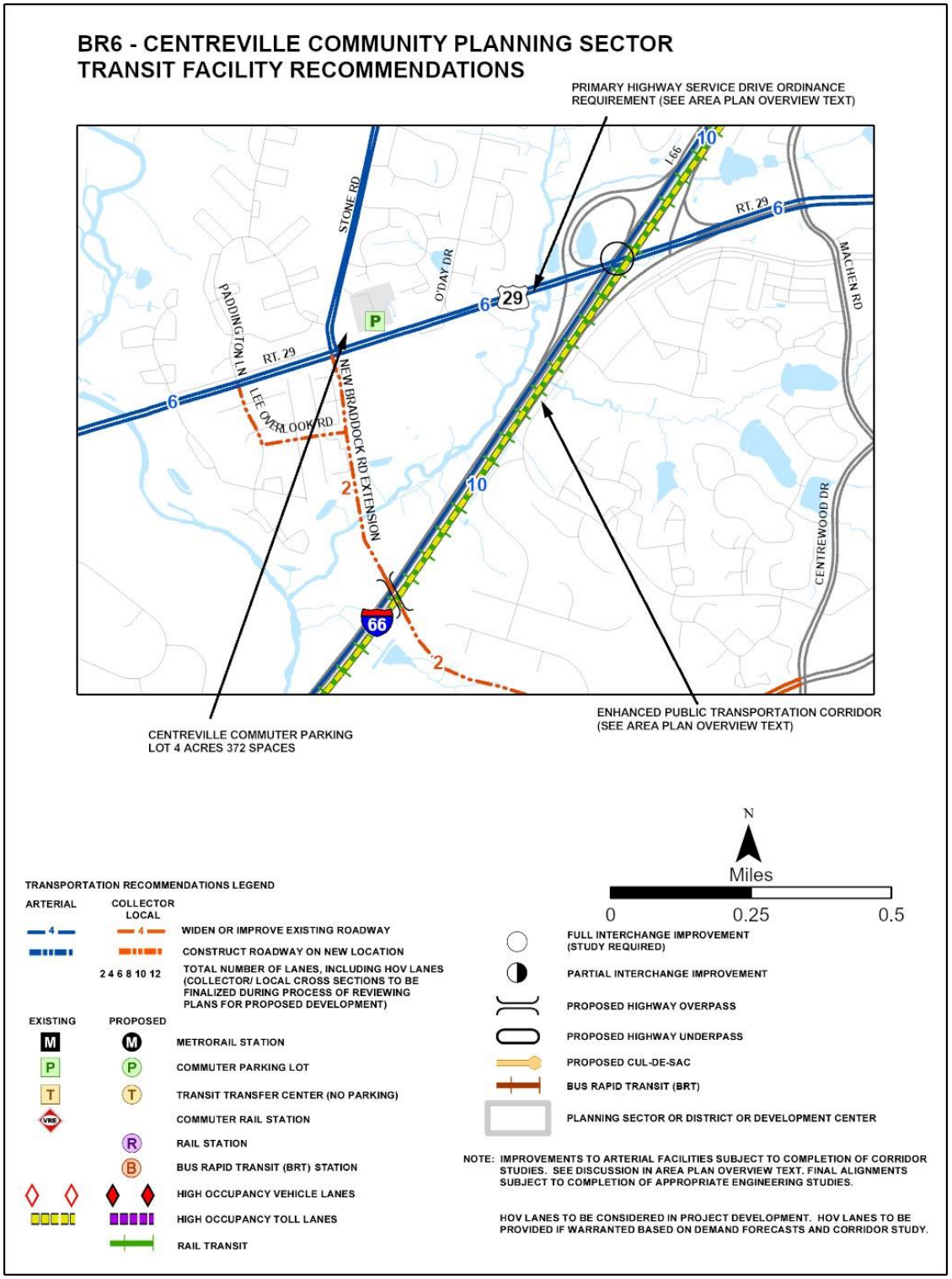
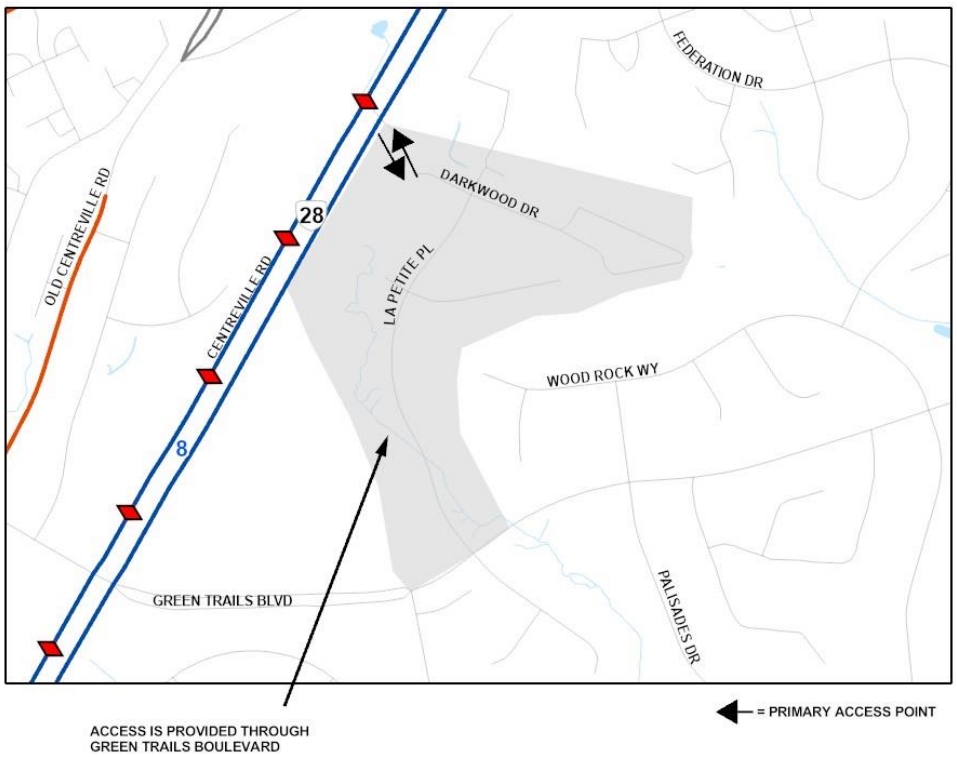
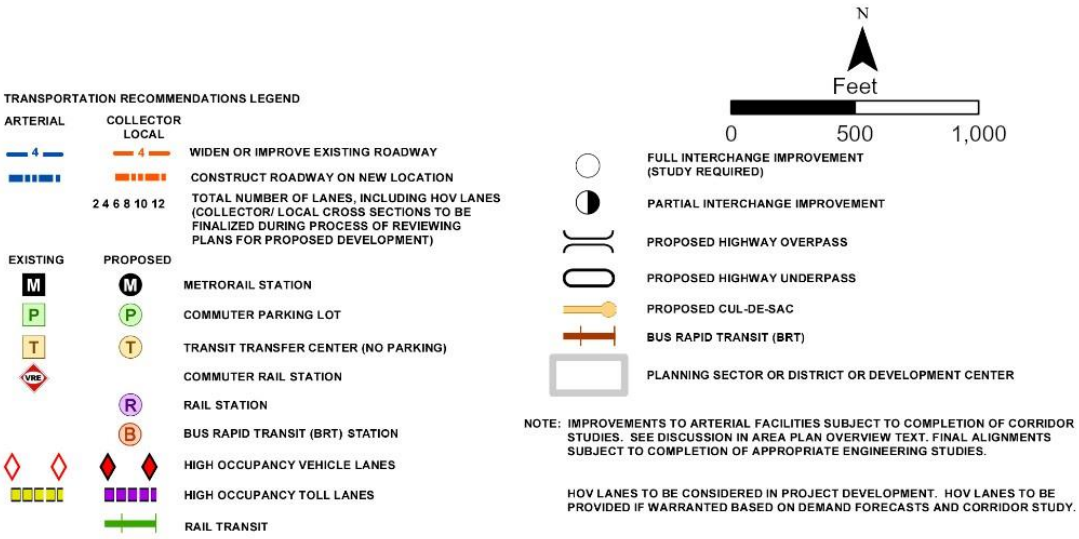


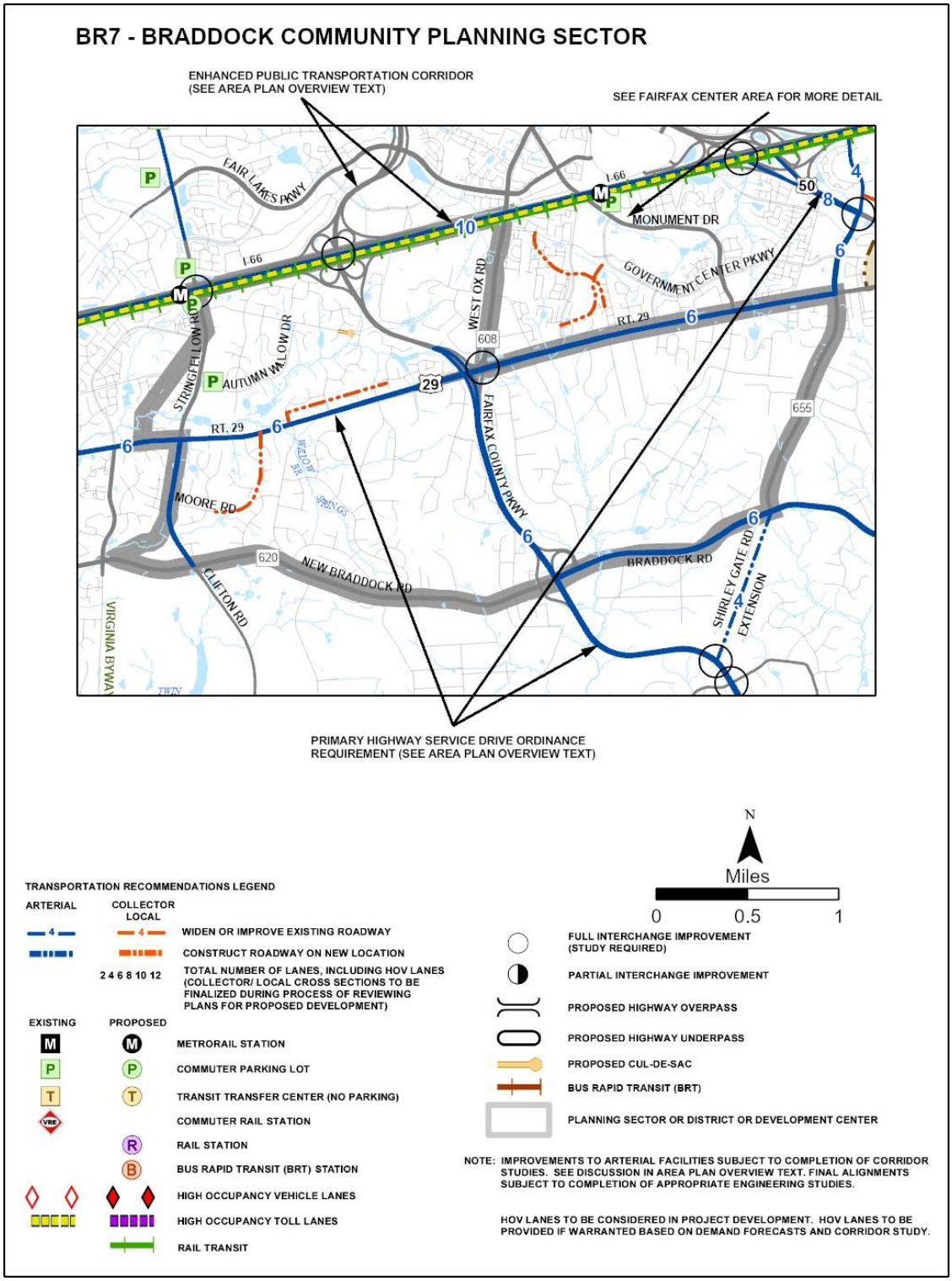
REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District Overview [December 9, 2025], BR6 Centreville Community Planning Sector

BR6 - CENTREVILLE COMMUNITY PLANNING SECTOR
ACCESS RECOMMENDATIONS





REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District Overview [December 9, 2025], BR7 Braddock Community Planning Sector



COMPREHENSIVE LAND USE PLAN MAP

Modify: Fairfax County Comprehensive Plan Land Use Plan Map, amended through November 20, 2018:

Modify transportation symbology to match proposed Transportation Plan Map.

Modify Mixed-use Center and Industrial Area Boundaries to include expansion of the Centreville Suburban Center.

COUNTYWIDE TRANSPORTATION PLAN MAP

Modify: Fairfax County Transportation Plan Map, amended through November 20, 2018:

- Removal of the three planned interchanges at Route 29 and Stringfellow Road, Route 28 and New Braddock Road, and Route 29 and Stone Road from the Comprehensive Plan.
- Modify New Braddock Road west of Centrewood Drive, the planned extension over I-66 west of Store House Drive, and the connection with Route 29 at Stone Road, to a 2-lane local/collector road with sidewalks/shared use paths and buffers to support street trees.
- A future Metrorail station, or other type of high-quality transit facility, should be relocated from Route 29 at Stone Road to along I-66 west of Trinity Parkway.
- Add Pickwick Road south of Leland Road as a planned 2-lane improved local/collector road.
- Modify Old Centreville Road from a 4-lane road to a 2-lane road with active transportation facilities.

ACTIVE TRANSPORTATION AND TRAILS PLAN MAP

No changes to the Bicycle Master Plan Map are proposed.

APPENDIX A

REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District [December 9, 2025], District-wide Recommendations and Centreville Area and Suburban Center

~~Lee Highway~~ Route 29

~~Lee Jackson Memorial Highway~~ Route 50

REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District [December 9, 2025], District-wide Recommendations, Transportation

Transportation

Travel within and through the Bull Run Planning District is affected by land uses and transportation facilities in adjacent planning districts, as well as throughout the Northern Virginia region. ~~Therefore, the transportation network affecting the district is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies.~~ The multimodal transportation network within the district seeks to provide residents and visitors with a variety of travel modes, including active transportation, transit, and vehicular facilities. The arterial and major collector roadways ~~affecting~~ in this planning district are shown on Figure 2 Countywide Transportation Recommendations, Bull Run Planning District. Other countywide transportation elements are also shown that overlap with this area.

REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District [December 9, 2025], District-wide Recommendations, Heritage Resources

Heritage Resources

[…]

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, cultural, architectural and archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the property's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Criteria for Development and Redevelopment, ~~Appendix 9 Residential Development Criteria~~ 7 ~~8~~ Heritage Resources.

REPLACE: Fairfax County Comprehensive Plan 2026 Edition, Area Plans, Area Plan III, Bull Run Planning District [December 9, 2025], Centreville Area and Suburban Center

CENTREVILLE AREA AND SUBURBAN CENTER

Centreville is envisioned as a lively, walkable and bikeable community with places that bring people together. New development is encouraged to provide a mix of homes, shops, and public spaces that improves access to daily services and make daily life more convenient and enjoyable. Expanded options for walking, biking, and transit will help people move comfortably between neighborhoods, schools, parks, and services. These changes will set the foundation for Centreville to evolve toward a more engaging, town-center-like destination over time. The Plan aims to create a community that feels connected, welcoming, and easy to explore.

LOCATION & CHARACTER

The Centreville Area contains approximately 2,700 acres in the southwestern portion of the county where Sully and Centreville Roads (Route 28), Route 29, Interstate 66 (I-66) and Braddock Road converge. The majority of the development in the area is residential and has been constructed since 1970. The pace of development in this area increased dramatically during the early 1980s as new development leveraged excellent access to various multimodal transportation facilities. The rapid pace of development consisted primarily of residential use, but the growth of residential options has been matched by an increase in the employment opportunities in and adjacent to the Centreville Area. A full spectrum of retail and commercial services has followed the residential development.

The Centreville Area has experienced two special studies initiated at the direction of the Board of Supervisors. The first study concluded in March, 1986, and recommendations were adopted by the Board of Supervisors. At that time the area was divided into land units and detailed recommendations were prepared after an extensive staff evaluation and citizen participation. A second land use and multimodal transportation study concluded in June 2026. This study updated policy guidance that considered future growth in the area, consolidated land units, introduced guiding planning principles, and added a series of multimodal transportation recommendations.

The land use recommendations that follow are presented both at the Centreville Area and Suburban Center level and by land unit.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates a portion of the Centreville Area as a Suburban Center. The Suburban Center portion is comprised of the following land units: B2; B4; B5; C1; C2; C4; C5; D1 through D7; E; and H-2. This area generally includes land units planned for commercial, mixed-use, and higher density residential uses.

The Centreville Suburban Center is planned for a higher intensity mix of uses that are encouraged to shape a distinct community identity with a concentration of development designed to facilitate access by transit services. The Suburban Center is located in the area generally south of I-66, around the Route 28 and Route 29 interchange.

The portions of the Centreville Area outside the Suburban Center are recommended as Suburban Neighborhoods reflecting their residential character. Although these residential areas vary in recommended density, collectively they act as a transition between the Centreville Suburban Center and neighboring, lower-density residential development.

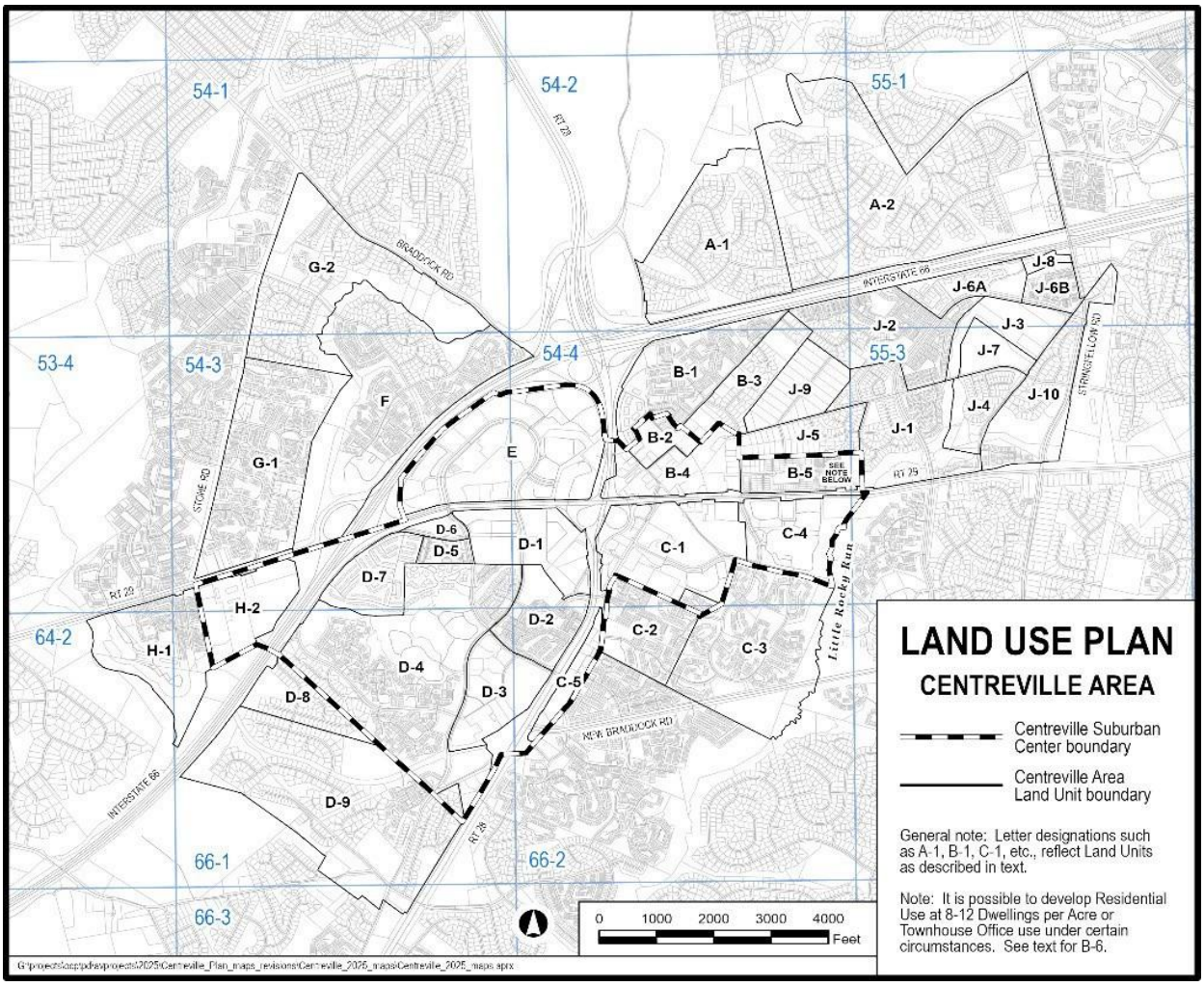


Figure 1. Centreville Area Map with Suburban Center and Land Unit Boundaries

GUIDING PLANNING PRINCIPLES

Planning goals for Centreville are meant to serve a diverse group of people that live, work, and visit the area. The environment should be designed to promote a human-centric community, focusing on people's needs, well-being, and experiences. New development should create vibrant, mixed-use environments that are welcoming and accommodating.

To achieve this the Plan encourages a diversity of development types, mixing uses that offer a range of services, with publicly accessible civic and open spaces, to provide opportunities for the community to gather.

The vision for Centreville is grounded in the following principles:

- *Provide a variety of accessible public spaces where people can gather, unify communities of Centreville and enhance access to services and amenities.*
- *Celebrate Centreville's diversity by valuing and developing diverse spaces.*
- *Promote environmental sustainability and protection, including enhanced stormwater management and by increasing tree canopy.*
- *Develop a safe, walkable and bikeable vibrant town center for all ages and abilities with a mix of housing and commercial uses that includes public gathering spaces, pedestrian paths, trails and bicycle routes, and access to public transit stops and routes.*
- *Encourage a continuum of housing needs that support a diverse, socio-economic community, and workforce, allows for aging in place, and accommodates all abilities.*
- *Provide a safe, multimodal transportation network that prioritizes alternative modes of travel, connects people to services and amenities, and supports their daily activities.*
- *Provide for a variety of accessible community civic spaces and parks with active recreation, green space, and trails.*
- *Identify, foster, celebrate, and preserve historical and cultural sites, landmarks, and resources in Centreville.*

AREAWIDE RECOMMENDATIONS

Housing

Centreville offers a range of housing types to meet the needs of a diverse community. With future growth, the area is envisioned to provide housing that meets a continuum of need by increasing and diversifying housing supply for people across all ages, income levels, and abilities. New housing opportunities should consider resident's access to services, amenities, and transit.

Affordable Housing

The county has goals for both building new affordable housing and preserving existing affordable housing, including in Centreville. Centreville currently provides a variety of housing options, ranging from single-family detached, townhomes and multifamily, accommodating the diverse household types and living arrangements. As Centreville grows, the goal is to continue meeting and integrating a continuum of housing needs that supports a diverse community.

New residential development proposals in Centreville should be evaluated through the County's Affordable Dwelling Unit (ADU) Ordinance and/or Workforce Dwelling Unit (WDU) policy, as recommended in Appendix 1 of the Policy Plan, Housing element of the Comprehensive Plan

(Housing Policy Plan) for the creation of new affordable housing integrated in new mixed income communities.

The County's Housing Policy Plan also prioritizes the use of county and other government-owned buildings and land as sites for co-location and/or development of affordable housing. County-owned sites in Centreville should be prioritized for development with affordable housing co-located with public facilities, and/or community serving services.

Co-location of county-owned facilities with affordable housing is encouraged to increase access to services for residents and the surrounding community, and enhance opportunities for creating connections within the community. Co-location should consider efficiently combining multiple uses on the same site, leveraging construction efficiencies, and potentially incorporating shared parking arrangements. Housing development is also encouraged to be co-located with non-public facilities, such as privately-owned health clinics, childcare, job training centers, or houses of worship.

There is committed and market rate affordable housing in Centreville. In accordance with Appendix 2 of the Housing Policy Plan, efforts should be made to preserve and maintain existing affordable housing units at these AMI levels in Centreville to the greatest extent possible. Affordable housing developments that present opportunities to further county affordable housing goals may be granted flexibility in achieving Plan objectives, on a case-by-case basis.

Parks & Recreation

Parks and recreation facilities contribute to health, social interaction, community identity, and placemaking. They also provide environmental benefits such as improved air quality and stormwater management, and opportunities for preservation of cultural, historical and natural resources. In Centreville, there is an opportunity to expand and diversify the types of park space available, including active recreation facilities to plazas, pocket parks, and trails that connect neighborhoods with activity centers. Locating parks within redevelopment areas can help create focal points for the community, while also protecting natural features as Centreville evolves into a more walkable, bikeable, mixed-use community and destination.

As the Centreville Suburban Center continues to redevelop, demand for publicly accessible parks and recreation facilities will increase. Much of the anticipated development is expected to consist of multifamily residential, stacked townhouses, and townhouses, where residents will have limited access to private yards. Therefore, the provision of public park spaces, consistent with the Urban Parks Framework is essential, with a balance of large and small parks spaces that are connected to create a network.

Current Conditions

Much of the existing development in the Centreville Suburban Center is characterized by retail and office uses. The long-standing commercial focus of the area has limited opportunities for community-serving park facilities. Within residential neighborhoods along the periphery of the

Suburban Center, there are three existing Fairfax County Park Authority (FCPA) parks: Old Centreville Road and Centre Ridge North, both classified as Local Parks, and Historic Centreville, a Resource-Based Park. Beyond these, the broader Centreville area is served by seven additional FCPA parks, one District Park (Poplar Tree), three Local Parks (Centre Ridge, Willow Pond, and Arrowhead), and three Resource-Based Parks (Cub Run Stream Valley, Rocky Run Stream Valley, and Ellanor C. Lawrence). In addition, four nearby FCPA parks outside of Centreville, including one District Park (Greenbriar), two FCPA Local Parks (Stringfellow and Stone Crossing), and one FCPA Resource-Based Park (Lane's Mill), provide further recreational opportunities for residents.

Urban Parks Framework

Urban parks should be designed and thoughtfully integrated into development projects to serve the diverse needs of Centreville's community. Active recreation needs should be met through a combination of on-site improvements, construction of new facilities, or contributions toward improvements, and maintenance for, existing parks or other sites within the service area, given the anticipated increased demand in the use of existing facilities that comes with increased density. New park spaces should span a continuum of sizes, features, and uses that can accommodate a wide range of activities. When park spaces are privately owned, public access easements should be provided to ensure access to these spaces remain open to the public at all times.

Parks Concept

The park system in the Centreville Suburban Center should consist of a network of well-distributed and connected publicly accessible park spaces that respond to the needs of residents, employees, and visitors of all ages and abilities. This network should include a new signature park common green or civic plaza, with a preference for Land Unit E to serve as a central gathering space and focal point for the community. Smaller urban parks, such as pocket parks, plazas, and recreation-focused facilities, should be incorporated into redevelopment projects throughout the Suburban Center to ensure broad access and distribution of park spaces.

Connectivity between park spaces is a central component of this vision. Continuous, safe, inviting, and multimodal pathways should link the new common green or civic plazas, especially for those areas in Land Unit E with new developments, other existing and envisioned/planned parks and public spaces, nearby residential neighborhoods, and activity centers. Enhanced connections to existing parks and trails in the broader Centreville area, as well as to nearby public facilities, are encouraged to strengthen the overall recreational network and to provide people with access to natural areas. Park spaces should be integrated, visible and accessible to support the creation of vibrant, walkable destinations.

Both Big Rocky Run and Little Rocky Run are within the Centreville Area. Opportunities to protect and/or integrate these natural features, such as stream valleys and wooded areas, should also be incorporated into the park network where feasible and appropriate, with consideration of environmental impacts. These features can provide environmental benefits; preserve visual character and historical, cultural and natural resources; and offer recreation opportunities and access to nature that complement more active urban park spaces.

Parks and recreation facilities should be strategically located and designed to serve people of all

ages and physical abilities; and meet the diverse needs of the existing and future residents, employees, and visitors'. When a development proposal is adjacent to an existing development or previously approved application, or when multiple applications are under concurrent review, projects should demonstrate how proposed park and public spaces will connect to, expand, improve accessibility, or enhance previously approved or envisioned park and public spaces. This coordinated approach will help create a more cohesive and accessible park network over time.

Creative solutions to providing park space and recreation facilities may include parkland that is publicly or privately owned, or provided through public-private partnerships; urban park initiatives, such as the use of building rooftops for park facilities; unique programming areas; recreation facilities and dedicated program space provided within commercial buildings; redevelopment at nearby parks; and forging new park provider partnerships. With any of these creative approaches, visual and physical accessibility to the public is essential.

Environment

The Centreville Area and Suburban Center is primarily developed with residential development and commercial uses, such as shopping centers, constructed between the 1970s through the early 2000s. As such, some development predates modern stormwater management controls for water quantity and quality which results in increased amounts of untreated surface runoff entering waterways and storm systems. Redevelopment opportunities should seek to maximize the incorporation of vegetation and low impact development strategies within a site.

Centreville contains stream tributaries, steep slopes, and valleys associated with Cub Run. These stream tributaries and valleys have associated Resource Protection Areas (RPA), FEMA flood hazard areas, floodplains, and Environmental Quality Corridors (EQCs) throughout the area. These environmentally sensitive features are mainly mapped along the periphery of the area and include parks such as Rocky Run Stream Valley Park and Ellanor C. Lawrence Park.

Three major transportation corridors traverse the Centreville area: Route 28; Interstate 66 (I-66); and Route 29, all which have the potential to generate transportation noise impacts in excess of DNL 65 dBA and require mitigation for noise-sensitive uses such as but not limited to offices, outdoor recreation areas, and residences. Noise studies should be submitted for noise-sensitive uses to ensure sites are designed to mitigate impacts to future occupants. The Transform 66 Outside the Beltway project was completed to aid in congestion relief, added express lanes, a parallel shared use path for pedestrians and bicyclists, and included improved interchanges. The project also added and replaced noise reduction barriers along portions of I-66 where residential neighborhoods are affected by highway noise levels. Several neighborhoods in Centreville adjacent to I-66, now have updated noise mitigation barriers along the shared boundaries of their properties and the roadway right-of-way.

Urban Forestry

Expanding tree canopy coverage is an important goal for the Centreville Suburban Center core and contributes to neighborhood character and overall community quality of life. To address canopy fragmentation and mitigate losses near major roadways, targeted reforestation is encouraged.

Future redevelopment considerations could include invasive species management, preservation of existing trees, and soil remediation particularly in areas with extensive paved surfaces. Opportunities exist to introduce native tree species that can enhance ecological resilience and visual buffering.

Transportation

Multimodal Vision

The multimodal transportation vision for Centreville is to encourage increased use of active transportation and public transit by developing pedestrian and bicycle amenities and providing access to transit facilities and services while continuing to accommodate vehicular needs. Multimodal transportation promotes mobility and mode choices, improves connectivity, and should enhance safety, complement placemaking, to support Centreville Plan goals. Redevelopment efforts should focus on enhancing the pedestrian and bicycle experience with streetscapes, improvement of existing paths and trails, and adding pedestrian and bicycle routes to close gaps for a continuous multimodal system supporting local travel within and through Centreville. Redevelopment should also increase access to public transit facilities with transit stop enhancements to encourage ridership for local and regional connectivity. Transportation Demand Management (TDM) strategy recommendations are provided to encourage the reduction of single occupancy vehicle use.

Active Transportation

Having safe and comfortable pedestrian and bicycle connections and facilities is a high priority for Centreville and the surrounding area to fully enjoy the active transportation network. Clear and direct pathways along both sides of roadways help to connect users with regional routes and trails improving access to destinations in and around Centreville.

The Active Transportation and Trails Plan Map, incorporated in the Transportation element of the Policy Plan, provides and identifies safe, comfortable and convenient active transportation and recreational routes and can be used as a resource to help determine facilities as development occurs or capital projects are initiated.

Key steps to encourage active transportation use within Centreville include completing missing sidewalk segments and improving substandard sidewalks and trails. Adding new and enhanced connections through and between residential neighborhoods and adjacent commercial areas, education and worship centers, and parks and open spaces, allow mobility to these locales without always needing a vehicle to access them. Implementing measures to separate pedestrians and bicyclists from vehicles allows for safer use of active transportation facilities. Increased width buffers allow opportunities for street trees and wayfinding signage to provide comfortable and

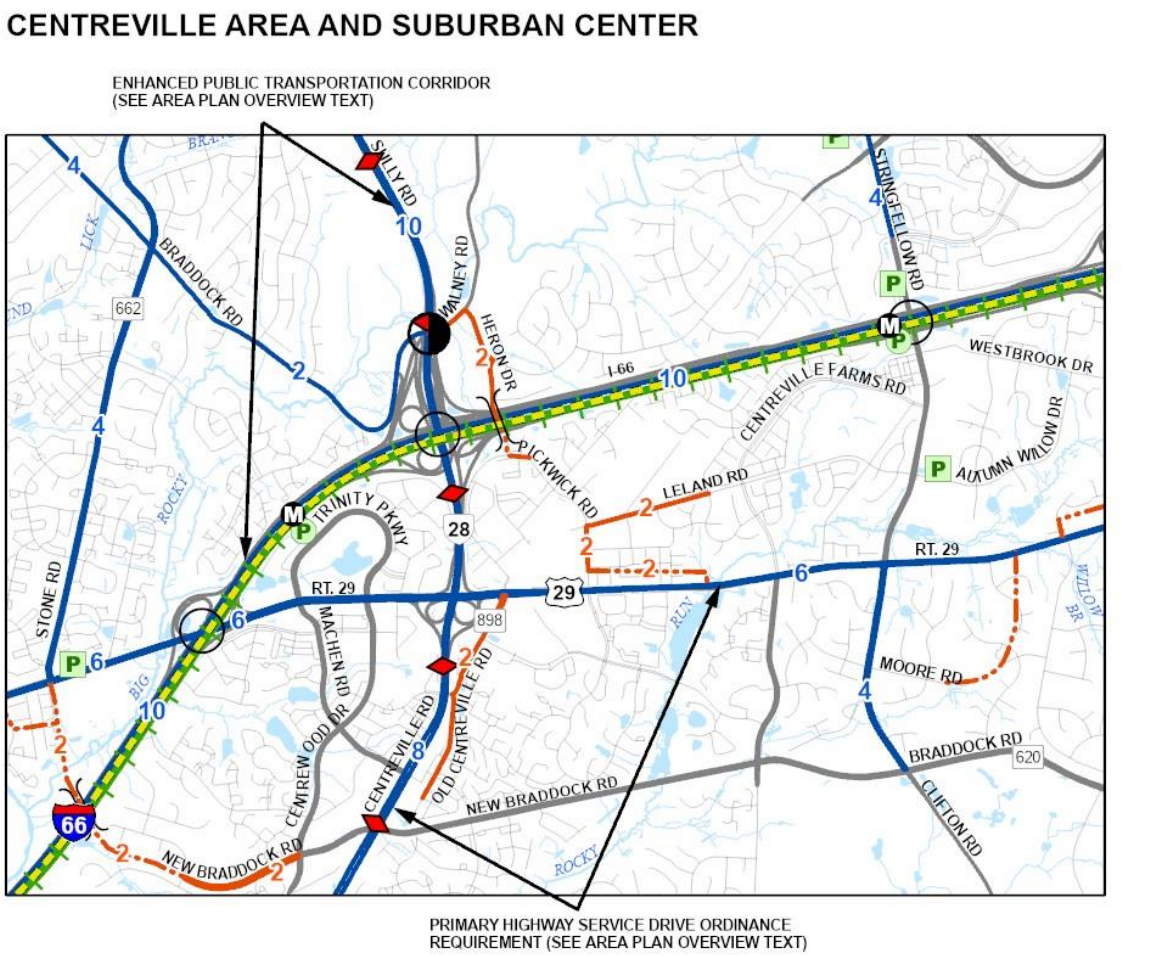
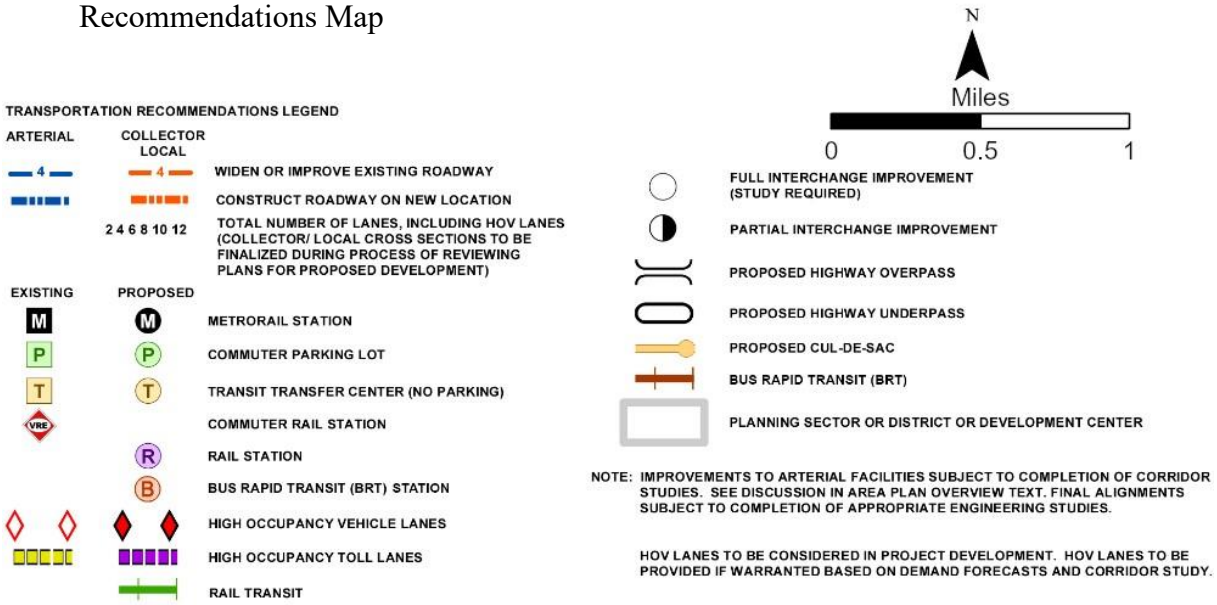


Figure 2. Transportation Plan Recommendations Map



low-stress facilities. Buffer widths may be necessary in certain areas to accommodate utilities, preserve desirable tree canopy and shade for pedestrians and bicyclists, and for transit stops with shelters and bus pads.

Pedestrian crossings should be provided on all four legs of intersections. Accessibility ramps should be aligned parallel to the roadway. Additional features such as curb bump-outs which shorten pedestrian crossing lengths and times, high-visibility markings, leading pedestrian intervals, median refuge islands, mid-block crossings that may incorporate rectangular rapid flashing beacons (RRFBs), and similar facilities should be provided to promote active transportation users' safety when crossing roadways. Roadway crossings should be evaluated to determine viability where grade-separated options for improved pedestrian access may be needed.

Where bicycle paths are adjacent to pedestrian areas, encourage combining the feature as a shared-use path. In those areas where heavy pedestrian bicycle traffic would comingle, a separation of pedestrians and bicyclists may be incorporated to reduce pedestrian-bicycle incidents. Two-way protected pedestrian and bicycle facilities may be needed. Provide on-road buffered bicycle lanes on low-volume streets. The provision of off-road biking routes contribute to promoting comfortable and low-stress bicycling.

Accommodate and install bikeshare stations adjacent to and within parks and open spaces, in commercial and retail areas, in mixed use areas and in neighborhoods. Coordinate with FCDOT's Active Transportation team to select sites.

Streetscapes

A coordinated streetscape design should reinforce Centreville's unique identity and sense of place. Streetscapes should enhance and maintain public spaces, neighborhoods, and transportation corridors to promote cultural continuity and community character. Centreville's history and identity should be reflected in gateway signage, wayfinding and design elements, including colors, and fonts.

Improvements may be provided on a combination of public right-of-way and private property. When public right-of-way is utilized, commitments should be made by the property owner or organization to maintain the streetscape area.

A streetscape design plan should be provided at the time of initial rezoning application or with any subsequent amendments. Similarly, any capital improvement projects undertaken by the County should also include a streetscape design plan, with the above recommendations.

Transit

High quality, frequent bus service should provide access to and from regional job centers and other points of interest. Transit stops should be enhanced with amenities such as seating and shelters, identifying signage, and transit information appropriate for the stop to enhance the experience for bus riders. Transit stops should be connected to active transportation infrastructure.

A future Metrorail transit station or other type of high-quality transit facility should be located in

Land Unit E, along the west side of Trinity Parkway. This location has close access to I-66 on- and off ramps and Routes 28 and 29. Route 28 and the I-66 highway are enhanced public transportation corridors (EPTC) and future transit services here could be an extension of Metrorail, express buses, or bus rapid transit (BRT).

Area Transportation

Area-wide transportation recommendations are included in the Bull Run Planning District Overview on Figure 2, which includes coverage of Centreville, Chantilly, and Dulles corridor area. Transportation recommendations for the Centreville Suburban Center.

To accommodate a future Metrorail transit station or other type of high-quality transit and commuter parking along the I-66 corridor, the symbols "M" (Metrorail Station) and "P" (Commuter Parking Lot) are located along I-66, west of Trinity Parkway and north of Route 29. The final location and programming of a transit station with parking facilities at the I-66 and Trinity Parkway location will require further study and analysis by the County.

Route 28 is recommended as a 10-lane roadway north of I-66 and an 8-lane roadway with the potential for two high occupancy vehicle (HOV) lanes south of I-66. This regional corridor is an EPTC and it may see increased volumes and can accommodate enhanced public transportation in the future.

New Braddock Road west of Centrewood Drive to Store House Drive, should be a 2-lane collector/local street with a shared-use path, sidewalk and buffers to accommodate street trees. There is existing right-of-way to continue the extension west of Store House Drive over I-66, to connect with Route 29 at Stone Road.

Access Management

Consolidation of access points is encouraged to minimize interruptions and safety conflicts for walkability and bikeability in Centreville. Curb cuts and other driveway access points should be minimized, while also taking into consideration the need to accommodate development. Reducing the number of access points lessens conflicts with vehicular traffic on the adjacent roadways. Consolidate access points and encourage interparcel access, to minimize impacts on adjacent roadways. Locate off-street service and loading areas behind buildings and away from arterial roadways to avoid conflicts with pedestrians, bicyclists, and other vehicles.

Transportation Demand Management (TDM)

Transportation demand management includes a variety of strategies to assist in reducing travel demand and congestion, especially single occupancy vehicle trips during peak periods, by expanding travel mode choices, or promoting flexible working arrangements. With the potential growth of the Centreville area, it is important to mitigate the effects of development and redevelopment, as it relates to transportation and traffic. Steps should be taken to improve last mile travel through the provision of infrastructure or incentives to encourage carpooling, ridesharing, pedestrian and bicycle use, using public transportation, teleworking, flexible and alternative work schedules, parking management and other TDM strategies.

Residential and commercial property owners are strongly encouraged to coordinate with one another for TDM strategies and target trip reduction goals that exceed baseline goals. Development proposals should commit to reduce vehicle trips during peak travel times during weekdays and weekends, through the use of TDM strategies per the County Comprehensive Plan, Transportation Policy Plan element, and Fairfax County TDM Guidelines.

Heritage Resources

The Overview section of the Bull Run Planning District includes a figure and map of historically significant resources that are included in the Fairfax County Inventory of Historic Sites, and the Centreville Historic Overlay District, as well as countywide heritage resources policies. The Centreville Historic Overlay District lies within this area. All improvements should be designed to be compatible with the scale and appearance of historic resources of the Centreville Historic Overlay District. All development proposals must be reviewed by the Architectural Review Board as specified in Subsection 8103.4 of the Zoning Ordinance.

The Sunnyside House, ca. 1840, at 6321 Old Centreville Rd. has been recommended eligible for listing in the National Register of Historic Places and should be nominated for inclusion in the Inventory of Historic Sites. This building should be preserved or adaptively used. If preservation or minimization through adaptive reuse are not feasible, then the resource should be thoroughly documented, and interpreted in accordance with countywide policies.

A reconnaissance level architectural survey conducted in 2024 identified several potential heritage resources associated with the area's late-20th century residential and commercial developmental history. There is the potential for additional heritage resources to be identified. Several post-WWII buildings remain extant in disparate locations in the area. Further evaluation is recommended for two publicly owned buildings, the Mountain View High School, constructed in 1934, located at 5775 Spindle Ct., and the Centreville Volunteer Fire Station 17, constructed in 1955, located at 5856 Old Centreville Rd. Evaluation of potential resources should provide adequate information to determine if a property qualifies as an identified heritage resource. The residential history of the area should be documented. Heritage Resources staff in the Department of Planning and Development should be contacted for information regarding resource identification and ongoing survey efforts as directed by the Heritage Resource Management Plan and the Comprehensive Plan Policy on Heritage Resources.

Prior to any zoning action, Heritage Resource staff from the Department of Planning and Development should be consulted as to what architectural surveys are necessary to identify and evaluate any on-site cultural resources. Archaeological staff from the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the county Inventory of Historic Sites, Virginia Landmarks Register, or National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation

measures should be developed that may include avoidance, minimization of impacts, documentation, data recovery excavation, and interpretation.

Public Facilities

The existing public facilities and those anticipated to be needed to support future development in the Centreville area are described in this section. As Plan implementation occurs over time, development approvals and public facility capacity should be monitored. This approach is intended to ensure that infrastructure and public facilities are provided in balance with planned growth. Tables identifying existing public facilities within the Planning District are provided in the Overview section of the Bull Run District in the Area III volume of the Comprehensive Plan.

Schools

The Centreville area is served by 17 Fairfax County Public Schools (FCPS) for the 2023–2024 school year: Bull Run Elementary School, Centre Ridge Elementary School, Centreville Elementary School, Deer Park Elementary School, Greenbriar West Elementary School, London Towne Elementary School, Poplar Tree Elementary School, Powell Elementary School, Union Mill Elementary School, Katherine Johnson Middle School, Liberty Middle School, Rocky Run Middle School, Stone Middle School, Centreville High School, Chantilly High School, Fairfax High School, and Westfield High School.

The Fairfax County Public Schools Capital Improvement Program (CIP) provides detailed information on student membership, facility capacities, and planned capital improvements. The CIP is updated annually and identifies strategies to address capacity deficits through both capital projects and operational measures. Examples include reassigning instructional spaces within a school to increase efficiency; installing temporary classrooms to address short-term needs; repurposing existing school facilities or constructing new facilities; expanding capacity through modular additions or permanent building additions; utilizing existing school sites currently used by non-school programs; and conducting boundary adjustments with schools that have available capacity.

As redevelopment occurs within the Centreville Suburban Center, changes in residential unit types and population characteristics may affect school enrollment patterns and capacity needs. FCPS evaluates the impact of development proposals on school facilities as part of the development review process. To mitigate the impacts of new residential development on school capacity, measures consistent with the objectives and policies of the Land Use and Public Facilities elements of the Policy Plan should be considered. Property owners and developers in the Centreville area should coordinate with FCPS early in the development review process to identify appropriate strategies to address potential impacts and to maintain the county's standards for educational facilities and levels of service.

Libraries

The Centreville Regional Library, located in Land Unit D-6, serves residents of the Centreville Area and surrounding communities. It is one of Fairfax County Public Library's (FCPL) regional

facilities, which typically serve approximately 20,000 visitors per month, circulates about 20,000 items monthly, and operates 63 hours per week, including Sundays. The Centreville Regional Library serves the second largest population among FCPL's 22 library service areas, with more than 173,000 visits and approximately 500,000 items circulated annually. There are no other county library facilities located nearby; the Chantilly Regional Library, approximately five miles away, is the closest alternative.

Future residential growth within the Centreville Suburban Center is expected to place additional demand on the Centreville Regional Library's capacity to maintain current levels of service and resource availability. Modernization of the site would address building systems and infrastructure that have exceeded their life cycles and meet current and future operational and technological needs of the library system. There should be continued coordination with FCPL to ensure that library capacity keeps pace with area growth and redevelopment.

Police and Fire and Rescue

The Centreville Area is served by the Sully District Police Station, which also provides service to Chantilly, Fairfax Station, Town of Clifton, Bull Run Regional Park, and Ellanor C. Lawrence Park. Fire and rescue services are primarily provided by the Centreville Volunteer Fire and Rescue Station 17, located in Land Unit C-1. Additional coverage is provided by nearby stations, including the Chantilly Fire and Rescue Station 15 and West Centreville Fire and Rescue Station 38.

The existing police and fire and rescue facilities are expected to continue providing adequate coverage to the Centreville area. However, as population and development increase, the need for additional facilities or resources should be evaluated based on future service demand and incident data.

Wastewater Management

Wastewater generated in the Centreville area is treated at the Upper Occoquan Service Authority (USOA) treatment plant. Fairfax County's existing allocation at UOSA is adequate to serve future growth recommended by the Comprehensive Plan. However, the existing sanitary sewer system may not have sufficient capacity to serve the additional flow associated with future development recommended by the Comprehensive Plan. A sanitary sewer capacity analysis should be conducted during the development review process to evaluate upgrades to ensure adequate service.

Fairfax Water

The Centreville Area is served by transmission water mains ranging in size from 3 to 42 inches in diameter. Additional transmission system requirements may be identified as future land use modifications are adopted. Distribution water main sizing, alignments, and network upgrades, as well as fire flow requirements, should be evaluated in coordination with the review of development proposals.

Utility Lines

Utility lines within the Centreville Suburban Center should be placed underground and coordinated with future roadway and streetscape improvements to support a pedestrian-friendly and visually

cohesive environment.

Implementation

Implementation of the Centreville Plan will occur in phases, with development and redevelopment unfolding incrementally over time. Successful implementation of Plan guidance will require a long-term commitment to the vision of a vibrant, mixed-use community that grows in stages, with both public and private investment. New development is expected to contribute to a connected, multimodal street network, a mix of uses, activated streetscapes, compatible building transitions, and a system of public parks and gathering places, and in the case of new residential development, contribute to affordable housing. Early projects are expected to establish a strong framework that guides and supports subsequent phases of growth.

Community Engagement

Ongoing community engagement is essential to the success of the Centreville Plan. Local civic associations, business groups, and residents should be actively engaged in the design of new development proposals and public facilities. Partnerships between the public, private, and nonprofit sectors can help ensure that redevelopment advances community goals, expands access to cultural and recreational opportunities, and strengthens Centreville's identity over time.

Flexibility for Non-Residential Uses

Flexibility in the types and mix of non-residential uses will allow Centreville to adapt to changing market conditions and community needs. This flexibility should not compromise the overall vision for a walkable, mixed-use environment that emphasizes placemaking, active ground-floor uses, and integrated open space. Auto-oriented development and standalone industrial uses are generally discouraged within opportunity areas unless they can demonstrate flexibility in design to allow for phased developed over time. This approach should also create opportunities for small businesses and entrepreneurs by supporting a variety of commercial spaces, including smaller storefronts, flexible floor plates, and spaces that can adapt to new business models.

Phasing with Public Facilities and Infrastructure

Growth will occur incrementally, and development proposals are expected to include or contribute to improvements in transportation, parks, community-serving civic uses, and utilities to ensure that services and infrastructure keep pace with population and employment growth. Opportunities to provide for new civic spaces or to relocate existing public facilities should be explored with redevelopment. Public investment may be encouraged in certain cases to catalyze redevelopment or to provide key elements of the public realm.

Interim Development Conditions

Because redevelopment will occur over time, interim conditions may exist on sites that develop in phases. Interim uses should enhance the area's character and not preclude the realization of the Plan's long-term vision. Examples include pop-up parks, temporary plazas, arts and cultural programming, or enhanced landscaping on undeveloped portions of phased sites. Interim parking

and stormwater facilities should be designed to support early phases while anticipating long-term redevelopment.

Parcel Consolidation

Parcel consolidation is encouraged to promote cohesive development that integrates with surrounding areas and supports the vision for Centreville. Consolidations should be of sufficient size and logical configuration to achieve well-designed projects, and should avoid precluding adjacent parcels from redeveloping in accordance with the Plan. Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Centreville Plan.

LAND USE RECOMMENDATIONS

Centreville's land use vision is described in the guiding planning principles and emphasizes people-centered design, connectivity, safety, inclusivity, and sustainability. The Land Use Recommendations that follow are intended to shape a cohesive, mixed-use community that brings together housing, jobs, services, and public spaces in a walkable, welcoming environment. By focusing growth within the Suburban Center, strengthening transitions to surrounding neighborhoods, creating a variety of housing choices, and coordinating land use with transportation, parks, and community facilities, the Plan seeks to create a more connected and town-center character over time. These recommendations work together to advance a shared vision—one that supports daily life for residents of all ages and abilities, celebrates Centreville's diversity, and ensures that future development contributes meaningfully to a vibrant, accessible, and well-designed community.

Figure 2 (below) indicates the geographic location of land units in the Centreville Area and also identifies land units included in the Suburban Center.

OPPORTUNITY AREAS

Portions of the Centreville Suburban Center are identified as Opportunity Areas - strategic locations where growth is anticipated and where coordinated redevelopment can most effectively advance the Plan's long-term vision. These areas are comprised of select land units within the Suburban Center and are intended to accommodate the highest intensity mix of uses, including housing, employment, retail, civic uses, and public spaces, in a well-designed and walkable form. Collectively, the Opportunity Areas provide the framework for Centreville to evolve toward a place characterized by interconnected communities, active streets and gathering spaces, destinations that support daily life and community identity, and the emergence of a recognizable town center. The recommendations that follow establish expectations for how redevelopment within the Opportunity Areas should contribute to a cohesive, people-focused place while ensuring compatibility with surrounding neighborhoods and alignment with the Plan's guiding principles.

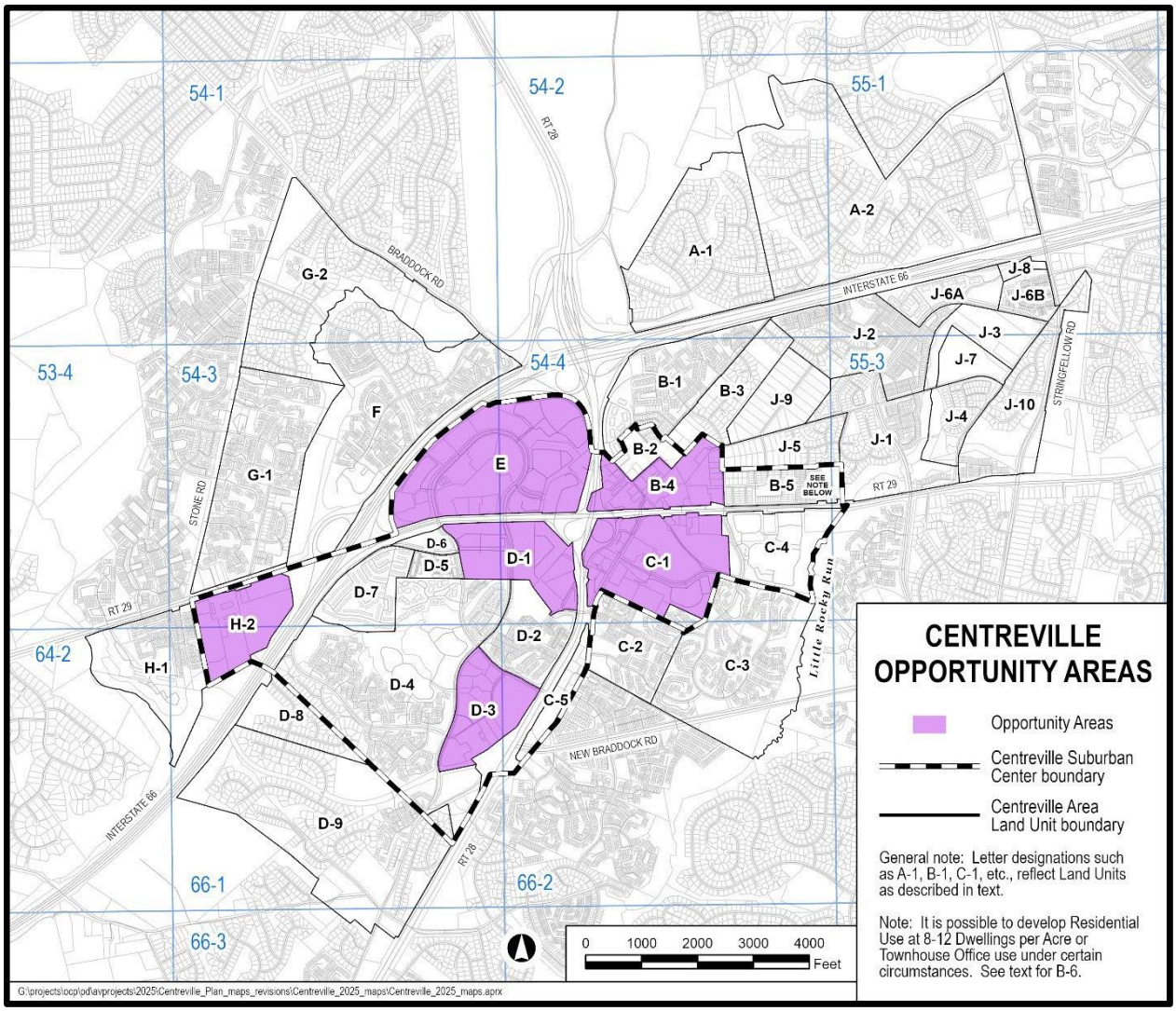


Figure 2. Centreville Opportunity Area Map

Housing

Encourage redevelopment in Opportunity Areas to provide a diverse mix of housing types that can serve a range of household needs, with an emphasis on higher density and multifamily formats such as apartments, condominiums, and other multi-unit buildings. Lower density housing types, including single-family attached homes, may also be incorporated where appropriate to support a balanced and integrated community. A broader housing mix is encouraged to expand housing choice, support walkability, and promote a more inclusive and sustainable community over time.

Urban Design

The Centreville Suburban Center is recommended to have the highest intensity mix of uses and public park spaces that can accommodate community activities to create a mixed use environment and a central town center. New development within the suburban center should foster a walkable and bikeable, vibrant environment and opportunities for activity throughout the day.
In order to achieve this vision, urban design is used to align the desired scale and character of

development with the social, economic, and aesthetic values of a community. It guides the physical features that define the arrangement and appearance of building form, open spaces, streets, blocks, and communities. The recommendations regarding the desired character of the built environment are contained in the Volume I: Urban Design Guidelines for Commercial Revitalization Districts and Areas, which serve as a companion document to the Comprehensive Plan and are intended for use in mixed-use centers, as well as the Commercial Revitalization Districts.

Site Design and Street Network

The design of sites and blocks should create an inviting, vibrant, and walkable environment that is scaled for the pedestrian. The pedestrian experience is influenced significantly by the scale of buildings that are located adjacent to the sidewalk. Buildings should be sited and designed to create a sense of enclosure for pedestrians, with connections to create walkable blocks. Where appropriate, active storefronts and other uses that can engage pedestrians such as outdoor seating should be located close to the sidewalk. Ground floor non-residential uses should be accessed directly from the adjacent public sidewalk or building zone. The location of buildings or other site features should not interrupt the pedestrian circulation system. Loading docks, mechanical rooms, utility vaults, exposed parking garages, or other uses that detract from the public realm should be located on shared lanes or alleys or placed internally to the building envelope to minimize their negative impacts.

Existing buildings will not necessarily conform to the building setback established by proposed development. Development proposals, especially projects that are phased, should incorporate visual and physical linkages to existing buildings to create a high-quality pedestrian realm. New buildings may also use landscaping or other architectural features to visually align with existing buildings.

Building Design

Building design should consider long-term adaptability and/or multi-use flexibility. Adaptable building design extends the useful lifespan of the structure, enhances economic resilience, and minimizes long-term environmental impacts. Consideration of structural systems such as floor-to-floor heights, mechanical shafts, non-load bearing wall interiors, and window placement should be designed for maximum flexibility. Long-life, flexible building design that allows for future changes in use or intensity with minimal structural modification is encouraged.

Building articulation, or changes in the façade, should be used to visually reduce the scale of a building and avoid monotonous building elevations. The façades of ground floor uses such as residential lobbies and common areas should be primarily transparent. Windows should provide building detail and visual interest and not contain opaque, mirrored, or translucent glass. Long expanses of blank walls without windows or entrances detract from the pedestrian experience and are discouraged. If blank façades cannot be avoided, strategies should be used to mitigate their impact on the public realm.

In residential buildings, the degree of transparency on the ground floor should consider private uses, such as living areas. Residential lobbies and other common spaces should demonstrate higher transparency and provide a visual connection to the outside. Ground-floor residences with

individual entrances should be grade-separated from the public sidewalk to provide some privacy. Stoops, bays, porches or entries that establish a distinct transition between private residential use and the public realm are encouraged. When grade separation cannot be achieved, a landscaped building zone should be provided between the residence and the public sidewalk. Stairs or porches should not encroach on the sidewalk so as to not impact pedestrian movement.

Sites should be designed to achieve the desired building height and/or intensity goals while remaining sensitive to the impact on the surrounding context.

Signage and Wayfinding

Generally, signage should be integrated with building architecture to avoid visual clutter. Building-mounted signs or monument-style ground-mounted signs incorporated within the building zone are encouraged. Pedestrian-scaled signage should be incorporated into all new uses. Pole- mounted signs are discouraged. Wayfinding includes tools to orient people within their surroundings and to enhance their understanding of places. Wayfinding measures should be incorporated as appropriate to help people navigate the physical environment and to contribute to the overall identity of Centreville through use of consistent themes. A coordinated program of public art, signage, historic markers, and/or other wayfinding elements should be considered to facilitate clarity and navigation of pedestrian spaces.

Public Art

Public art can help build authenticity and community vitality, recall historically significant events and/or persons, increase a sense of pride and place, and create an inviting and attractive environment for residents, employees, and visitors. Private developments and public spaces are encouraged to include art in their design. Art installations should be located in prominent public spaces and integrated with other urban design features. Where appropriate, consider the use of public art to highlight the historical and cultural heritage of Centreville.

Parking Types and Design

The proper location and amount of parking is essential to sustaining commercial uses within the Centreville Suburban Center. Parking should be designed to minimize conflicts between vehicles and pedestrians. Vehicular access to parking lots and garages should be limited to local streets, shared lanes, or alleys when feasible. Where feasible, opportunities to reduce parking should be explored.

Underground and Structured Parking

Parking is encouraged to be accommodated in structures or placed underground. Of these two parking types, underground parking is the preferred approach, as it is the least intrusive form of parking and may allow for the implementation of other Plan priorities like parks, open space, plazas, and environmental stewardship. However, the provision of underground parking may not always be feasible, in which case above-grade structured parking, or podium parking, may be appropriate.

Throughout the suburban center, parking structures are strongly encouraged to be integrated into

buildings. The visibility of parking structures on streets where higher volumes of pedestrian activity are anticipated should be minimized, and active ground floor uses are encouraged. In all cases, efforts should be made to limit the visual impacts of structured parking on the community. Exposed parking structure facades are strongly discouraged adjacent to parks, plazas, or any areas where high pedestrian activity is expected.

Where the facades of parking structures are exposed, architectural detailing, lighting, and landscaping should be employed to mitigate negative visual impacts. Access to parking structures should be attractive and coordinated with the architecture of the building through the use of architectural treatments on doors or similar treatments. Consideration should be given to reducing glare and other potential negative visual impacts from light sources.

On-Street Parking

On-street parking provides convenient and accessible parking for residential and retail uses. This form of parking also enhances the pedestrian experience by increasing safety and the level of comfort by providing space between the travel lanes and the sidewalk. On-street parking is strategically recommended within Opportunity Areas based on further study and analysis. The parking spaces should be parallel to the street. Angled and perpendicular on-street parking is discouraged on public streets. Landscaped bulb-outs within on-street parking areas at intersections are encouraged to reduce crosswalk distances for pedestrians.

Surface Parking

New or expanded surface parking lots are not encouraged within Opportunity Areas. However, adequate and convenient parking is essential for accessibility and the economic vitality of retail uses. Therefore, a limited number of highly visible, secondary surface parking spaces in front of a building may be considered where appropriate. Furthermore, it is preferable to locate surface parking to the side or rear of a building, with clearly delineated pedestrian connections to the associated building. Such lots should be well-landscaped and well-lit. They also should be designed to contribute to onsite stormwater management by using elements such as planter areas and permeable paving in the parking stall area. The redesign and consolidation of existing private surface parking lots is encouraged.

Redevelopment Options for Opportunity Areas

Base Development Option: The base development level reflects existing and zoned intensities and uses. The areawide recommendations for Urban Design, Transportation, Public Parks, and other guidance are generally applicable to the base development option.

Redevelopment Option: The increased development potential may be considered if the following criteria are met and the proposal demonstrates substantial progress toward achieving the Centreville vision. This includes, but is not limited to:

1. Coordinated Development and Phasing – Development and redevelopment is expected to occur over time and be phased. It is important, particularly when there is more than one property owner

within a sub-unit, to coordinate development plans and phasing so that current and future phases work cohesively and implement a coordinated concept plan. Parcel consolidation is encouraged to the extent practical. Interparcel access and connections, to include both pedestrian and vehicular, are encouraged.

2. *Mixed-Use Development* – Incorporating structures that allow for multiple uses and/or development that allows for a range of uses within close proximity are strongly encouraged to help achieve Plan goals; including the creation and activation of the public realm. Spaces and structures should provide the necessary flexibility to allow for the exchange of uses over time. Ground-floor spaces should be designed in a manner that allows for long-term flexibility and interaction with adjacent public spaces.

Interchangeable non-residential uses should be considered within mixed-use environments beyond retail; particularly in ground-floor spaces. Examples may include:

a. Commercial and professional services such as small office spaces, minor medical or health services, or personal care service uses;

b. Community and civic uses such as educational or childcare services, community centers, non-profit service providers, or cultural and institutional spaces (i.e. galleries, museums, etc.);

c. Specialized and light industrial uses such as artisanal workshops, small enterprise workspace, or live-work units.

3. *Contribute to the Transportation Network* – Enhancements should be made to improve the pedestrian, bicycle and vehicular circulation on existing and planned roadways.

4. *Conformance with Urban Design and Urban Street Guidance* – Implementing design principles is critical to meeting Centreville planning goals. Redevelopment should reinforce human-scale design principles and align with the Fairfax County Urban Design Guidelines. Redevelopment should address the following design recommendations to achieve the desired building form, type and placement of buildings, and specified streetscapes and demonstrate how it will contribute to the vision for the area.

- Redevelopment should follow a mixed-use format or include a mix of uses that are oriented around a well-designed, pedestrian-oriented environment. Ground-floor retail should be designed strategically to enhance public gathering spaces;
- High-quality architecture and site design are encouraged. Building mass and façade treatment should be appropriately scaled to the pedestrian experience and designed so buildings feel comfortable, walkable, and connected to the public realm. Buildings should avoid oversized, monolithic forms and instead use variation in height, materials, articulation, entries, and transparency to break up monotonous facades, improve visual interest, and support a sense of place.
- Pedestrian oriented lighting is encouraged and should be expanded to enhance visibility and pedestrian safety;

- Where practical, redevelopment is encouraged to take advantage of the viewshed west toward the Blue Ridge Mountains. Redevelopment of parcels along the Route 29 corridor should consider protecting or enhancing these viewpoints. Redevelopment projects along the corridor west of Route 28 may be asked to submit a viewshed analysis to identify and preserve strategic views of the mountains to the west particularly those visible from Old Centreville Park and the Route 29 corridor in order to minimize visual impact on the ridgeline. Redevelopment east of Route 28 (above the ridgeline) should seek ways to take advantage of views through building orientation, site design, and public accessibility. Additional guidance may be provided within each land unit recommendation.

5. *Public Parks* – Parks and recreation areas or contributions should meet or exceed the county Urban Parks Framework recommendations. These spaces are expected to be provided with the initial phase of redevelopment.

6. *Public Facilities* – Contributions (including land) could be provided for identified public facility needs to accommodate future redevelopment within the Centreville Suburban Center. Such facilities may include, but are not limited to a school, park spaces, civic or cultural center, community center, and/or transit facility.

7. *Provide a Significant Affordable Housing Component* – Key to sustainable growth is the availability of a variety of housing types at a range of income levels. The Policy Plan states that affordable housing should be located close to employment centers and therefore should be a vital element of new development with a residential component. Affordable Housing opportunities should be explored beyond the minimum requirement. Where appropriate, a range of housing options and residential unit types should be considered to diversify housing options. Affordable housing developments present unique opportunities to further County affordable housing goals; therefore, flexibility in achieving Plan objectives may be granted on a case-by-case basis. In the case of existing multifamily redevelopments or infill developments, the Affordable Housing Preservation Policy may apply, which is centered on "No Net Loss" of affordable housing units. The policy recommends a one-for-one replacement of housing units for households at or below 60% of the area median income.

Centreville Historic Overlay District

The Centreville Historic Overlay District (Figure 3) is located south of I-66 in the northeast quadrant of Route 29 and Sully Road. Properties within the historic overlay district are located in Land Units B-1, B-2, B-3, B-4, and J-9, as shown on Figure 3. The provisions of the Centreville Historic Overlay District (Subsection 3101.8 of the Zoning Ordinance) have been adopted to protect Centreville's historic structures and grounds and to control development and uses that would have visual impacts on the Centreville Historic District and its environs. All improvements

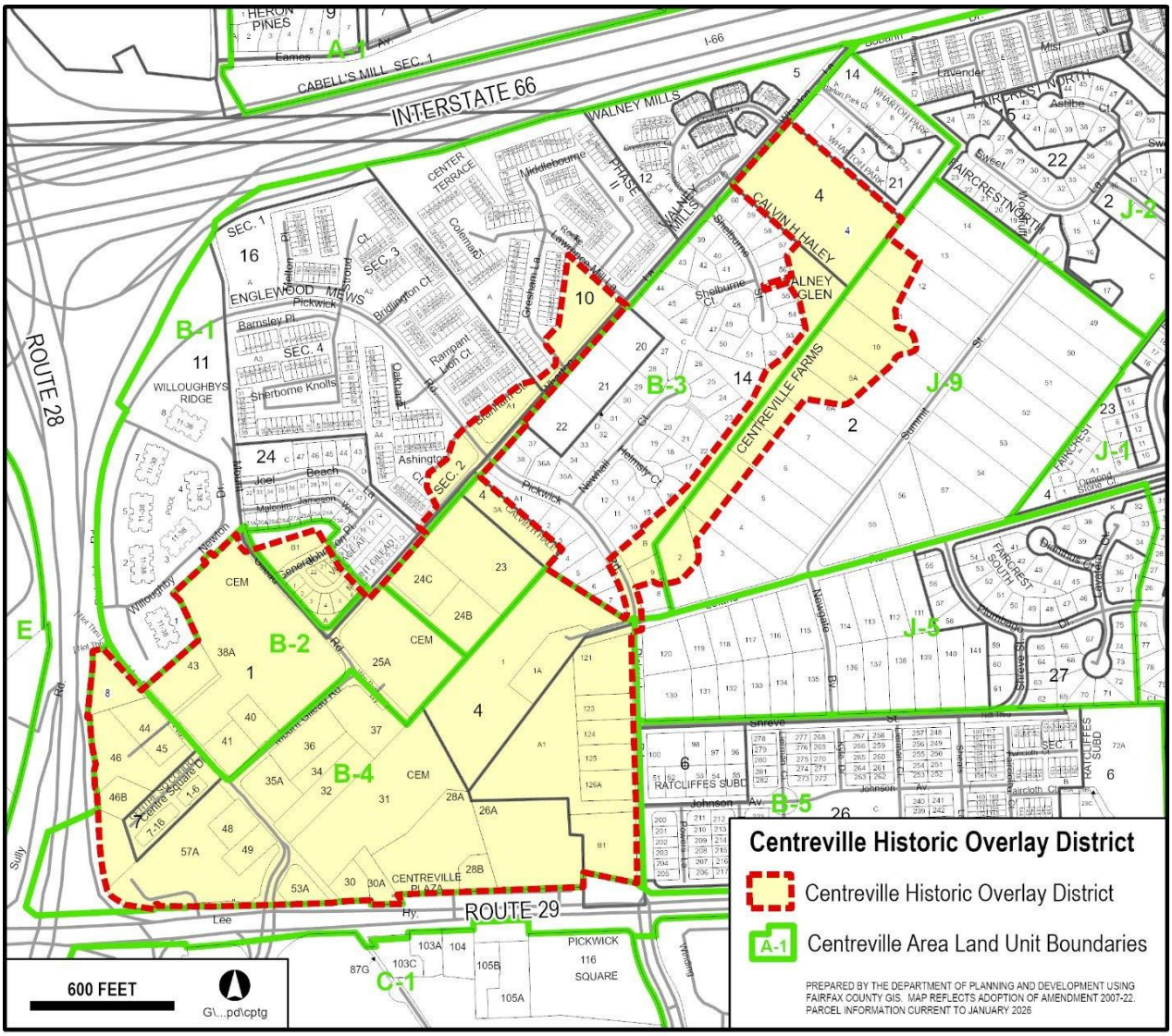


Figure 3. Centreville Historic Overlay District Map

should be designed to be compatible with the scale and appearance of historic resources of the Centreville Historic Overlay District. All development proposals must be reviewed by the Architectural Review Board as specified in Subsection 8103.4 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Centreville Historic Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district. Any proposal for development within the historic overlay district is subject to the following criteria:

- Remnants of Civil War earthworks and fortifications should be preserved.
- Due to the high potential for Archaeological Resources, a Phase I archaeological survey should be performed prior to any zoning action. Based on the findings from the Phase I survey, Phase II and, if needed, a Phase III with mitigation/ conservation plans should be developed, which may result in recommendations for conservation

easements, public access/acquisition or other methods of preservation. Archaeology staff from the Park Authority should be consulted as to what study is necessary and in developing an appropriate treatment and maintenance plan.

- There should be connectivity with the rest of the Centreville Historic Overlay District which may include conservation easements, public access/acquisition or other methods of preservation. Pedestrian linkages to and within the historic overlay district should be provided.
- Any development proposal must respect the Centreville Historic Overlay District Design Guidelines as adopted by Fairfax County's Architectural Review Board.
- Any development proposal should be compatible in terms of architecture, architectural mass, materials, scale, and design with the significant historic structures in the historic overlay district. Landscaping compatible with the historic overlay district should be provided. Structures should be designed to complement the historic overlay district and where appropriate should front the district.
- Traffic impacts on the historic overlay district should be minimized.
- Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation, minimization, or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, threats to resources should be minimized. If preservation or minimization is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources element of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Land Unit A (438 Acres)

Land Unit A is located north of I-66 and is separated from the main portion of the Centreville Area which makes it appropriate for low density residential use as a transition area between Centreville and Chantilly. Cabells Mill subdivision is located near Heron Drive and is developed at a density of 2-3 dwelling units per acre. Developed between 1982-1989, Cabells Mill is comprised of semi-custom designed single family detached dwellings. The neighborhood contains hundreds of houses which are located along curvilinear streets and cul-de-sacs.

Subunit **A-1** (128 Acres)

Subunit A-1 is planned for residential use at 2-3 dwelling units per acre and is partially developed at 3 dwelling units per acre. This land unit is planned to maintain the low-density transition area between the Fairfax Center Area and Centreville.

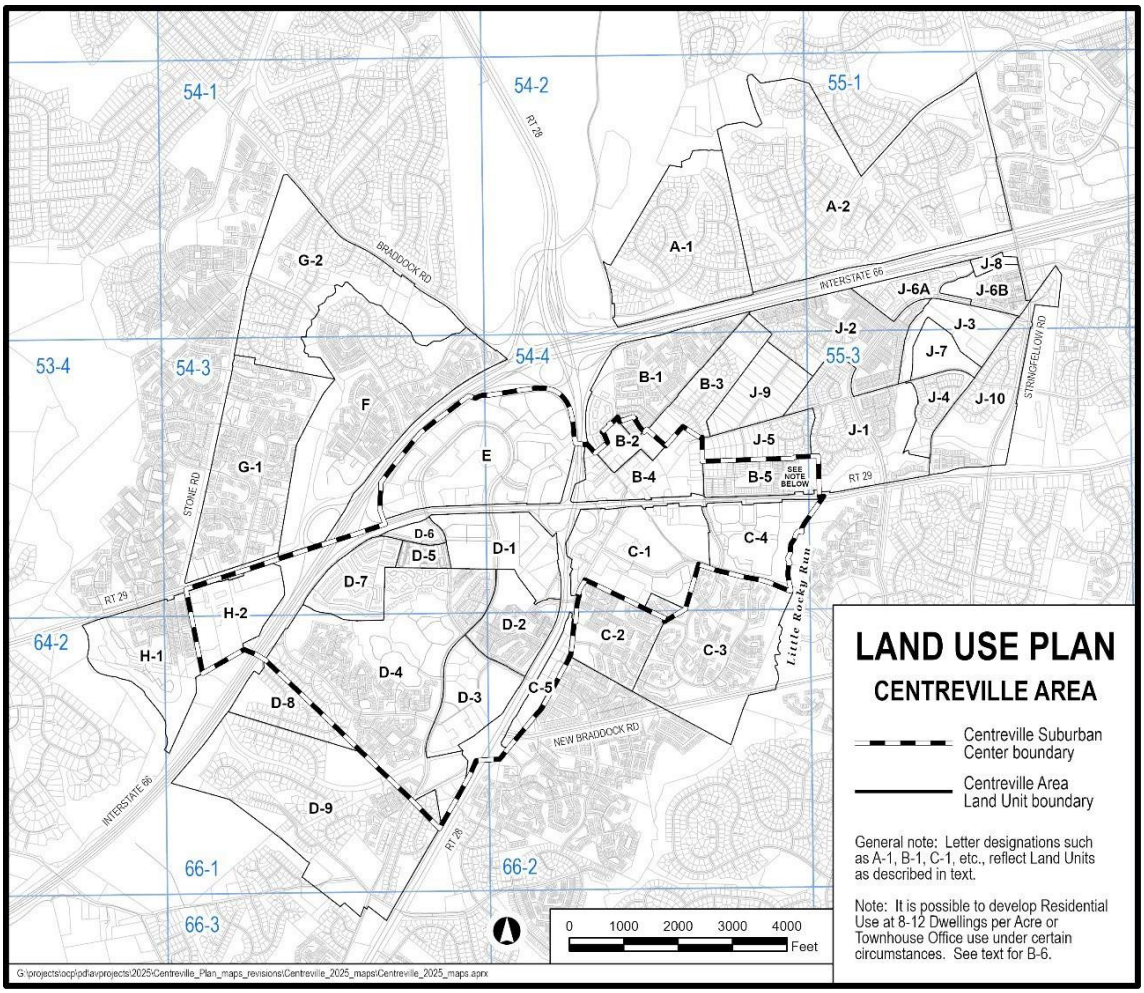


Figure 4. Land Use Plan Map

Subunit **A-2** (310 Acres)

Subunit A-2 is part of the low-density transition area located between Centreville, Chantilly and the Fairfax Center Area. Residential development at 1-2 dwelling units per acre is planned to be compatible with development planned in the immediate vicinity along Stringfellow Road.

Land Unit B (207 Acres)

While the southern portion of this land unit is centrally located in Centreville, its development potential is somewhat limited because of certain transportation constraints and the need for future development to be compatible with existing residential uses and historic resources. Land Unit B is appropriate for a moderate level of residential, commercial or office development.

Subunit **B-1** (72Acres)

This Subunit is planned for and developed with residential development at 5-8 dwelling units per acre.

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

As much of the area includes or is immediately adjacent to the Centreville Historic Overlay District, 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 overlay district.

Residential development along Wharton Lane is planned to complement existing townhouse communities and should avoid severely impacting the transportation network. Development at the planned density range noted above should meet the following conditions:

- Project design should be compatible with the historic overlay district in terms of scale, layout, height, bulk, material, architecture, and landscaping;
- Traffic impacts on the historic overlay district should be minimized;
- Pedestrian linkages to the historic overlay district should be provided; and
- Structures should be designed to front the historic overlay district and long rows of units should be avoided.

Subunit **B-2** (16 Acres) Suburban Center

Subunit B-2 is located south of I-66 in the northeast quadrant of Route 29 and Sully Road and encompasses the heart of the Centreville Historic Overlay District.

Protection of the heritage resources contained within the district is a primary objective, as indicated in the Centreville Historic Overlay District ordinance. Traffic in this land unit should be minimized in order to protect the historic overlay district. To help minimize traffic impacts, direct access from Land Unit B-2 to Route 29 should be encouraged, but through traffic from adjacent segments should be discouraged.

This land unit is suitable for a mix of community serving office, retail and hotel uses, public facilities, governmental and institutional uses at an intensity up to.25 FAR, provided they are compatible with the requirements of the historic overlay district ordinance. In addition, any development proposal should meet the conditions of the Centreville Historic Overlay District and the following conditions:

- Within the historic overlay district, projects are intended to be of small scale without a single dominant use.

- Mixed-use development, with at least 25 percent retail use, is encouraged.

~~B-3 (55 Acres)~~

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

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

Subunit **B-3** (41 Acres)

Access limitations and the relationship of Subunit B-3 to the Centreville Historic Overlay District are conditions similar to those described for Subunit B-1. Major remnants of Civil War fortifications lie in this district and must be preserved. This land unit is contiguous with Land Unit J (formerly Centreville Farms subdivision) to the east which has scattered, older single-family detached residential development at .5 dwelling units per acre. For this reason, development should serve as- a transition density between the density ranges planned for Land Unit B-3 and the edge of the Centreville Farms Area. This land unit is planned for single-family detached residential use at 2-3 dwelling units per acre, except for Parcel 54-4((4)) 4, which is discussed below. The northeast portion near I-66 and may require noise abatement measures.

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

Parcel 54-4((4))4 is planned for residential use at 1 du/ac. Density above 1 du/ac up to 3 du/ac may be appropriate if the following conditions are met: ~~Density above 1 du/ac is contingent upon consolidation with properties described under the redevelopment option for Centreville Farms Land Unit F.~~

- Development should provide a safe, comfortable, walkable, and bikeable environment. A continuous pedestrian walkway should be provided along Wharton Lane to the intersection of Shelburne and Wharton Lane.

- Pedestrian walkways and/or shared use paths within the site should connect to existing and planned pedestrian facilities and allow for a future connection with Subunit J-9.

- The portion of the property adjacent to identified archaeology and historic features, including the Civil War earthworks and fortifications (the Apex Fort), should be

preserved to the highest extent possible. A sufficient buffer of open space, natural vegetation, and tree preservation in this area should be maintained to screen heritage resources from new development. Any extension of pedestrian facilities, including trails, into the area should be sensitive to the presence of the resources and implemented appropriately.

- Development should be sensitive to civil war earthworks and fortifications, including any additional heritage resources found in the area.

Subunit **B-4** (46 Acres) Opportunity Area

Subunit B-4 is located within the Centreville Historic Overlay District and includes a string of commercial properties fronting the north side of Route 29. As such, the subunit presents a unique opportunity to create a welcoming entry point into the Centreville Historic District and adjacent communities. This opportunity area is envisioned to redevelop into a smaller-scale, mixed-use center that acts as a local community hub. Redevelopment in this subunit should account for all applicable guidance related to the Centreville Historical Overlay District and should be designed and developed with the highest level of sensitivity to adjacent historical and heritage resources. If there appears to be a conflict between Plan text and the provisions of the Centreville Historic Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district.

Location and Planned Development

The area is currently developed with a variety of automobile-oriented retail and commercial entertainment uses, each with separate access points along Route 29 and Sully Road. The subunit is planned for neighborhood-serving retail and limited office uses up to 0.25 FAR which is appropriate to meet local needs, while a small-scale hotel or bed-and-breakfast use could be suitable given proximity to the HOD and its heritage tourism potential.

Future redevelopment should promote efficient traffic operations and improved access management through parcel consolidation and the reduction of direct driveways along Route 29. Development must be compatible with the historic character of the overlay district in terms of scale, layout, massing, height, and landscaping, and comply with applicable HOD design guidelines. Projects are encouraged to provide smaller-scale, mixed-use development with at least 25 percent retail use. Auto-oriented uses are discouraged.

Future planning should seek to strengthen the physical and visual relationship between this subunit, the adjacent historic resources to the north, and potential redevelopment areas south of Route 29 (Subunit C-1), ensuring a cohesive character and enhancing pedestrian connections.

Plan Option

As a Plan option, mixed use development is encouraged including up to 60,000 square feet of retail/commercial space, up to 42,000 square feet of office, and up to a maximum of 225 multifamily residential units provided the redevelopment conditions for the Opportunity

Areas and the following conditions are met:

- Site design should serve as a gateway to the Centreville Historic District. Redevelopment should be oriented in a manner that invites and connects pedestrians with historically significant amenities in the area.

- Appropriate signage and wayfinding design elements should be provided to help orient and navigate users to the HOD and its amenities. Wayfinding elements should be designed and implemented in a manner reflective of the character of the Centreville HOD. Early engagement with the County related to design elements is encouraged.

- An internal grid of streets and pedestrian connections should be provided to allow for future interparcel access to the north, an east/west connection, and a well-designed interface with adjacent HOD properties. Access to future trail and/or pedestrian connections is encouraged.

- Building mass, building heights, and site design should respect the Centreville HOD guidelines to the extent feasible and respect the boundary between parcels identified for redevelopment and protected areas in the Centreville Historic Overlay District. Engagement with the Fairfax County Department of Planning & Development and the Fairfax County Architectural Review Board is encouraged early in the design process.

Subunit B-5 (33 Acres) Suburban Center

This subunit contains the Ratcliffe subdivision, a community containing a number of small lots facing Route 29 and abutting a right-of-way known as Johnson Avenue. Its Route 29 frontage will be directly affected by widening this road. Consolidation of lots is necessary for development. A small floodplain and wetlands area exists near Bradley Road. Residential land use at a density range of 8-12 dwelling units per acre or a townhouse-style office use may be appropriate subject to the following conditions:

- Consolidation of all properties fronting on Route 29, except the commercial property near Bradley Road;

- Provision of a site plan with reverse frontage onto Route 29, with a substantial landscape buffer along the periphery. An effective transition to the low-density area to the north is necessary; and

- Provision of coordinated vehicular access and circulation to minimize vehicle access points; and

- Access to Route 29 shall be provided via a new public street to be connected in the area between Newgate Boulevard and Bradley Road, subject to VDOT approval of a median break at the intersection of the new public street and Route 29. The location shall be determined at the time of zoning in conjunction with planned improvements to Route

29. This will provide an additional access to properties located on the north side of Route 29, including the Ratcliffe Subdivision and the Centreville Farms area.

Office use should not exceed .25 FAR and the following additional conditions must be met:

- Provision of an architectural character which is residential in terms of bulk, scale, height and material;
- Limitation in the height of the townhouse office units to a maximum of 35 feet; and
- Provision of lighting and signs whose size, character and location is compatible with, and has no adverse visual impact upon, nearby existing or planned residences.

Land Unit C (348 Acres)

Land Unit C, located in the southeast quadrant of the Route 28 and Route 29 interchange, is generally planned for residential use with C-1 and C-4 planned for multifamily use at 16-20 dwelling units per acre. Land fronting on Route 29 between Centreville Road and Pickwick Road is planned for neighborhood serving commercial use at an FAR not to exceed .30. The Plan provides for commercial and offices uses to be available for residents in the immediate area.

C-1 (90 Acres) Opportunity Area

Subunit C-1 (*formerly Land Units C-1, C-2, and C-3*) encompasses approximately 83 acres located south of Route 29 and is generally bounded by Route 28 to the west, Pickwick Road to the east, and Braddock Road to the south. The area is characterized by a mix of neighborhood-serving retail, low-intensity office, and multifamily residential uses, with convenient access to regional arterials; Route 28 and Interstate 66.

Subunit C-1 offers opportunities for a coordinated mix of uses including neighborhood-serving retail, low-rise office, and multifamily residential development, supported by an improved internal network of streets and pedestrian connections. The planned land use pattern is intended to promote a compatible transition between existing commercial areas to the north and established residential neighborhoods to the south. This pattern of use is also intended to preserve existing park space and provide for new park spaces integral to local neighborhoods.

Neighborhood-serving retail and limited office uses are appropriate along the northern portion of the unit, particularly within the southeast quadrant of Old Centreville Road and Route 29. Where land consolidation is achieved north of realigned Braddock Road, coordinated mixed-use development with low-rise office and retail components may be appropriate at an intensity not to exceed 0.30 FAR. South of realigned Braddock Road, multifamily residential development is planned at approximately 15 dwelling units per acre to provide a compatible transition to existing residential areas.

Plan Option 1

Higher density residential use at 16 - 20 dwelling units per acre is planned, except on Parcels 54-4((8))(6)K and 6A (Old Centreville Road Park), which are planned for public park use, and Parcels 54-4((1))81 and 82, which are planned for low-intensity office use up to 0.20 FAR. As an **option**, office use up to 0.30 FAR may be appropriate if Parcels 54-4((1))81 and 82 are consolidated with a portion of Parcel 54-4((8))(6)K to create a unified two-acre office site. The remaining land should then be incorporated into Old Centreville Road Park.

Plan Option 2

As an **option**, development potential within Subunit C-1 may be appropriate up to a maximum of 1,650 multifamily residential units, up to 310,000 square feet of retail use, and up to 70,000 square feet of office use provided the redevelopment conditions for the Opportunity Areas and the following conditions are met:

- Redevelopment should be oriented toward Old Centreville Road and Braddock Road.
- Redevelopment should strengthen the functional relationship with the adjacent Spindle Court and Mountain View High School. Providing for future interparcel access is encouraged, however compatibility with Mountainview High School should be considered before a full connection is allowed.

Subunit **C-2** (49 Acres)

Subunit C-2 is located in the southeast quadrant of the intersection of Centreville Road and Route 29 where Old Centreville Road intersects Centreville Road. It is planned for residential use at 5-8 dwelling units per acre, except for Tax map 65-2((1))5, 6, 7, and 8 which are planned for office use up to .20 FAR with a building height limit of 2 stories. Office development should be designed to mitigate impacts on the residential communities on the east side of Old Centreville Road using techniques such as buffering and screening.

Subunit **C-3** (140 Acres)

Subunit C-3 is planned for residential use at 4-5 dwelling units per acre.

Subunit **C-4** (53 Acres) Suburban Center

Subunit C-4 is located South of Route 29, and north of Braddock Road between the Mountainview High School and Little Rocky Run stream valley. The area is planned for multifamily residential use at 16-20 dwelling units per acre.

The approximately two-acre parcel (Tax Map 54-4 ((1))109) located adjacent to the Bent Tree Apartments is one of many existing commercially- zoned- parcels along Route 29 where commercial use is not planned. The existing animal hospital represents a community serving

use that should be retained. Redevelopment of this parcel for an animal hospital may be appropriate, provided that adequate measures for screening and buffering the development from surrounding residential uses are implemented and appropriate transportation and entrance improvements are provided. Redevelopment of this parcel for institutional use or as compatible residential infill, not to exceed 20 dwelling units per acre, may also be appropriate. Any redevelopment of this parcel should provide for measures which mitigate any negative impacts on the surrounding residential community.

Subunit **C-5** (15 Acres)

Subunit C-5 is planned for low intensity office use at an FAR up to .20.

Land Unit D (661 Acres)

Land Unit D consists of three major components: existing residential development generally in the western portion of the land unit; commercial development, concentrated along Route 29 and Centreville Road; and the Centre Ridge project, a large scale, predominantly residential development which accounts for most of the area of this land unit.

Centre Ridge was designed with a mix of housing unit types and densities. Buffers and transitions have been incorporated to recognize and complement existing residential development. Commercial uses are concentrated along Route 29 and Centreville Road to take advantage of access to the transportation network. Internal collector streets within Land Unit D are as shown on the Transportation Plan map.

Subunit **D-1** (55 Acres) Opportunity Area

Subunit D-1 is envisioned as a central, defining component of Centreville's town center, where daily life, activity, and community interaction come together in a vibrant, mixed-use setting. This area is intended to accommodate a balanced mix of housing, retail, employment, and community-serving uses arranged in a walkable, human-scaled environment that supports activity throughout the day and evening. Development in Subunit D-1 should reinforce a strong sense of place through active streets, engaging building frontages, and high-quality public spaces that connect seamlessly to nearby civic spaces, parks, and transit. The recommendations that follow are intended to ensure that Subunit D-1 functions as a town center - complementing Land Unit E and helping define the Centreville community.

Location and Planned Development

Subunit D-1 is located southwest of the Route 28 and Route 29 interchange and is centered around the intersection of Centrewood Drive and Saint Germain Drive. The area's orientation to adjacent development in Land Unit E makes it appropriate for higher-intensity, mixed-use development where residents, visitors, and workers can engage in a range of activities typically associated with a community core or town-center environment. The subunit currently contains the Centreville Square Shopping Center—one of the largest community-serving retail concentrations in Centreville which includes grocery stores, restaurants, and

other commercial uses. Southeast of the shopping center are several additional commercial uses, including a hotel, a medical office building, and self-storage facility.

Subunit D-1 is planned for approximately 300,000 square feet of retail use and roughly 800,000 square feet of office space integrated with the retail core. Multifamily residential development is established on Parcels 54-4((1))74 and 75, located in the southern portion of the subunit adjacent to Land Unit D-2, which is also planned for multifamily housing. Parcels 65-2((1))1–4 are planned for multifamily residential use at 16–20 dwelling units per acre.

Given its central location and access to both existing and potential high-occupancy transportation infrastructure, Subunit D-1 is identified as a strategic redevelopment opportunity area. Plan recommendations encourage the introduction of additional multifamily residential uses while allowing for the retention of a substantial portion of existing commercial space within a mixed-use environment. Particular attention should be given to improving the physical and functional relationship between Subunit D-1 and Land Unit E, including the design, connectivity, and orientation of new development to support a cohesive and walkable community.

Plan Option

As an **option**, development potential within Subunit D-1 may be appropriate up to a maximum of 1,650 multifamily residential units, up to 450,000 square feet of commercial retail, and up to 100,000 square feet of office space provided the redevelopment conditions for the Opportunity Areas and the following conditions are met:

- Building heights and rooflines should consider views to the Blue Ridge Mountains to the west. Building heights are limited to 75’ for portions of the subunit closest to the Route 29 corridor. A visibility study should be conducted looking west from the Route 29 corridor, east of Route 28, to ensure that views are protected to the extent possible.

- A centrally located public plaza or green should serve as the focal point of mixed-use redevelopment with additional onsite park spaces provided where feasible.

- Improve pedestrian and biking paths to adjacent neighborhoods to promote, safety, walkability and bike connectivity.

- Interparcel access, either vehicular and/or pedestrian, is encouraged to connect properties along Centrewood Drive to the southeast toward Fort Drive / Upperridge Drive. This may include extending St. Germain Drive west of Centrewood Drive.

A portion of the residential development potential may be allocated to Subunit D-6 contingent upon meeting co-located, affordable housing goals.

Subunit **D-2** (42 Acres) Suburban Center

Subunit D-2 is planned for residential use at 16-20 dwelling units per acre. ~~As an option to~~

~~residential use, the portion of Land Unit D2 located south of Machen Road Extended may be considered for development of a movie theater and childcare center and possibly neighborhood serving retail and office uses to serve the community. This option is appropriate only if all of the following conditions are met:~~

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

Subunit **D-3** (48 Acres) Opportunity Area ~~Suburban Center~~

Subunit D-3 is located in the southern portion of the Centreville Suburban Center, bounded by Route 28 to the east, Machen Road to the north, Centrewood Drive to the west, and New Braddock Road to the south. The area is developed with commercial retail uses such as a strip shopping center, a movie theater, and multiple pad sites. The subunit is an important gateway to the Centreville community and functions as an activity hub for local neighborhoods, and a transition area to residential communities to the west.

The area is planned for neighborhood-serving retail and low-intensity office uses, with an emphasis on maintaining a grocery store or comparable anchor use. Approximately 200,000 square feet of retail and low-intensity office uses are planned, with overall development intensity not to exceed 0.20 FAR. Future redevelopment should include pedestrian and bicycle linkages and transition areas that connect non-residential uses to existing and planned residential development in adjacent land units.

Given its location and potential to evolve from a conventional suburban retail format, this area presents an opportunity to introduce additional housing and promote a more walkable, village-style environment that better integrates with the surrounding community.

Plan Option

As an **option** this land unit is planned for mixed use development including up to 280,000 square feet of retail/commercial space and up to a maximum of 650 residential units provided guidance for the Opportunity Areas is met. Redevelopment should be oriented toward Multiplex Drive and/or an internal commercial street in a manner that supports connecting phased redevelopment across multiple parcels. If practical, adaptive reuse of existing structures is encouraged.

Subunit **D-4** (218 Acres) Suburban Center

Subunit D-4 is planned for a mix of residential densities and unit types as shown on the Comprehensive Land Use Plan Map. Density in this land unit should not exceed an average of 12 dwelling units per acre. Lower densities should be located near existing residential development and higher densities located near commercial areas. Extensive pedestrian connections between uses within this sub-unit should be provided.

Subunit **D-5** (9 Acres) Suburban Center

Subunit D-5 is located between the Meadows of Newgate triplex subdivision and Machen Drive near Route 29. It contains the Newgate garden apartment complex. It is planned for residential use at 16-20 dwelling units per acre.

Subunit **D-6** (8 Acres) Suburban Center

Subunit D-6 was developed as a county library site. It is planned for public facility use as a community library.

Plan Option

As an **option**, a portion of the residential development potential in Subunit D-1 may be allocated to this subunit contingent upon meeting co-located affordable housing goals. Consideration of this option should follow the guidance under the *Opportunity Area Redevelopment Options*.

Subunit **D-7** (38 Acres) Suburban Center

Subunit D-7 contains the Meadows of Newgate triplex subdivision located in the southeast quadrant of the Route 29 and I-66 intersection. It is planned for single-family attached residential use at 12-16 dwelling units per acre.

Subunit **D-8** (33 Acres)

Subunit D-8 is located along I-66 at the western side of Land Unit D, and consists of the Newgate Forest residential subdivision. It is planned for residential use at 1-2 dwelling units per acre.

Subunit **D-9** (210 Acres)

Subunit D-9 is planned for residential use at 1-2 dwelling units per acre. Development under a Planned Development Housing (PDH) zoning concept is desirable. The historic Confederate Military Railroad Terminus is a feature that should be preserved and protected.

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

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

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

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

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

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

Land Unit E (138 Acres) Opportunity Area

Land Unit E (Trinity Centre) is envisioned as a central civic anchor of Centreville's town center, defined by its role as a primary gathering place and focal point for both residents, workers, and visitors. This area is intended to concentrate a mix of housing, employment, retail, transit, and civic uses around a signature public space that can support daily activity and community events. Development in Land Unit E should establish a strong sense of identity for Centreville through active ground-floor uses, high-quality building design and public spaces, and multimodal access, including future transit. The recommendations that follow are intended to ensure that Land Unit E functions as a highly visible and welcoming center that anchors the town-center vision.

Location and Planned Development

Land Unit E is bounded by I-66 to the north and west, Route 28 (Sully Road) to the east, and Route 29 to the south. The area currently functions as a suburban office park with extensive surface parking and contains the Newgate Shopping Center, three multifamily apartment communities, a hotel, and several independent commercial parcels along Route 29. The site benefits from high visibility, regional accessibility, and panoramic views of the Blue Ridge Mountains. This Land Unit is planned for a mix of high-density residential, retail, office, and research and development (R&D) uses, with R&D and office uses concentrated along I-66 to capitalize on accessibility and visibility. High-rise and garden apartments are planned west of the retail center, providing a residential component within walking distance of the adjacent activity center in Land Unit D. A

high-rise hotel is also supported given the site's highway access and its ability to complement surrounding office and commercial uses.

Planned development intensities include approximately 250,000 square feet of commercial retail use and up to 1.8 million square feet of office and high-tech light industrial uses, with nonresidential development not to exceed a 0.60 FAR. Residential use is planned for approximately 900 high-rise apartment units (at 35 dwelling units per acre) and 300 garden apartment units (at 20 dwelling units per acre). To support circulation at higher intensities, new development should incorporate an internal street network and utilize controlled intersections for access to surrounding arterials.

Plan Option

As an **option** this land unit is planned for mixed use development including up to 280,000 square feet of retail/commercial space and up to a maximum of 2,940 residential units provided guidance for the Opportunity Areas and the following conditions are met:

- Building heights and rooflines should consider views to the Blue Ridge Mountains to the west (*see Redevelopment Options under Opportunity Areas above*). Building heights are limited to 85' for parcels within the subunit adjacent to Route 29.

- A centrally located public plaza or green should serve as the focal point of mixed-use redevelopment with additional onsite park spaces provided where feasible. Park space should be considered in coordination with the Fairfax County Park Authority to meet the goals of the Urban Parks Framework for function, design, programming, and access.

- As a long-term Plan consideration, a future Metrorail transit station or other type of high-quality transit facility and commuter parking should be considered in the western portion of the land unit between Trinity Parkway and I-66. Redevelopment should be oriented in a manner that reflects the potential for these facilities in the future.

- Redevelopment should be oriented in such a way that water features, including the pond, are highlighted and appropriately integrated for publicly accessible uses.

Land Unit F (192 Acres)

Land Unit F is planned for residential use at 8-12 dwelling units per acre.

Land Unit G (275 Acres)

The upper portion of this land unit is in an area of existing and planned residential use at 2-3 dwelling units per acre. The lower portion of the land unit has good access to the regional highway network (Route 29) and is adjacent to the London Towne townhouse development. Townhouses are also being developed in the area around O'Day Drive.

Subunit G-1 (133 Acres)

The Center Heights subdivision in Subunit G1 has existing residential development and significant undeveloped land. Part of the Big Rocky Run Environmental Quality Corridor is located in this land unit. This area includes property along Battery Ridge Lane and south to Route 29. Residential use at 5-8 dwelling units per acre is planned. The upper end of the density range is appropriate only with substantial consolidation of lots into a single parcel not smaller than 10 acres. Development under the Planned Development Housing (PDH) district requirements of the Zoning Ordinance is encouraged.

Plan Option

As an **option**, a portion of the residential development potential in Subunit H-2 may be appropriate for Tax Map Parcels 54-3 ((2)) 5,6,7 and 54-3 ((25)) A1 in Subunit G-1 contingent upon meeting co-located, affordable housing goals. Consideration of this option should follow the guidance under *Opportunity Area Redevelopment Options*.

Subunit G-2 (142 Acres)

Residential use at 2-3 dwelling units per acre is planned for this land unit, which is north of, but not including, Battery Ridge Lane. Access from Stone Road to Land Unit F is planned through this land unit. Land adjacent to Subunit G-2 on the west side of Stone Road is developed at a similar density.

Additional neighborhood serving commercial use is planned for the southeast corner of the intersection of Stone Road and Braddock Road to serve the new development in the vicinity. This commercial use should not exceed 150,000 square feet at no greater than .20 FAR.

Land Unit H (131 Acres)

Land Unit H is planned for industrial use on the eastern portion next to I-66 and medium density residential use on the western portion across from the London Towne townhouse subdivision.

Subunit **H-1** (74 Acres)

Residential use at 5-8 dwelling units per acre is planned for this land unit because it is similar to that of London Towne in both use and intensity. The Cub Run Environmental Quality Corridor is partly located in this land unit. Access points to Route 29 ~~Lee Highway~~ should be consolidated and minimized.

H-2 (53 Acres) Opportunity Area

Subunit **H-2** (48 Acres)

Subunit H-2 is located south and west of the I-66 and Route 29 interchange, with primary access provided along Route 29 and Stone Road. The subunit is bounded to the north by

Route 29, to west by Stone Road, and to the east and south by Big Rocky Run, an environmentally protected watershed designated as an Environmental Quality Corridor (EQC). The area is planned and developed with light industrial and office uses. With good access to the regional highway network, the subunit is appropriate for light industrial uses, provided that access points to Route 29 are limited to reduce turning movements and preserve traffic operations. If office uses are developed in conjunction with industrial uses, noise mitigation measures should be implemented to minimize potential impacts.

Plan Option

As an **option**, a mix of uses up to 880 multifamily residential units and up to 378,000 square feet of retail or office use could be considered. Redevelopment with primarily residential use, may be considered contingent upon site access improvements and demonstration of compatibility with existing and planned light industrial uses as well as environmentally sensitive resources. Substantial parcel consolidation is encouraged to the extent feasible. Where parcel consolidation is not feasible, redevelopment should be designed with consideration for future interparcel access and internal circulation within the subunit. A portion of the residential development potential may be appropriate for Tax Map Parcels 54-3 ((2)) 5,6,7 and 54-3 ((25)) A1 in Subunit G-1, currently developed as a public park & ride facility, contingent upon meeting co-located, affordable housing goals.

Land Unit J (423 Acres)

Baseline Recommendation

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

Redevelopment Option

The Redevelopment Option allows for development above the Baseline Recommendation if the requirements for land consolidation and other conditions described below are met. Under the Redevelopment Option, Land Unit J may be considered for redevelopment at an overall density of 4 dwelling units per acre (du/ac), with a maximum of 1,640 units.

The following chart lists the density planned for each sub-unit at the baseline and optional levels:

LAND UNIT DENSITY CHART

Subunit	Baseline (dwelling units per acre)	Redevelopment Option (dwelling units per acre)
J-1	1-2	4-5
J-2	1-2	5-8
J-3	Parkland	Parkland
J-4	1-2	3-4
J-5	1-2	4-5
J-6A	1-2	16-20
J-6B	1-2	8-12
J-7	School site	School site
J-8	Transit facility	Transit facility
J-9	1	1-3
J-10	1-2	1-2

Land Unit J Redevelopment Option

The Redevelopment option assumes an overall density of 4 du/ac on the entire area. No more than 1,640 dwelling units, exclusive of affordable dwelling units and bonus units, are planned. Residential uses should be clustered in order to maximize the provision of open space and public amenities. Appropriate mitigation from noise and visual impacts from I-66, Route 29 and Stringfellow Road should be provided through site design and other means such as landscaping, berms, fences and/or walls.

Land Unit J is developed with a variety of housing types. Subunit J, between Little Rocky Run and Route 29, is isolated from the rest of the land unit and is bisected by 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 preferred. The preferred use of this property located east of Centreville Farms Road is residential that is sufficiently buffered from Route 29. 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.

A portion of Subunit J-9 is located within the Centreville Historic Overlay District as shown on Figure 3. Any development proposal should meet the criteria of the Centreville Historic Overlay District.

Density is awarded based upon land consolidation, the provision of land for needed public facilities, and the provision of an adequate road network to serve the area. The density associated with the land to be dedicated for the transit facility, a school, and parkland has been shifted to the other parts of Land Unit J with densities higher than 4 dwelling units per acre.

Subunit **J-9** (38 acres)

Subunit J-9 is planned for 1 du/ac at the baseline. There are significant civil war earthworks and fortifications on portions of some of the parcels within Subunit J-9 ~~as well as on Parcel 54-4((4))4.~~ In order to foster preservation of these civil war sites, Subunit J-9 may be considered for residential use at a density up to 3 du/ac provided the conditions of the Centreville Historic Overlay District are met. In addition, the high end of the density range should be achieved through the following conditions:

- Full consolidation of all the parcels in Subunit J-9~~and Parcel 54-4((4))4 which is in Land Unit B4 of the Centreville Area and Suburban Center.~~
- Improve neighborhood connectivity by providing connections to existing and planned pedestrian and bicycle facilities, including to Wharton Lane via parcel 54-4 ((4)) 4.
- An additional trailhead should be provided in a logical location that minimizes disturbance of sensitive historic and archeological features.
- ~~The provision of access to both Wharton Lane and Leland Road.~~
- The preservation of Civil War earthworks and fortifications and a transition area, which comprises a minimum of 5.79 acres. These earthworks and fortifications are on parcels 54-4((2))2-12 and 54-4((14)) B (located in Subunit B-3 of the Centreville Area and Suburban Center). Additional preservation outside the 5.79 acres may be required. Any development proposal should be sensitive to the civil war earthworks and fortifications and the future park.
- The provision of a mix of attached and detached single-family housing in order to provide a better design and more internal usable open space.
- Architectural design that is compatible with the district.
- The provision of affordable housing, which is integrated into the proposed development in a manner that is compatible with the historic overlay district. The affordable housing should not be distinguished from the rest of the development.

If full consolidation is not achieved, residential use at a density of 1-2 du/ac may be considered, based on logical parcel consolidation of at least 28 acres of Subunit J-9 ~~and the inclusion of parcel 54-4((4))4.~~ The development should also meet the conditions stated above. It is recognized that the consolidation of the complete 5.79 acres of earthworks may not be possible without full consolidation. In the event that this partial consolidation should occur, the maximum extent of preservation of historic resources within the district should be achieved within the consolidation and the guidelines of the districts should be followed as well as provision of a connection to existing and planned pedestrian facilities. Redevelopment of the remaining parcels above 1 du/ac will be considered based on the extent to which compatible design integration and preservation of the earthworks and fortifications is achieved.