

AN AMENDMENT TO  
**THE COMPREHENSIVE PLAN  
 FOR FAIRFAX COUNTY, VIRGINIA  
 2011 EDITION**

**GENERAL LOCATION:** West of Telegraph Road, east of Pohick Estates Park, and north of Southgate Woods townhouse development

**PLANNING AREA AND DISTRICT:** IV, Lower Potomac

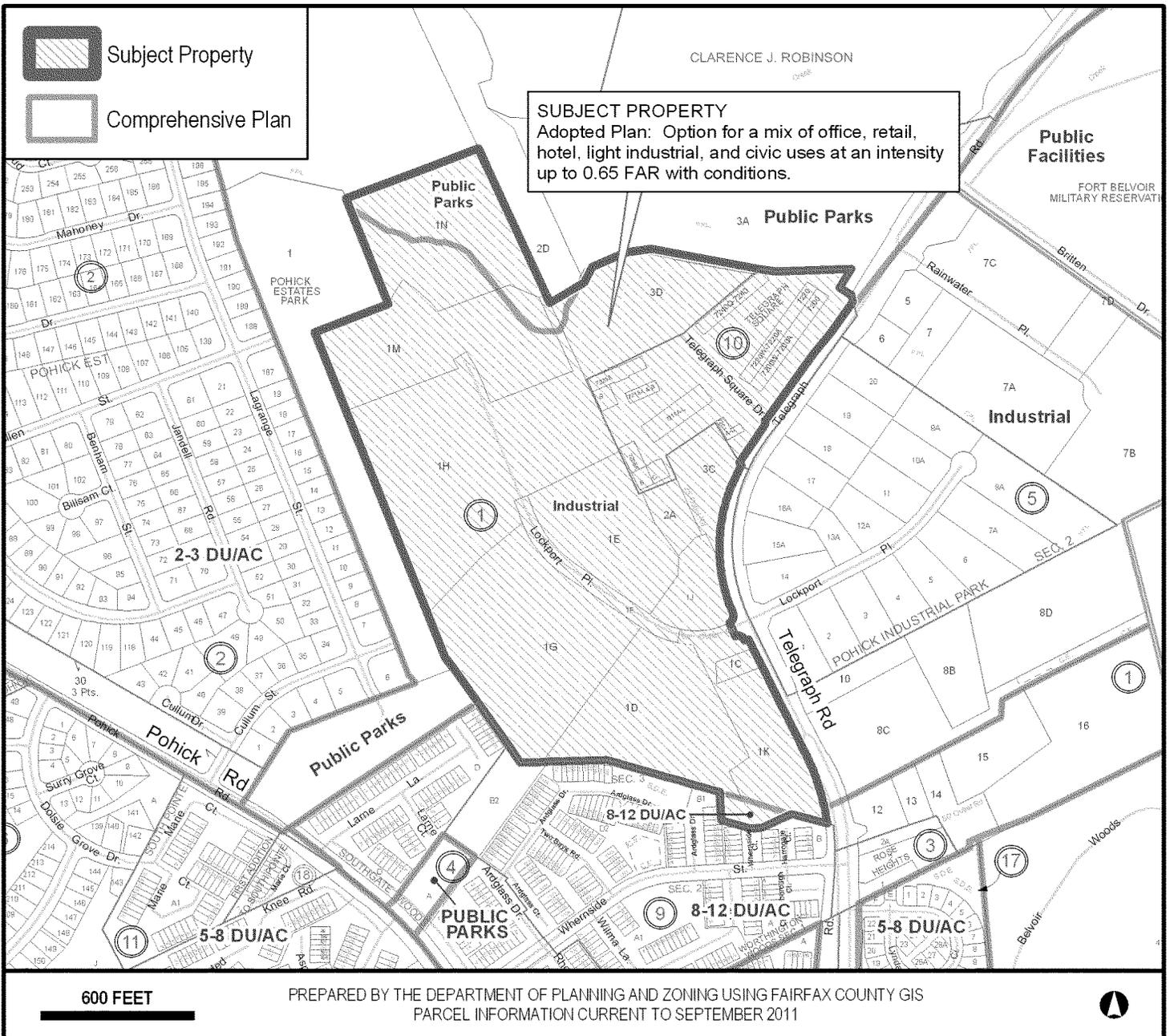
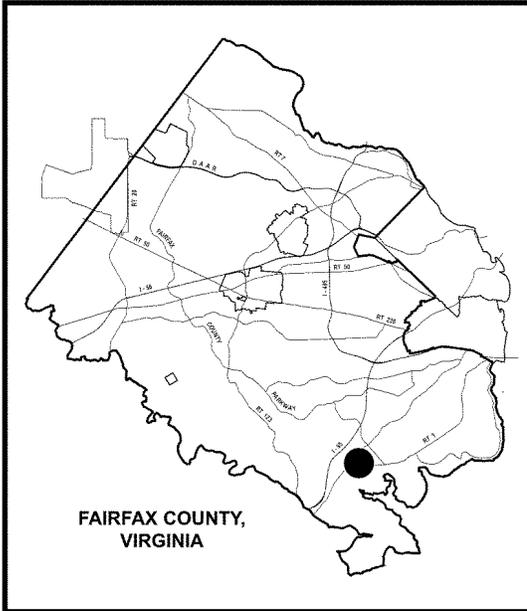
**SUB-DISTRICT DESIGNATION:** LP2 Lorton-South Route 1 Community Planning Sector, Land Unit D

**PARCEL LOCATION:** 108-1 ((1)) 1C, 1D, 1E, 1F, 1G, 1H, 1J, 1K, 1M, 1N, 2A, 3C, 3D; 108-1 ((10)) all

**SUPERVISOR DISTRICT:** Mount Vernon

**ADOPTED:** September 13, 2011 **ITEM NO.** APR 09-IV-12LP

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



**AMENDMENT TO THE COMPREHENSIVE PLAN (2011 EDITION)**

The following changes to the Comprehensive Plan have adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through 6-21-2011; LP2-Lorton-South Route 1 Community Planning Sector, Land Unit D, page 82:

“Land Unit D

This land unit is surrounded by Accotink Creek, Pohick Estates and Rose Heights subdivision and Southgate Woods and Worthington Woods townhouse developments (see Figure 32). The area is characterized by existing industrial uses. Primary uses are wholesale/warehouse activities.

Land Unit D is planned for industrial use. New or infill development should be compatible with existing industrial uses up to .35 FAR and should provide for substantial buffering when located adjacent to planned or existing residential uses.

The area generally adjacent to Accotink Creek is planned for public park.

As an option, the approximately 69 acres west of Telegraph Road may be appropriate for a mix of uses consisting of office, hotel, retail, civic and light industrial uses at an intensity up to .65 FAR if the following conditions are satisfied:

- Density for any redevelopment proposal should be based solely on the area brought forward for the particular development application;
- Parcels are substantially and logically consolidated. If all parcels are not consolidated, the site design should allow for or demonstrate the compatible integration of unconsolidated parcel(s) at a later date;
- Site design should provide:
  - an internal street grid;
  - a second street connection to Telegraph Road north of Lockport Place in a location determined in consultation with relevant Fairfax County agencies and the Virginia Department of Transportation;
  - pedestrian, bicycle and/or transit circulation systems to connect places within and outside the development;
  - a system of useable open spaces and urban parks; and

- a unified landscape, streetscape, signage and architectural theme;
- Retail and hotel uses are limited to a maximum of 5 percent of each development proposal. Civic and community space should comprise at least 5,000 gross square feet and be provided with the first phase of development. Office use should encompass approximately 95 percent of total development but light industrial uses may replace up to 10 percent of office uses. Heavy industrial uses are prohibited;
- Retail uses are located in the ground-level of office or hotel buildings. Free-standing retail uses should be limited. With the exception of banks, drive-through uses are not appropriate;
- Density and height tapers down closer to the surrounding residential development, with buffers and landscaping along edges closest to residential development;
- Structure height is consistent with the treeline to reduce visual intrusion on the adjacent residential community and to avoid impacting the viewshed of Pohick Church. Building height should not exceed 8 stories or 90'. Under no circumstances should structure height impair the viewshed of Pohick Church. Measures are incorporated to enhance the urban design and visual appeal of the area through measures such as high quality façade treatments and streetscapes;
- All parking structures are well landscaped with trees and shrubs. Façade treatments of parking structures should be considered as a component of the site design and architectural theme of development;
- Proposed buildings are approved by the Federal Aviation Administration (FAA) to assure no interference with operations at Davison Army Airfield;
- Lighting is located, directed, and designed to reduce glare and minimize impact to adjacent residential development;
- Buildings are designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;

- Right-of-way is dedicated along Telegraph Road in anticipation of the potential need for additional capacity associated with this option;
- Development will not degrade traffic below acceptable level of service (LOS) for streets impacted by the development;
- The TDM program should reduce peak hour trips to a level that is 20 percent below that which office development at a 0.5 FAR would generate, based on Institute of Transportation Engineers (ITE) trip generation rates. This trip reduction target should be achieved with each phase of development to be determined at the time of rezoning. Coordination with any existing TDM program and existing shuttle bus service in the area is encouraged. Specifically, the development should provide shuttle service to the Joe Alexander Transportation Center, and/or the Lorton Virginia Railway Express (VRE) Station or other destinations in the nearby area, such as Fort Belvoir.
- Provision of environmentally sensitive elements in the design, siting, and construction of development, including office buildings designed to meet the criteria for LEED Silver or equivalent green building certification. Optimization of green buildings performance beyond the certification level is encouraged;
- Inclusion of Low Impact Development (LID) development measures into stormwater management controls to reduce runoff and improve surface waters over existing conditions. Innovative measure and controls should be used to mitigate the impact of development on water quality and quantity. Redevelopment should also include other sustainable practices in accordance with the Environment section of the Policy Plan;
- Dedication of Resource Protection Area (RPA) and Environmental Quality Corridor (EQC) acreage to Fairfax County;
- Mitigation of the impacts on parks and recreation per policies contained in Objective 6 of the Park & Recreation section of the Policy Plan, including the construction of a publicly available urban park that meets Fairfax County Park Authority (FCPA) standards.

**MODIFY  
MAP:**

The Transportation Plan Map, as adopted on July 31, 2006 to show Telegraph Road as planned for six lanes from Richmond Highway to the Fairfax County Parkway. It is currently shown as planned for four lanes.

**MODIFY**

**FIGURES:** Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through 6-21-2011, and Springfield Planning District as amended through 5-10-2011, the following figures to show Telegraph Road as planned for six lanes from Richmond Highway to the Fairfax County Parkway. It is currently shown as planned for four lanes:

**Lower Potomac Planning District:**

- Figure 2, “Countywide Transportation Recommendations, Lower Potomac Planning District,” page 6;
- Figure 13, “LP1-Laurel Hill Community Planning Sector, Transportation Recommendations,” page 32;
- Figure 37, “LP2-Lorton-South Community Planning Sector Transportation Recommendations,” page 101;
- Figure 38, “Interchange Recommendations, LP2 Lorton-South Route 1 Community Planning Sector,” page 102;
- Figure 48, “LP4-Fort Belovir Community Planning Sector, Transportation Recommendations,” page 126; and
- Figure 49, “LP4-Fort Belovir Community Planning Sector, Interchange Recommendations,” page 127;

**Springfield Planning District:**

- Figure 2, “Countywide Transportation Recommendations, Springfield Planning District,” page 6;
- Figure 29, “S5-Belvoir Community Planning Sector, Transportation Recommendations,” page 65; and
- Figure 34, “S6-Newington Community Planning Sector, Transportation Recommendations,” page 77.

**PLAN MAP:** The Comprehensive Plan map will not change.