



VIRGINIA  
HISTORIC LANDMARKS COMMISSION

File no. 76-147  
Negative no(s). 4357

SURVEY FORM

4918

Historic name Monroe House Common name aka Poplar Spring  
County/Town/City Prince William County  
Street address or route number 7220 Cushing Road, Gainesville, Va.  
USGS Quad Gainesville Date or period Late 18th, early 19thC (book gives c1787).  
Original owner William Cundiff Architect/builder/craftsmen  
Original use Residence  
Present owner Dwight Randall Source of name Mid-19th century owner.  
Present owner address 312 N. Edison St. Source of date Surveyor estimate, Pr. Wm. book.  
Arlington, Va. Stories 1 1/2  
Present use Not in use. Foundation and wall const'n Stone foundation; log walls.  
Acreage 10 acres.

Roof type Metal-covered gable.

State condition of structure and environs House is in poor condition--floors buckled, one chimney demolished, roof bad in places--but contains much original material in good condition.

State potential threats to structure Highway construction, industrial development, further neglect.

Note any archaeological interest

Should be investigated for possible register potential? yes ☒ no ☐

Architectural description (Note significant features of plan, structural system and interior and exterior decoration, taking care to point out aspects not visible or clear from photographs. Explain nature and period of all alterations and additions. List any outbuildings and their approximate ages, cemeteries, etc.) Logs are shaped on two sides to c6" thickness. Probably v-notched. Walls are clad with weatherboard (once painted or white-washed) and recently covered with tar paper. Riven clapboards fastened with butterfly-headed wrought nails in west gable end. Pair of batten doors (one concealed) on south (probably the front originally) side; single batten door on north side. Single beaded and cyma mouldings around doors, some windows, fastened with square-headed cut nails. House has two large stone end chimneys, east chimney repaired and in good condition, west chimney demolished in recent years. Chimneys constructed of roughly shaped and coursed sandstone rubble mortared with mud. Windows: 6/6, 4/4. A porch once ran the length of the south side.

Roof: Notable feature is <sup>10</sup>10/12 false plate. Present metal roof cover is a replacement of earlier shingles. Sawed roof rafters joined in open mortise joint and strengthened by nailed collar beams joined in a half-lap. Roof pitch: 40°.

Interior: Main house, 1st floor, is divided into two approximately equal rooms, separated by a log partition. Winding, enclosed stairway rises along partition in west room. There is a 1-story, 20th century kitchen addition on east end. Early 19th century architrave mantel with deeply undercut, moulded shelf in 1st floor, east room. No mantel in west room. Cyma moulding around doors and windows. Walls, 1st floor, previously whitewashed directly over logs. Tie beams throughout 1st floor have run-out stop chamfering. Floor to ceiling height: c7'2". Board and batten door to stairs has HL hinges and a wooden sliding latch. Beaded, diagonally laid wainscoting on stair wall. Upstairs is divided into two rooms of equal size separated by stair hall. East room is finished in whitewashed planks laid horizontally. West room is unfinished. Stair hall, 2nd floor, has c5"-wide double-beaded c. rail. Low storage spaces under eaves in hall and east room have single-beaded board and batten doors, one with leather hinges, the other a small H-hinge. (continued on separate sheet)

Interior inspected? Yes

Historical significance (Chain of title; individuals, families, events, etc., associated with the property.)

Recorded history on the Monroe House, or Poplar Spring, begins with William Cundiff's leasing of 217 acres in 1787 from Mann Page. The lease stated that Cundiff must build a house within 2 years and plant a specified number of apple trees on the property. Cundiff apparently prospered as a farmer, for when his will was appraised in 1822, he owned 18 slaves, 10 milk cows, about as many horses, and other livestock.

According to one source, the property passed through the Shaws and the Shirleys before John (or William or Thomas) Monroe acquired it in 1849. The Monroe Family, including the wife Mary daughter Susan and other children, lived at Poplar Spring during the Civil War; and it is they who gave the house its name. During the 2d Battle of Manassas, the house was directly in General Longstreet's lines of fighting. The Monroes, especially Susan, were noted for their courage during and after the fighting, when they ministered to the wounded and dying and later helped locate graves of Confederate soldiers for removal to the cemetery at Groveton. It was probably this indelible experience which causes "Miss Sue" as she became known throughout the county, to take up a nursing career. Susan Monroe died in 1919, leaving the house and 18 acres to her nephew.

The graves of the Monroes (Susan, her mother Mary, father Thomas, and possibly others) are located in the small cemetery west of the house. In the same graveyard can be found a stone for Hallie E. Smith, (1872-1948), one of the last persons to have lived in the house.

(continued on separate sheet)



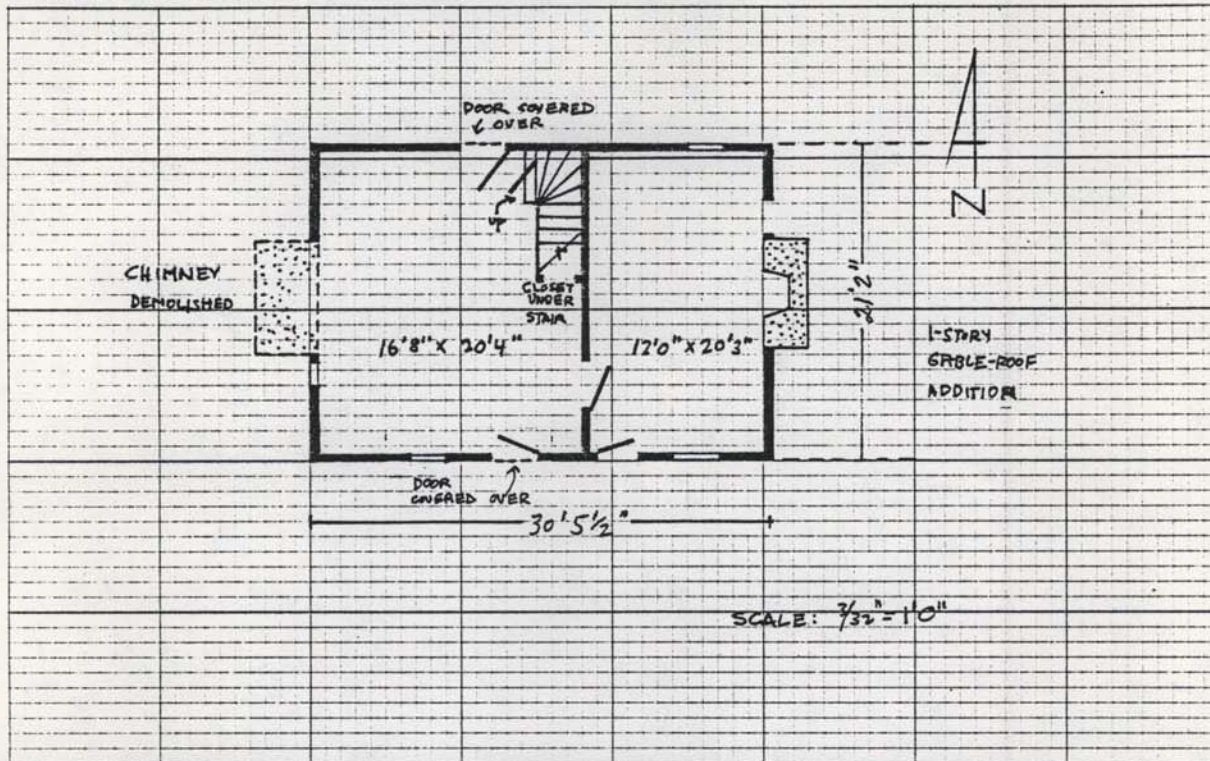
# Sources and bibliography

Published sources (Books, articles, etc., with bibliographic data.) Prince William, The Story of Its People and Its Places (1941, 1961), pp. 166-167.

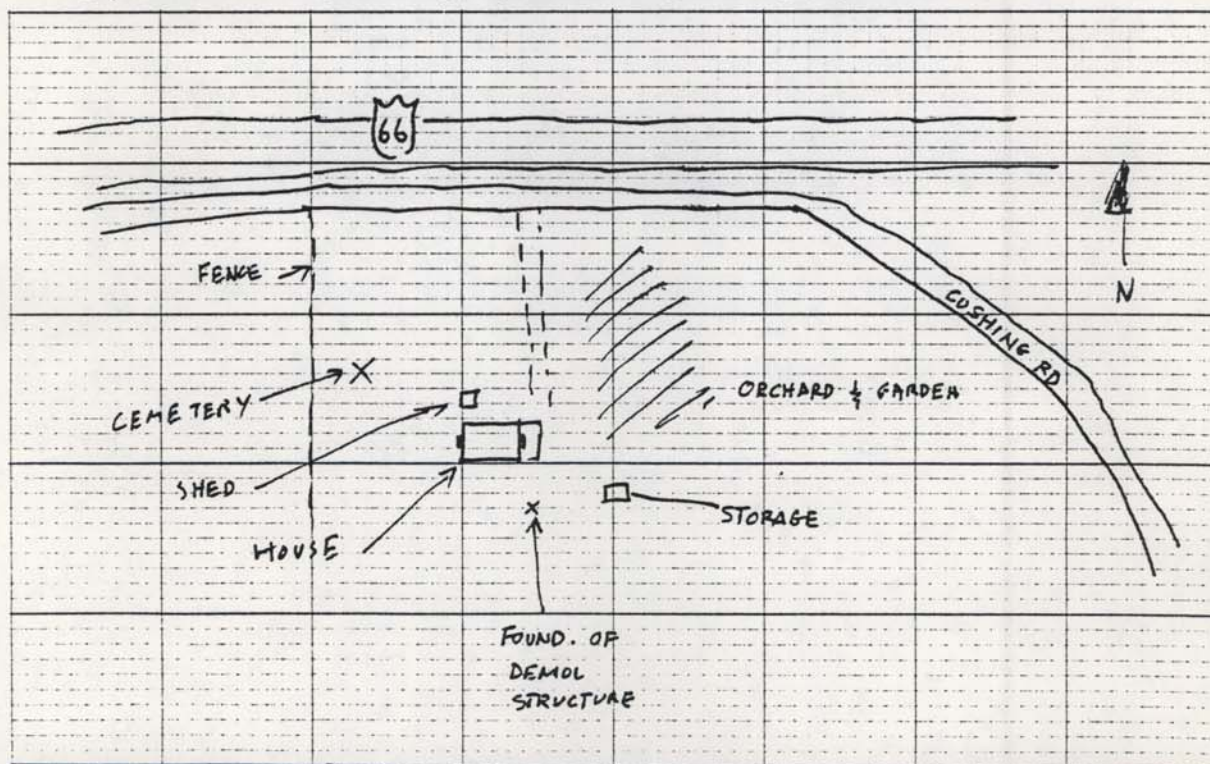
Primary sources (Manuscript documentary or graphic materials; give location.) Cundiff estate appraisal, 1822, Prince William County Courthouse; Willard Webb paper, "The Monroe House in Prince William County" (1979).

Names and addresses of persons interviewed Dwight Randall (owner); Dorothy Abbott, Pr. Wm. County Circuit Court Judges Office.

Plan (Indicate locations of rooms, doorways, windows, alterations, etc.)



Site plan (Locate and identify outbuildings, dependencies and significant topographical features.)



Name, address and title of recorder

Date

4-30-79

Monroe House  
File #: 76-147  
Negative #(s): 4357

Architectural description continued

NOTE: Several 20th C outbuildings on property, and foundation for demolished building south of kitchen. Family cemetery west of house. Road supposedly originally ran behind present house, making the present back the front.

Historical significance continued

By the time of Hallie Smith's ownership, c1923, the property had shrunk to about 18 acres, very likely its size through the successive ownerships of the Swarts, Ostrums and the Lees. At about the time the present owner, Mr. Randall, acquired the Monroe Place (c1966), its size had been cut nearly in half by the construction of Interstate Rt. 66, which passes very close on the north side.



## STAFF REPORT

Monroe House

June 14, 1979

REZONING FILE #79-39, Prince William Board of County Supervisors

Proposed Rezoning of a portion of the Prince William Regional Industrial Complex from A-1, Agricultural, to M-2, Light Industrial.

Summary and Conclusion

The area proposed for rezoning is generally suitable for industrial development. The major factors to be weighed in this case are:

1. The advantages to the County as a result of increased industrial activity.
2. The loss of the conditional rezoning process.

The small residential parcels included in this area are not suited for industrial uses. They should be excluded from any rezoning. These would be the two small parcels on Wellington Road, both of which contain homes (Tax Map 115 (1) parcels 4 and 5), and seven small parcels on the west side of Cushing Road, three of which contain residences (Tax Map 125(1) parcels 18, 19, 20, 21, 22, 23 and 24). Although these parcels would still be impacted by industrial uses, the tax and nonconforming use problems would be avoided. In addition, those owners who were against the rezoning should not have their property rezoned, and the "Monroe Property", owned by Mr. Randall, should not be rezoned. The remaining parcels are shown on the following list. They total to 743 acres.

<u>Tax Map/Parcel #</u>	<u>Owner</u>	<u>Acres</u>	<u>Use</u>
125(1) 33A	Markey, E., Tr.	37.85	Vacant
30	Gertz, J. & D.	33.25	Residence
29	Flannery, M. C.	107.58	Vacant
27	Liff, C. & E.	11.42	Vacant
114(1) 1	Weppner, G. & O.	141.74	Agriculture
4	Hoyt, H. & G.	123.5	Agriculture
5	Jones, L.	4.25	Vacant
6	Jackson, L.	45.84	Residence
SUBTOTAL		505.43	2 RESIDENCES
125(1) pt. 1	Latsios, C. & C.	34.2 approx.	Vacant
12	Libby, L. & H., Tr.	57.02	Vacant
17	Merkel, R.	36.83	Vacant
33	Markey, E., Tr.	37.85	Vacant
36	Gaskins, T.	20.2	Vacant
37	Monroe, W. T.	6.0	Vacant
4A	Powers, J. & A.	8.8	Residence
124(1) 1C	Southern Reg. Indus. Realty	4.15	Vacant
SUBTOTAL		205.05	1 RESIDENCE
126(1) 26	Randall, E.	10.0	Vacant
25	Oddenino, J. F.	22.3	Vacant
SUBTOTAL		32.3	0 RESIDENCES
TOTAL ALL AREAS		742.78	3 RESIDENCES

A case-by-case review of future projects through the conditional rezoning process would enhance the adequacy of facilities (roads, water, sewer) in the Complex for future users, help assure more orderly development, and will aid in minimizing the occurrence of incompatible land uses.

This consideration must be weighed against economic incentives needed to attract industrial development such as shortening development approval process and providing zoned land.

Recommendation

While the Planning Office feels that the conditional zoning process is very desirable to promote orderly development of this area we recognize the Board of County Supervisor's desire to provide incentives to economic development such as would be provided by this rezoning. Therefore, in light of this position, we can support the rezoning of those parcels as listed above that are most suited for industrial development at this time.

June 14, 1978

RECOMMENDATION: THE 475-38, Prince William Board of County Supervisors

Proposed Rezoning of a portion of the Prince William Regional Industrial Complex from A-1, Agricultural, to M-2, Light Industrial.

Summary and Conclusion

The area proposed for rezoning is generally suitable for industrial development. The major factors to be weighed in this case are:

1. The advantages to the County as a result of increased industrial activity.

2. The loss of the conditional rezoning process.

The small residential parcels included in this area are not suited for industrial uses. They should be excluded from any rezoning. These would be the two small parcels on Jefferson Road, both of which contain houses (Tax Map 115 (1) parcels 4 and 5), and seven small parcels on the west side of Goshen Road, three of which contain residences (Tax Map 125(1) parcels 18, 20, 21, 22, 23 and 24). Although these parcels would still be impacted by industrial uses, the tax and nonconforming use problems would be avoided. In addition, those owners who were against the rezoning should not have their property rezoned, and the "farmhouse property" owned by Mr. Randall, should not be rezoned. The remaining parcels are shown on the following list. They total 743 acres.

Tax Map/Parcel #	Owner	Acres	Use
125(1) 33A	Markey, E. J. Tr.	37.88	Vacant
30	Gertz, J. E. D.	31.25	Residence
39	Flanagan, M. C.	107.58	Vacant
27	Litt, C. E.	11.42	Vacant
116(1) 1	Wagner, G. E. O.	181.74	Agriculture
4	Litt, M. E. G.	123.5	Agriculture
5	Jones, L.	4.58	Vacant
8	Jackson, D.	48.84	Residence
SUBTOTAL		508.43	2 RESIDENCES
125(1) pt. 1	Latake, C. E. C.	34.7	Vacant
12	Liddy, L. E. H. Tr.	27.02	Vacant
17	Markey, R.	38.83	Vacant
36	Markey, L. Tr.	37.88	Vacant
38	Cashner, T.	20.5	Vacant
27	Montgo, W. T.	6.0	Vacant
4A	Powers, J. E. A.	8.8	Residence
125(1) 10	Southern Reg. Indus. Realty	4.15	Vacant
SUBTOTAL		208.05	1 RESIDENCE
125(1) 26	Randall, E.	10.0	Vacant
25	Odenthal, J. F.	22.7	Vacant
SUBTOTAL		32.7	0 RESIDENCES
TOTAL ALL AREAS		742.78	3 RESIDENCES

A case-by-case review of future projects through the conditional rezoning process would enhance the adequacy of facilities (roads, water, sewer) in the Complex for future users, help assure more orderly development, and will aid in minimizing the occurrence of incompatible land uses.

This consideration must be weighed against economic incentives needed to attract industrial development such as shortening development approval process and providing zoning land.

Recommendation

While the Planning Office feels that the conditional zoning process is very desirable to promote orderly development of this area we recognize the Board of County Supervisors' desire to provide incentives to economic development such as would be provided by this rezoning. Therefore, in light of this position, we can support the rezoning of those parcels as listed above that are most suited for industrial development at this time.



## I. Introduction

The Prince William Regional Industrial Complex is a large area that has been designated for industrial development since 1970. Map #1 shows the current boundary of the Complex.

This proposal to rezone approximately 885 acres was initiated by the Board of County Supervisors, Resolution #79-15-21, April 10, 1979 (attached). In addition, the staff was requested to contact property owners of the affected parcels to obtain their opinion of the rezoning. Each owner was sent a letter of explanation, a form to return to the Planning Office, and a stamped envelope addressed to the Planning Office. A copy of the letter and form are attached.

## II. Description of the Area

The Complex extends, generally, from the vicinity of the Manassas Airport, north and west along Wellington Road to Gainesville. The Complex contains approximately 7,200 acres. Slightly less than forty percent of this total is currently zoned for industrial use. Table 1 describes the current zoning in the Complex:

TABLE 1<sup>1/</sup>

<u>Vacant Industrial Zoning</u>	<u>Industrial Zoning in Use</u>	<u>Vacant A-1 Land in the Complex</u>	<u>Total</u>
2,004.03 <sup>2/</sup>	791.5	4,453.49	7,249.02

1/ Excludes a small percentage in residential use and business zoning.

2/ A portion of the industrial zoning extends outside the Complex.

Thus, under the rezoning proposal being considered, approximately 885 acres, or 20% of the A-1 zoning, are subject to rezoning. Although there are 2,000 acres zoned for industrial uses that are undeveloped, there is actually a shortage of industrial land which has the public facilities needed by industry - water, sewer, and railway access. In order for the private market to function effectively, developers prefer to have a selection of about five or six suitable sites (having zoning, utilities, and access) from which to choose. This situation does not now exist in the Industrial Complex. Map #2 shows the existing zoning of the Complex and shows the areas included in this rezoning.

The area subject to rezoning contains approximately 10 residences. There are 4 or 5 residential parcels on Cushing Road, and 2 on the north side of Wellington Road. The others are on larger parcels. Map #3 shows the parcels containing residences.

Existing and future industrial developments near the area proposed for rezoning include the Southern Railroad property, Atlantic Research, and Research Industrial Park. These areas are developing on a project by project basis as new users are located, with the Southern property developing more quickly than the others due to the availability of both public sewer and rail transportation. Recent developments at the Southern property include Doane Products and Martin-Brauer.

## III. Rezoning the Complex

If the Industrial Complex is to be protected for development of industrial uses it becomes necessary to prevent incompatible residential development within the Complex.

Rezoning the Complex to an industrial zone places an absolute prohibition on residential development for the areas rezoned, as well as making a direct statement to industry that they are welcome in Prince William County. If the Board rezones part of the Complex, rather than requiring individuals to request rezonings, a developer can save about four to six months in the development review process. This makes the development process shorter and more certain for the developer, and may increase Prince William County's competitive position in attracting industry.



The M-2, Light Industrial, zone is proposed for this area since it does not allow the more unattractive and intense uses allowed in the M-1, Heavy Industrial zone. For example, the following uses are allowed in the M-1 zone but are not allowed in the M-2 zone:

1. Auto assembling, painting, repairing, tire recapping.
2. Blacksmith shop, welding or machine shop.
3. Chemical manufacturing (with a special use permit).
4. Petroleum and gas storage (with a special use permit).

The M-2 zone allows the following types of uses; in general these uses must be carried on within a completely enclosed structure or in an area that is completely screened and fenced:

1. Manufacturing of bakery goods, ceramics, cosmetics, jewelry, pharmaceuticals, food products (except fish and meat products, sauerkraut, vinegar, yeast, and rendering of fats and oils).
2. Trucking and warehouse operations.
3. Research, experimental or testing laboratories (with enclosed storage only or when completely screened or fenced).
4. Contractor's office and lots.

Overall, the reason for rezoning to M-2, Light Industrial, is that it allows industrial development but that it excludes highly undesirable uses. In the event that a developer wanted to locate an M-1, Heavy Industrial, use in the Complex, a rezoning would have to be requested by the property owner and an evaluation made at that time whether the use was suitable for the location requested.

#### IV. Public Facilities

Industrial uses generally need public water and sewer and good transportation facilities. The availability of these facilities is an important location criteria for industry.

A map (Map #4) of the Greater Manassas Sanitary District boundary is included in this report. Except for the area around the airport, the Complex is within the existing GMSD boundaries. Thus, this area is available for development of the type that would generally require public facilities.

#### Water

Map #5 shows the location of existing and proposed water lines that serve the Complex. The main water supply to most of the Complex comes from the water that runs along Wellington Road to Bethlehem Road to Southern Railroad to Gainesville. Construction has been completed approximately to Balls Ford Road. Future construction will continue the line to Gainesville.

This line, by itself, will serve much but not all of the Complex. Nevertheless, water lines can be extended to serve all of the Complex. Map #6 shows the location of additional feasible water lines to the Complex. Basically, additional lines are shown in the following locations: (Source: May-Hines Assoc., June, 1973)

1. Along Balls Ford Road between Rt. 234 and Southern Railroad.
2. Along Wellington Road between Bethlehem Road and Southern Railroad at Gainesville.
3. Bethlehem Road between Rt. 28 and Wellington Road.

If built, this would result in continuous water service throughout almost the entire Complex and especially the following areas:

1. Southern RR from Bethlehem Rd. to Gainesville.
2. Balls Ford Rd. from Rt. 234 to Southern RR.
3. Wellington Road from Manassas to Gainesville.
4. Bethlehem Road from Rt. 28 to Balls Ford Rd.

This will allow water to the 885 acres being considered for rezoning. Funding arrangements to provide service will have to be made with individual industries as they locate. These water lines are feasible from an engineering perspective, although no public funds have yet been committed to their design or construction. However, GMSD did request in the 1980-85 Capital Improvements Program (CIP) that the Southern property be connected to the Mt. Pone storage tank to provide water for fire fighting.



#### Sewer

Sewer facilities are currently under construction in the Complex. The sewer line is being extended from Godwin Drive northwest along Wellington Rd., then to Linton Hall Rd. to Gainesville. At the Wellington Rd./Dawkins Branch area a line goes north along Dawkins Branch to the Southern RR property who provided part of the funding for the line. Map #7 shows the route of the proposed line.

The portion of the sewer from Godwin Drive to Dawkins Branch and the Southern property will soon be completed. After that construction of the remaining line depends partly upon EPA funding.

Construction of this sewer line will serve some, but not all, of the area proposed for rezoning. Generally, the parcels near Balls Ford Rd. and Cushing Rd. will be served only if an extension to Wellington Rd. is built since they have no access to the sewer on the Southern property.

As with water lines, funding is often contingent upon a user being willing to contribute towards the extension of sewer, particularly where a Sanitary District has not programmed extensions.

In the 1980-85 CIP GMSD did request funding of the Gainesville-Haymarket Sewage Facilities. This would include the extension of the line from Dawkins Branch to Gainesville.

#### Transportation

Transportation facilities are also vital for industrial development. Access to an interstate or railroad is often necessary for many industries.

Highway access will be improved with the construction of the Rt. 234 Bypass. (Map #8 shows the two proposed Bypass alignments.) This will increase access to both I-66 and to Rt. 234 and I-95, with Alternative B, providing better access for industrial users than Alternative A. Access to I-66 will become increasingly important as it is extended both inside the Beltway to Washington and also westward to Front Royal.

Much of the existing zoning and development is concentrated along Southern Railroad. The availability of rail service is particularly important for industries where trucking is uneconomical or impractical. Rail access to this area is good with Southern Railroad serving this area. Although new lines are not expected, individual users may construct sidings or spur lines to serve their particular needs.

#### V. Assessment of Suitability for Industrial Development

Industrial development generally requires certain characteristics in a parcel of land and surrounding area. The criteria looked at in assessing the suitability of an area for industrial development are:

1. Transportation facilities (existing or proposed).
2. Water and sewer facilities (existing or proposed).
3. Adjacent land uses (in particular the proximity of residential development) and existing development.
4. Topography and physiographic characteristics.
5. Parcel size and shape.
6. Visibility from an interstate or main road.

The area under construction for rezoning would be suitable for industrial development under most of the criteria, and at the present time is better suited for industrial development than many other portions of the Complex.

The small residential parcels, because of their size, are not likely to be used industrially and ought not be rezoned unless requested by the owner. The bulk of this area, though, is suited for industrial development, with the north side of Wellington Road corridor being the most attractive.



## VI. Impacts on Residential Properties

An important aspect of this rezoning is the impact it will have upon the homeowner. A homeowner will be affected in a variety of ways.

Taxes are a concern to most people. By law, property must be reassessed when it is rezoned. The Assessments Office has reviewed the parcels being considered for rezoning and has estimated the January 1, 1980 assessments at both the A-1 and M-2 values for land. Structures are not included in this estimate. Parcels under land use assessment would not be subject to higher annual tax bills as a result of a rezoning, although the rollback taxes to be paid when the use changes would be higher as a result of the rezoning. A copy of the Assessments figures is attached which also shows parcels under land use assessment.

Another concern is the creation of non-conforming uses. Residential and agricultural uses rezoned to industrial will become nonconforming. As a result the following regulations will apply (Sec. 20-89, 90 and 91).

- (1) Any nonconforming use discontinued for more than two years may not be reinitiated.
- (2) Expansion of a nonconforming use is limited.
- (3) Restoration or replacement of a structure or activity is limited if damage exceeds 50-75% of the replacement cost, excluding land, depending on which is nonconforming, the structure or the activity.

These restrictions can be taken to the Board of Zoning Appeals by an owner who may seek a variance.

Related to this is a problem that may arise as a result of banking procedures. Mortgages and house loans will generally not be made when a residence is not located in the proper zone. From the bank's view this protects their loans, but for the homeowner it means that money to finance repairs or a mortgage for a new buyer may be unavailable.

## VII. Loss of Conditional Zoning

Because this rezoning has been initiated by the Board there are no conditions attached to the future development of these parcels that might otherwise have been proffered as part of a conditional rezoning. These conditions might include items such as:

- (1) Specifying the use of a parcel.
- (2) Leaving buffers and additional setbacks.
- (3) Road improvements and land dedication for roads.
- (4) Water and sewer extensions or contributions to GMSD to extend them.
- (5) Other items that may be relevant to a particular zoning case such as environmental controls.

The County will not completely lose the authority to regulate development, but its authority over the rezoning process is much stronger than its site plan or subdivision review authority. As a result of losing the conditional zoning process it is likely that problems of incompatible land use will increase, and that the cost of providing roads, water and sewers will be borne increasingly by the County and State and not by the developments generating a need for the facilities.

## VIII. Property Owners Survey

As previously noted owners were contacted by mail in order to determine their opinions on the proposed rezoning. Each property owner was mailed an explanation letter, a form and a stamped envelope addressed to the Planning Office. If a person owned more than one parcel of land they received only one ballot. Altogether 28 letters/forms were sent. The results were as follows:

Total sent	28
Returned by Post Office	2
For Rezoning	5
Against Rezoning	8
No response	13

(One form marked for the rezoning was counted against the rezoning based upon a conversation with the owner and comments against the rezoning on the form.)



Owners were not only allowed to vote but had an opportunity to write comments. Negative comments tended to focus on the tax issue, while ballots for the rezoning were generally returned without comments although there was concern over taxes. The property owners who returned the forms voted as follows:

For (5)

H. Hoyt  
T. Gaskins c/o A. Wiseman  
C. Liff  
C. Latsios  
G. Weppner

Against (8)

A. Groves  
W. Clem  
M. Cousins  
W. Cannon  
R. & M. Howard  
D. Randall  
C. & P. Leggett  
R. Brady

IX. Agency Review

This rezoning was reviewed by the various agencies whose comments are attached. Because of the general nature of the rezoning the comments are not as specific as comments on a conditional rezoning. Agency input will be more specific at the site plan stage.

X. The "Monroe Property"

Off of Cushing Road, south of I-66 there is a house referred to as the "Monroe House". Mr. Dwight Randall, the owner, has indicated that this may be eligible for the National Register. His letter to the Virginia Historic Landmarks Commission is attached. In order to maintain the possibility of preserving this structure it should be deleted from the rezoning.

AGENCY COMMENTS:

Virginia Department of Highways and Transportation

This rezoning was initiated by the Board of County Supervisors for a change in zoning classifications from A-1 (Agricultural) to M-2 (Light Industrial) for 885 acres in the Brentsville Magisterial District.

Please be advised that we have no objections to the approval of this request; however, we are concerned over the roadways in the area. As I am sure you are aware, this area is currently served mainly by secondary rural type roads which appear to be adequately handling the traffic which is being generated by the current uses. However, with the zoning classification changed to industrial, the development of this area could overload the existing roadways. Therefore it is our opinion that as the area that is proposed to be rezoned is developed, the County should be sure that the roadways in the area are adequately upgraded to handle the additional traffic that will be generated on them as the development occurs.

Public Works

The Department of Public Works has no objection to the rezoning of the above referenced areas, provided the Prince William County Specifications and Standards are adhered to in future submissions. Storm water management should be properly addressed and easements granted whenever required.

Greater Manassas Sanitary District

The sanitary district has plans to provide water and sewer services to the properties in question, timing of these utilities will be predicated on the need.

The sanitary district's staff has no further comments concerning the proposed rezoning at this time. Should you have any questions or need any additional information, please do not hesitate to contact our office.



Health Department

Future submission for proposed industrial development should address the following:

1. Nature and description of industrial operations.
2. Location and type of water supply estimated daily peak consumption rates and total daily requirements in gallons per day.
3. Nature and volume of wastewater generated in gallons per day. Methods of disposal.
4. Detailed description of any industrial wastewaters, smoke, vapor or particulate emissions.
5. Nature and description of any hazardous wastes. Means of disposal and site to be employed.
6. Detailed description of solid wastes volume/weight generated per day and disposal site to be employed.
7. On site facilities for premises storage of construction debris and other refuse that may be generated during construction. Refuse disposal site to be employed.
8. Maximum number of employees per 8 hour shift. Total hours operation per day.

Soil Conservation Service

1. The site does not include prime agricultural soils.
2. Many of the soils are easily eroded; this should be considered when erosion and sediment control plans are being developed.
3. Some of the soils may be exceptionally good for ground water recharge. This should be considered during development of storm water management plans.

Zoning Administrator

This use of the sites in the proposed zone, if approved, must be consistent with applicable zoning regulations.

Environmental Planner

The following comments are offered for your consideration:

1. The topography and slopes do not restrict the proposed use.
2. The proposed industrial complex drains into the Bull Run which ultimately drains into the Occoquan Reservoir. Generally, industrial use would generate more runoff and pollutant due to large paved surfaces and industrial activities than agricultural uses. Careful monitoring is required.
3. Air pollution will increase due to industrial activities. Careful monitoring is required.
4. The soils are not significant to agriculture and farming.
5. There is only one active farm (receiving land use tax assessment and more than 5 acres in size) within the proposed rezoning.

Park Authority

The Park Authority has no comment.

Soils Scientist

Approximately one-half of this 885 acres involved in this rezoning case is occupied by poorly to moderately well drained soils developed from the weathered products of diabase rock materials. These soils have very firm, sticky, plastic clay subsoils that are high in expanding type clay that shrinks and swells with



alternate wetting and drying causing foundations to sag and crack. To obtain a stable foundation, footings will have to be constructed below this clay subsoil on the underlying sandy weathered diabase parent material (approximately two (2) to four (4) feet below the existing ground surface). Light Industrial buildings are normally made of metal and small piers are used for footings which would be more conductive to these soils than poured concrete footings used for residential houses, townhouses and apartments. To obtain a stable subgrade, undercutting of this very, firm, sticky, plastic clay subsoil will be necessary. I assume most of these industrial roads will be taken into the State Highway System.

The soils occupying the remainder of this rezoning case are poorly to somewhat excessively drained and developed from the weathered products of red and gray shale rock materials. The poorly and somewhat poorly drained soils occur mostly in colluvial (swale) positions adjacent to drainageways and are relatively small in total acreage. These soils have natural high water tables that are on or near the surface in wet seasons; thus, not likely to be used for buildings. The moderately well to somewhat poorly drained soils underlain by red and gray shales are considered good for foundations and fair for road building materials with a narrow moisture range at which maximum compaction for road subgrade can be obtained.

I assume this proposed light industrial area will be on sewer as the soils generally are considered unfavorable for septic fields. Approximately one-half of this 885 acres is underlain by diabase rock which is quite massive and a poor source of underground water supply. Consequently, a central water supply will probably be necessary. The most inhibiting factor from the soils standpoint, would be the expense in building roads to meet State Highway specifications in approximately one-half of these 885 acres that are occupied by soils that have very, firm, sticky, plastic clay subsoils. To obtain a stable subgrade, they will have to be undercut down to the underlying sandy weathered diabase material (approximately two (2) to four (4) feet below the existing ground surface).

#### Economic Development

Listed are those properties which we believe will make the largest contribution to the industrial thrust of our economic growth with the least conflict in rezoning. Particularly important at this time are 125-1-31, Clem; 125-1-30, Gertz; 125-1-29, Flannery; and 114-1-1, Weppner.

Parcel 114-1-4, Hoyt, is already desirous of industrial rezoning per attached letter.

We have contacted Southern Railway's Southern Regional Industrial Realty relative to Parcel 124-1-1C, and believe they will want to have it zoned although there is some question about its potential use.

AB/ce

Attachments: Letter dated Dec. 14, 1978 from Mr. Hoyt, Coldwell Banker  
BOCS Resolution  
Letter to Property Owners  
Owner Preference form  
Estimated Assessments  
Letter from Mr. Randall to Virginia Historic Landmarks Commission



stabilization and drying causing foundations to sag and crack. To obtain a stable foundation, footings will have to be constructed of low-shrink clay subsoil on the underlying sandy weathered diabase parent material (approximately 10:1) to the existing ground surface. Light industrial buildings and footings of metal and small structures used for footings which would be more conducive to these soils than poured concrete footings used for residential houses, townhouses and apartments. To obtain a stable surface, underpinning of this very firm, sticky, plastic clay subsoil will be necessary. I assume most of these industrial roads will be taken into the State Highway System.

The soils occupying the remainder of this zoning area are poorly to somewhat excessively drained and developed from the weathered products of red and gray shale rock materials. The poorly and somewhat poorly drained soils occur mostly in colluvial (shale) positions adjacent to drainages and are relatively small in total acreage. These soils have natural high water tables that are on or near the surface in wet seasons; thus, not likely to be useful for buildings. The moderately well to somewhat poorly drained soils underlain by red and gray shales are considered good for industrial and fair for road building materials with a narrow moisture range at which maximum compaction for road subgrade can be obtained.

I assume this proposed light industrial area will be on soils as the soils generally are considered unfavorable for septic fields. Approximately one-half of this 885 acres is underlain by diabase rock which is quite massive and a poor source of underground water supply. Consequently, a central water supply will probably be necessary. The most inhibiting factor from the soils standpoint, would be the expense in building roads to meet State Highway specifications in approximately one-half of these 885 acres that are occupied by soils that have very, firm, sticky, plastic clay subsoils. To obtain a stable subgrade, they will have to be underlain by the underlying sandy weathered diabase material (approximately two (2) to four (4) feet below the existing ground surface).

#### Advisory Development

Advised are those properties which we believe will make the largest contribution to the industrial thrust of our economic growth with the least conflict in zoning. Particularly important at this time are 125-1-31, Green; 125-1-30, Green; 125-1-29, Flannery; and 125-1-1, Weppner.

Parcel 125-1-4, Hoyt, is already destined of industrial zoning per attached letter.

We have contacted Southern Railway's Southern Regional Industrial Realty relative to Parcel 125-1-10, and believe they will want to have it zoned although there is some question about its potential use.

Letter from Mr. Randall to Virginia Historic Landmarks Commission  
Owner Preference Form  
Letter to Property Owners  
SOCS Resolution  
Attachments: Letter dated Dec. 19, 1978 from Mr. Hoyt, Colorado Banker  
AB:de





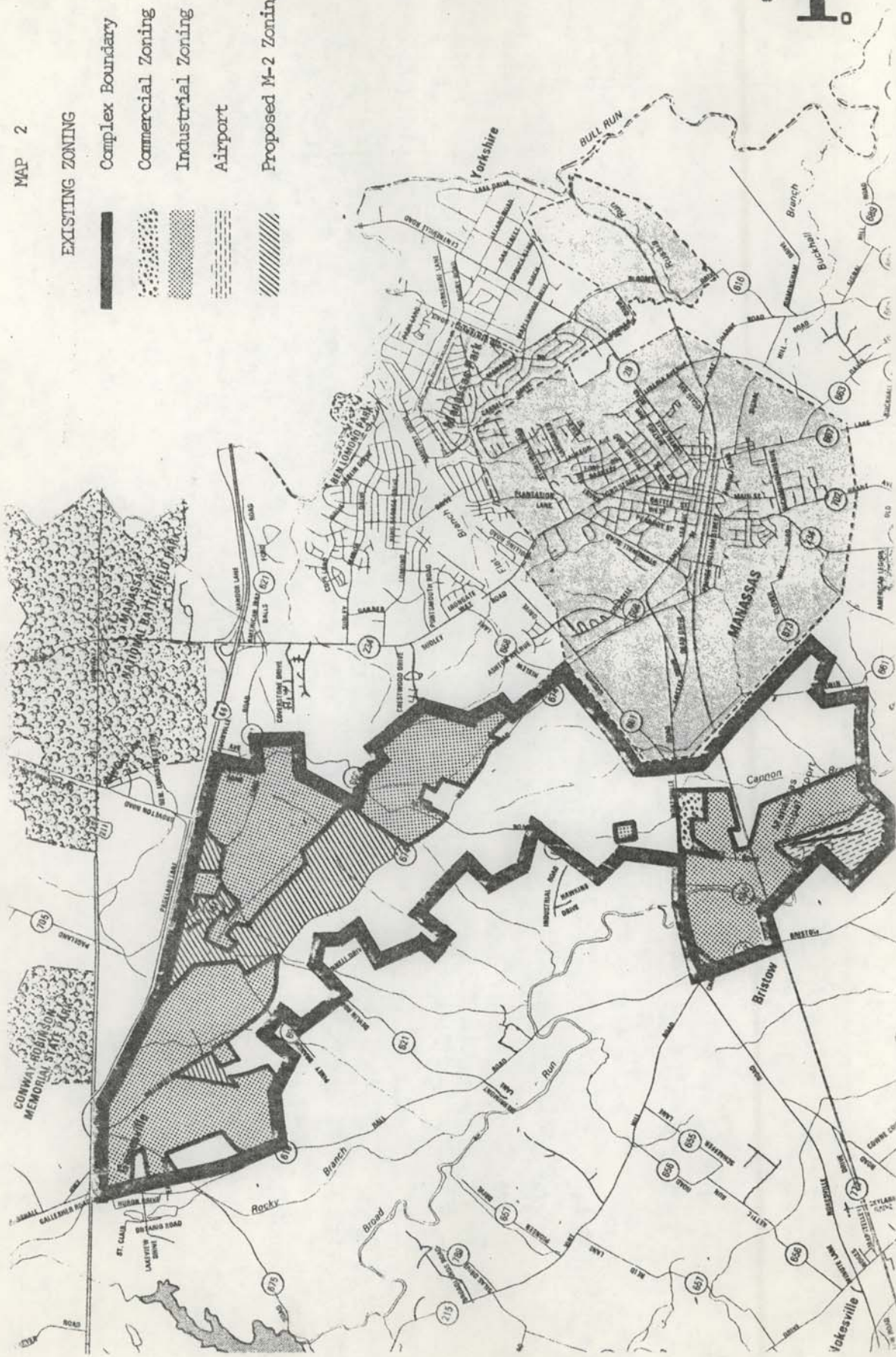
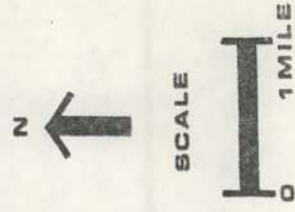






EXISTING ZONING

- Complex Boundary
- Commercial Zoning
- Industrial Zoning
- Airport
- Proposed M-2 Zoning





1 MILE  
SCALE  
N

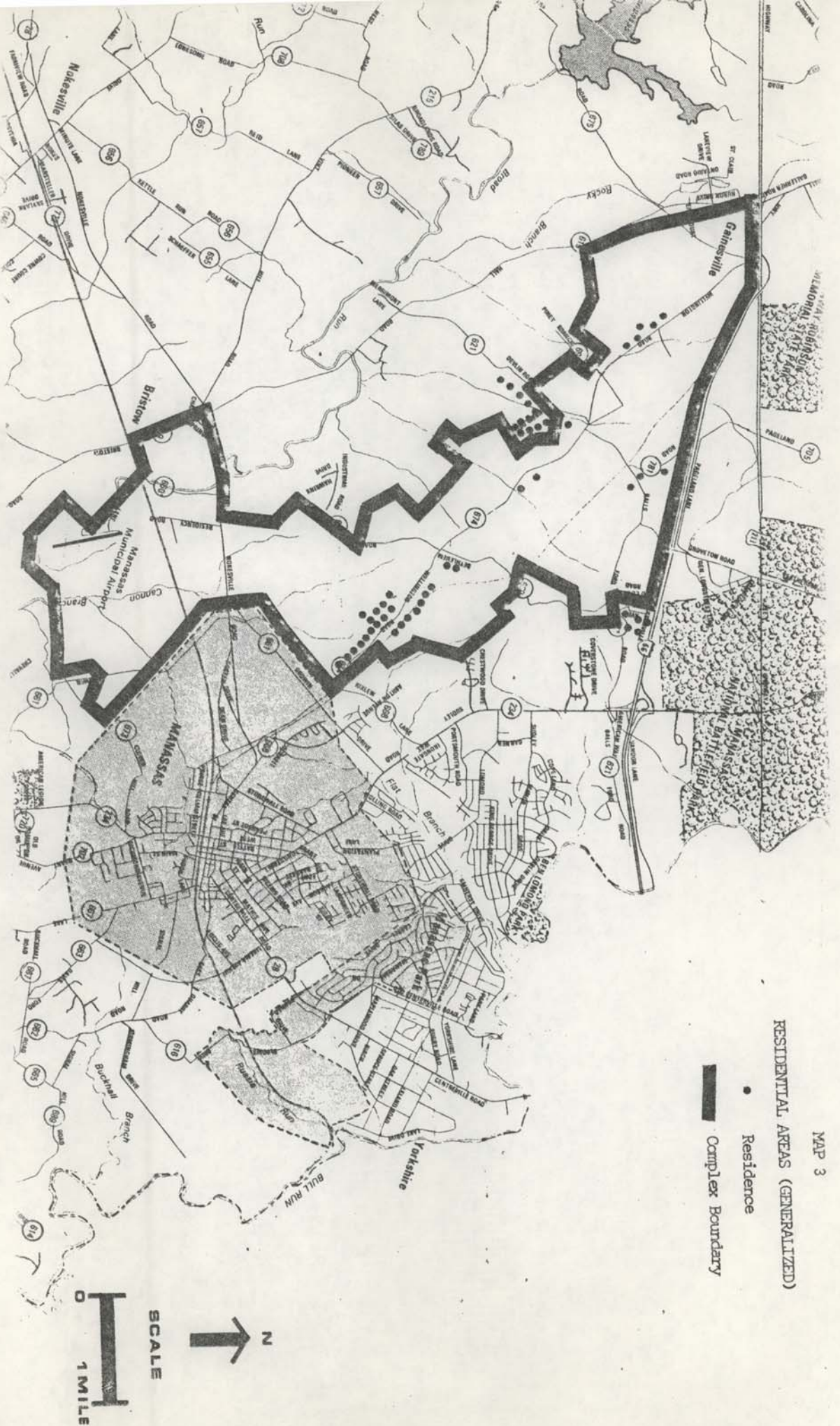
Proposed N-3 Airport  
Water  
Industrial Zone  
Commercial Zone  
Residential Zone  
EXISTING ZONES

MS 5



RESIDENTIAL AREAS (GENERALIZED)

- Residence
- Complex Boundary





COMBINED FORCES

ENEMY

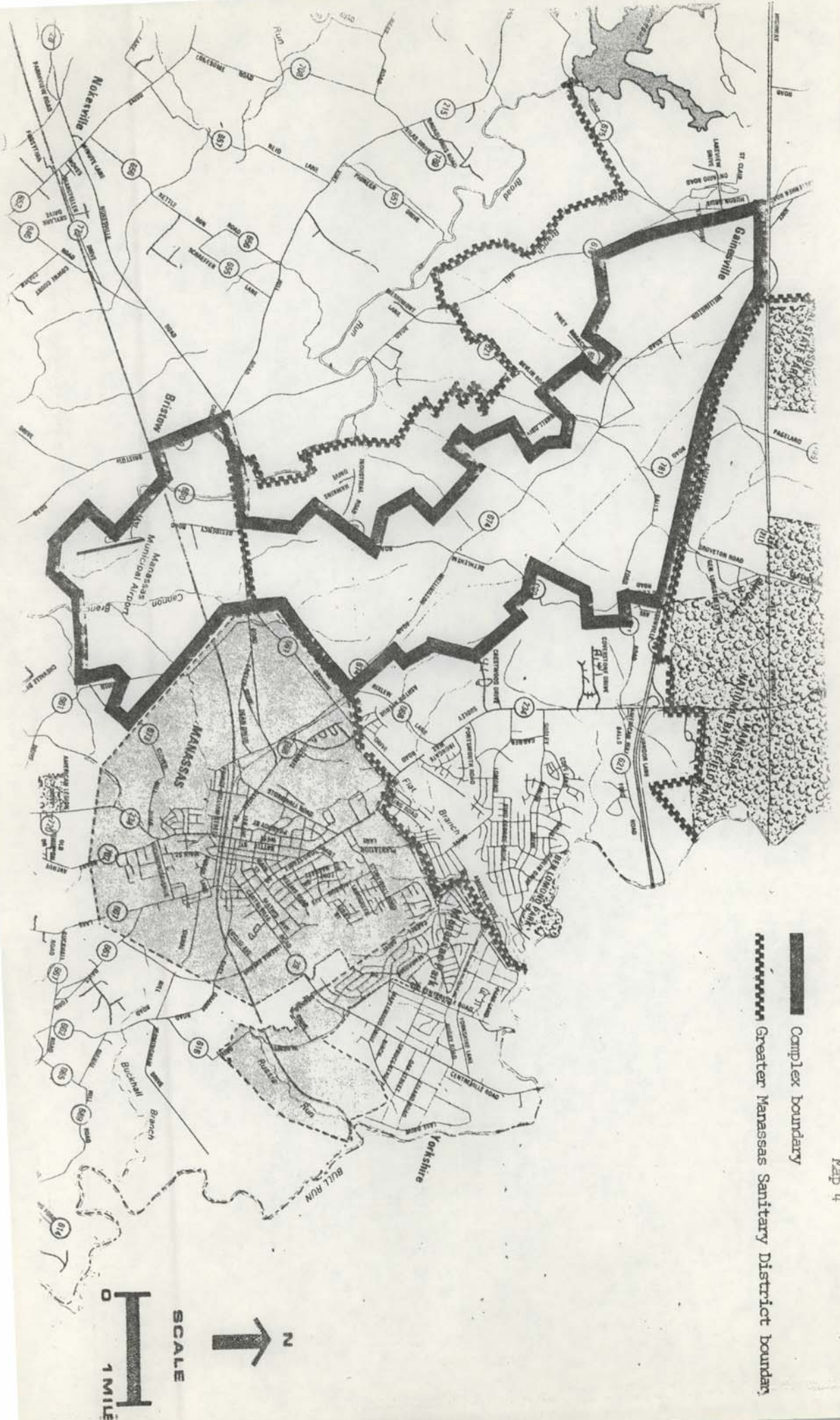
DEFENSIBLE POSITION

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Complex boundary

Greater Manassas Sanitary District boundary





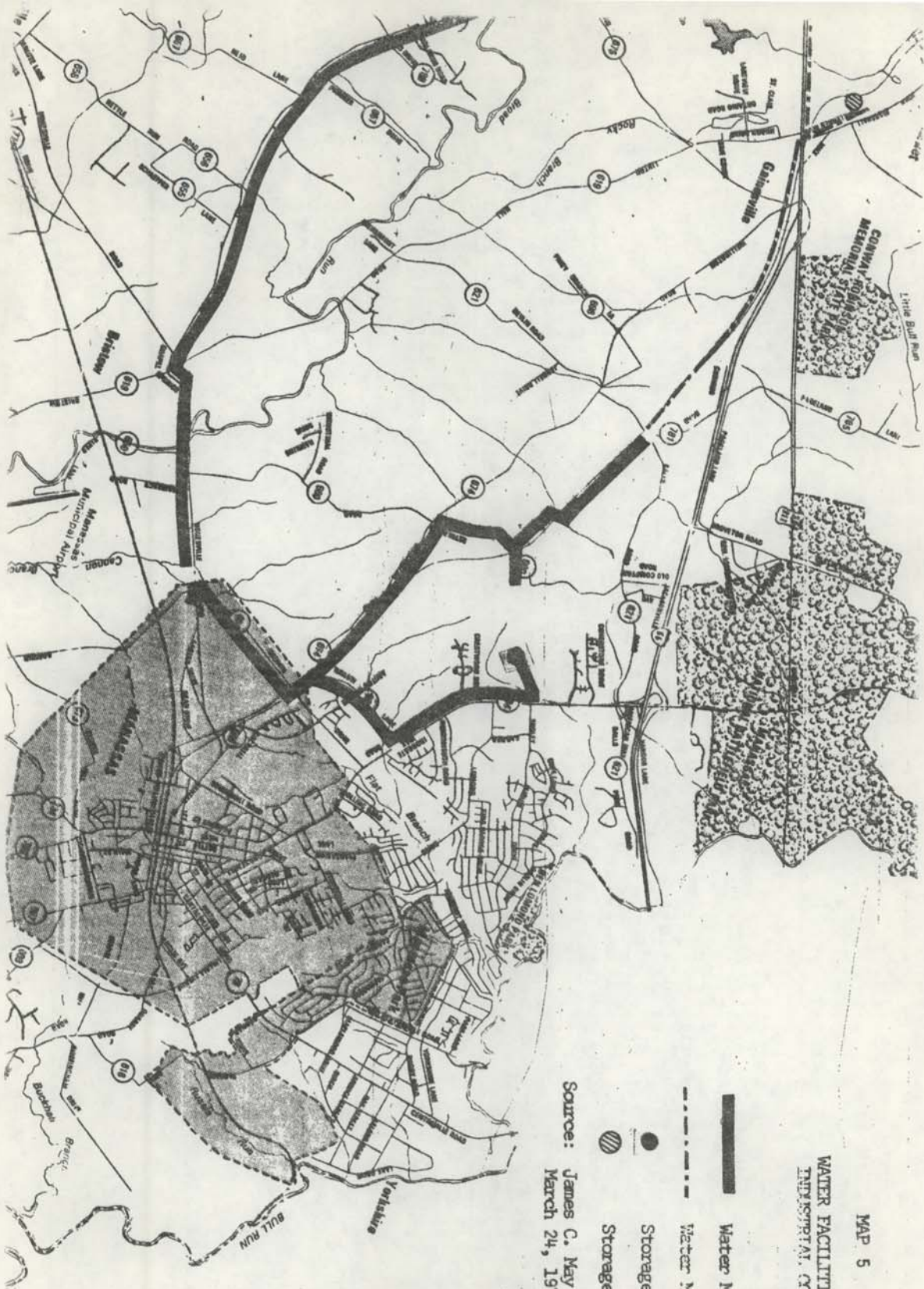


MAP 5

WATER FACILITIES FOR  
INTERSTRIAN, CONNECTICUT

- Water Main (Existing)
- - - Water Main (Proposed)
- Storage Tank (Existing)
- ◐ Storage Tank (Proposed)

Source: James C. May & Assoc.,  
March 24, 1978



SCALE



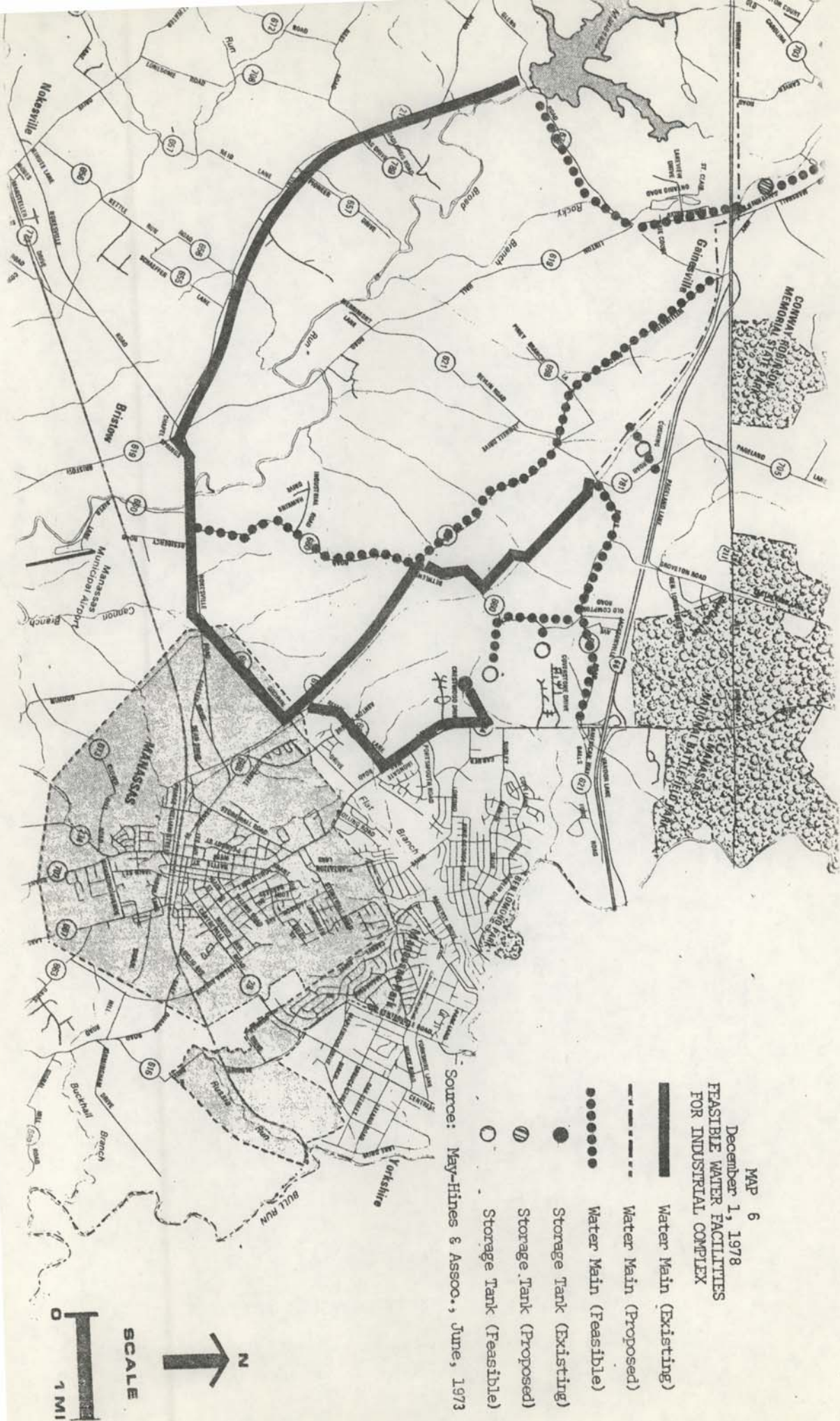




MAP 6  
December 1, 1978  
FEASIBLE WATER FACILITIES  
FOR INDUSTRIAL COMPLEX

- Water Main (Existing)
- Water Main (Proposed)
- Water Main (Feasible)
- Storage Tank (Existing)
- Storage Tank (Proposed)
- Storage Tank (Feasible)

Source: Key-Hines & Assoc., June, 1973





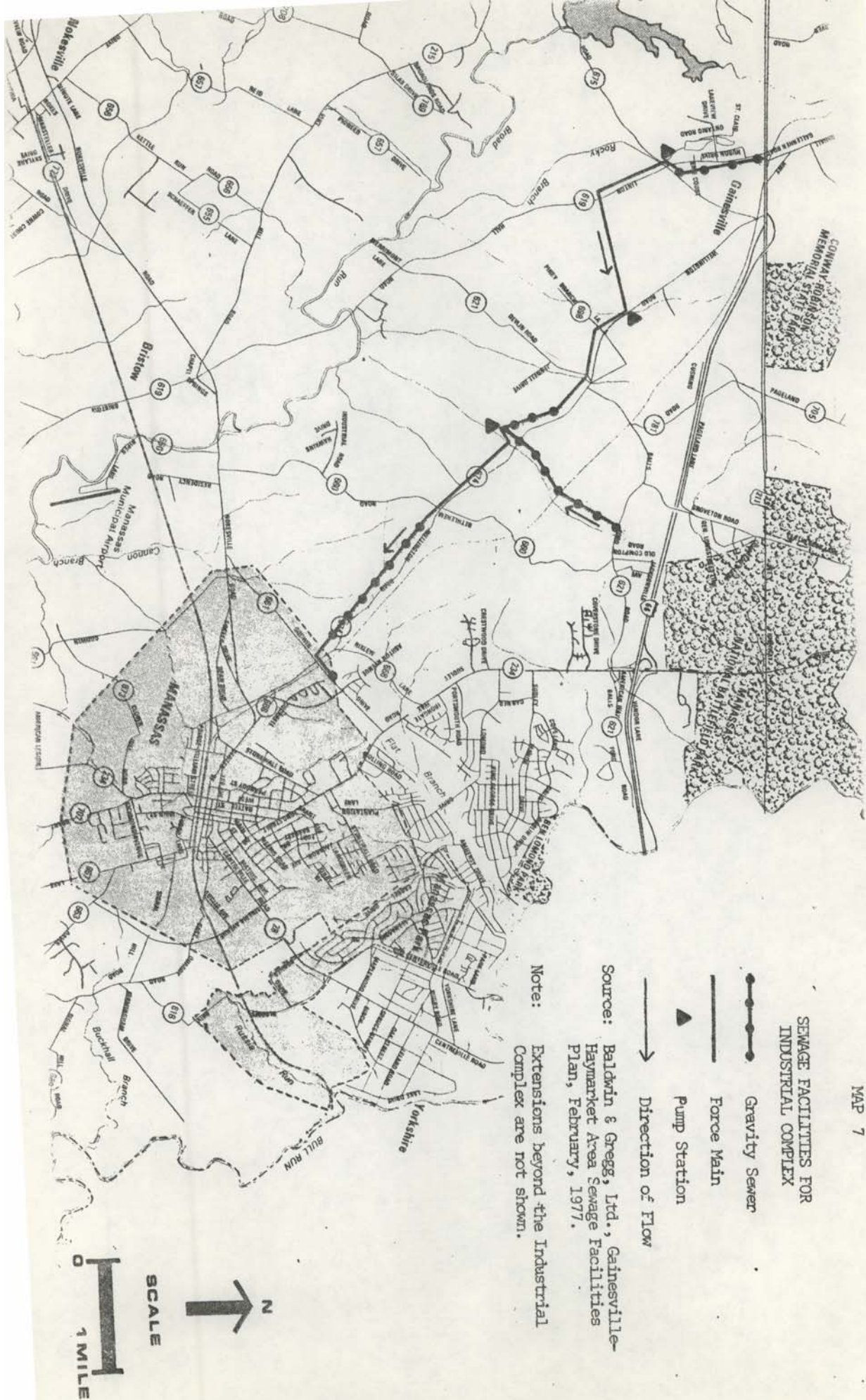


# SEWAGE FACILITIES FOR INDUSTRIAL COMPLEX

- Gravity Sewer
- Force Main
- Pump Station
- Direction of Flow

Source: Baldwin & Gregg, Ltd., Gainesville-Haymarket Area Sewage Facilities Plan, February, 1977.

Note: Extensions beyond the Industrial Complex are not shown.



0 1 MILE

SCALE



CONTRACTS ARE NOT SHOWN.  
EXPLANATIONS RELATIVE TO THE TYPING  
OF THE MAP ARE GIVEN IN THE  
PREFACE AND IN THE  
GENERAL INSTRUCTIONS TO THE  
RESEARCHER.

DIRECTION OF FLOW

POSSIBLE ROUTES

POSSIBLE ROUTES

POSSIBLE ROUTES

POSSIBLE ROUTES

POSSIBLE ROUTES

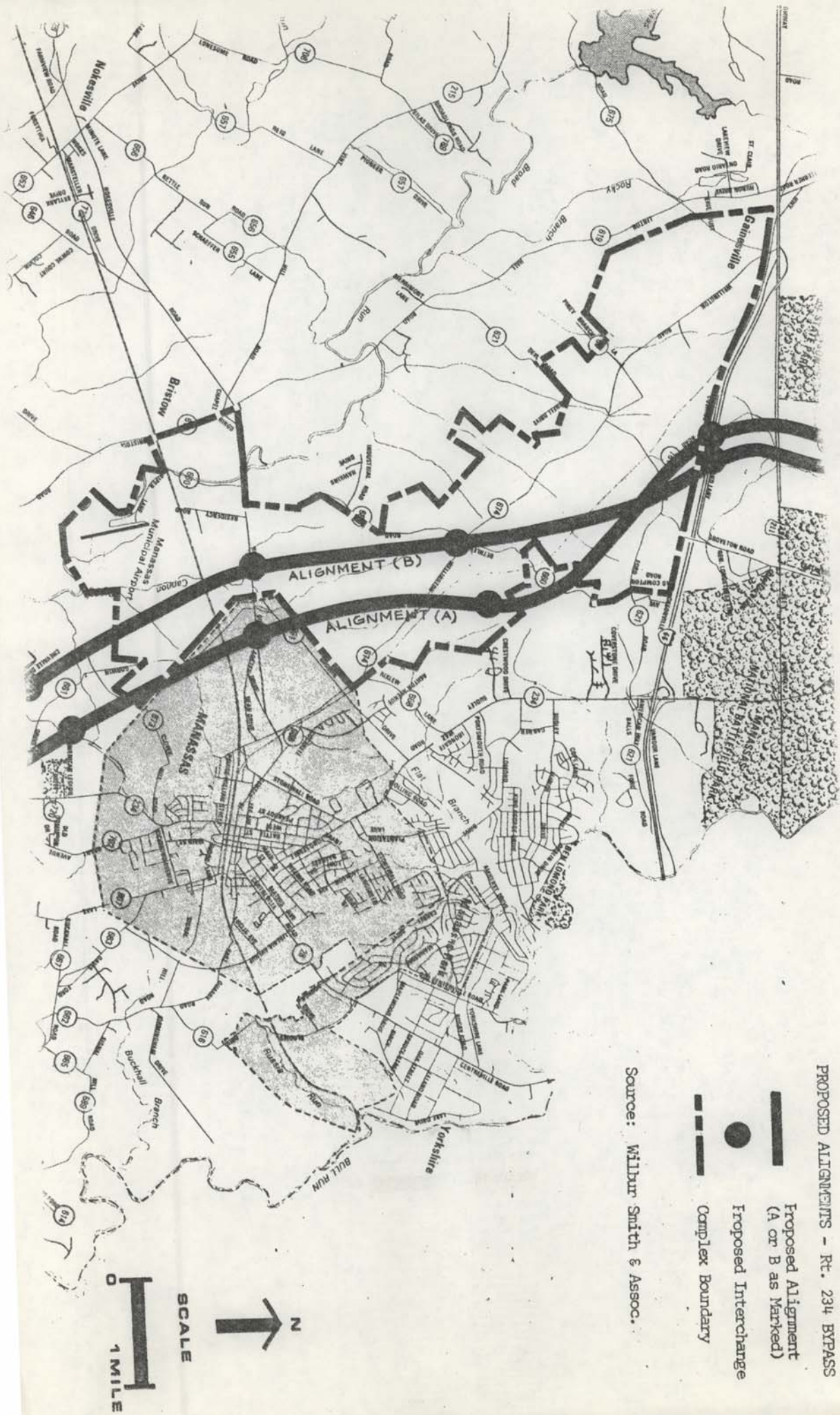
POSSIBLE ROUTES



PROPOSED ALIGNMENTS - Rt. 234 BYPASS

- Proposed Alignment (A or B as Marked)
- Proposed Interchange
- Complex Boundary

Source: Wilbur Smith & Assoc.



СВЯТЫЙ ИС. - М. 311 РИЗД

Тресты А. В. (в. 11 и 12)

Средняя линия

Средняя линия

Средняя линия



SCALE

