

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

PART 1. NOMINATOR/AGENT INFORMATION

Name: Kimberly Rybold, Fairfax County DPZ Daytime Phone: 703-324-1380

Address: 12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Nominator E-mail Address: kimberly.rybold@fairfaxcounty.gov

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Kimberly M Rybold

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter.) See attached property owner notice list

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>9/16/09</u>
Date Accepted:	<u>9-24-09 IAR</u>
Planning District:	_____
Special Area:	_____

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): Braddock Lee Mason Mount Vernon Springfield

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 803 acres 34978680 square feet

Is the nomination a Neighborhood Consolidation Proposal? Yes No

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) Yes No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: See attachment I

b. CURRENT PLAN MAP RECOMMENDATION: Public Facilities, Governmental and Institutional

c. CURRENT ZONING DESIGNATION: R-1

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). See Attachment II - draft Plan text represents the intention to remove mixed-use option while retaining public facilities, governmental and institutional, and public park uses

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Revise Comprehensive Plan to reflect secure government facility currently under construction and its impacts, retention of public park recommendations for undeveloped portions of subject property

f. NON-RESIDENTIAL: Check the appropriate use Office Retail Government/Institutional
 Industrial Open Space
 Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: n/a TOTAL Gross Square Feet: n/a

Categories	Percent of Total FAR	Square feet
Office		
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	100%	

*If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

- | | |
|--------------------------------|-------------------------------------|
| .1 - .2 du/ac (5-10 acre lots) | 5 - 8 du/ac |
| .2 - .5 du/ac (2-5 acre lots) | 8 - 12 du/ac |
| .5 - 1 du/ac (1 - 2 acre lots) | 12 - 16 du/ac |
| 1 - 2 du/ac | 16 - 20 du/ac |
| 2 - 3 du/ac | 20+ (specify 10 unit density range) |
| 3 - 4 du/ac | _____ |
| 4 - 5 du/ac | |

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			

PART 5: MAP OF SUBJECT PROPERTY

Attach a map clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8½ x 11 inches and clearly legible. Maps in color will not be accepted.

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.
- There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:



Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
0903010032		United States of America	GSA, Washington DC 20407	803	

FORT BELVOIR ENGINEER PROVING GROUND (EPG)

BACKGROUND

The development is organized into three distinct phases, as detailed in the "Engineer Proving Ground Land Unit Recommendations" section. The proposal for EPG is termed one of "conditional density" because development will be monitored by the County at pre-established points in the development process to ensure that any development impacts associated with the project have been successfully mitigated before additional development would be approved and/or initiated. Project monitoring should be established in relation to the three development phases with the review and approval of final development plans for the land units occurring as part of each phase.

Certain commitments with respect to the provision of infrastructure and public facilities that are designed to offset impacts and provide a public benefit to Fairfax County and the surrounding community are described herein and include such items as:

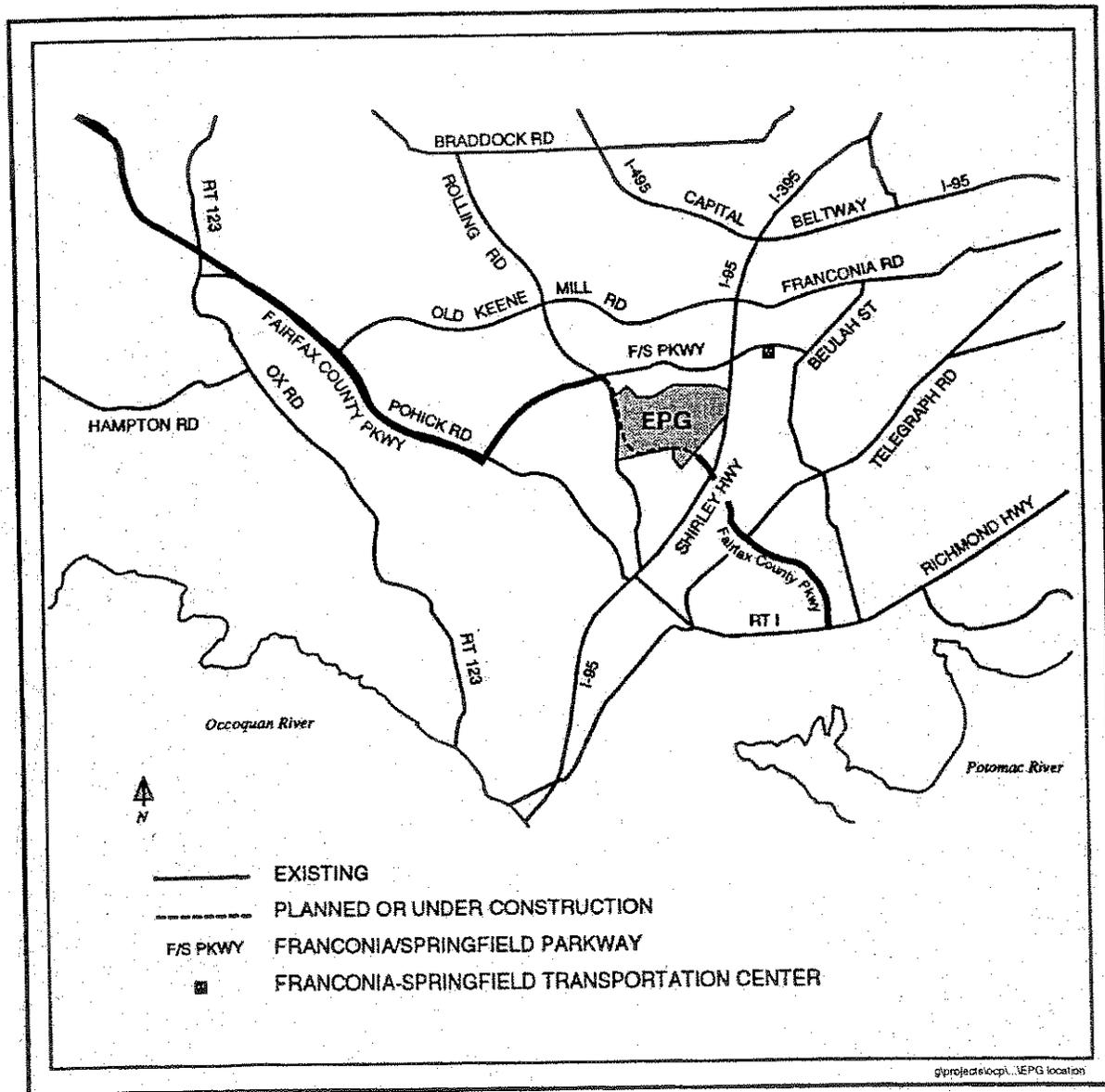
- Dedication of the entire Accotink Stream Environmental Quality Corridor, and other environmentally sensitive lands as may identified through appropriate environmental review to the Fairfax County Park Authority;
- Dedication of all land planned for public parks west of the Accotink Stream Environmental Quality Corridor to the Fairfax County Park Authority;
- Provision of Transportation Demand Management programs and strategies that will ultimately result in 15 percent of the employees at the EPG arriving by means other than the single occupant vehicle; and
- Dedication of sites within EPG for public facilities, including transit, school and fire and rescue station sites, and right-of-way for the Fairfax County Parkway.

These and other commitments for infrastructure to mitigate impacts and provide public benefit have been incorporated into the Area-wide and land unit recommendations sections of the Plan.

CHARACTER

The Fort Belvoir Engineer Proving Ground (EPG) is an approximately 805-acre site located between Rolling Road and Interstate 95, south of the Springfield Community Business Center. It is located approximately 10 miles northwest of Fort Belvoir Main Post. (See Figure 2) Since the EPG was formerly used by the Army Corps of Engineers as a research and testing site, the site is largely vacant with only a few, relatively small, existing structures.

The EPG is on high ground, generally between 200 and 300 feet above sea level. The Accotink Creek stream valley bisects the EPG from north to south, dividing it into two nearly equal parts. Broad level terraces are present on each half of the site. The majority of steep



ENGINEER PROVING GROUND LOCATION FIGURE 2

slopes are found along both sides of Accotink Creek. Other steep slopes are formed by secondary streams and swales that feed into Accotink Creek.

The EPG is bordered by low-density residential uses to the north and west and industrial development to the south and east. The residential development in the immediate area is predominantly single family detached in nature. Typical residential densities range from 3-4 dwelling units per acre. The industrial development to the south and east of the EPG is mostly warehousing and distribution.

The EPG is located west of I-95 (Shirley Highway) and south of the Franconia-Springfield Parkway, but does not have direct access from either of these facilities. Principal access to the existing military reservation is from Backlick Road. The planned Fairfax County Parkway will traverse the site along its western and southern boundaries, and provide future direct access into the property from a planned interchange of Rolling Road with the Fairfax County Parkway.

MAJOR OBJECTIVES

The following are the major planning objectives under the mixed-use development concept for the Engineer Proving Ground:

- Provide an opportunity for employment and housing, while ensuring that development is adequately supported by transportation and public facilities improvements to offset any potentially negative impacts.
- Provide sites for a school and a fire and rescue facility to serve the EPG and the surrounding community.
- Satisfy the demonstrated recreation needs deficiency in this portion of the County by acquiring parkland at the EPG site and developing a complex of active recreation uses.
- Create development that incorporates high-quality architecture and landscape design and clusters development within nodes to encourage transit use and enhance open space.
- Provide transitions to residential neighborhoods to the north and west, and within the development from mixed-use nodes to surrounding lower density areas by tapering building heights, and incorporating effective buffering and screening.
- Provide an opportunity for the Springfield Community Business Center to expand its market potential by providing goods and services to the residents and employees of EPG.
- Create a user-friendly pedestrian and non-motorized vehicle network of sidewalks and trails which provide ready access to employment, housing, parks and transit facilities.
- Achieve and maintain acceptable levels of roadway performance through a variety of mechanisms including roadway and/or transit improvements, and implementation of

- an aggressive Transportation Demand Program to reduce single occupancy vehicle usage.
- Preserve the Accotink Stream Valley Environmental Quality Corridor and other natural features, such as environmentally sensitive land and heritage resources, and provide a trail system linking the Stream Valley to the countywide and regional trails network.
 - Develop a regional stormwater management plan in coordination with Fairfax County, to alleviate the adverse effects of development on stream water quality and quantity.

ENGINEER PROVING GROUND AREA-WIDE RECOMMENDATIONS

LAND USE

In addition to the following recommendations, please refer to the recommendations provided in the Springfield District section of the Plan.

Baseline Recommendation

The Engineer Proving Ground is planned for public facilities, government and institutional, and public park uses until such time as the mixed-use option described below is exercised, either through an agreement between the County and the Army or a rezoning of the property. Any development or redevelopment plans by the Federal government under this baseline recommendation should be coordinated with Fairfax County and appropriate officials of the Commonwealth of Virginia and should be consistent with adopted County goals and the Fairfax County Comprehensive Plan.

Mixed-Use Development Option at the EPG

As an option, this approximately 805-acre site may be considered for mixed-use development under the following general conditions:

- Development is limited to an overall intensity of .17 FAR (calculated over the 805 acres of the site) to reflect a total of no more than 4.5 million gross square feet of non-residential development and 1,500 multifamily and 85 patio-style single family dwelling units conditioned upon achievement of performance standards specified in the Comprehensive Plan;
- Non-residential development will reflect the following mix of uses:

- Office use, including research and development (in millions of square feet of gross floor area)	3.60 MSF
- Convenience and accessory retail use	0.30 MSF
- Hotel/conference center uses	0.60 MSF
- Development is organized into three distinct phases, as detailed in the "Engineer Proving Ground Land Unit Recommendations" section.
- Residential use is inclusive of any "bonus" units allowed under the provisions of the County's Affordable Dwelling Unit Ordinance; and
- Development approval of each phase is contingent upon the provision of infrastructure, subject to monitoring and mitigation of any adverse impacts to the maximum extent possible, and adequate development plan detail to ensure conformance with the Comprehensive Plan. Transportation improvements shall be maintained at a minimum of Level of Service "D". Other infrastructure adequacy

shall be determined by the guidance contained in the Comprehensive Plan Policy volume and the standards contained in the Fairfax County Public Facilities Manual.

Development Concept

The Plan calls for the creation of a large active and passive public park to include the Accotink EQC and most of the land west of the EQC. To implement this recommendation, the entire Accotink Stream Valley Environmental Quality Corridor and all land west of the Accotink Stream Valley Environmental Quality Corridor that is not identified for other uses is planned to be dedicated to Fairfax County Park Authority. The park will provide a sylvan retreat and active recreation activities. Specific recommendations are located in the "Parks and Recreation" section.

The eastern portion of the site is planned to be developed with three high intensity, mixed-use nodes that will be surrounded by areas of lesser intensity (Figure 3). The recommendations for the land units describe the desired character of each area in terms of structure type, building heights, and design guidelines. For the purpose of understanding the recommendations for the eastern portion of the EPG, "low-rise" generally means buildings up to 4 stories in height, "mid-rise" generally means buildings 5-8 stories in height, and "high-rise" generally means buildings over 8 stories in height.

Each high intensity node is planned for a complementary mix of uses such as office, hotel, retail and residential uses up to a maximum 2.0 FAR. Development in the nodes is restricted primarily to mid- and high-rise buildings to create pedestrian oriented urban character. Where recommended, high-density residential use will be developed as an integral element.

Complementary land uses are planned for the site area located outside the nodes. Development in these non-nodal areas should be in low to mid-rise buildings and arranged to provide a transition between the high intensity nodes and open space/recreational areas and the residential communities located to the north and west of the EPG. Open space and active recreation facilities are important features to be incorporated in these areas. The Plan also recommends the dedication of land for a fire and rescue services station within the eastern portion of the site.

An area on the northern boundary of the EPG is specifically planned for patio-style single-family development. These residential units will provide a transition to the adjacent existing residential neighborhoods outside of the site. To enhance the transition to existing residential neighborhoods, a vegetated buffer at least 100 feet in width, supplemented with additional landscaping as needed, is to be provided along the northern and western boundaries of the EPG.

A well conceived pedestrian and non-motorized circulation network should be incorporated into the development of each high intensity node as a way to link uses within the node and to integrate these uses with amenities such as parks and urban plazas. The pedestrian and non-motorized circulation network should also link residential areas, employment centers and community facilities with planned transit facilities.

Within all mixed-use areas, both node and non-node, neighborhood retail uses may be appropriate. Usable open space and urban parks/plazas should be incorporated into the design scheme for development in all areas. Urban parks should be pedestrian oriented and provide space for lunchtime and after work events.

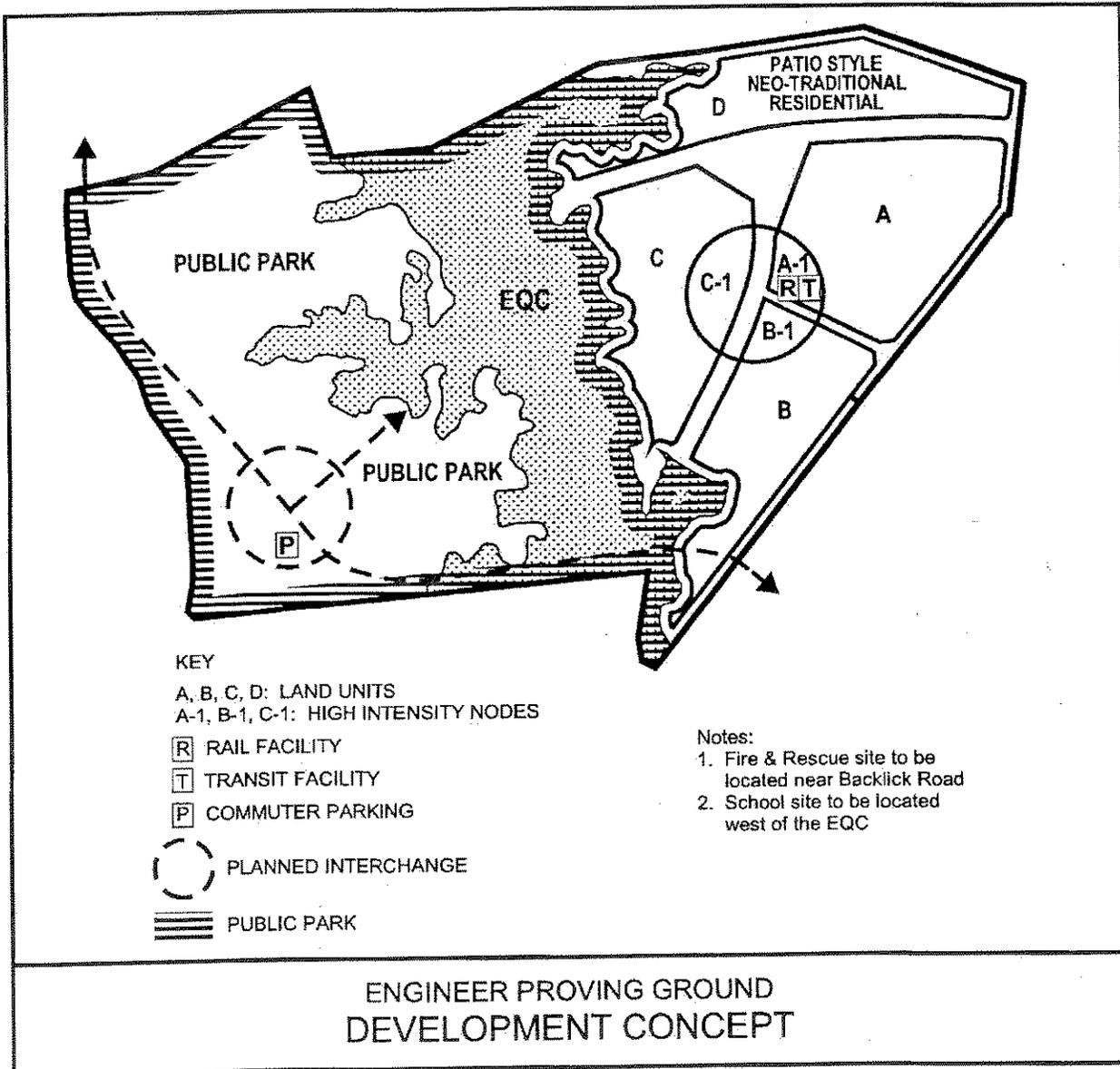


FIGURE 3

Project Monitoring and Phasing

The EPG development should be phased in such a way that public facilities and effective mitigation measures will be in place for completed or substantially completed phases, before proceeding to future development phases. Since the development will take place incrementally, the County is afforded the opportunity to monitor the EPG development and to link each phase of development to the satisfactory achievement of specified performance standards and/or development conditions. The ability to link future development to the provision of public facilities, particularly those related to transportation and schools, and the satisfactory fulfillment of certain specified conditions is a critical element of the Plan for the EPG.

Some specific transportation improvements are recommended with each phase and land unit. However, additional improvements may be required based on the findings of traffic study that is required at initial rezoning and with each final development plan. These improvements may be in addition to the transportation improvements currently cited in the adopted County Transportation Plan, or public facilities recommendations.

If it is determined by the County at the time of FDP review that adverse impacts have not or cannot be successfully mitigated, the amount of development within the respective land unit may be reduced to a level that can be adequately supported by public facility and roadway infrastructure. The total level of development within the land unit may be restored upon demonstrating that adequate infrastructure capacity is available.

The development phases are tied to specific land units. The amount and type of development for each phase and land unit is detailed in the "Engineer Proving Ground Land Unit Recommendations" section of the Plan. To facilitate overall project monitoring and phasing, the land units are to be developed in sequential order. Development of one land unit must be substantially complete before proceeding to the next land unit. For example, Phase I non-residential building construction should be at least 80 percent completed (as determined by the total square footage for which occupancy permits have been granted as a proportion of the total gross square footage approved for the land unit) and major infrastructure needed to serve the land unit should be 100 percent completed and operational prior to the approval of the Final Development Plan for Phase II. However, if at the end of Phase I, the need for additional infrastructure is identified through project monitoring, the additional improvements should be provided as part of Phase II development. Should subsequent development be delayed or halted, the developer will be responsible for providing the necessary improvements. These completion standards would apply to all subsequent development phases through project completion.

A Planned Development Commercial District, (PDC) zone would be appropriate to implement the mixed-use development concept. To ensure high quality site design and integration of uses, a Conceptual Development Plan (CDP) for the entire site should be developed. The CDP should meet all submission requirements detailed in the Zoning Ordinance and allow for the evaluation of the character and intensity of the development, and the ability of existing and proposed transportation, education and other public facilities to support the development. Final Development Plans (FDP) for each land unit and phase identified in the Plan should be submitted for approval at the beginning of each development phase and evaluated on the basis of conformance with the approved CDP and ability to meet the performance standards and conditions associated with each phase and other applicable standards. These FDPs should meet all submission requirements detailed in the Zoning Ordinance and provide a level of detail sufficient to evaluate the elements as excerpted below:

- Topography at five foot intervals, with delineation of environmental quality corridors, wetlands, hydric soils and stormwater management areas;
- Location and acreage of land unit(s);
- Location and description of all land uses, parking type and configuration, pedestrian and non-motorized circulation, and orientation and integration of land uses;
- Open space and landscaping treatment;
- Location and size of proposed active recreation areas to be provided with residential development;
- Location of public facilities sites, including a school and fire and rescue sites;
- Location of transit shuttle station(s) and depiction of how development will be oriented to encourage transit use; and
- Depiction of traffic circulation systems.

Project monitoring will consist of periodic project review and evaluation. This review will be conducted by County staff and will occur prior to each development phase at the time when Final Development Plans are submitted for approval. Each FDP will provide information on the design and physical layout of the uses proposed for the particular land unit and development phase under consideration. A detailed transportation study, which documents current traffic conditions, performance of intersections, roadway segments, and interchanges in the area, the degree to which non-Single Occupancy Vehicle (non-SOV) usage has occurred, and other relevant factors must be prepared by the developer and submitted with the FDP. This detailed transportation study is a critical element in determining the degree to which demand generated by EPG development will be (or has been) accommodated. In addition, FDP approval is linked to the satisfactory fulfillment of certain conditions specified in the Area-wide and Land Unit recommendations.

Urban Design Objectives

The urban design objectives are intended to achieve the goal of protecting the built environment adjacent to the EPG site and the natural environment, while promoting high-quality urban design for the future development that occurs at EPG. All development for the EPG should be responsive to the following design objectives which apply throughout the EPG site.

1. Provide high-quality development that is functionally integrated, orderly and attractive.
2. Create a positive and easily recognizable identity for the Engineer Proving Ground as a whole, and for the three individual development nodes. Establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.

3. Design development to ensure pedestrian access among buildings, thus reducing reliance on the auto; provide open space for active and passive recreation, and visual relief; allow opportunities for shared parking; and generally promote the efficient use of land.
4. Create vehicular and pedestrian/non-motorized vehicle circulation systems that minimize conflicts between these different modes of travel, and that are clearly identified for easy use.
5. Protect adjacent residential neighborhoods from the impacts of new development by establishing vegetated buffers and complementary landscaping features, as well as maintaining high standards for architectural quality and minimize noise, glare and traffic and parking intrusions.
6. Protect and enhance environmental and heritage resources, integrating these features into development to the greatest extent possible.
7. Create an internal roadway system that functions well, is visually appealing, and provides effective circulation and linkages to the various uses developed on the site.
8. Promote a positive image for the Engineer Proving Ground in keeping with the high architectural, design and lighting standards associated with major mixed-use centers in the County.
9. Create a comprehensive sign system that establishes a distinctive identity and prevents visual clutter.

Three high intensity mixed use nodes (A-1, B-1 and C-1) planned for urban intensities up to 2.0 FAR are primary features of the EPG. The high intensity mixed use nodes are described in detail in the Land Unit Recommendations section. Given the intensity of these nodes and their central role in the overall development concept for EPG, it is important that uses within these nodes be integrated and complementary and contribute to creating a high-quality mixed-use environment. Therefore, in addition to satisfying the design objectives for the EPG, development plans for each of these nodes should be responsive to the following design guidelines:

- Create an urban development pattern by bringing buildings close to each other and to the road.
- Create a street-level mix of support service and retail uses that is visually attractive, and which will focus services for pedestrian convenience. The concept should encourage pedestrian activities and contribute to the vitality of the area.
- Create a comprehensive and well-marked system of safe and attractive sidewalks/trails that link adjoining buildings, plazas, shops, urban parks and recreation facilities.
- Develop the area adjacent to any future transit facility to take maximum advantage of the pedestrian access directly from the station to the workplace. The area adjacent to the transit facility should be attractive and inviting, with clear signage to make

movement easy and convenient between the station, the workplace and retail and service facilities.

- Integrate retail and service establishments within office and high-rise residential buildings, or on the routes commonly taken by transit users, in order to capture those shopping trips on the way to and from the office.
- Incorporate urban parks/plazas within convenient walking distance of office buildings in order to provide open space as a readily accessible amenity.
- Encourage shared parking between uses with different parking needs such as hotels and offices, to use valuable land more efficiently and to reduce the amount of impervious surface.
- Build public spaces such as pavilions, plazas, amphitheaters and terraces for seasonal celebrations, fairs and other community events, thus adding important vitality and evening activity.
- Incorporate parking into structures, either above- or underground where feasible, and limit surface parking to no more than 35 percent of the parking required for the site.
- Integrate parking decks and structures into the overall landscape to create a pleasing visual image. Perimeter plantings and spandrel planters on the decks/structures are encouraged to lend a softening effect to facades and add visual variety.

Environmental Analysis/Clean-up

Because the Engineer Proving Ground was previously used for research and testing by the military, the Army will be responsible for any environmental analysis and/or clean-up of any toxic or hazardous waste or other environmental hazard existing on the land prior to conveyance to the County.

The exact acreage and legal description of real property to be conveyed shall be determined by surveys satisfactory to the Secretary of the Army and Fairfax County. Under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), the Clean Water Act (CWA), the Safe Water Drinking Act (SDWA) and any and all other pertinent environmental statutes and regulations, the Secretary shall retain liability for the environmental hazards on the site as of the date of transfer. At least ninety (90) days prior to any land disturbing activities, the Army should provide written notice to the County of proposed activities and the Army shall conduct or permit to be conducted a cultural resource survey and a natural resources survey. Sensitive cultural areas shall be identified and protected in accordance with the recommendations of the County Archaeologist. Natural resource areas shall be surveyed, identified, and protected in accordance with the recommendations of the Park Authority.

Dedication of Public Lands

Before or with conveyance of the EPG site to the County, the Plan recommends the dedication of land as described in the following paragraphs. Access to dedicated lands other than by trails of like means may not be available until either development occurs or the County provides access. The development levels associated with each phase have been incorporated into

the land unit recommendations; density associated with the lands to be dedicated is part of the development program. Since dedication to the County is recognized by the intensities planned and specified for each land unit, the potential or need for density credit is negated. It is important that dedication of these assets occurs prior to rezoning to maximize their benefit to the County and its citizens.

The dedication of the following lands is required:

1. All right-of-way for transportation facilities needed for full development, including dedication for the Fairfax County Parkway, recognizing that additional right-of-way may be identified during the monitoring and evaluation process required for subsequent phases of development and that such rights-of-way will be dedicated as needed;
2. The Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority;
3. Approximately 20 acres of useable land west of the Accotink Stream Valley Environmental Quality Corridor for a school site;
4. Up to 8 acres southeast of the Rolling Road and the Fairfax County Parkway interchange for a commuter parking lot;
5. The remaining portion of the land west of the Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority for park purposes.
6. Approximately 5 acres for a fire and rescue station in the eastern portion of the site near Backlick Road; and
7. A transit facility site of at least 5 acres within the high-intensity core area constituted by subunits A-1, B-1 and C-1.

Transitions and Buffers to Residential Areas

To foster compatibility between EPG development and existing residential communities located to the north, the following recommendations apply to all development on the site:

1. Building heights are tapered down from higher to lower intensity land uses. Building height will be determined by a plan on topographic base indicating a 14° line of sight from points at 200 foot intervals along the northern boundary, as may be further limited by a maximum building height of three stories for patio homes planned to be located along the northern boundary;
2. Buffering and screening is established to satisfactorily transition from the new development to existing development in surrounding areas. A vegetated buffer not less than 100 feet in width, supplemented with additional landscaping as needed, should be provided along the northern boundary;
3. Residential areas adjacent to park facilities are buffered from activity noise and facility lighting through landscape treatment such as vegetated buffers, screening and/or berming.

Type and Configuration of Retail Uses

Retail development at EPG is limited to no more than 300,000 square feet of gross floor area, however some retail be may be developed as office use. Most, if not all, retail use should be located within office, hotel and/or residential structures as a means of promoting mixed-use projects. Given the 1,585 dwelling units planned for the site, there may be a need for a community shopping center to serve residents and employees of the area. To ensure that the center is oriented to the EPG residential and employment communities, the size of the shopping center is limited to a maximum of 50,000 square feet, with no individual use in the center larger than 1/3 of the total gross floor area. Uses requiring special permit or special exception approval will be reviewed on a case-by-case basis and should be permitted only when the use is of a size and scale that will not adversely affect the character of the area.

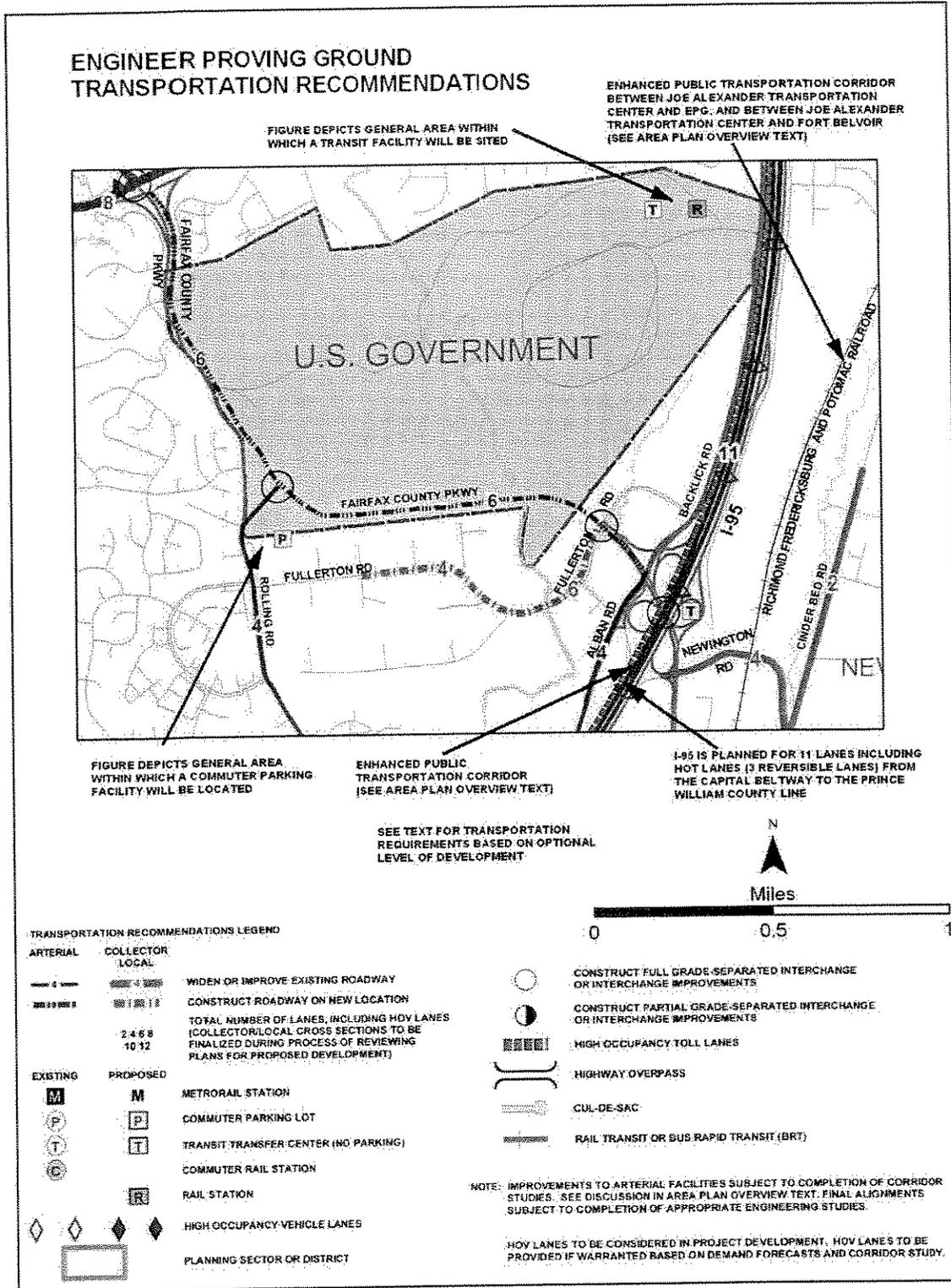
TRANSPORTATION

Baseline Plan Requirements

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the EPG (See Figure 4):

- Construct the Franconia-Springfield Parkway to an 8 lane section, including HOV lanes and interchanges at Rolling Road, Neuman Street, and I-95
- Construct the Fairfax County Parkway to a 6 lane section, including interchanges with the Franconia-Springfield Parkway, Rolling Road, and I-95 (Newington Interchange);
- Widen Fullerton Road to 4 lanes between Backlick Road and the Fairfax County Parkway;
- Widen I-95 (Shirley Highway) to 11 lanes, including HOT lanes, HOT designation, and the extension of the existing HOV lanes south to Prince William County;
- Dedicate a site of at least 5 acres for a Transit Facility within the high-intensity core area of the EPG site; and
- Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied. The area subject to the Metro rail extension should be designated as an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

These baseline Transportation Plan requirements were developed independent of a detailed analysis and identification of the transportation impacts associated with development on the site of the Engineer Proving Ground.



Optional Plan Requirements

The land use concept is predicated on the implementation of transportation demand programs (TDM) designed to substantially affect the commuting behavior of those who work at the EPG. The goal of the TDM programs is to achieve an overall mode split of 15 percent or greater for non-single occupant vehicle (SOV) trips - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle. This reflects future expectations of non-SOV usage in mixed-use employment centers.

To ensure the transportation impacts of the proposed mixed-use development at EPG are satisfactorily addressed, the Plan is based on the satisfactory fulfillment of the following elements:

- Preparation by the developer of an overall transportation study as part of the initial rezoning application, to include alignment and phasing of an internal circulation system and submission of detailed transportation studies prior to each phase of development. The initial transportation study should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the overall development. The recommendations of this study will be taken into consideration by the County in determining the timing of construction of improvements and may include acceleration of implementation in advance of that indicated in the land unit recommendations of the Plan. Detailed studies of development proposed for each subsequent phase should be provided with each FDP and should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the respective phase. The transportation studies will be approved by the County and VDOT prior to the approval of the initial rezoning and Final Development Plans for each development phase;
- Provision of assurances that the transportation facilities and services assumed to be operational in the Study will in fact be provided prior to the initial occupancy of each phase;
- Implementation of a transportation monitoring and evaluation program that will be conducted at the conclusion of each development phase. The monitoring and evaluation program will include, at a minimum, an assessment of the performance of:
 - Site entrances and signalized intersections along Backlick Road between the Franconia-Springfield Parkway and the Fairfax County Parkway;
 - All interchanges and intersections on the Fairfax County Parkway and Backlick Road from the Franconia-Springfield Parkway south to I-95 (Newington interchange);
- Implementation of an aggressive transportation demand management program;
- Correction of any problem observed during each monitoring/evaluation phase, or commitment that the problem will be corrected during the subsequent development phase prior to approval of Final Development Plans. Additional access may need to be studied to accommodate the ultimate level of development. Should subsequent development be delayed or halted, the developer will be responsible for providing the necessary transportation improvements. A problem is defined by Level of Service E

or worse performance, and/or other operational problems such as intersection/entrance blockages by traffic queues, safety problems, etc.; and

- Completion of all necessary engineering, environmental, and other studies relating to modification of access to the interstate system.

ENVIRONMENT

The principal environmental feature of the Engineer Proving Ground is the Accotink Stream Valley Environmental Quality Corridor. The EQC traverses the site from north to south and includes some wetlands located outside the stream valley. These areas should be preserved and protected from development. Protection and support should include the development of Biodiversity Conservation Area practices, monitoring of water quality, stabilization of stream valley erosion, reduction of watershed siltation, removal of invasive species, and mitigation of site contaminants. Protection and enhancement of the watershed should include interpretation and public education about such efforts and their results. The EQC should be made publicly accessible through dedication.

A 15 percent or greater non-SOV mode split is the target for the full buildout of the project. Achieving the specified non-SOV targets and reducing single occupant vehicle usage to EPG will contribute to the County's efforts to improve air quality in the region.

EDUCATION

Analysis of the development potential of EPG and the vicinity indicates that a school site will be needed. In accordance with Policy Plan guidance that the provision of public facilities should be balanced with growth and development, approximately 20 acres of developable land on the western portion of the site should be dedicated to Fairfax County Public Schools. The site should be located in an area that maximizes the potential for students to walk to school and provides safe and convenient access to pedestrian and road networks.

PUBLIC FACILITIES

The level and type of development proposed will generate the need for public facilities sites or improvements including 5-acre site for a fire and rescue station to serve the EPG and the surrounding area. This facility should be located near Backlick Road.

In order to accommodate the EPG development, off-site sewer lines may need to be enlarged. As the EPG develops, the County will monitor the capacity of the lines. If the County judges that the sewer lines need to be enlarged, funding the replacement of the lines (in a manner consistent with standard County policies) will be the responsibility of the developer. Additionally, in conjunction with the development of a regional stormwater management plan, stormwater management sites should be identified at the EPG site.

PARKS AND RECREATION

The following recommendations are intended to ensure that adequate parks and recreation services will be available to offset the need created by the development and help address unmet demand in surrounding communities. The location and type of park and recreational uses should be identified through the Parks Master Planning process so that adequate park and recreation services will be available for residents, employees of and visitors to the Engineer Proving Ground and the surrounding area. The approximately 225-acre Accotink Steam Valley EQC is planned as a "Stream Valley/Greenway Park." Most of the approximately 245 acres west of the EQC will be considered a "Countywide" park and will be planned in subunits that will have different classifications. Other units, as shown on Figure 5, are planned as "Multiple Resource" and "Special Purpose" Parks. If parks are developed within the mixed-use area, it is anticipated that these would function as "Neighborhood Urban" parks. The following recommendations should be considered for the Park Master Planning process:

- A 60-acre portion of the park site to be developed as a complex of lighted active recreation fields for use as a sports complex to support community and regional sports interests.
- A 25-acre portion of the park to be developed as a multi-use activity center that should include indoor/outdoor facilities for cultural and seasonal events including performing arts entertainment. Such a facility could be an urban park with improvements such as an amphitheater, a market area, restrooms, concessions and similar support improvements.

Additional Parks and Recreation recommendations for the Engineer Proving Ground are provided on Figure 29 in the Belvoir Community Planning Sector (S5).

TRAILS

Trails planned for the Engineer Proving Ground are delineated on Figure 30 in the Belvoir Community Planning Sector (S5) as part of the Countywide Trails Plan. It is anticipated that pedestrian and bicycle travel will be important modes of transportation at the EPG. A comprehensive network of trails and sidewalks, is essential to providing access to employment, residences, and community uses at EPG. An extensive network of trails and pathways for non-motorized transportation should be developed to connect all public features. The network should also connect to adjacent parkland at the EPG perimeter including such as the Accotink Stream Valley and Hooes Road parks. The trail system should also provide connections to planned or existing trails serving area neighborhoods, the Joseph Alexander Transportation Center, the Springfield Business District on Backlick Road and the Springfield Mall. These connections will be extension provide connections to existing and planned regional trails such as the Franconia-Springfield Parkway trail, the Fairfax County Parkway trail, the Cross County trail via the Accotink Stream Valley, the Lorton/Laurel Hill trails, the Potomac Heritage National Scenic Trail and the Route #1 National Bicycle Trail.

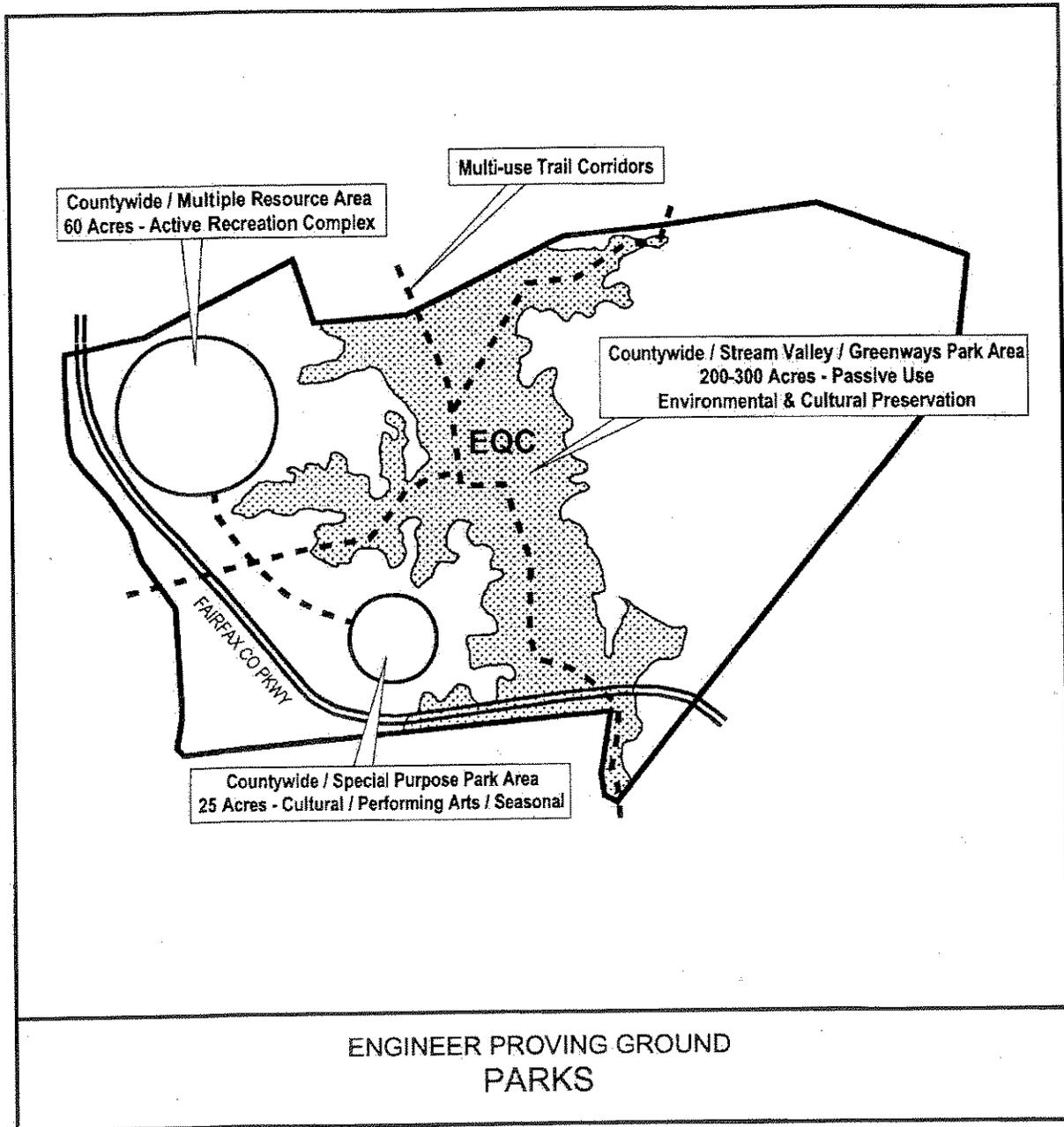


FIGURE 5

ENGINEER PROVING GROUND LAND UNIT RECOMMENDATIONS

The recommendations, which follow, provide additional site-specific guidance for development of the Engineer Proving Ground

For the purpose of organizing land use and other site-specific recommendations, the Engineer Proving Ground has been divided into four land units, lettered as shown below on Figure 6. Individual land unit maps included with the text for each land unit show the approximate boundaries of each development phase and a generalized depiction of each land use.

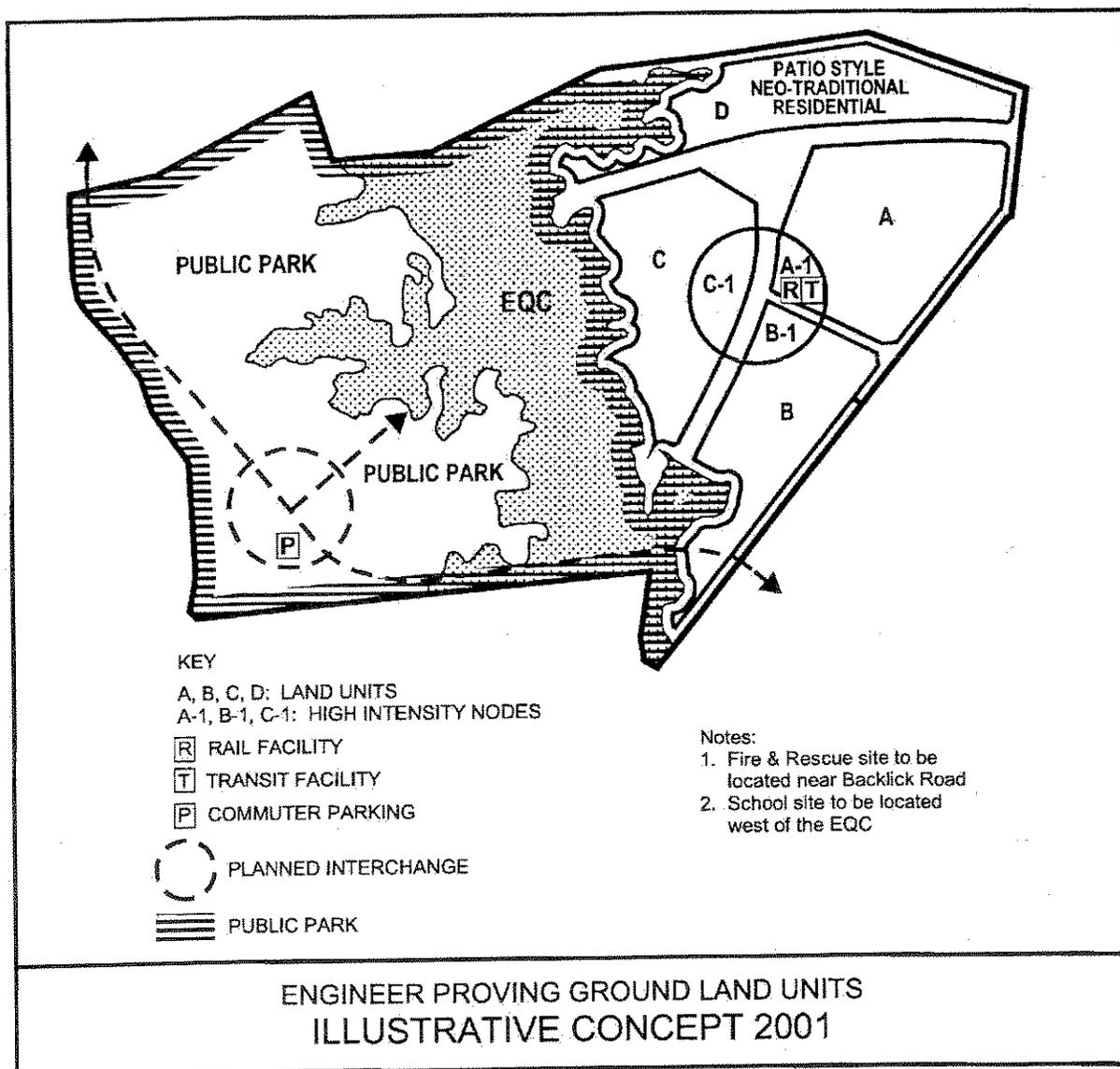


FIGURE 6

PHASE I
Land Unit A

CHARACTER

Land Unit A is located in the northeast portion of the EPG site and contains approximately 69 acres. Under the option for mixed-use development, this land unit is planned to contain a high-density mixed-use node of approximately 10 acres developed with mid- and high-rise office buildings at an intensity up to 2.0 FAR. The node is planned to be surrounded by low-rise non-residential uses. See Figure 7.

DEVELOPMENT PROGRAM

Land Unit A represents the first phase of development. It consists of a maximum of approximately 1.3 million square feet square feet of non-residential gross floor area as follows:

Office use	1,200,000 square feet
Support retail use	100,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations outlined below.

Development outside the node is planned as low-rise non-residential uses. The low-rise, non-residential uses include office and support retail uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be adjacent to each other. Land uses outside the node are intended to create a distinct visual break from the urban environment created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit A of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the initial zoning application, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). In addition to the aggressive TDM program described under Area-wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non-SOV mode split target

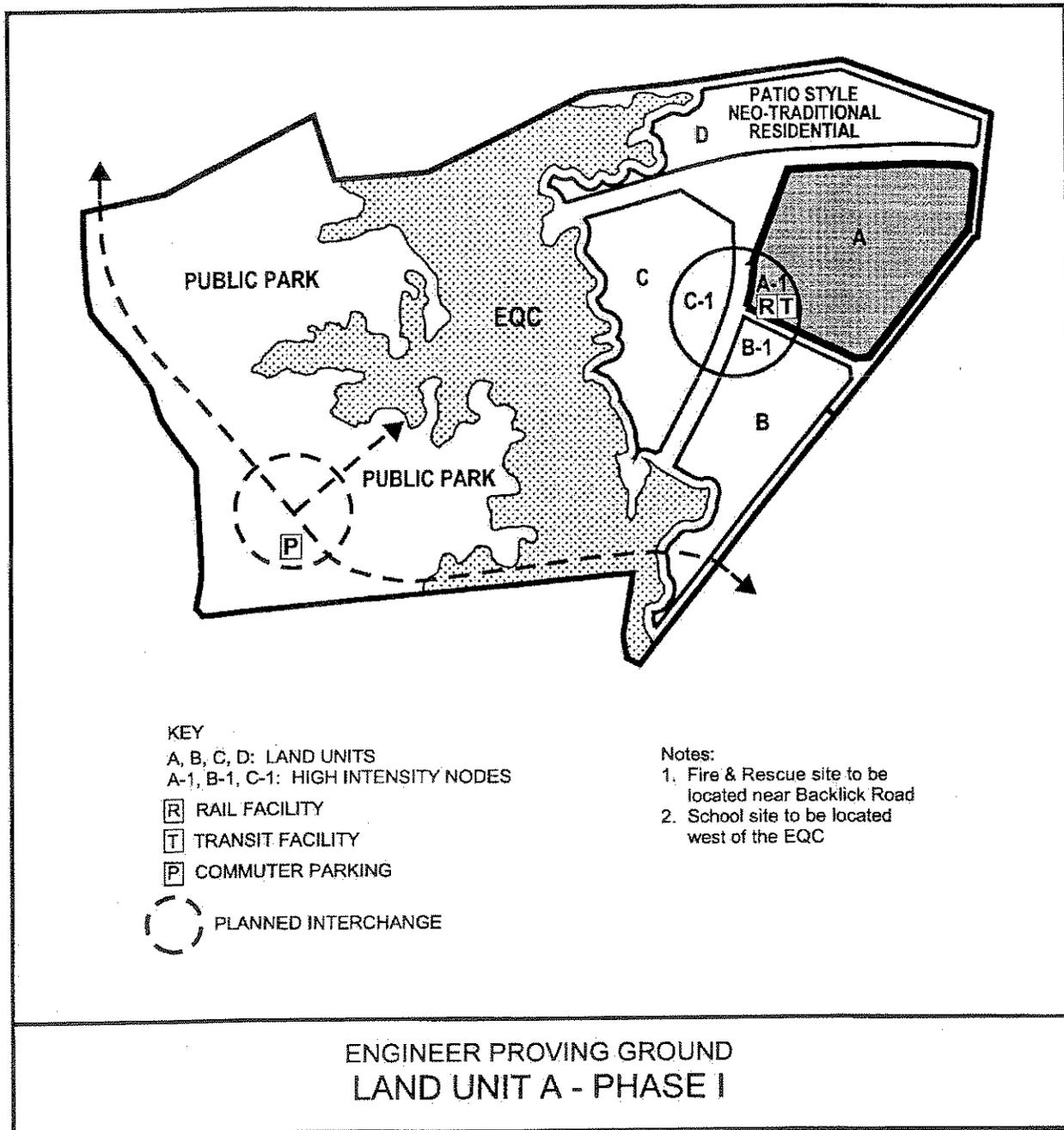


FIGURE 7

of 10 percent or higher during peak periods - i.e., 10 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle. The shuttle service may be enhanced in future phases to serve additional development on the site

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE II
Land Unit B

CHARACTER

Land Unit B is located in the southwest portion of the EPG site and contains approximately 47 acres. Under the option for mixed-use development, this land unit is planned to contain a high-density mixed-use node of approximately 10 acres developed with mid- and high-rise office buildings at an intensity up to 2.0 FAR. The mid- and high-rise buildings within the node are envisioned to be surrounded by low-rise non-residential uses. See Figure 8.

DEVELOPMENT PROGRAM

Land Unit B represents the second phase of development. It consists of a maximum of 1.2 million square feet of non-residential gross floor area as follows:

Office/research and development flex use	1,100,000 square feet
Support retail use	100,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations outlined below.

Land Use

Land Unit B is planned for a complementary mix of office, research and development and supporting retail uses located in a high density node of approximately 10 acres tapering down to lower density land uses, located as generally shown in Figure 8.

Development in the high-density nodes is envisioned to be a functionally integrated, well-designed mixture of mid- to high-rise office, research and development uses and supporting retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.

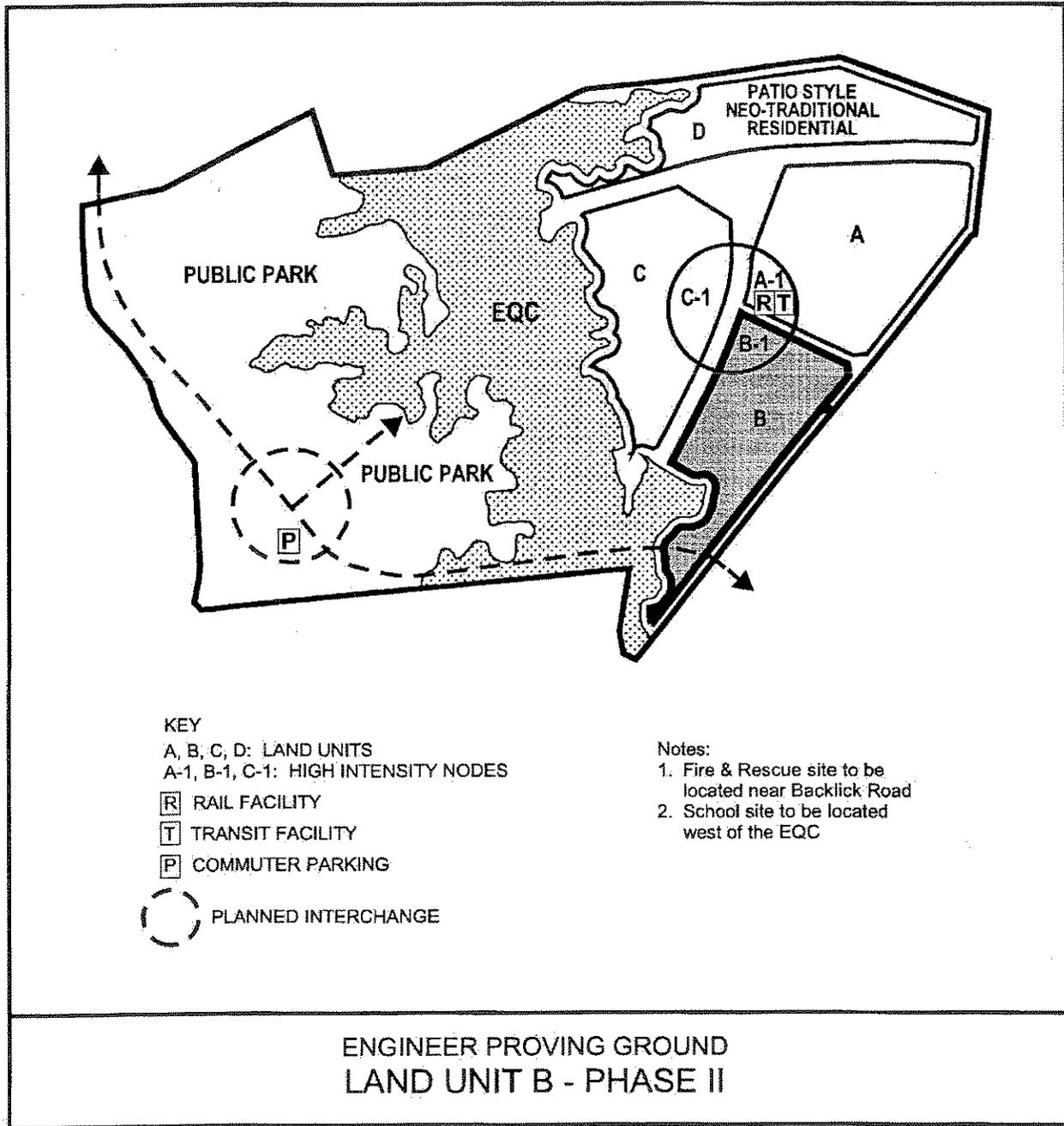


FIGURE 8

Development adjacent to the node is planned to include low-rise non-residential uses. The low-rise, non-residential uses include office and research and development uses in campus style settings. Land uses outside the node are intended to create a distinct visual break from the urban environments created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit B, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit B, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). In addition to the aggressive TDM program described under Area-wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non-SOV mode split target of 15 percent or higher during peak periods - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE IIIa
Land Unit C

CHARACTER

Land Unit C is located in the southeast portion of the EPG site and contains approximately 58 acres. Under the option for mixed-use development, this land unit is planned to contain a high-density mixed-use node of approximately 20 acres developed with mid- and high-rise residential and non-residential uses at an intensity up to 2.0 FAR surrounded by low-rise non-residential outside the node. See Figure 9.

DEVELOPMENT PROGRAM

Land Unit C represents the third phase of development. It consists of a maximum of 1500 dwelling units and a maximum of 1.9 million square feet of non-residential gross floor area. The composition of the non-residential component is as follows:

Office use	1,200,000 square feet
Support retail	100,000 square feet
Hotel/conference uses	600,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations outlined below.

Land Use

Land Unit C is planned for a complementary mix of office, hotel, residential and supporting retail uses located in a high density node tapering down to lower density land uses, located as generally shown in Figure 9.

Development in the high density node is envisioned to include a functionally integrated, well-designed mixture of mid- to high-rise office and hotel/conference uses, mid- to high-rise residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the

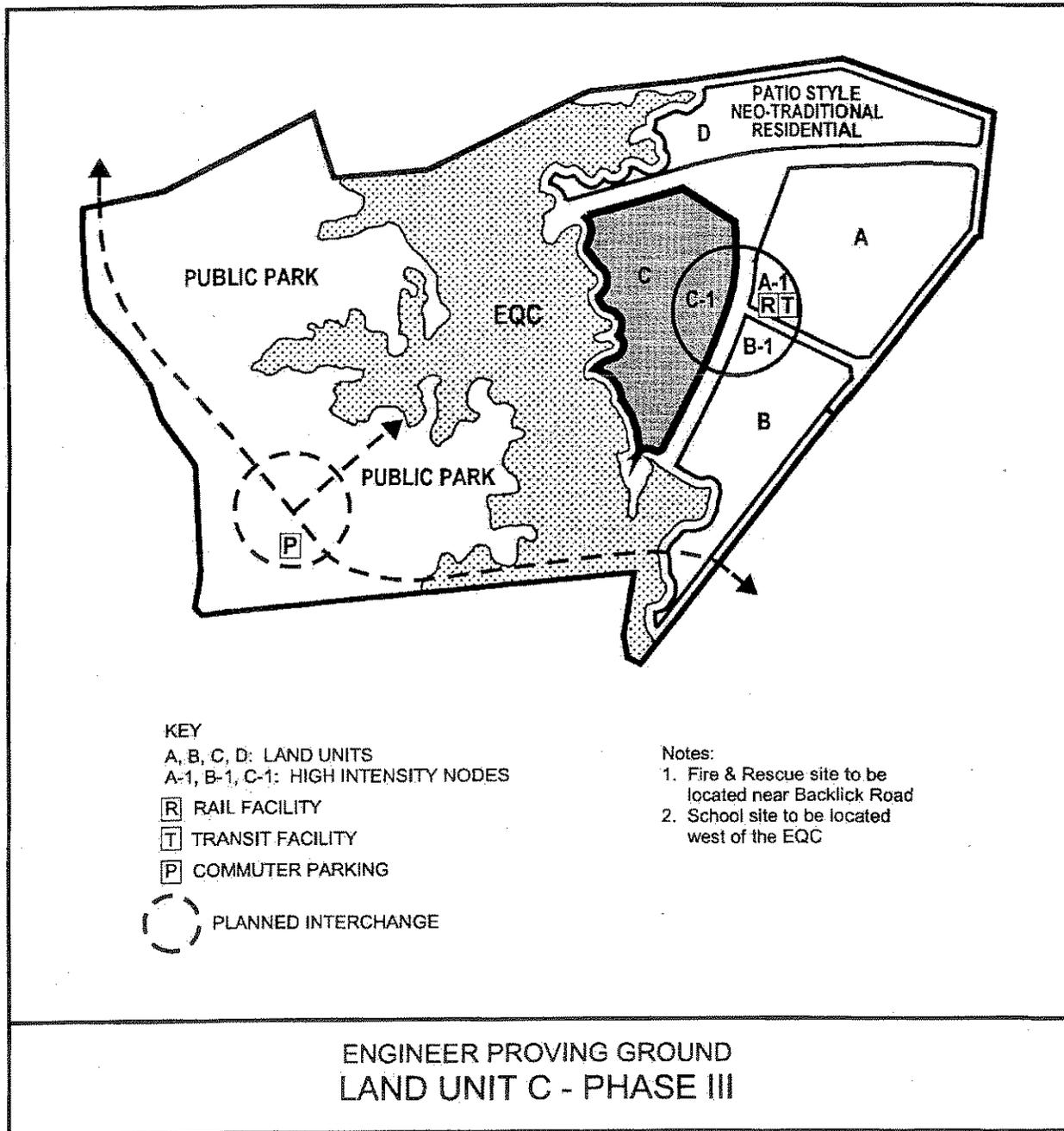


FIGURE 9

node toward the edges to provide a transition to surrounding lower density areas.

Development adjacent to the node is planned to include garden-style residences and low-rise non-residential uses. The low-rise, non-residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be built adjacent to each other. Land uses outside the node are intended to create a visual break from the urban environments created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit C of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit C, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). In addition to the aggressive TDM program described under Area-wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non-SOV mode split target of 15 percent or higher during peak periods - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE IIIb
Land Unit D

CHARACTER

Land Unit D is located in the northeast portion of the EPG site and contains approximately 46 acres. Under the option for mixed-use development, this land unit is planned for 85 patio style homes. Approximately 9 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 10.

DEVELOPMENT PROGRAM

Land Unit D represents the final phase of development. It consists of a maximum of 85 patio style homes. Patio homes are envisioned as single family detached units located such that one or more of the building walls rests directly on or near a lot line. Given the need to form a transition between higher density development to the south and existing residential use to the north, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design and "Transitions and Buffers to Residential Areas." Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations contained outlined below.

Land Use

To ensure effective transition to existing residential uses, a vegetated buffer of at least 100 feet in width is to be provided along the entire northern edge of the property. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to buffer the higher density residential areas from the existing single family detached houses.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

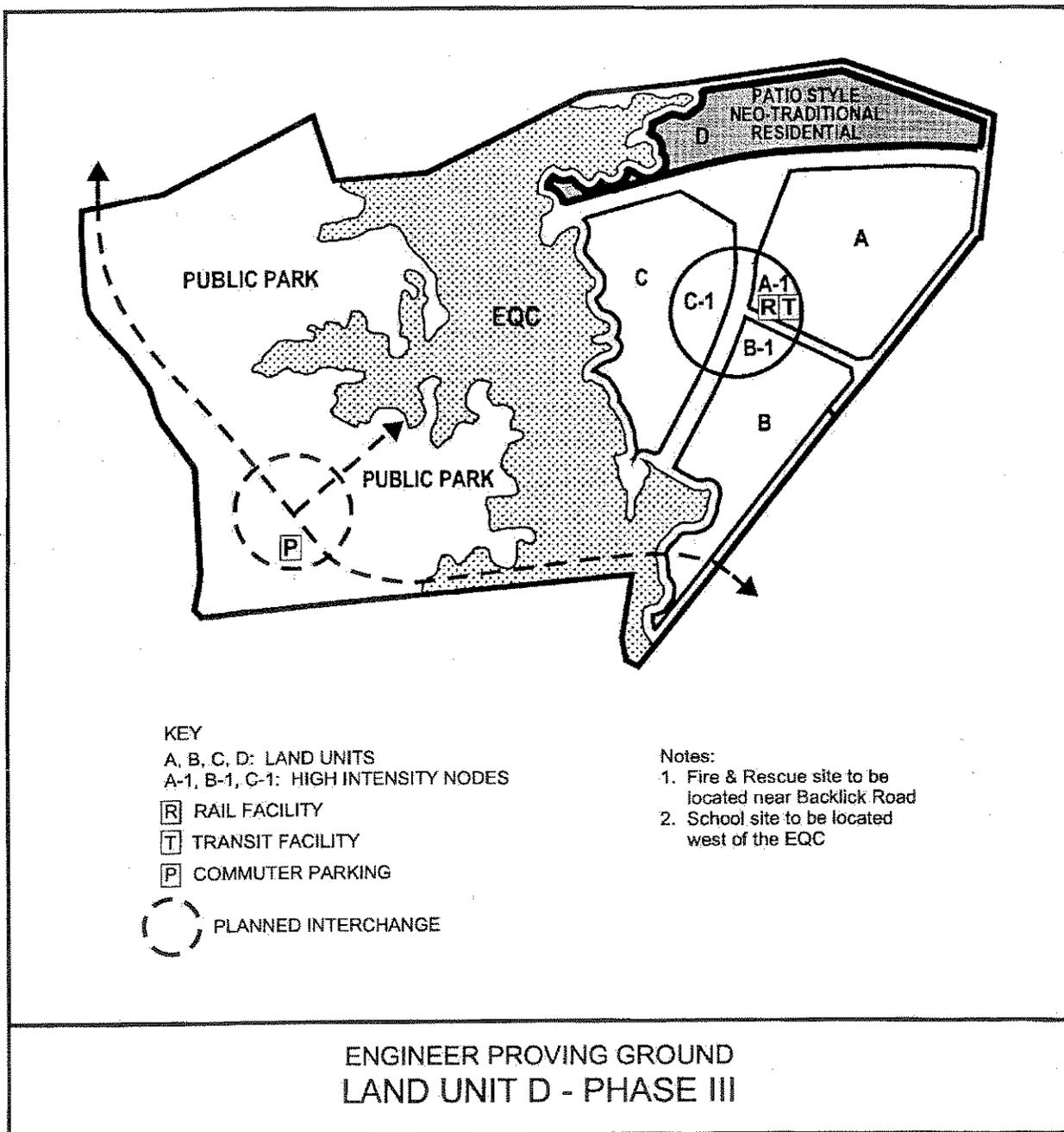


FIGURE 10

Part 4: Current and Proposed Comprehensive Plan and Zoning Designations

d. Proposed Comprehensive Plan Recommendation

Replace all Plan text from “Fort Belvoir Engineer Proving Ground (EPG)” with the following:

FORT BELVOIR ENGINEER PROVING GROUND (EPG)

CHARACTER

The Fort Belvoir Engineer Proving Ground (EPG) is an approximately 805-acre site located between Rolling Road and Interstate 95, south of the Springfield Community Business Center. It is located approximately 10 miles northwest of Fort Belvoir Main Post. (See Figure 2) The EPG was formerly used by the Army Corps of Engineers as a research and testing site. Much of the site is largely vacant with only a few, relatively small, existing structures. However, the National Geospatial-Intelligence Agency will occupy a new 2,400,000 square-foot facility on the eastern portion of the EPG property.

The EPG is on high ground, generally between 200 and 300 feet above sea level. The Accotink Creek stream valley bisects the EPG from north to south, dividing it into two nearly equal parts. Broad level terraces are present on each half of the site. The majority of steep slopes are found along both sides of Accotink Creek. Other steep slopes are formed by secondary streams and swales that feed into Accotink Creek.

The EPG is bordered by low-density residential uses to the north and west and industrial development to the south and east. The residential development in the immediate area is predominantly single family detached in nature. Typical residential densities range from 3-4 dwelling units per acre. The industrial development to the south and east of the EPG is mostly warehousing and distribution.

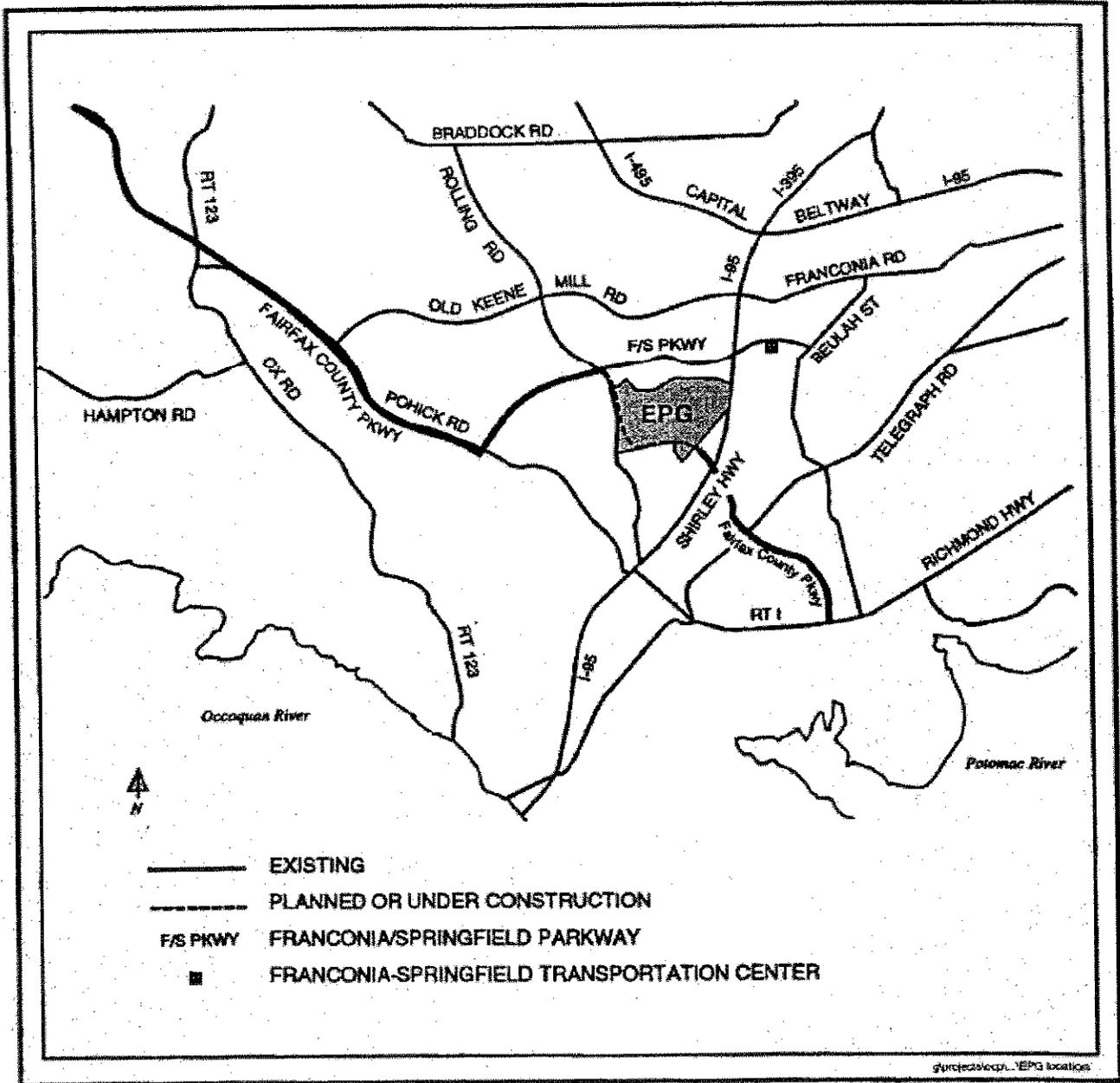
The EPG is located west of I-95 (Shirley Highway) and south of the Franconia-Springfield Parkway, but does not have direct access from either of these facilities. Principal access to the existing military reservation is from Backlick Road. The planned Fairfax County Parkway will traverse the site along its western and southern boundaries, and provide future direct access into the property from a planned interchange of Rolling Road with the Fairfax County Parkway.

LAND USE

In addition to the following recommendations, please refer to the recommendations provided in the Springfield District section of the Plan.

The Engineer Proving Ground is planned for public facilities, government and institutional, and public park uses. Any development or redevelopment plans by the Federal government under this baseline recommendation should be coordinated with Fairfax County and appropriate officials of the Commonwealth of Virginia and should be consistent with adopted County goals and the Fairfax County Comprehensive Plan.

The Plan calls for the creation of a large active and passive public park to include the Accotink EQC and most of the land west of the EQC. To implement this recommendation, the entire Accotink



g:\rte2\locat...EPG locat05

**ENGINEER PROVING GROUND
LOCATION**

FIGURE 2

Stream Valley Environmental Quality Corridor and all land west of the Accotink Stream Valley Environmental Quality Corridor that is not identified for other uses is planned to be dedicated to Fairfax County Park Authority. The park will provide a sylvan retreat and active recreation activities. Specific recommendations are located in the "Parks and Recreation" section.

Environmental Analysis/Clean-up

Because the Engineer Proving Ground was previously used for research and testing by the military, the Army will be responsible for any environmental analysis and/or clean-up of any toxic or hazardous waste or other environmental hazard existing on the land prior to conveyance to the County.

The exact acreage and legal description of real property to be conveyed shall be determined by surveys satisfactory to the Secretary of the Army and Fairfax County. Under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), the Clean Water Act (CWA), the Safe Water Drinking Act (SDWA) and any and all other pertinent environmental statutes and regulations, the Secretary shall retain liability for the environmental hazards on the site as of the date of transfer. At least ninety (90) days prior to any land disturbing activities, the Army should provide written notice to the County of proposed activities and the Army should all conduct or permit to be conducted a cultural resource survey and a natural resources survey. Sensitive cultural areas should be identified and protected in accordance with the recommendations of the County Archaeologist. Natural resource areas should be surveyed, identified, and protected in accordance with the recommendations of the Park Authority.

Dedication of Public Lands

The Plan recommends the dedication of land as described in the following paragraphs. Access to dedicated lands other than by trails of like means may not be available until either development occurs or the County provides access.

The dedication of the following lands is required:

1. All right-of-way for transportation facilities needed for full development, including dedication for the Fairfax County Parkway, recognizing that additional right-of-way may be identified during the monitoring and evaluation process required for subsequent phases of development and that such rights-of-way will be dedicated as needed;
2. The Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority;
3. Up to 8 acres southeast of the Rolling Road and the Fairfax County Parkway interchange for a commuter parking lot;
4. The remaining portion of the land west of the Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority for park purposes.
5. A transit facility site of at least 5 acres.

TRANSPORTATION

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the EPG (See Figure 4):

- Construct the Franconia-Springfield Parkway to an 8 lane section, including HOV lanes and interchanges at Rolling Road, Neuman Street, and I-95
- Construct the Fairfax County Parkway to a 6 lane section, including interchanges with the Franconia-Springfield Parkway, Rolling Road, and I-95 (Newington Interchange);
- Widen Fullerton Road to 4 lanes between Backlick Road and the Fairfax County Parkway;
- Widen I-95 (Shirley Highway) to 11 lanes, including HOT lanes, HOT designation, and the extension of the existing HOV lanes south to Prince William County;
- Dedicate a site of at least 5 acres for a Transit Facility within the high-intensity core area of the EPG site; and
- Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied. The area subject to the Metro rail extension should be designated as an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

ENVIRONMENT

The principal environmental feature of the Engineer Proving Ground is the Accotink Stream Valley Environmental Quality Corridor. The EQC traverses the site from north to south and includes some wetlands located outside the stream valley. These areas should be preserved and protected from development. Protection and support should include the development of Biodiversity Conservation Area practices, monitoring of water quality, stabilization of stream valley erosion, reduction of watershed siltation, removal of invasive species, and mitigation of site contaminants. Protection and enhancement of the watershed should include interpretation and public education about such efforts and their results. The EQC should be made publicly accessible through dedication.

PARKS AND RECREATION

The following recommendations are intended to ensure that adequate parks and recreation services will be available to offset the need created by development and help address unmet demand in surrounding communities. The location and type of park and recreational uses should be identified through the Parks Master Planning process so that adequate park and recreation services will be available for residents, employees of and visitors to the Engineer Proving Ground and the surrounding area. The approximately 225-acre Accotink Steam Valley EQC is planned as a "Stream Valley/Greenway Park." Most of the approximately 245 acres west of the EQC will be considered a "Countywide" park and will be planned in subunits that will have different classifications. Other units, as shown on Figure 5, are planned as "Multiple Resource" and "Special Purpose" Parks. If parks are developed within the mixed-use area, it is anticipated that these would function as

ENGINEER PROVING GROUND TRANSPORTATION RECOMMENDATIONS

FIGURE DEPICTS GENERAL AREA WITHIN WHICH A TRANSIT FACILITY WILL BE SITED

ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EP4, AND BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND FORT BELVOIR (SEE AREA PLAN OVERVIEW TEXT)

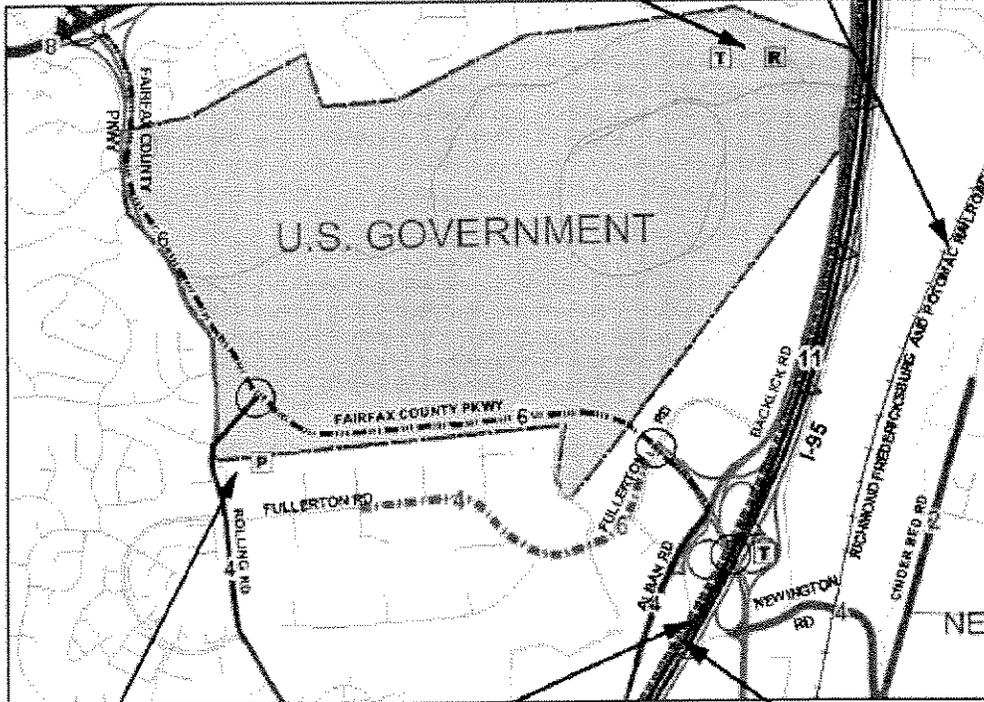


FIGURE DEPICTS GENERAL AREA WITHIN WHICH A COMSUMER PARKING FACILITY WILL BE LOCATED

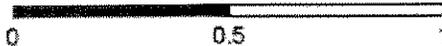
ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)

I-95 IS PLANNED FOR 11 LANES INCLUDING HOT LANES (3 REVERSIBLE LANES) FROM THE CAPITAL BELTWAY TO THE PRINCE WILLIAM COUNTY LINE

SEE TEXT FOR TRANSPORTATION REQUIREMENTS BASED ON OPTONAL LEVEL OF DEVELOPMENT



Miles



TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL COLLECTOR LOCAL

- 4 — WIDEN OR IMPROVE EXISTING ROADWAY
- 4 — CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING PROPOSED

- M** METRO RAIL STATION
- P** COMSUMER PARKING LOT
- T** TRANSIT TRANSFER CENTER (NO PARKING)
- C** COMSUMER RAIL STATION
- R** RAIL STATION
- ◆ HIGH OCCUPANCY VEHICLE LANES
- ▭ PLANNING SECTOR OR DISTRICT

- CONSTRUCT FULL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- ◐ CONSTRUCT PARTIAL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- ▨ HIGH OCCUPANCY TOLL LANES
- ⌋ HIGHWAY OVERPASS
- GULF-BE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FIGURE 4

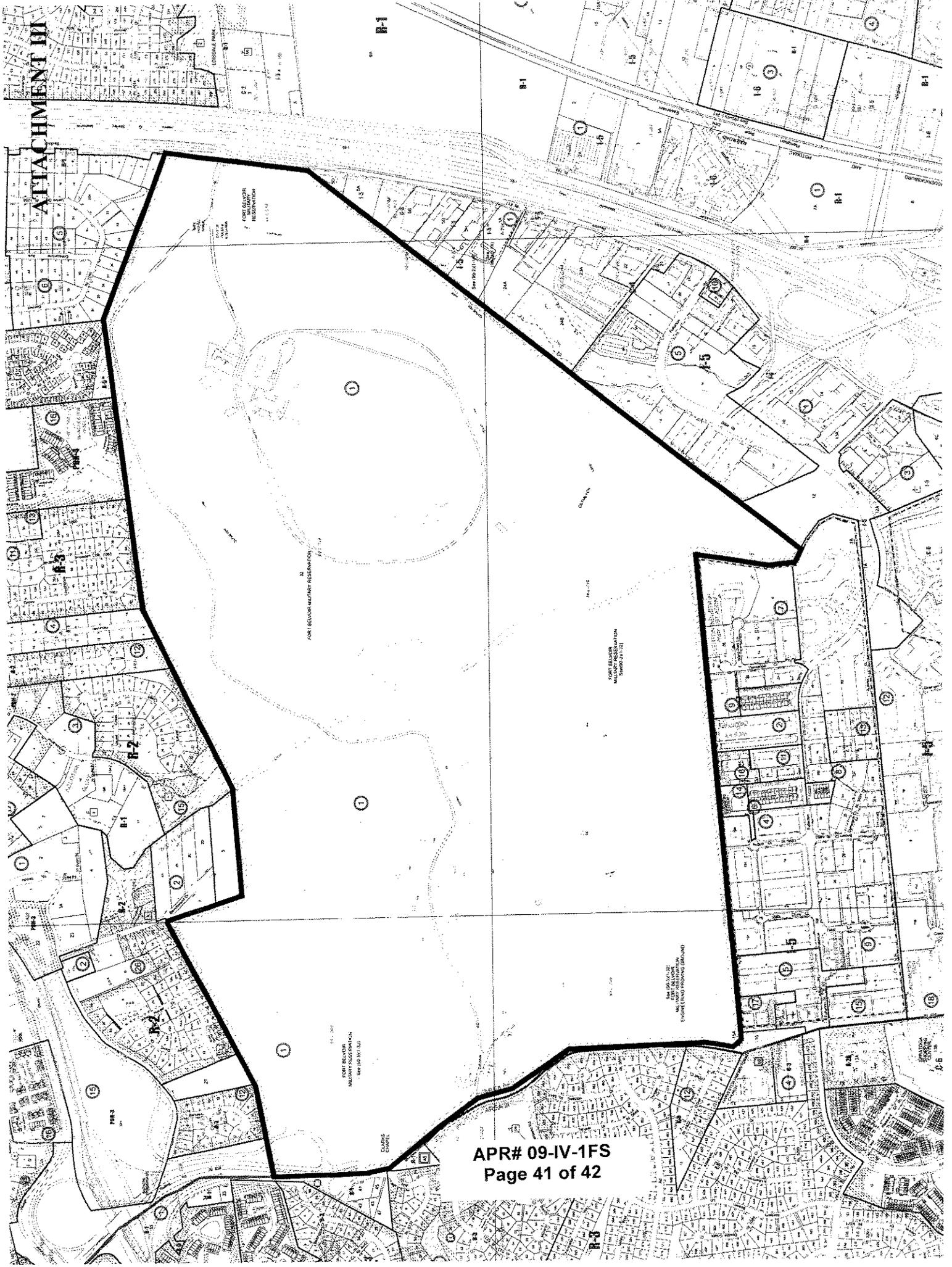
"Neighborhood Urban" parks. The following recommendations should be considered for the Park Master Planning process:

- A 60-acre portion of the park site to be developed as a complex of lighted active recreation fields for use as a sports complex to support community and regional sports interests.
- A 25-acre portion of the park to be developed as a multi-use activity center that should include indoor/outdoor facilities for cultural and seasonal events including performing arts entertainment. Such a facility could be an urban park with improvements such as an amphitheater, a market area, restrooms, concessions and similar support improvements.

Additional Parks and Recreation recommendations for the Engineer Proving Ground are provided on Figure 29 in the Belvoir Community Planning Sector (S5).

TRAILS

Trails planned for the Engineer Proving Ground are delineated on Figure 30 in the Belvoir Community Planning Sector (S5) as part of the Countywide Trails Plan. It is anticipated that pedestrian and bicycle travel will be important modes of transportation at the EPG. A comprehensive network of trails and sidewalks is essential to providing access to employment, residences, and community uses at EPG. An extensive network of trails and pathways for non-motorized transportation should be developed to connect all public features. The network should also connect to adjacent parkland at the EPG perimeter including such as the Accotink Stream Valley and Hooes Road parks. The trail system should also provide connections to planned or existing trails serving area neighborhoods, the Joseph Alexander Transportation Center, the Springfield Business District on Backlick Road and the Springfield Mall. These connections will be extension provide connections to existing and planned regional trails such as the Franconia- Springfield Parkway trail, the Fairfax County Parkway trail, the Cross County trail via the Accotink Stream Valley, the Lorton/Laurel Hill trails, the Potomac Heritage National Scenic Trail and the Route #1 National Bicycle Trail.



Part 6: Justification

Existing Plan guidance for the Engineer Proving Ground provides an option for mixed use redevelopment totaling 4.5 million square feet of non-residential development and up to 1,585 residential dwelling units on the 805-acre property. Under this scenario, development would occur on the eastern portion of the subject property, with environmentally sensitive lands on the western portion of the subject property dedicated as public parkland. However, the National Geospatial-Intelligence Agency will occupy a new 2,400,000 square-foot facility on the eastern portion of the EPG property, developing the area previously considered for mixed use development. This nomination seeks to revise the Comprehensive Plan to reflect the secure government facility currently under construction on the subject property, while retaining the public park recommendations for the Accotink Creek stream valley and land to the west. The baseline recommendation for public facilities, governmental and institutional uses will remain on the subject property, with the mixed use option and its related land unit designations removed from the Comprehensive Plan.