PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: S11-CW-6CP
December 20, 2012

GENERAL LOCATION: Countywide

SUPERVISOR DISTRICT: All

PLANNING AREA: All

PLANNING DISTRICT: All

SUB-DISTRICT DESIGNATION: All

PARCEL LOCATION: All

For additional information about this amendment call (703) 324-1210.

PLANNING COMMISSION PUBLIC HEARING:
Thursday, January 10, 2013 @ 8:15 P.M.

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, February 12, 2013 @ 4:00 P.M.

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 7 days advance notice. For additional information about accommodation call (703) 324-1334.

MAP NOT APPLICABLE

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

Plan Amendment S11-CW-6CP

Table of Contents

Introduction……..... 1

Background…….. 1-2

Area Plans Editorial Revisions…….. 2-3

Policy Plan Editorial Revisions…….. 3-4

Conclusion……..... 4

Recommendation…… 4

Policy Plan Preface and Introduction ……... 5-12

Area Plans:

Area I:

Annandale Planning District ……..... 12-21
Baileys Planning District ……. 21-27
Jefferson Planning District …….…… 27-35
Lincolnia Planning District …….…… 36-39

Area II:

Fairfax Planning District ……..40-47
McLean Planning District …….....47-52
Vienna Planning District ……..52-56

Area III:

Bull Run Planning District …….....57-65
Pohick Planning District …….. 65-72
Upper Potomac Planning District …… 72-81

Area IV:

Lower Potomac Planning District ……... 81-87
Mount Vernon Planning District ……. 87-97
Rose Hill Planning District ……... 97-104
Springfield Planning District ……... 105-111

Table I: Public Comments……....112-118

Attachment 1: Mark-up Text

Policy Plan Preface and Introduction…….…..1-17

Area Plans:

Area I:

Annandale Planning District ……..... 18-28
Baileys Planning District …….. 29-35
Jefferson Planning District …….…….. 36-45
Lincolnia Planning District …….……..46- 49

Area II:

Fairfax Planning District …….. 50-59
Vienna Planning District ……..... 60-66
McLean Planning District …… 66-73

Area III:

Bull Run Planning District …… 74-83
Pohick Planning District ……... 83-92
Upper Potomac Planning District ……93-103

Area IV:

Lower Potomac Planning District ……104-113
Mount Vernon Planning District …….. 113-124
Rose Hill Planning District ……...125-135
Springfield Planning District ……135-143

Attachment 2: Style and Content Guidelines……1-3

STAFF REPORT FOR PLAN AMENDMENT S11-CW-6CP

INTRODUCTION

Fairfax Forward is an ongoing effort to develop a new means to manage and review Fairfax County's Comprehensive Plan (the Plan). This new approach would replace the Area Plans Review process, the former cycle used to review the Plan. A key component of Fairfax Forward is to improve upon previous Plan maintenance efforts to ensure the text within the Area Plan and Policy Plan volumes of the Comprehensive Plan remains current. A major Plan maintenance effort took place in 1996, which included editorial updates to the Policy Plan. Since then, the process to update the Area Plans and Policy Plan has occurred through the Area Plans Review process, special studies, and Board of Supervisors authorized Policy Plan amendments.

This Plan amendment presents the first step to institute regular Plan maintenance as part of Fairfax Forward. The amendment presents editorial revisions to the following sections of the Preface to the Policy Plan: Goals for Fairfax County, Overview of the Comprehensive Plan, and Fairfax County in Context. Editorial revisions are also proposed for the Overview sections of the planning districts and the Character sections of the community planning sectors contained in the Area Plan volumes. The recommended editorial updates generally correct factual information, remove out of date references, and propose a uniform writing style, as shown in the Recommendations sections of this report. The marked-up revisions are shown in Attachment 1.

BACKGROUND

The Plan consists of the Policy Plan, the four Area Plans volumes, the Comprehensive Land Use Plan Map, the Transportation Plan Map and the Trails Plan Map. The Policy Plan describes the goals, policies, and objectives regarding eleven functional areas. These functional areas are land use, transportation, housing, the environment, economic development, heritage resources, public facilities, human services, parks and recreation, revitalization, and visual and performing arts. Overall, the purpose of the goals, policies and objectives is to ensure current and future Fairfax County residents have an outstanding quality of life. The Preface to the Policy Plan states the goals of Fairfax County, introduces the functional areas, and provides context for the county.

The site specific recommendations in the Area Plan volumes align with the goals and objectives of the Policy Plan, and this guidance is used when formulating recommendations for development proposals. For planning purposes, the county is divided into four areas, Areas I through IV, and the four areas of the county are further divided into smaller planning districts or special areas. This amendment addresses the 14 planning districts contained in the Plan. Each of the planning districts is divided into smaller geographic areas referred to as community planning sectors. There are a total of 98 community planning sectors. The Overview and Character sections of the planning districts serve as introductions to the planning districts and community planning sectors by describing existing conditions, such as acreage, boundaries, existing land uses, and notable features.

The Comprehensive Land Use Plan Map illustrates planned land uses, existing and planned roadways and other transportation features, public facilities, and special area boundaries.

The Transportation Plan Map identifies existing and proposed transit-related facilities such as Metrorail stations and commuter parking lots. The Transportation Plan Map also indicates roadways that are proposed to be widened, improved, or constructed. The Trails Plan Map identifies the countywide planned trail system. This Plan amendment does not propose changes to the Comprehensive Land Use Plan Map, the Transportation Plan Map, or the Trails Plan Map.

AREA PLANS EDITORIAL REVISIONS

Analysis of Style and Content

Guidelines were used to establish consistent writing style and content among the Overview sections of the planning district and the Character sections of the community planning sector text. For instance, changes in hyphen usage, labeling of primary state routes, and references to railroad names are proposed as part of the revisions to the writing style. These specific modifications to writing style also should be applied throughout the remainder of the Area Plan volumes and Policy Plan text. The planning district headings have been changed so the main title includes the word "overview" rather than presenting overview as a separate sub-heading. The guidelines are shown as Attachment 2.

To ensure uniform content in the planning district Overview sections, the text is revised to include a description of the boundaries of the planning district, note the planning district size relative to the size of Fairfax County, identify special areas and major transportation corridors in the planning district, provide a general characterization of existing land uses, refer to the Occoquan Reservoir and sewer service policies if applicable, and list heritage resources located in the area.

Typically, text that did not correspond to these guidelines is proposed to be removed or relocated, in the case of land use recommendations. One exception where text is added is presented in the LP3-Mason Neck Community Planning Sector. The revisions propose additional text describing the ecological attributes of Mason Neck that provides a more detailed description of migratory birds as well as plant and animal species present in the area. This additional narrative more precisely captures the unique ecological character of Mason Neck.

Certain text is proposed to be removed from the planning district Overview sections. This includes population figures, observations related to specific and/or recent development projects, and statements discussing development trends or projections. Population numbers and other statistics are updated more frequently through resources such as Fairfax County's Demographics and Data website (www.fairfaxcounty.gov/government/about/data) or the Census Bureau. The Plan no longer needs to provide this information. Describing recent projects or trends results in the Plan being outdated within a short period of time.

Activity centers located within a planning district are identified within the planning district Overview sections. If the activity center text is located outside of the planning district text, such as in a separate section of the Plan, a reference is added to the Overview section. Any detailed description of the activity center is proposed to be removed or relocated to ensure all text related to the activity center is located in one section.

Occasionally, Plan recommendations may have been located within the Overview sections. Statements that express planned intensity and/or land use are proposed to be relocated to the Recommendations sections of the Plan. Any statement in the Overview or Character sections that is duplicated in the Recommendation section is proposed to be deleted.

The revisions to the Character sections of the planning districts parallel the revisions to the Overview sections with some distinctions. The overall goal of the update to the planning district Character sections is to ensure the text describes the location, key features, and existing conditions in a concise manner. If Plan recommendations are located in the Character sections, these statements are proposed to be moved to the Recommendations sections, if they are not already present.

In many of the Character sections, residential subdivision names are noted. These subdivision names remain if they are correct, or they are updated if needed. Subdivisions that no longer exist are removed from the text. Conservation areas, community improvement areas, and neighborhood improvement areas are noted in the community planning sector Character sections. If the conservation area has expired, the text is revised, and the expiration date is provided. Statements about major transportation corridors and the Concept for Future Development are removed from the community planning section Character sections, as they are described in other parts of the Plan.

Interagency review
The revised text was distributed to various Fairfax County agencies and departments for their review. These included the Park Authority, the Department of Transportation, the Department of Housing and Community Development and the Heritage Resources and Environmental planners in the Planning Division, Department of Planning and Zoning. Suggestions for further changes or revisions were discussed, refined, and incorporated, if needed, by staff.

Public comment
The draft documents were posted to the Fairfax Forward website for public review and comment. The mark-up version showing text to be deleted with ~~strike-through~~ and new text shown with <u>underline</u> was posted, along with the clean version that shows how the new text would read. The review schedule was also included on the website. Meetings were held with individual citizens, community groups, or civic associations when requested. Suggestions for further changes or revisions were discussed, refined, and incorporated, if needed, by staff. A table listing public comments received and staff's responses are shown in Table I at the end of this report.

POLICY PLAN EDITORIAL REVISIONS

Analysis of Preface
The changes proposed to the introductory sections of the Preface to the Policy Plan generally correct grammar, apply a consistent writing style, clarify factual information, remove outdated demographic data and figures and suggest a more logical organization to these sections of the document. Modifications to reflect adopted Policy Plan amendments are also included. For example, the Overview of the Comprehensive Plan section notes eight functional elements to the

Policy Plan when there are now eleven; amendments to the Policy Plan added three sections, which are revitalization, economic development, and the visual and performing arts.

The sequence of sections, the Goals for Fairfax County, Overview of the Comprehensive Plan, and Fairfax County in Context, is proposed to be reorganized to present the information in a more logical manner. For instance, providing basic information about Fairfax County and its history of growth should precede a description of the components of the Comprehensive Plan and the purpose, scope and legal authority of the Plan. The Goals for Fairfax County section is proposed to follow, as the content of the Area Plans and other sections of the Policy Plan address and support these broad goals. The remaining two sections of the Preface, the History of the Comprehensive Plan in Fairfax County and Implementation/Plan Monitoring/Citizen Participation, will be updated once a new planning process as part of Fairfax Forward is adopted.

CONCLUSION

The revised Overview sections of the planning districts, Character sections of the community planning sectors, and sections of the Policy Plan Preface aim to provide background information about location and existing conditions of these areas to the reader. These editorial updates are an important step to ensuring a Comprehensive Plan that is more current and better organized, and therefore offers a greater benefit to the community.

RECOMMENDATION

1) Staff recommends revisions to the Policy Plan and Area Plan volumes as shown on the following pages. The mark-up text is shown in Attachment 1.

2) Staff recommends changes in hyphen usage, the labeling of primary state routes, and references to railroad names should be applied throughout the remainder of the Area Plan volumes and Policy Plan text.

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan as amended through June 19, 2012; Preface, pages 1-15:

"PREFACE AND INTRODUCTION

Fairfax County is one of the most dynamic jurisdictions in the Washington metropolitan region (see Figure 1). It is an integral part of a region that encompasses hundreds of square miles and almost seven million people, according to the 2010 Census. In its early history, Fairfax County was a food producer for the nation's capital. After World War II, the county became a suburban bedroom community on the fringe of Washington, D.C. Today the county is a multifaceted employment center, a generator of retail sales that are among the highest in the country, and an assemblage of residential communities that are home to a rapidly growing and increasingly varied population. Concentrations of employment and retail uses, such as Tysons Corner, the Dulles Corridor, Fairfax Center and Springfield, play regional and local roles that only a generation ago were reserved for the downtowns of central cities. The county's role as an agricultural producer has virtually disappeared, and preservation of remaining farmland, conservation of areas of high environmental and scenic value, and protection of open space have become high priorities.

Until the mid-1960s, major roads led in a radial pattern to Washington, D.C., through the more urbanized areas of Northern Virginia (Falls Church, Arlington, and Alexandria). Radial highways such as Interstate 95 (I-95), Interstate 66 (I-66), the Dulles Airport Access and Dulles Toll Road (DAAR, Route 267), and the Lee-Jackson Memorial Highway (Route 50) are now supplemented by the Metrorail transit system to link the various parts of the county and also link the county with Washington, D.C., Maryland, and the rest of Northern Virginia. The Capital Beltway/Interstate 495 (I-495) also links the inner, regional suburbs, while the Fairfax County Parkway (Route 286) links the southern and western portions of the county.

Fairfax County contains almost 400 square miles and is home to over one million people, making it the most populous jurisdiction in the Washington metropolitan region as of the 2010 Census. Due to rapid growth over the past several decades, the county is confronted with a dwindling supply of vacant land, and attention has turned to revitalization and redevelopment in the county's mixed use centers. Both residential and nonresidential development are the focus of these areas, in order to support a sustainable pattern of land use that protects stable single-family neighborhoods and preserves natural and cultural resources.

Growth has brought many benefits to Fairfax County and the region. County residents enjoy a fine quality of life. However, growth has also brought challenges in terms of land use, housing, and transportation. These challenges have implications for the provision of public facilities, parks, recreation facilities, and the conservation of the environment and heritage resources. The broad implications of growth serve as background for countywide policy put forth in this Comprehensive Plan. Successfully addressing the challenges associated with growth is necessary to maintain the quality of life for present and future generations. The Policy Plan provides guidance about addressing the challenges.

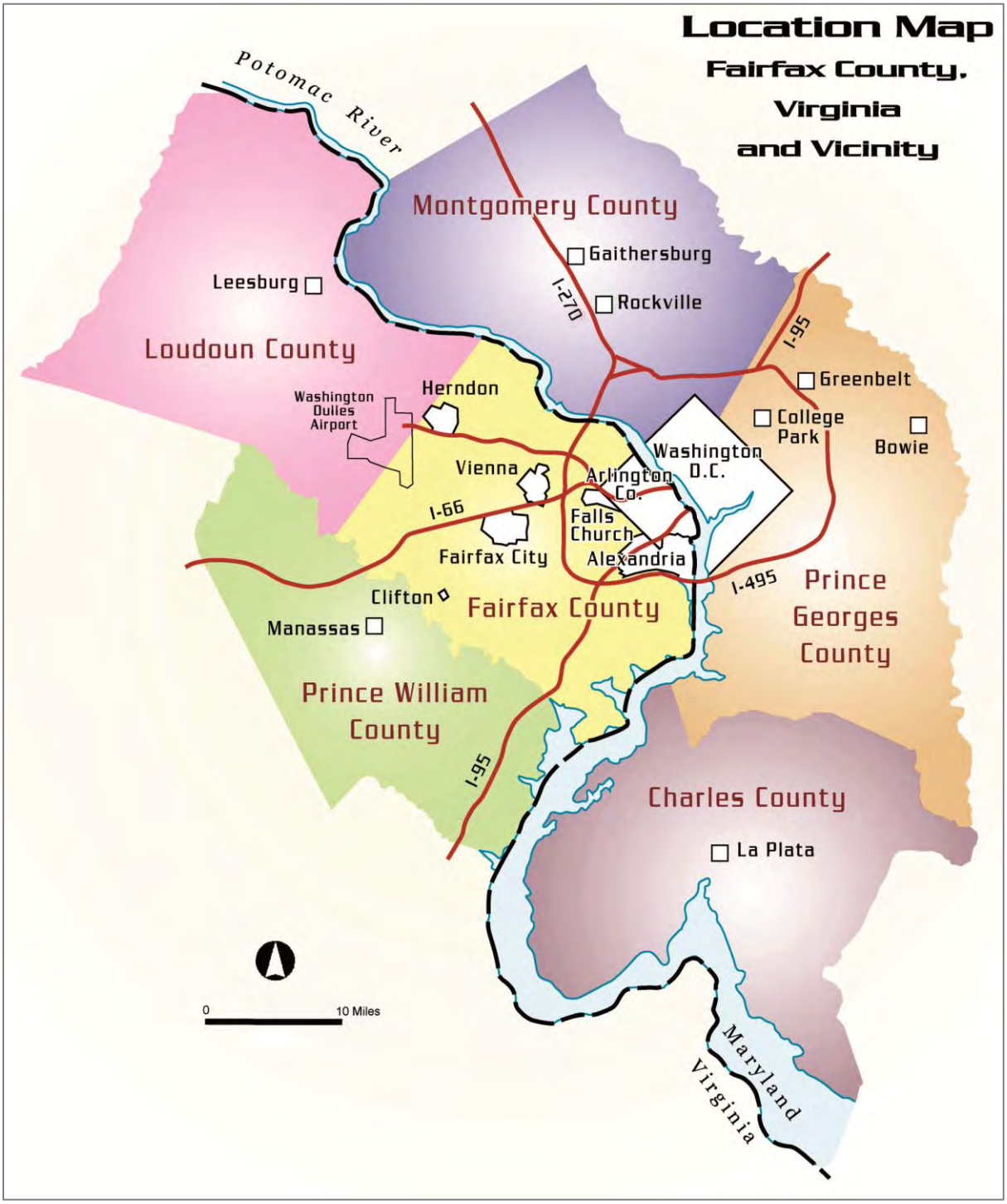
Location Map
Fairfax County, Virginia and Vicinity
Potomac River
Montgomery County
Gaithersburg
Rockville
Leesburg
I-270
I-95
Loudoun County
Greenbelt
Herndon
Washington Dulles Airport
College Park
Bowie
Washington D.C.
Vienna
Arlington Co.
I-66
Falls Church
Fairfax City
Alexandria
I-495
Prince Georges County
Clifton
Fairfax County
Manassas
Prince William County
I-95
Charles County
La Plata
0
10 Miles
Maryland
Virginia

FIGURE 1

The Policy Plan is the first volume of the Comprehensive Plan, in addition to the four Area Plans, the Comprehensive Land Use Plan map, and the Countywide Transportation Plan Map, and Countywide Trails Plan Map. The Policy Plan contains goals, objectives, and policies relating to eleven functional elements: Land Use, Transportation, Housing, Environment, Economic Development, Heritage Resources, Public Facilities, Human Services, Parks and Recreation, Revitalization, and Visual and Performing Arts. The goals, objectives, and policies guide planning and development review by describing future development patterns in Fairfax County and protecting natural and cultural resources.

The Policy Plan includes the following sections:

The Goals for Fairfax County are used as the basis for forming countywide planning policy. This section describes the process through which the goals were adopted. It also enumerates and describes the goals, which range from Land Use and Transportation to Environmental Protection and Affordable Housing.

The Countywide Planning Objectives and Policies section addresses countywide policy by specific functional area. This section expands upon the goals, through objectives and policies, to help guide decisions that affect the built and natural environment for the county as a whole and for specific parcels of land.

The Glossary contains an alphabetical listing of terms and their definitions as they are used in the context of this document. These are not intended to be the same definitions as used in the county's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.

Purpose, Scope and Legal Authority

The purpose of the Policy Plan is to provide a concise statement of objectives, policies, and guidelines for implementing the county's goals about the future development pattern of the built environment and the preservation of the natural and cultural resources in Fairfax County. The Plan serves as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the citizens of Fairfax County with respect to development and redevelopment in the county. The timeframe for the Plan encompasses the anticipated changes to the County over at least twenty years. As required by Virginia Code, the county will review the Plan for the future at least once every five years.

The Policy Plan is based on goals adopted by the Board of Supervisors on October 28, l988. The goals, objectives, policies, and guidelines are defined as follows:

- Goals provide general direction regarding the aspirations of the community;
- Objectives are statements that provide further direction for achieving an aspect of a goal;

- Policies are approaches for pursuing a given objective~~;~~, providing guidance which, when pursued, will assist in implementing the objective;
- Guidelines provide more explicit guidance for achieving policies and the Policy Plan Concept.

The legal basis for this Plan is well established in the law of the Commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants.

According to the Code, the Comprehensive Plan is “general in nature” and may include, but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan “shall show the commission's long range recommendations for the general development of the territory covered by the plan....” The law also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.

The local commission is required to review the Comprehensive Plan at least once every five years to determine whether the Plan should be amended.”

GOALS FOR FAIRFAX COUNTY

On August 6, 1973, the Board of Supervisors approved sixteen interim policies designed to serve as the basic framework for developing the long-range comprehensive plan process. Following an initial series of public forums from November 1973 through January 1974 and after extensive review, the validity of these policies was reaffirmed in October 1974. They were included in the Comprehensive Plan adopted September 8, 1975, as a result of the Planning Land Use System (PLUS) process. This was the first countywide land use plan since 1958.

The policies continued to guide decision making until February 1987, when the Board of Supervisors appointed the Fairfax County Goals Advisory Commission to review the policies in terms of the county's evolution over twelve years. First, the Goals Commission decided to use the term "goal" instead of "policy" to describe these statements of aspirations for the county. The Goals Commission assessed the accomplishments and shortcomings of the county in terms of achieving the goals, defined current problems, and recommended courses of action. The Commission recommended eighteen new goals to guide Fairfax County into the future.

The recommendations of the Goals Commission were reviewed by the community in 1988-through an extensive public participation process, including district task forces, individual citizens, county staff, the Planning Commission and the Board of Supervisors. After public hearings before the Planning Commission and the Board, the Goals for Fairfax County were adopted on October 24, 1988.

The goals are comprehensive, encompassing every aspect of County government, not limited to merely the planning function. Implementing some aspects of the goals is beyond the legislative mandate of the Planning Commission and the purview of the Comprehensive Plan. However, because the planning function is so far-reaching, it is critical to use the goals as the basis for forming countywide planning policy. Therefore, the Goals for Fairfax County have provided the strategic focus for the objectives and policies of the Comprehensive Plan.

Quality of Life - The primary goal of Fairfax County's policies and priorities is to achieve an outstanding quality of life through:

- Economic prosperity and expanding opportunity;
- Access to high quality education, public services and facilities;
- A balance between access to convenient multi-modal transportation and residential, commercial and industrial growth; and
- A pleasing physical and cultural environment in which to live and work.

Land Use - The county's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well-being of the county; provide for an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long-range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged, nor should these policies be construed as incompatible with the county's affordable housing goal.

Transportation - Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities.

Sidewalks and trails should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.

Environmental Protection - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.

Energy Conservation - Fairfax County should promote energy efficiency and energy conservation within the public, commercial, residential, and industrial sectors.

Growth and Adequate Public Facilities - Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities and to maintain existing public facilities. The county's plans for development should take into account financial limitations associated with increased needs for public facilities.

Adequate Public Services - Fairfax County is committed to provide a high level and quality of public services to the community, within its financial limitations.

Affordable Housing - Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means. Affordable housing should be located as close as possible to employment opportunities without adversely affecting quality of life standards. It should be a vital element in high density and mixed-use development projects, should be encouraged in revitalization areas, and encouraged through more flexible zoning wherever possible.

Economic Development and Employment Opportunities - Fairfax County should maintain its prosperous economic climate and varied employment opportunities by continuing to develop and pursue a broad range of actions, including public/private partnerships, designed to enhance its long-term competitive position in regional, national, and international economic development. At the same time, the county should enhance those systems that support the employability of the population for its economic betterment.

Education - Fairfax County should provide comprehensive education, training programs, and facilities in order to ensure quality education by effectively meeting student and community needs.

Human Services - Fairfax County should provide a range of services and facilities for all residents, so that they may sustain a secure and productive lifestyle. Each individual should have the opportunity to achieve self-sufficiency and function to the limits of his or her ability, particularly in providing family stability.

Culture and Recreation - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social, and educational benefits of present and future citizens.

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

Revitalization - Fairfax County should encourage and facilitate the revitalization of older commercial and residential areas of the county where present conditions warrant. Revitalization initiatives should encourage business development, promote public and private investment and reinvestment, and seek to prevent or eliminate the negative effects of deteriorating commercial and industrial areas. Revitalization efforts should work in concert with other community programs and infrastructure improvements and strive to foster a sense of place unique to each area, thereby contributing to the social and economic well-being of the community and the county.

Regional Cooperation - Fairfax County's elected officials and staff should continue to participate in leadership roles in cooperative regional activities, recognizing that the physical, economic, and social well-being of the people of Northern Virginia and the Washington metropolitan area are dependent upon regional cooperation.

Private Sector Facilities - Fairfax County should continue to encourage the development of appropriately scaled and clustered commercial and industrial facilities to meet the need for convenient access to needed goods and services and to employment opportunities. Particular attention should be given to the needs of small and minority businesses.

Public Participation - The Fairfax County community should be encouraged to take part in the shaping of policies and plans that will affect the environment in which they live and work. Active and timely public participation in actions involving areas of public concern in the county should be encouraged and promoted.

Financial Planning and Management - Fairfax County should support equitable systems of taxation and user charges, where appropriate, necessary to implement all its policies and to support quality public services for its residents, recognizing the county's obligations to provide services and facilities to both established and new development, and to attract quality residential projects and desirable business and industry.

Monitoring - The county's performance in achieving these goals should be regularly and rigorously monitored, and the goals themselves should be reviewed at least once every four years.

Visual And Performing Arts – Fairfax County should encourage a dynamic and diverse arts presence by supporting the works, participants, and audiences in the areas of dance, creative writing, choral and instrumental music, theater arts, film and new media, two and three-dimensional visual art in traditional and contemporary cultural iterations, but also in the ways that these areas may overlap and interact with new and emerging technologies."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; Overview, page 1:

"ANNANDALE PLANNING DISTRICT OVERVIEW

The Annandale Planning District includes the land area generally surrounding Little River Turnpike (Route 236) and Braddock Road, between Interstate 395 (I-395) and Olley Lane (see Figure 1). The planning district is approximately 11,900 acres in size or five percent of the county.

The Annandale Community Business Center (CBC), the Ravensworth Industrial Area, and a portion of the Beltway South Industrial Area are located within the Annandale Planning District. Plan recommendations for the portion of the Beltway South Industrial Area outside of this planning district can be found in the Area I volume of the Comprehensive Plan.

The planning district is developed primarily with single-family detached housing with the exception of garden-style apartments and condominiums in the vicinity of the Annandale CBC, northwest of the intersection of Backlick Road and Capital Beltway/ Interstate 495 (I-495), and east of Heritage Drive. Townhouses and minimal retail uses are scattered throughout the planning district, generally in proximity to some of the major roads in the area.

The Annandale CBC contains a substantial number of commercial uses; mostly retail with some low to medium density offices. The Ravensworth and Beltway South Industrial Areas are developed primarily in industrial uses, with a mixture of some high intensity offices."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A-1 Masonville Community Planning Sector, Character, page 90:

"**A1 MASONVILLE COMMUNITY PLANNING SECTOR**

CHARACTER

The Masonville Community Planning Sector is located north of Little River Turnpike (Route 236) between Columbia Pike (Route 244) and Hummer Road. This planning sector is characterized primarily by stable single-family residential use. The principal single-family neighborhoods include Broyhill Crest, Columbia Pines and Sleepy Hollow Woods. The northwest portion of the Annandale Community Business Center (CBC) is located within this planning sector. Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

Higher density residential development is found at the periphery of the Annandale CBC; for example, the Fairmont Gardens apartments and the neighboring Parliaments apartments are developed at approximately 20 dwelling units per acre. These higher density residential uses provide an effective transitional use between commercial and lower density residential uses.

The Holmes Run Stream Valley Park runs along the entire northern boundary and may be considered the most significant ecological asset within this planning sector. Although the planning sector is largely developed, stream valleys as well as early and mid-20th century and more dispersed residential neighborhoods may contain significant heritage resources. Remnants of the historic Manassas Gap Railroad line which was intended to link the City of Alexandria with the Shenandoah Valley are located along the north side of Medford Drive and Royce Street in the southern part of the planning sector. The railroad line is a significant heritage resource and a portion of it is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A2-Columbia Community Planning Sector, Character, page 97:

"A2 COLUMBIA COMMUNITY PLANNING SECTOR

CHARACTER

The Columbia Community Planning Sector is located north of Little River Turnpike (Route 236), bounded by Columbia Pike (Route 244) and Old Columbia Pike. The area west of Evergreen Lane is located within the Annandale Community Business Center (CBC). Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

The planning sector is transected by the Mason District Park. Areas outside of the CBC are characterized primarily by single-family residential uses. Single-family neighborhoods to the east of the park, such as Sleepy Hollow Run, are developed at a slightly higher density than neighborhoods to the west of the park. Townhouse-style developments are located along Little River Turnpike, including townhouse office at the intersection of Old Columbia Pike.

The historically significant Annandale Methodist Church and the Mason Governmental Center are institutional uses in this planning sector. The Mason Governmental Center houses the Mason District Supervisor's office. Age-restricted low income housing is developed in association with and located near the Annandale Methodist Church. The church is an important heritage resource in this sector and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

Mason District Park and Turkeycock Run Stream Valley Park located in the center of this planning sector facilitate pedestrian and bicycle movement among existing stable neighborhoods, as well as linking with open space in contiguous sectors. This area is a particularly sensitive archaeological resource area containing numerous recorded heritage sites.

Wynfield Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Wynfield Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area is generally bounded by Columbia Pike, Mason District Park and the Annandale Methodist Church property."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A3-Indian Run Community Planning Sector, page 104:

"A3 INDIAN RUN COMMUNITY PLANNING SECTOR

CHARACTER

Most of the Indian Run Community Planning Sector lies outside the Annandale Community Business Center. The Indian Run Community Planning Sector is generally located east of Backlick Road between Little River Turnpike (Route 236) and Braddock Road. A small portion of the Annandale Community Business Center (CBC) is located in this planning sector on the south side of Little River Turnpike and on the east side of Backlick Road. Plan recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The planning sector is predominantly developed as single-family residential use outside of the CBC. Some strip commercial and high density residential uses exist along the south side of the Little River Turnpike between Old Columbia Pike and Braddock Road. Other commercial development is located along Backlick Road between Cindy Lane and Sunset Lane, and at the intersection with Braddock Road and Backlick Road at the Bradlick Shopping Center.

The Indian Run Stream Valley is a significant environmental feature running diagonally across the entire length of this planning sector. It has been designated as an Environmental Quality Corridor (EQC). A large portion of this planning sector is in older and dispersed residential neighborhoods that retain the potential for significant heritage resources because of the relatively minor cutting and filling that occurred during their construction.

Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A4-Edsall Community Planning Sector, page 112:

"A4 EDSALL COMMUNITY PLANNING SECTOR

CHARACTER

The Edsall Community Planning Sector is generally bordered by Braddock Road and the Capital Beltway/Interstate 495 (I-495) and Interstate 395 (I-395). The southern half of the planning sector contains a portion of the Beltway South Industrial Area. Plan recommendations for this area can be found in the previous section of the Annandale Planning District text following the Annandale Community Business Center (CBC) section.

The remaining area is developed almost entirely as single-family detached residential neighborhoods, including the Edsall Park, Clearfield and Indian Springs subdivisions. The east side of the Backlick Road corridor in this planning sector is the location of a number of institutional and office uses. The presence of open space buffers adjacent to these neighborhoods helps to ameliorate potential negative impacts from the mix of residential and nonresidential uses.

Portions of the Indian Run, Poplar Run and Backlick Run Stream Valleys, which are Environmental Quality Corridors (EQCs), traverse this planning sector. The eastern edge of the planning sector is prone to soil-slippage. In addition, the northeastern portion of this planning sector has a significant number of slopes in excess of 15 percent.

The older residential community and open space bounded by Edsall Road, Monroe Drive, Shawnee Road and Indian Run in the northeast corner of the planning sector is particularly sensitive for heritage resources. A large significant prehistoric archaeological site covers much of the area. In addition, the few remaining areas of open space in the planning sector have a moderate potential for other prehistoric and historic heritage resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A5-North Springfield Community Planning Sector, page 120:

"A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

CHARACTER

The North Springfield Community Planning Sector is bordered by Braddock Road, Backlick Road and the Capital Beltway/Interstate 495 (I-495). The planning sector contains a small portion of the Beltway South Industrial Area along Wimsatt Road. Plan recommendations

for this area can be found in a previous section of the Annandale Planning District text following the Annandale Community Business Center (CBC) section.

The planning sector primarily consists of stable single-family detached residential uses. The Backlick Run Stream Valley divides the planning sector into two parts; the larger area to the west of the stream, the North Springfield subdivision, is entirely developed in single-family detached units. The area to the east of the stream is a mix of single-family detached homes on large lots, townhouses and institutional uses grouped near Woodland Drive; also townhouses are developed southwest of the intersection of Braddock and Backlick Roads.

The Backlick Run Stream Valley, with its broad floodplain, has been designated as an Environmental Quality Corridor (EQC). Backlick Run and peripheral open space along Braddock Road and I-495 and the adjacent older residential neighborhood to the northeast are particularly sensitive areas for significant heritage resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A6-Accotink Community Planning Sector, page 127:

"A6 ACCOTINK COMMUNITY PLANNING SECTOR

CHARACTER

The Accotink Community Planning Sector comprises the land area between Braddock Road, the Capital Beltway/Interstate 495 (I-495), the Norfolk Southern Railway right-of-way and Rolling Road. The planning sector contains the Ravensworth Industrial Area at the northeast corner and is divided into two segments by Accotink Stream Valley Park and Lake Accotink Park. The recommendations for the Ravensworth Industrial Area can be found in a previous section of the Annandale Planning District text following the Beltway South Industrial Area.

Single-family residential uses are the predominant land use, located both east and west of the Accotink Creek Stream Valley. The Danbury Forest townhouse development comprises the center of the planning sector, surrounded primarily by the stream valley. The Kings Park Shopping Center is located in the northwest corner of the sector.

The most significant ecological assets are the Accotink Creek Stream Valley and Lake Accotink. Slopes in excess of 15 percent are found along the southern edge below Lake Accotink.

The Accotink Creek and tributary watersheds are likely to produce significant heritage resources. The abandoned railroad bed running generally parallel to the Norfolk Southern Railroad is a locally significant historic archaeological resource."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A7-Wakefield Chapel Community Planning Sector, Character, page 134:

"A7 WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR

CHARACTER

Wakefield Chapel Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Braddock Road.

The planning sector is almost entirely developed with single-family detached residential units. Townhouses are developed on the north side of Braddock Road, just east of the intersection with Wakefield Chapel Road. Housing for the elderly with an accompanying senior center is located in the northwest corner of the planning sector. The Annandale campus of the Northern Virginia Community College is located on Little River Turnpike along the northern edge of the planning sector. The planning sector is buffered from I-495 by Accotink Stream Valley Park. The planning sector also contains Wakefield Park.

The Accotink Creek, Long Branch, and Turkey Run Stream Valleys are EQCs running through the planning sector. An area of slopes in excess of 15 percent is found in the southwest corner of the planning sector. The many stream valleys as well as several mid-20th century residential neighborhoods have potential for significant heritage resources. Open space along the west side of Accotink Creek is particularly sensitive for undisturbed prehistoric heritage resources. Identified heritage resources in this planning sector include Oak Hill, a historic house which was built around 1790. Located off Wakefield Chapel Road, it is one of the few remaining 18th century structures in this heavily developed section of the county and is listed in the National Register of Historic Places and Virginia Landmarks Register. In addition, the Wakefield Chapel is a simple one-story wood building located on Toll House Road. It was built in 1899 and is typical of the churches that served turn-of-the-century residents of Fairfax County. Oak Hill and Wakefield Chapel are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A8-Pine Ridge Community Planning Sector, Character, page 142:

"A8 PINE RIDGE COMMUNITY PLANNING SECTOR

CHARACTER

Pine Ridge Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Woodburn Road. The planning sector is developed primarily with stable, single-family detached residential units with a significant mix of institutional uses. A node of commercial activity exists south of the intersection of Woodburn Road and Gallows Road, near the junction with I-495.

The primary ecological asset of this planning sector is the Accotink Creek Stream Valley Park, which transects the planning sector north to south into two sections of roughly equal size. The Accotink Stream Valley Park also runs much of the length of I-495, buffering the stable, single-family detached residential units to the west. This planning sector has produced prehistoric archaeological resources and historic documents indicate the presence of potentially significant historic resources. The open space areas along Accotink Creek are particularly sensitive. Heritage resources also have been recorded in more developed areas in the planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A9-Holmes Run Community Planning Sector, Character, page 148:

"A9 HOLMES RUN COMMUNITY PLANNING SECTOR

CHARACTER

The Holmes Run Community Planning Sector is located east of the Capital Beltway/Interstate 495 (I-495), bounded by Gallows Road, Hummer Road, and Little River Turnpike (Route 236). The planning sector includes a small portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The majority of the planning sector is developed with single-family detached residential units. Exceptions include the Raintree townhouses on Gallows Road immediately east of the I-495/Gallows Road interchange, the Adams Walk townhouse community located east of Hummer Road along Championship Drive, and the Lafayette Village community situated in the southwestern portion of the planning sector.

The Coon Branch Stream Valley runs from the I-495/Little River Turnpike interchange northeast through the southern portion of this planning sector; associated parkland includes the Hidden Oaks Nature Center. Many portions of the planning sector remain heavily wooded, supporting considerable wildlife. In particular, stands of specimen monarch oaks have been identified within the area.

Previous archaeological work in the county has demonstrated that significant heritage resources may have survived the minor cutting and filling that occurred during construction of the older residential neighborhoods. Therefore, there is a potential for such resources in those areas as well as in undeveloped areas, particularly the Coon Branch Watershed.

Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley, are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of historic resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

Accotink Heights Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Accotink Heights Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area includes the residential community focusing on Estabrook Drive and Hirst Drive, north of the Little River Turnpike service road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A10-Pine Ridge Community Planning Sector, Character, page 154:

"A10 OSSIAN HALL COMMUNITY PLANNING SECTOR

CHARACTER

The Ossian Hall Community Planning Sector is bounded on the north by Little River Turnpike (Route 236), on the east by Backlick Road, on the south by Braddock Road, and on the west by Capital Beltway/Interstate 495 (I-495). The northeast corner of the planning sector comprises a portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The planning sector contains a mix of single-family detached residential units located principally in the southern and eastern segments. Townhouses and multifamily residential units are generally located along the western and northern boundaries. Community-serving

commercial uses are located in the central portion of the planning sector along Heritage Drive, with institutional uses located throughout the planning sector. A branch of the Backlick Run stream, which has been designated as an Environmental Quality Corridor (EQC), transects the south-central portion of this planning sector.

Previous archaeological work in the county has demonstrated that significant heritage resources may have survived in older, more dispersed residential neighborhoods east of Ravensworth Road, in which cutting and filling were less severe during construction. Therefore, there is a potential for resources in those areas as well as in undeveloped areas in the planning sector.

Wilburdale Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Wilburdale Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area includes Laburch Lane, Wills Lane, and portions of Vellex Lane and Wilburdale Drive.

Fairdale Community Improvement Area

On July 22, 1991, the Board of Supervisors adopted the Fairdale Community Improvement Plan to upgrade and preserve the neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the costs. The improvement area is bounded by Backlick Park on the north, Backlick Road on the east, Annandale Acres subdivision on the south, and Saint Michael's Church on the west.**"**

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; Overview, page 1:

"BAILEYS PLANNING DISTRICT OVERVIEW

The Baileys Planning District is located in the eastern portion of Fairfax County. It is bounded by Arlington County to the northeast, the City of Alexandria to the southeast, Lincolnia Road and Columbia Pike (Route 244) to the southwest, and Sleepy Hollow Road to the northwest (see Figure 1). The Baileys Planning District is approximately 4,050 acres in size or approximately two percent of the county.

Two community business centers (CBCs) are located in the planning district: Seven Corners and Baileys Crossroads. The Seven Corners CBC is located at the junction of Wilson Boulevard, Arlington Boulevard (Route 50), and Leesburg Pike (Route 7). The Baileys Crossroads CBC is located at the junction of Columbia Pike and Leesburg Pike. Commercial activity has, in large part, located in and around the intersections of these major thoroughfares.

The Seven Corners CBC includes a regional shopping center, several community- and neighborhood-serving shopping centers, and strip commercial areas along the major thoroughfares. The Baileys Crossroads CBC also contains several community- and neighborhood-serving shopping centers, as well as Skyline Center, a major residential, retail and office mixed-use development. The areas surrounding these commercial centers are predominantly stable neighborhoods, with a large component of multi-family housing units.

Baileys Crossroads and Seven Corners are older commercial centers that are showing some signs of deterioration. The adverse effects of age and lack of maintenance are exacerbated by the roadways that fragment the CBCs. The importance of retaining the Seven Corners and Baileys Crossroads CBCs as community-serving commercial centers is reflected in efforts to restore their viability through commercial revitalization and related actions.

Outside of the CBCs, the Baileys Planning District is predominantly composed of stable single-family residential neighborhoods. Higher density residential areas composed of townhouses, garden apartments, mid- and high-rise apartments and condominiums, are located primarily adjacent to the CBCs, along the major thoroughfares. Nonresidential, institutional uses in the planning district include schools, religious facilities, libraries, and other public facilities."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B1-Willston Community Planning Sector, page 128:

"B1 WILLSTON COMMUNITY PLANNING SECTOR

CHARACTER

The Willston Community Planning Sector is located in the northern portion of the Baileys Planning District, generally bounded by Wilson Boulevard to the north, Arlington County to the northeast, and Arlington Boulevard (Route 50) to the southwest. The planning sector contains the northern half of the Seven Corners Community Business Center (CBC). Plan recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

The planning sector contains a variety of residential uses. The Federal Hill and Ash Lawn Ridge townhouse developments are located on Arlington Boulevard. Willston Apartments, a large garden apartment complex that is included in the Willston Conservation Area, is located along Patrick Henry Drive. The Willston Conservation Area expired on January 24, 1988 and is no longer active. Cavalier Club, a high-rise apartment complex, is located north of Wilson Boulevard.

Nonresidential uses include public facilities, institutions, and public parkland. The former Willston Elementary School is now used as a community educational center. Lockwood House,

an elderly care facility, and Upton Hill Regional Park are located north of Willston II Shopping Center.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, two being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B2-Glen Forest Community Planning Sector, page 134:

"B2 GLEN FOREST COMMUNITY PLANNING SECTOR

CHARACTER

The Glen Forest Community Planning Sector is located in the northeastern portion of the Baileys Planning District, generally bounded by Arlington Boulevard (Route 50) on the northeast, Leesburg Pike (Route 7) on the west, Columbia Pike (Route 244) on the south, and Arlington County to the east. The planning sector contains portions of the Seven Corners and the Baileys Crossroads Community Business Centers (CBCs) on the northern and southern ends, respectively. Plan recommendations for those centers are addressed in a preceding section of the Baileys Planning District, following the Overview section.

The central portion is characterized by stable, low density residential neighborhoods. Medium density residential uses are limited to Hardwick Court and the Glen of Carlyn, two townhouse developments located on Glen Carlyn Road.

The Long Branch of Four Mile Run bisects the area, forming a long stream valley and open space corridor. The county soils map indicates that portions of the planning sector are in a soil-slippage prone area, suggesting there may be development constraints.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B3-Commerce Park Community Planning Sector, page 141:

"B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Commerce Park Community Planning Sector is located in the east central portion of the Baileys Planning District, bounded by Columbia Pike (Route 244) on the northwest and Leesburg Pike (Route 7) on the southwest. Arlington County is adjacent on the northeast, and the City of Alexandria is adjacent to the east. The planning sector is almost entirely within the Baileys Crossroads Community Business Center (CBC). Recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

Outside of the CBC, the planning sector includes both low and medium density residential uses and institutional uses. Residential uses include townhouses and garden apartments, such as Leesburg Apartments and Grandview Apartments.

The Grandview Conservation Area was located east of the Columbia Pike/Leesburg Pike interchange, also within the Baileys Crossroads CBC. This conservation area expired on April 20, 1990 and is no longer active.

There are no stream valleys in this planning sector. The county soils map indicates that portions of the planning sector are within a soil-slippage prone area, suggesting possible development constraints."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B4-Glasgow Community Planning Sector, page 148:

"B4 GLASGOW COMMUNITY PLANNING SECTOR

CHARACTER

The Glasgow Community Planning Sector is located in the west-central portion of the Baileys Planning District and is bounded by Leesburg Pike (Route 7) on the northeast, Columbia Pike (Route 244) on the northwest, and Lincolnia Road on the southwest. The City of Alexandria is located to the southeast. The planning sector contains the southern half of the Baileys Crossroads Community Business Center (CBC) in the eastern and northwestern side of the planning sector. Plan recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

Adjacent to the CBC are stable residential areas, with both low and medium density residential uses. The low density, single-family subdivisions predominate and are sited primarily in the center of this planning sector. Among the older subdivisions east of the Holmes Run Stream Valley are the Sunset Manor, Dowden Terrace, Springdale, and Lacey Boulevard neighborhoods. The planning sector also includes the Lincolnia Heights Community Improvement Area, which is located east of the Parklawn Elementary School.

The Palisades, Miracle Woods, and Sylvan Hill subdivisions are located west of Lacy Boulevard, adjacent to the stream valley corridor. Interspersed among these neighborhoods are medium density residential uses. These include the Eliza Pickett townhouses, and Sunset Park, Oakland Manor, and Barcroft View apartments.

Much of the Holmes Run Stream Valley has been acquired by the county and is preserved in stream valley parks. Substantial tracts on both sides of Holmes Run have slopes in excess of 15 percent. The county soils map indicates that portions of the planning sector lie within a soil-slippage prone area.

Clark House located at Barcroft Mews is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. The exterior of the house has been restored by the Fairfax County Park Authority, and the house is available for community use. Additional historic sites in this planning sector are also included in the inventory. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

Baileys Conservation Area

The Baileys Neighborhood Improvement Program and Conservation Plan was adopted in March 1976 by the Board of Supervisors. The portion of the Baileys Conservation Area in the Glasgow Community Planning Sector is located south of Columbia Pike, east of Lillian Carey Park, and west of the Baileys Crossroads CBC. The goal of the Neighborhood Improvement Program and Conservation Plan is the preservation and improvement of housing and public facilities within the Conservation Area boundaries. A large portion of the older low density residential neighborhoods in the Glasgow Community Planning Sector comprise the Baileys Conservation Area. The area is generally bounded by Columbia Pike on the north, Williams Lane on the east, Holmes Run Stream Valley on the west, and Magnolia Lane on the south. Lacy Boulevard is the main arterial through the community. The Conservation Plan has been amended twice since its adoption.

Lincolnia Heights Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Lincolnia Heights Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Braddock Road, Sano Street, and the northern border of the Sherry Heights subdivision."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B5-Barcroft Community Planning Sector, page 158:

"B5 BARCROFT COMMUNITY PLANNING SECTOR

CHARACTER

The Barcroft Community Planning Sector is located in the western portion of the Baileys Planning District and is bounded by Columbia Pike (Route 244) on the south and southeast, Leesburg Pike (Route 7) on the northeast, and Sleepy Hollow Road on the northwest. The northern and eastern corners of the planning sector comprise part of the commercial strip which is included within the Seven Corners and Baileys Crossroads Community Business Centers (CBC), respectively. Plan recommendations for these areas can be found in the Baileys Crossroads CBC and Seven Corners CBC sections of the Baileys Planning District text, following the Overview section.

The Barcroft Community Planning Sector's dominant features include Lake Barcroft and the surrounding low density, single-family, residential neighborhoods. Several of these subdivisions, Lake Barcroft, Barcroft Hills, and Lake Barcroft Shores, are oriented to the lake and the adjoining recreational areas. The other portions of this residential development are oriented to the Sleepy Hollow area. These include Sleepy Hollow Estates, Buffalo Hills, Waters Wood, and Ravenwood subdivisions. A few medium density residential uses are located along two of the major thoroughfares, Leesburg Pike and Columbia Pike, in proximity to the commercial uses in Seven Corners and Baileys Crossroads CBCs.

The planning sector contains Lake Barcroft's two northern tributaries: Holmes Run and Tripps Run. A large portion of the southern corner of the planning sector contains slopes in excess of 15 percent, and the county soils map indicates that portions of the southeastern edge of the planning sector, along Columbia Pike, lie in a soil-slippage prone region.

Lake Barcroft Dam is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

Baileys Conservation Area

The portion of the Baileys Conservation Area in the Barcroft Community Planning Sector is located on Columbia Pike and lies directly north and south of Marshall Drive. The Baileys Conservation Area was established through a Conservation Plan adopted in March 1976 by the Board of Supervisors. A primary objective of the Conservation Plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the conservation area.

Courtland Park Community Improvement Area

On August 1, 1988, the Board of Supervisors adopted the Courtland Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the Columbia Pike/Leesburg Pike interchange, and roughly encompasses the single-family neighborhoods between the Culmore apartment area and Columbia Pike."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; Overview, page 1:

"JEFFERSON PLANNING DISTRICT OVERVIEW

The Jefferson Planning District is located in the eastern section of the county, and encompasses approximately 6,300 acres, which is approximately two percent of the county. The planning district is bounded by the City of Falls Church on the northeast, Leesburg Pike (Route 7) on the north, the Capital Beltway/Interstate 495 (I-495), Prosperity Avenue and Gallows Road on the west and the Holmes Run Stream Valley on the south (see Figure 1). The Merrifield Suburban Center, the Dunn Loring Transit Station Area, as well as portions of the Tysons Corner Urban Center, the West Falls Church Transit Station Area, and the Seven Corners Community Business Center are located in the planning district. Plan recommendations for the Merrifield Suburban Center, the Dunn Loring Transit Station Area and the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan. Plan recommendations for the Tysons Corner Urban Center and the West Falls Church Transit Station Area are included in the Area II volume of the Comprehensive Plan.

The Jefferson Planning District is composed primarily of stable single-family residential neighborhoods, with a sizable number of multifamily residential units along major transportation corridors. The planning district is transected by two major thoroughfares, Arlington Boulevard (Route 50) and Lee Highway (Route 29), and by two interstate highways, I-495 and Interstate 66 (I-66). Commercial activity has, in large part, located in and around the intersections of these major thoroughfares."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J1-Hillwood Community Planning Sector, Character, page 16:

"J1 HILLWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Hillwood Community Planning Sector generally extends from the intersection of Leesburg Pike (Route 7) and Arlington Boulevard (Route 50) at Seven Corners to Tripps Run, which forms the western boundary and Hillwood Avenue on the north. The planning sector includes a portion of the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The eastern portion of the planning sector lies within the Seven Corners CBC. South Street serves as the boundary between the stable residential neighborhoods to the west and the CBC. Outside of the CBC, housing consists largely of single-family detached units. A substantial area of multifamily housing is located west of Cherry Street. The remainder of the sector is stable and in predominantly single-family residential uses. There is a mix of commercial, institutional and high density residential uses along the Arlington Boulevard and the Annandale Road corridors, and abutting portions of the City of Falls Church. Jefferson Village Shopping Center is located at the intersection of Arlington Boulevard and Annandale Road. A commercial strip with primarily retail uses extends along the Arlington Boulevard service drive between Jefferson Village Shopping Center and the Seven Corners CBC. Many of these retail uses are located in houses converted to commercial uses.

The western boundary of the sector is a channelized segment of the Tripps Run Stream Valley. The southern portion of Tripps Run is owned by the county.

James E. Lee Negro Elementary School, now the James Lee Community Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

James Lee Conservation Area

The James Lee community is located adjacent to the City of Falls Church, west of the Seven Corners Shopping Center. The Fairfax County Board of Supervisors and the Falls Church City Council approved and adopted the Falls Church/James Lee/Southgate Neighborhood Improvement Program and Conservation Plan in December 1980. The conservation area is generally bounded by Hillwood Avenue on the north, Tripps Run Stream Valley on the west, and Hillwood Square Apartments on the east, Clearview Drive on the southeast, and James Lee Street on the southwest. The Conservation Plan was developed in order to reverse the trend

toward deterioration and to preserve the assets of the James Lee neighborhood. It includes recommendations on storm drainage, street lighting, and road improvements.

Hillwood Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Hillwood Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Hillwood Avenue, South Street, Arlington Boulevard, and Cherry Street."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J2-Sleepy Hollow Community Planning Sector, Character, page 24:

"**J2 SLEEPY HOLLOW COMMUNITY PLANNING SECTOR**

CHARACTER

The Sleepy Hollow Community Planning Sector generally extends from the intersection of Arlington Boulevard (Route 50) and Sleepy Hollow Road, to Annandale Road on the west, and to the Holmes Run Stream Valley on the south. The northeastern portion of this sector, generally east of Aspen Lane (excluding existing residences) lies within the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The remaining area is predominantly developed with low density residential uses, the exceptions being the commercial strip north of South Street and east of Annandale Road, and a small commercial strip on the east side of Annandale Road north of Tripps Run Stream Valley. A medium density residential townhouse development east of Aspen Lane provides a transition between the low density residential uses along Sleepy Hollow Road and the commercial uses in the Seven Corners CBC.

The sector is crossed by two major stream valleys, Tripps Run and Holmes Run, which flow into Lake Barcroft. Both stream valleys possess naturally broad floodplains. In addition to the need to control excessive stormwater runoff in these streams and into Lake Barcroft, Holmes Run can be used to provide linear pedestrian pathways throughout neighborhoods.

The Tripps and Holmes Run Stream Valleys are particularly sensitive for prehistoric resources. The Roundtree Park site is significant. Other heritage resources can be expected in the more dispersed neighborhoods. Victorian Farmhouse is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5.

Bel Air Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Bel Air Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Barrett Road, Kerns Road and Annandale Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J3-Westlawn Community Planning Sector, Character, page 31:

"**J3 WESTLAWN COMMUNITY PLANNING SECTOR**

CHARACTER

The Westlawn Community Planning Sector is generally bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the west and Annandale Road on the south. This planning sector is primarily developed with stable, low density residential subdivisions composed of single-family detached houses. These subdivisions comprise the entire planning sector except for two small commercial areas.

One of the two commercial areas is located in the southwest quadrant of the Arlington Boulevard/Annandale Road intersection. This is the Westlawn Shopping Center, a neighborhood retail center. The other commercial area is located on the eastern side of Graham Road, south of Arlington Boulevard and includes retail uses that are an extension of the Loehmann's Plaza Shopping Center in the J4 Walnut Hill Community Planning Sector.

A portion of the channelized Tripps Run Stream Valley runs across the northeast corner of the planning sector, and acts as a physical barrier between stable residential uses to the south and west and the commercial uses in the southwest quadrant of the intersection of Arlington Boulevard and Annandale Road.

Although this sector is densely developed, it consists mainly of older neighborhoods and there has been less destruction of original landscapes. Prehistoric archaeological resources as old as 2,000 B.C. have been reported in the area. There is a possibility that other archaeological resources have survived. The Westlawn development should be evaluated for historic significance since it is one of the early post World War II bedroom communities."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J4-Walnut Hill Community Planning Sector, Character, page 38:

"**J4 WALNUT HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Walnut Hill Community Planning Sector is bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the east, Annandale Road to the south, and Gallows Road and the Capital Beltway/Interstate 495 (I-495) on the west. This planning sector includes portions of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan.

The predominant development in the sector is stable single-family residential use. Existing multifamily residential units act as a transition between the Loehmann's Plaza Shopping Center at the intersection of Arlington Boulevard and Graham Road and the single-family residential areas to the south.

The major ecological asset of this sector is the Holmes Run Stream Valley, the majority of which is owned by the Park Authority.

Significant prehistoric resources and remnants of Spanish American War Camp Russell Alger have been identified in the western portion of this sector. Other resources can be expected along Holmes Run. Holmes Run Acres is a significant example of innovative subdivision planning dating from the 1950s. It is a National Register Historic District and is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J5-Woodburn Community Planning Sector, Character, page 45:

"**J5 WOODBURN COMMUNITY PLANNING SECTOR**

The Woodburn Community Planning Sector is entirely within the Merrifield Suburban Center. Plan Guidance for this area is included in the Merrifield Suburban Center section of the Area I volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J6-Merrifield Community Planning Sector, Character, page 47:

"**J6 MERRIFIELD COMMUNITY PLANNING SECTOR**

The Merrifield Community Planning Sector is entirely within the Merrifield Suburban Center. Plan guidance for this area is included in the Merrifield Suburban Center section of the Area I volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J7-Pine Spring Community Planning Sector, Character, page 50:

"**J7 PINE SPRING COMMUNITY PLANNING SECTOR**

CHARACTER

The Pine Spring Community Planning Sector is bounded by Lee Highway (Route 29) to the north, Graham Road to the east, Arlington Boulevard (Route 50) to the south, and the Capital Beltway/Interstate 495 (I-495) on the west. The western portion of the sector is part of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in that section of the Area I volume of the Comprehensive Plan.

Much of the planning sector has already been developed, predominantly with stable single-family residential neighborhoods. The shopping center at the northwest quadrant of the intersection of Arlington Boulevard and Graham Road is bounded by multifamily use. Other commercial uses in the planning sector are located at the southwest corner of the Graham Road and Lee Highway intersection, and along Lee Highway to the west. Additional multifamily residential development is located along Lee Highway.

The only stream valley in this sector is Holmes Run, located within the Merrifield Suburban Center.

This sector consists of older neighborhoods which were developed in a manner that was less destructive of the natural landscape. Therefore, there is a possibility that portions of historic and prehistoric archaeological sites have survived. The development of Fairview Park in the Merrifield Suburban Center produced significant prehistoric and historic resources; additional resources may have survived in open space areas of the development.

Jefferson Village Conservation Area

On August 2, 1982, the Board of Supervisors approved a conservation plan for the Jefferson Village apartment complex. The adopted conservation area is generally bounded by Arlington Boulevard on the south, Allen Street and Rogers Drive on the west, Elmwood Drive and Tyler Avenue on the north, and Graham Court and the Graham Road Elementary School on the east. The objectives of the conservation plan include the development of an aesthetically pleasing residential neighborhood and an improved housing supply to provide residents with the opportunity for a decent, safe, and sanitary dwelling unit within their income means (see Figure 28: General Locator Map).

Tremont Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Tremont Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Arlington Boulevard and Lee Highway, and Strathmeade and Fairmont streets."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J8-Shreve-West Community Planning Sector, Character, page 58:

"**J8 SHREVE-WEST COMMUNITY PLANNING SECTOR**

CHARACTER

The Shreve-West Community Planning Sector is bounded by Shreve Road and the Washington and Old Dominion Railroad Regional Park on the north, the Capital Beltway/Interstate 495 (I-495) on the west, Lee Highway (Route 29) to the south and the City of Falls Church on the east.

The planning sector is characterized by stable low density, single-family residential areas south of Shreve Road and west of the City of Falls Church. The western portion of the sector includes the Jefferson District Park, the Holmes Run Stream Valley and associated Environmental Quality Corridor. These uses provide a transition to higher intensity uses along Lee Highway. Jefferson District Park also serves as a buffer between the medium density residential uses north of Lee Highway and I-495.

National Memorial Park and King David Memorial Gardens cemeteries are located in the central portion of this sector. Medium density residential, commercial and industrial uses are located along Lee Highway. Other multifamily complexes, Timberlane Village Garden, Lee Oaks and the Glen, lie farther east along Lee Highway. West of the Hollywood Road/ Lee Highway intersection is a mix of uses: an industrial parcel developed as a commercial storage

facility, a shopping center, and associated strip commercial development. Low density residential development characterized by single-family detached houses is located along Mary Street.

Branches of both Tripps Run and Holmes Run traverse this planning sector. The western half of this sector contains dispersed neighborhoods. National Memorial Park cemetery and Jefferson Golf Course offer a moderate potential for heritage resources. Few heritage resources surveys have been done in this planning sector. Identified historic sites in this sector include the Fountain of Faith in the National Memorial Park, created by the Swedish sculptor, Carl Milles, as well as Long View, the house of James Wren, architect of Pohick Church, the Falls Church, and the 1800 Fairfax County Courthouse. The Fountain of Faith and Long View are listed in the County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J9-Greenway Village Community Planning Sector, Character, page 65:

"**J9 GREENWAY VILLAGE COMMUNITY PLANNING SECTOR**

CHARACTER

The Greenway Village Community Planning Sector is bounded by Lee Highway (Route 29) on the north, Tripps Run Stream Valley on the east, Arlington Boulevard (Route 50) on the south, and Graham Road to the west. This planning sector is predominantly developed with single-family detached houses, within stable neighborhoods.

Retail, office uses and churches are located in a strip along Lee Highway. Other commercial development is located at the intersection of Graham Road and Arlington Boulevard.

The Tripps Run Stream Valley forms the eastern boundary of the planning sector and is channelized along the entire length of this sector. Stands of mature trees and varied topography, especially in the western portion of the planning sector, are of environmental and aesthetic significance.

The older neighborhoods in the sector were developed with minimal destruction to the original landscape. In these areas, historic and prehistoric archaeological sites may have survived.

Greenway Downs Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Greenway Downs Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners

participated in the design of improvements and shared in the cost. The area is generally bounded by Lee Highway, Woodlawn Avenue, Custis Parkway, and Tripps Run Stream Valley."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J10- Jefferson North Community Planning Sector, Character, page 73:

"**J10 JEFFERSON NORTH COMMUNITY PLANNING SECTOR**

CHARACTER

The Jefferson North Community Planning Sector is bounded by Leesburg Pike (Route 7) on the north, the City of Falls Church on the east, Shreve Road and the Washington and Old Dominion (W&OD) Railroad Regional Park on the south and the Capital Beltway/Interstate 495 (I-495) on the west. Portions of the West Falls Church Transit Station Area and the Tysons Corner Urban Center lie within this sector. Plan recommendations for these areas are included in the Area II volume of the Comprehensive Plan.

The Route 7 corridor has a different character than most of the planning sector which is developed as single-family residential uses. Fronting on Leesburg Pike is a mixture of uses consisting of high-rise and garden apartments, townhouses, offices, and retail establishments. The eastern end of the Route 7 corridor near the City of Falls Church contains a mixture of townhouses and miscellaneous commercial uses.

This planning sector is located in the headwater regions of two major watersheds: Cameron Run and Pimmit Run. Highly erodible soils are present especially in the central portion of the sector. The Tripps Run and Pimmit Run Environmental Quality Corridors begin in this sector; the Holmes Run Environmental Quality Corridor includes land within the southwestern portion of this sector. All streams in this sector ultimately flow into the Potomac River.

The Idylwood Road area of this sector is an older community located in the Tysons Coastal Plain geological formation. Historic structures and archaeological resources as well as prehistoric period sites have been found in that area. There are several important structures dating from the 19th century in this sector including Highland View, which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; Overview, page 1:

"LINCOLNIA PLANNING DISTRICT OVERVIEW

The Lincolnia Planning District is bounded by Lincolnia Road, the City of Alexandria line; the Norfolk Southern Railway/Virginia Railway Express right-of-way; Interstate 395 (I-395); Indian Run Stream Valley; Braddock Road and Old Columbia Pike. (See Figure 1) The planning district is approximately 2,100 acres in size and comprises approximately one percent of the county's land area. The district contains a portion of the Beltway South Industrial Area. Plan recommendations for this portion are included in the L3 Bren Mar Park Community Planning Sector. Plan recommendations for the remainder of the Beltway South Industrial Area are located within the Annandale Planning District, Area I volume of the Comprehensive Plan.

The Lincolnia Planning District is one of the older and more developed areas of Fairfax County, and is strongly influenced by the neighboring City of Alexandria and the intensive development along I-395. The Planning District has three relatively distinct sectors:

- The area to the north of Little River Turnpike (Route 236) and below Lincolnia Road (L1 Pinecrest);
- The area north of Indian Run and west of I-395 (L2 Lincolnia); and
- The area southeast of I-395, bounded by the Norfolk Southern Railway right-of-way on the south and the City of Alexandria on the east (L3 Bren Mar Park).

These three planning sectors are characterized primarily by single-family detached residential development. Townhouse, garden apartment and low rise condominium developments are found along the major thoroughfares and collector streets in proximity to commercial and industrial uses. The planning sector also contains Green Spring Gardens.

The planning district is divided by several major transportation corridors, including Little River Turnpike (Route 236) and I-395. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares. Some commercial and light industrial uses are located in the eastern and western portions of Bren Mar Park."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L1-Pinecrest Community Planning Sector, page 15:

"L1 PINECREST COMMUNITY PLANNING SECTOR

CHARACTER

The Pinecrest Community Planning Sector is located south of Lake Barcroft and is generally bounded by Lincolnia Road, the City of Alexandria line, Little River Turnpike (Route 236), and Old Columbia Pike.

The planning sector is characterized by older, stable neighborhoods of single-family detached houses. Single-family detached residential developments include Mt. Pleasant and Autumn Cove, and townhouse developments include Linmar, Autumn Glen and Barcroft Square. Multifamily developments include the Orleans Village complex of garden apartments and townhouses. The Pinecrest, a large planned residential development, includes single-family detached dwellings, townhouses and garden apartments. Higher density residential areas tend to be located along the major thoroughfares. Commercial uses are situated on the north side of Little River, east of Braddock Road and include Pinecrest Plaza and the Plaza at Landmark.

Turkeycock Run, an element of the countywide Environmental Quality Corridor (EQC) system, runs through both public parkland and private residential yards. Investigations in Turkeycock Run and excavations at the Elliott site in a nearby planning sector have indicated the presence of potentially undisturbed prehistoric and historic archaeological resources in this planning sector and have demonstrated the potential for significant archaeological resources surviving in early and mid- 20th century residential neighborhoods. The undeveloped portions of the Turkeycock Run Watershed, in particular, are environmentally sensitive.

Green Spring Farm/Moss House owned by the Park Authority, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Lincolnia Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L2-Lincolnia Community Planning Sector, page 23:

"L2 LINCOLNIA COMMUNITY PLANNING SECTOR

CHARACTER

The Lincolnia Community Planning Sector is located west of the City of Alexandria and is generally bounded by Little River Turnpike (Route 236), Stutz Road, Interstate 395 (I-395), the Indian Run Stream Valley and Braddock Road.

The portion of the Lincolnia Community Planning Sector west of the Turkeycock Run Stream Valley is primarily developed with single-family detached units. These stable subdivisions include Fairland, Indian Run Park, Lincolnia Park and Weyanoke. East of the stream valley lies a mixture of housing types with sizable concentrations of townhouse and garden apartment units. These include Little River Village, Lincolnia Mews, Morningside Towers and Strawbridge Square. These higher density developments are generally located in proximity to the commercial areas along Little River Turnpike and around Brighton Mall.

Brighton Mall, Home Depot Plaza at the Little River Turnpike/Braddock Road intersection and the commercial strip along Little River Turnpike between the two shopping centers constitute Lincolnia's commercial-retail and office areas. These commercial areas are characterized by neighborhood-serving retail and office uses. Indian Run Office Park, a small office complex, is located at the southern end of Cherokee Avenue.

Two stream valleys with sizable floodplains, Indian Run and Turkeycock Run, are the principal ecological assets of this planning sector. Excavations in an adjacent sector have demonstrated that in older neighborhoods, significant undisturbed historic and prehistoric archaeological resources have survived in sufficient amounts to be meaningful. This planning sector contains large older residential neighborhoods. Therefore, significant archaeological resources are possible in the planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L3-Bren Mar Park Community Planning Sector, page 32:

"L3 BREN MAR PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Bren Mar Park Community Planning Sector is located adjacent to the Edsall Road/Van Dorn Street area in the City of Alexandria and is generally bounded by Interstate 395 (I-395), the City of Alexandria and the Norfolk Southern Railway/Virginia Railway Express right-of-way. The Bren Mar Park Community Planning Sector contains a portion of the Beltway South Industrial Area. Recommendations for the Beltway South Industrial Area can be found in the Land Use Recommendations section of this planning sector and the Area I volume of the Comprehensive Plan, Annandale Planning District, Beltway South Industrial Area.

The planning sector contains residential, commercial and industrial uses. The Bren Mar Park subdivision, a stable single-family detached neighborhood, constitutes the central residential area. Higher density residential uses include townhouses such as Jefferson Green and Landmark Mews; garden apartments; such as Edsall Station and Edsall Gardens; and midrise condominium buildings, such as Valley Park; located around the Bren Mar Park neighborhood and on outlying tracts, particularly along Edsall Road and Bren Mar Drive.

Nonresidential uses, including retail, office, and industrial uses, are located along Edsall Road and in the Beltway South Industrial Area. The retail shopping component includes a small shopping center on Edsall Road and adjacent parcels and several uses in the Beltway South Industrial Area. Industrial uses are found primarily in the Beltway South Industrial Area. These uses include warehousing/distribution, light manufacturing and several satellite/communication facilities. An industrially planned and developed warehousing facility is located at the eastern end of Edsall Road, adjacent to the Alexandria City line.

Indian Run and Turkeycock Run Stream Valleys traverse the entire length of the planning sector. The Backlick Run floodplain is broad along the southern edge of the planning sector. The large tract in the northern portion of the planning sector has a high potential for both historic and prehistoric archaeological resources. Preliminary archaeological investigations in adjoining planning sectors indicate the possibility of the presence of undisturbed, significant prehistoric archaeological resources. The slopes and adjacent floodplains of Backlick Run also have potential for such resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; Overview, pages 1-3:

"FAIRFAX PLANNING DISTRICT OVERVIEW

The Fairfax Planning District is centrally located in Fairfax County and surrounds the City of Fairfax. The planning district is approximately 13,000 acres in size, which encompasses approximately five percent of the county. Many of the major roads in the county are tangent to or traverse the district, including Interstate 66 (I-66), Arlington Boulevard (Route 50), Chain Bridge Road (Route 123), Lee Highway (Route 29), Little River Turnpike (Route 236), Braddock Road, Hunter Mill Road and Gallows Road (see Figure 1).

The Fairfax Planning District contains several mixed-use centers in part or whole. A portion of the Fairfax Center Area Suburban Center is located within the western section of the Fairfax Planning District; plan recommendations for the Fairfax Center Area Suburban Center are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area. A portion of the Merrifield Suburban Center is located within the eastern section of the district; plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. The Flint Hill Suburban Center is located entirely within the Fairfax Planning District, north of the intersection of Chain Bridge Road and I-66. The district also includes approximately 50 acres of land surrounded by the City of Fairfax (F6: County Government Center Community Planning Sector) on which the Fairfax County Courthouse and Public Safety Center are located.

The predominant character of the Fairfax Planning District is low density residential development. Most of the low density residential development was built in the 1950s through 1970s. The northwestern portion of the planning district, which lies in the Difficult Run Watershed, is developed with low density residential neighborhoods or is environmental conservation (open space) use. Townhouse and multi-family residential uses are located north and south of I-66 near the Flint Hill Suburban Center and northeast of the City of Fairfax. In the vicinity of Woodburn Road and Gallows Road there is a townhouse and multi-family development adjacent to the Merrifield Suburban Center.

George Mason University is a major institutional use located in the southern portion of the planning district. The university complex includes the Patriot Center, which is a regional sports and entertainment facility. George Mason University owns a large vacant tract in this district, which is under State control for planning purposes.

There is a small area in the southwestern section of the planning district (F7 George Mason Community Planning Sector) that is in the Occoquan Watershed. The Comprehensive Plan for the area within the Fairfax Planning District located within the watershed of the Occoquan Reservoir provides for a rural character by maintaining a very low density development recommendation of .1-.2 dwelling units per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management

Practice (BMP). When used in conjunction with stormwater management facilities (structural BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributing to the quality of water in the reservoir. The reservoir is a major source of drinking water for the county and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

In addition to water quality benefits, very low density residential development within the Occoquan Watershed preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the county to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the county planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned mixed-use centers that are expected to provide for economic development and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The county has adopted a sewer service area map, which defines areas where public sewer is planned to be permitted. Land in the Fairfax Planning District in the Occoquan Watershed is not within the approved sewer service area nor are some portions of the Difficult Run Watershed that are planned for low density residential use. These areas are planned for and generally developed with uses which do not require public service and may be developed in residential densities or in non-residential uses which do not require public sewer service."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F1-Braddock Community Planning Sector, page 26:

"F1 BRADDOCK COMMUNITY PLANNING SECTOR

CHARACTER

The Braddock Community Planning Sector is located on the southeast boundary of the City of Fairfax, bounded generally by Main Street/ Little River Turnpike (Route 236), Olley Lane, Long Branch Stream Valley Park, Guinea Road, Braddock Road and Roberts Road.

A majority of the sector contains stable residential development at a density of approximately 2-3 dwelling units per acre. Major subdivisions are Hickory Farms, George Mason Forest, Somerset, Starlit Ponds, Chestnut Hills, Old Creek Estates, Somerset South, Olde Forge and Surrey Square. There are some small sections scattered throughout the sector that have older subdivisions with lots up to five acres in size some of which are vacant, such as Holly Park and Little Run Estates.

There are no community-serving or neighborhood-serving retail or office facilities in this sector but such facilities are adequately provided in locations adjacent to the sector in the City of Fairfax.

The Fairfax Memorial Gardens and Calvary Memorial Gardens are large cemeteries located in the vicinity of the northeast quadrant of the Burke Station Road and Braddock Road intersection. The Long Branch Stream Valley Park extends through much of this sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2-Mantua Community Planning Sector, page 35:

"F2 MANTUA COMMUNITY PLANNING SECTOR

CHARACTER

The Mantua Community Planning Sector is located east of the City of Fairfax, between Arlington Boulevard (Route 50) and Little River Turnpike (Route 236), extending to Woodburn Road. Portions of the Mantua Planning Sector are within the Merrifield Suburban Center. Plan guidance for this area is included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center.

The planning sector is almost completely developed with single-family detached residential use. Most of this development was built between 1950 and 1970. Major single-family detached subdivisions include Mantua, Ridgelea, Pine Ridge, Sutton Place, Little River Pines and Prosperity Heights.

Two townhouse subdivisions are located in the sector: Strathmeade Square, which is developed at a density of 8-12 dwelling units per acre adjacent to the Inova Fairfax Hospital complex, and Chesterfield Mews, developed at a density of 3-4 dwelling units per acre, located on Arlington Boulevard opposite Nutley Street. Three multi-family housing developments are located along Little River Turnpike near Pickett Road and the City of Fairfax: Margate Manor, Pinewood Plaza and Fairfax Plaza. These are developed at a density of 16-20 dwelling units per acre, as are the Condominiums of Woodburn, which are adjacent to the Inova Fairfax Hospital complex along Gallows Road.

Towers Park, owned by the Fairfax County Park Authority, is located south of Route 50 along Accotink Creek adjacent to the City of Fairfax. The density attributable to this parcel was transferred to Circle Towers, located on the north side of Arlington Boulevard, at the time of its development. There are a number of institutional uses in the sector, including the Virginian Retirement Community, the Kena Temple, the Elks Lodge, the Merritt Academy, the Sunrise Senior Assisted Living Community, the Fairfax Circle Baptist Church, and the Chabad Lubavich of Northern Virginia. There is a large concentration of special exception and special permit uses in this area, especially in the Arlington Boulevard and Little River Turnpike corridors.

A small amount of neighborhood-serving retail development is located on Little River Turnpike between Pineland Street and Woodburn Road.

The Accotink Creek Stream Valley is a major land use feature that traverses the sector and includes parts of Long Branch, Bear Branch, Hunters Creek, Crooks Creek and various unnamed connecting creeks."

ADD: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2: Mantua Community Planning Sector, Land Use Recommendations, page 38:

"10. Towers Park, owned by the Fairfax County Park Authority, is located south of Route 50 along Accotink Creek adjacent to the City of Fairfax. The density attributable to this parcel was transferred to Circle Towers, located on the north side of Route 50, at the time of its development. Accordingly, this publically-owned parcel should not be developed and should be used for public park purposes."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2-Mantua Community Planning Sector, Figure 15, page 37 to show extent of Land Use Recommendation #10.

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F3-Mosby Woods Community Planning Sector, page 43:

"F3 MOSBY WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Mosby Woods Community Planning Sector is bounded by the City of Fairfax on the south, Jermantown Road and Chain Bridge Road (Route 123) on the west and north, and Edgelea Road and Blake Lane on the east.

This sector is predominantly developed with higher density residential use and medium intensity office use, which has occurred primarily since 1980. These higher intensity uses are located near the intersection of Chain Bridge Road and Interstate 66 (I-66) and south of Blake Lane which extends from Chain Bridge Road to Lee Highway (Route 29) near Fairfax Circle.

Oakton Gable, Four Winds at Oakton, the Oakton, Trevor House, and the Vistas of Vienna are apartment and condominium developments located north of I-66. The Oakton Park Apartments are located south of I-66 and east of Chain Bridge Road. Hawthorne Village and Fairfax Circle Villa are apartment complexes near Fairfax Circle. Densities are upwards of 20 dwelling units per acre.

There are numerous townhouse developments in the same two areas, including Villa D'Este Village, Tudor Hall, Cedar Grove Park, Cyrandall Valley, Blake Lee, Oakton Village, Concord Village, Cherrywood Square, and Treebrook. These have densities in the range of 5-12 dwelling units per acre.

There are older single-family detached residential subdivisions in the remaining portions of the sector, developed generally at a density of 1-3 dwelling units per acre. The major subdivisions of this type are Fairfax Acres, near I-66 and Spruce Street, east of Jermantown Road; and Grays/Grays Oakton and Old Courthouse Woods, located between Blake Lane and Chain Bridge Road. Five Oaks Estates and Villa D'Este are single-family detached subdivisions south of I-66 and Blake Lane near the City of Fairfax.

The Flint Hill Suburban Center is completely contained in this planning sector; plan recommendations for the suburban center are found in a previous section of the Fairfax Planning District guidance, following the Overview section. Other nonresidential uses include a number of highway-oriented, neighborhood-serving retail uses located along Chain Bridge Road between Blake Lane and the Oakton Shopping Center at Hunter Mill Road. A number of light industrial uses are located on Draper Drive near Kingsbridge Drive.

Oakton Trolley Station and Oakton United Methodist Church are significant heritage resources in this sector. The trolley station is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. An open space/conservation easement has been placed on the trolley station property. A list and map of these heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F4-Fox Lake Community Planning Sector, page 53:

"F4 FOX LAKE COMMUNITY PLANNING SECTOR

CHARACTER

The Fox Lake Community Planning Sector is located north of the City of Fairfax and is bounded generally by West Ox Road, Vale Road, Hunter Mill Road and Chain Bridge Road (Route 123). The southwestern portion of the Fox Lake Community Planning Sector is included within the Fairfax Center Area Suburban Center. Plan recommendations for this area can be found in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

This sector is almost entirely within the Difficult Run Watershed. Most of the sector is developed as low density residential use at a typical density of less than one unit per acre. A sizable portion of this sector is open space along Difficult Run and scattered elsewhere throughout the area.

Two townhouse cluster subdivisions, Oak Marr Courts and Oakborough Square, have been developed near the intersections of Jermantown Road, Miller Road and Chain Bridge Road at a density of 3-4 dwelling units per acre. The Penderbrook planned development is located in the western part of the sector, partly in the Fairfax Center Area. Penderbrook is developed at an overall density of about 7 dwelling units per acre, with both single-family detached and attached units. A golf course is incorporated into this development to serve the general area.

Hunter Mill Plaza and Oakton Shopping Center are neighborhood-serving shopping centers located at the intersection of Hunter Mill Road, Miller Road and Chain Bridge Road.

Due to the low density of residential and commercial development in this planning sector, it is one of the areas of highest potential for surviving prehistoric and historic heritage resources. Although few heritage resource surveys have been conducted in this sector, those that have been done have produced evidence of important resources from both time periods. Of particular interest are Squirrel Hill, a clapboard house (c. 1706) near Wayland Street; the Waples and Fox Milling complex, which is an archaeological site at the intersection of Waples and Fox Mill Roads; and reported prehistoric resources dating to at least 7000 B.C. along the southern and eastern boundaries of the sector.

Squirrel Hill is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F5-Legato Community Planning Sector, page 64:

"F5 LEGATO COMMUNITY PLANNING SECTOR

The Legato Community Planning Sector is entirely within the Fairfax Center Area Suburban Center. Plan guidance for this area is in the Fairfax Center Area section of the Area III volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F6-County Government Community Planning Sector, page 66:

"F6 COUNTY GOVERNMENT CENTER COMMUNITY PLANNING SECTOR

CHARACTER

The County Government Center Community Planning Sector comprises county land surrounded by the City of Fairfax, on which the Fairfax County Courthouse and Public Safety Center are located. The sector generally is bounded by Main Street (Route 236), Chain Bridge Road (Route 123), Jones Street, Page Avenue, and commercial properties and a cemetery along Main Street (see Figure 31).

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of these heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5. The Fairfax County Courthouse and Jail are among the significant heritage resources in this sector. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F7-George Mason Community Planning Sector, page 70:

"F7 GEORGE MASON COMMUNITY PLANNING SECTOR

CHARACTER

The George Mason Community Planning Sector is located between the southwestern boundary of the City of Fairfax, Roberts Road, Braddock Road and Shirley Gate Road. The northern portion of the sector where Lee Highway (Route 29) intersects with Shirley Gate Road is in the Fairfax Center Area Suburban Center. Plan recommendations for the Fairfax Center Area can be found in the Area III volume of the Comprehensive Plan.

A substantial portion of the land in this sector is owned by George Mason University (GMU). A portion of the GMU land holdings located east of the Braddox subdivision near Chain Bridge Road (Route 123) is undeveloped. The western portion of this sector is in the low density portion of the Occoquan Watershed.

Shirley Gate Park, Lake Fairfax Estates and Cavalier Woods subdivisions are located near Shirley Gate Road. Braddox and Braddock Forest are located near Chain Bridge Road. The average density of these subdivisions is about 1-2 dwelling units per acre. The Fairfax Gateway

townhouse subdivision is located next to the City of Fairfax boundary of University Drive near Chain Bridge Road and George Mason University. Its density is about 4 dwelling units per acre. There are no community-serving or neighborhood-serving retail or office uses in this sector outside of those located in the Fairfax Center Area.

Fairfax Villa and University Square are single-family detached subdivisions located on the southern boundary of the City of Fairfax and developed at a density of about 3-4 dwelling units per acre. Access for Fairfax Villa is via the City of Fairfax, exclusively. The Fairfax Villa Elementary School is located between these subdivisions.

Prehistoric and historic resources, including Civil War earthworks and camps, have been located along Braddock Road and on George Mason University property. An undisturbed significant Native American quarry complex which is at least 3,000 years old is located in the western portion of the sector. This site is one of the few sites of its kind remaining in the Middle Atlantic region. Fairfax Villa Community Park is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; Overview, Page 1:

"**MCLEAN PLANNING DISTRICT OVERVIEW**

The McLean Planning District encompasses approximately 19,400 acres, or about seven percent of the county. The planning district is located in the northeast portion of Fairfax County, and is bounded on the north by the Potomac River, on the southeast by Arlington County and the City of Falls Church, on the southwest by Leesburg Pike (Route 7) and the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and on the west by Difficult Run, Leesburg Pike, Towlston Road, and Old Dominion Drive (see Figure 1). The planning district contains the McLean Community Business Center (CBC) and portions of the Tysons Corner Urban Center and the West Falls Church Transit Station Area (TSA). Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, McLean CBC, and West Falls Church TSA, the McLean Planning District is predominantly composed of stable, low-density residential neighborhoods. Commercial uses are limited, with only a few neighborhood-oriented commercial areas throughout the planning district. Large tracts of federally-owned parkland and institutional uses are also present.

In addition to those previously listed, the planning district is traversed by several major roads and highways, including the Capital Beltway/Interstate 495 (I-495), Interstate 66 (I-66), Chain Bridge Road/Dolley Madison Boulevard (Route 123), and the George Washington Memorial Parkway. Metrorail's Orange Line is located in the median of I-66, with the West Falls

Church Metro Station located at the junction of I-66 and the DAAR. The planning sector also contains Clemyjontri Park."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; M1-Tysons Corner Community Planning Sector, Page 92:

"**M1 TYSONS CORNER COMMUNITY PLANNING SECTOR**

CHARACTER

The Tysons Corner Community Planning Sector is entirely within the Tysons Corner Urban Center area. Plan guidance for this area is in the Tysons Corner Urban Center area portion of the Area II volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; M2-Pimmit Community Planning Sector, Page 94:

"**M2 PIMMIT COMMUNITY PLANNING SECTOR**

CHARACTER

The Pimmit Community Planning Sector is located to the north of the City of Falls Church, and is generally bounded by Magarity Road, the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Interstate 66 (I-66), and Leesburg Pike (Route 7). The planning sector includes the eastern portion of the West Falls Church Transit Station Area (TSA). Plan recommendations for the West Falls Church TSA area can be found in a previous section of the McLean Planning District text, following the McLean Community Business Center (CBC) section.

Outside of the West Falls Church TSA, the planning sector consists primarily of stable, single-family detached residential neighborhoods. Commercial activities are limited, with neighborhood-serving retail and office uses located along Leesburg Pike in the western portion of the planning sector. Multifamily residential units are present along Leesburg Pike near the commercial uses.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5.

Generally this planning sector is developed and has few areas of undisturbed space. However, in the residential neighborhood of Pimmit Hills, prehistoric artifacts in excess of 2,000 years old have been reported. Therefore, it is possible that significant heritage resources can be found elsewhere within this planning sector. The Pimmit Hills neighborhood represents one of the early post-World War II Veterans Administration financed housing communities.

Ellison Heights Community Improvement Area

On November 26, 1990, the Board of Supervisors adopted the Ellison Heights Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The area is bordered by Haycock Road on the northwest and includes residential properties along Highland Avenue on the northeast boundary, with the City of Falls Church on the south forming the remaining boundary."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M3-Kirby Community Planning Sector, Page 101:

"**M3 KIRBY COMMUNITY PLANNING SECTOR**

CHARACTER

The Kirby Community Planning Sector is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Dolley Madison Boulevard/Chain Bridge Road (Route 123), and Arlington County. The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

Outside of the McLean CBC, the planning sector is predominantly characterized by single-family detached residential units. Throughout the planning sector, there are several residential developments, such as Westmoreland Square and Hallcrest Heights, which have been developed with townhouses. Neighborhood-serving commercial uses are located in the Chesterbrook area along Old Dominion Drive.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, three being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Numerous other historic sites in this

planning sector are also included in the inventory, most notably Salona, which is also listed in the National Register of Historic Places.

Westmoreland Park Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Westmoreland Park Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The area includes residential properties bounded on the south and west by Interstate 66 (I-66) and Great Falls Street, on the north by Haycock Road, and on the east by Westmoreland Street, and includes properties fronting on Gordon Avenue and Meridian Street.

Westhampton Community Improvement Area

On September 16, 1991, the Board of Supervisors adopted the Westhampton Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements; however, the improvements were not done. The area includes single family residential properties bounded on the north by Kirby Road, on the west by I-66, on the south by Haycock Road and Grande Lane and on the east by Westmoreland Street."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M4-Balls Hill Community Planning Sector, Page 111:

"**M4 BALLS HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Balls Hill Community Planning Sector is generally bounded by Georgetown Pike (Route 193), Dolley Madison Boulevard (Route 123), and the Capital Beltway/Interstate 495 (I-495). The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

The planning sector is primarily developed with single-family detached residential units, as well as some townhouses including Kings Manor, Merryhill and Madison of McLean. Office uses are located along the southern portion of the planning sector, south of Lewinsville Road.

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning

District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are included in the inventory, most notably Bienvenue."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M5-Potomac Palisades Community Planning Sector, Page 118:

"**M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR**

CHARACTER

The Potomac Palisades Community Planning Sector is generally located along the Potomac River, north of Georgetown Pike (Route 193) and Chain Bridge Road (Route 123).

The planning sector is primarily characterized by stable residential development. Housing consists primarily of single-family detached residential units, many of which are located on large wooded lots with private drives. There is one townhouse community, Merrywood on the Potomac, located in the easternmost portion of the planning sector. Large portions of this planning sector are devoted to public or institutional uses such as federal agencies and parks; county parkland and a school; and the Madeira School. Special attention is required in this environmentally fragile area to the impact of future development.

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are included in the inventory, most notably Rokeby."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M6-Spring Hill Community Planning Sector, page 125:

"**M6 SPRING HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Spring Hill Community Planning Sector is generally bounded by Georgetown Pike (Route 193), the Capital Beltway/Interstate 495 (I-495), the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Leesburg Pike (Route 7), Towlston Road, and Old Dominion Drive.

The planning sector is characterized as a stable low-density residential area consisting of single-family detached residential units. A limited amount of neighborhood-serving commercial uses are located at the intersection of Old Dominion Drive and Spring Hill Road. An industrial use is present in the eastern quadrant of the Leesburg Pike and Towlston Road intersection.

Spring Hill Farm is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory, most notably Pleasant Grove Methodist Church."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M7-Wolf Trap Community Planning Sector, page 132:

"**M7 WOLF TRAP COMMUNITY PLANNING SECTOR**

CHARACTER

The Wolf Trap Community Planning Sector is generally bounded by Leesburg Pike (Route 7), the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and Difficult Run.

This planning sector is primarily a stable area of low-density, single-family detached residential units. Public parkland is present within the Difficult Run Stream Valley and the Wolf Trap Stream Valley along the planning sector's western edge. A prominent institutional use, the Wolf Trap National Park for the Performing Arts, is located in the eastern portion of the planning sector.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Vernon Leigh House and Kenmore are significant heritage resources in this planning sector. Additional historic sites are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; Overview, page 1:

"**VIENNA PLANNING DISTRICT OVERVIEW**

The Vienna Planning District encompasses approximately 12,000 acres, or about five percent of the county. The planning district is located in the central northeast section of the county, and is generally bordered to the east by Leesburg Pike (Route 7), the Capital

Beltway/Interstate 495 (I-495), Interstate 66 (I-66), and Prosperity Avenue, and to the west by Hunter Mill Road, Blake Lane, and the Difficult Run Stream Valley (see Figure 1). The planning district contains the Town of Vienna, the Vienna Transit Station Area (TSA) and portions of the Merrifield Suburban Center and the Tysons Corner Urban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center. The Town of Vienna has jurisdiction over its own planning functions. Consult the Town of Vienna Comprehensive Plan for recommendations within this area.

The planning district is predominantly comprised of single-family neighborhoods. The exceptions to this are areas within the Vienna TSA, Merrifield Suburban Center, and the Tysons Corner Urban Center.

The planning district is traversed by several major roads and highways, including I-495, I-66, the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Lee Highway (Route 29), Arlington Boulevard (Route 50), Leesburg Pike, and Chain Bridge Road (Route 123). The Washington and Old Dominion (W&OD) Railroad Regional Park also bisects the planning district. Metrorail's Orange Line is located in the median of I-66, with two stations serving the Vienna Planning District. The Vienna-Fairfax-GMU Metro Station is located near the intersection of Nutley Street and I-66, and the Dunn-Loring-Merrifield Station is located at Gallows Road and I-66."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V1-Lee Community Planning Sector, Character, page 42:

"**V1 LEE COMMUNITY PLANNING SECTOR**

CHARACTER

The Lee Community Planning Sector is located south of the Town of Vienna and is generally bounded by Interstate 66 (I-66), Arlington Boulevard (Route 50), and Blake Lane. The planning sector includes the southern portion of the Vienna Transit Station Area (TSA) and a small portion of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. Recommendations for the Vienna TSA can be found in a previous section of the Vienna Planning District text, following the Overview section.

Outside of the Vienna TSA and the Merrifield Suburban Center, the planning sector is developed with a variety of housing types, including single-family detached, townhouse, and multifamily units. Community-serving commercial uses are focused at the intersection of Lee Highway and Nutley Street.

Thompson Cemetery, located adjacent to the Pan Am Shopping Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V2-Cedar Community Planning Sector, Character, page 55:

"**V2 CEDAR COMMUNITY PLANNING SECTOR**

CHARACTER

The Cedar Community Planning Sector is located east of the Town of Vienna and is generally bounded by Electric Avenue, the Capital Beltway/Interstate 495 (I-495), and Interstate 66 (I-66). The planning sector includes a small portion of the Tysons Corner Urban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, the majority of the planning sector is developed with single-family detached residential units. The northern portion of the planning sector, along Gallows Road, is developed with a combination of townhouses and single-family detached residential units. There is a concentration of commercial and office uses between Cedar Lane, Gallows Road and Electric Avenue.

The area east of Gallows Road has produced potentially significant archaeological sites and contains some older and potentially significant buildings. The Dunn Loring Elementary School is located in the northwest corner of the Gallows Road-Idylwood Road intersection. Both Tudor Hall and the Camp Alger Headquarters, privately owned residences, are located in this planning sector. These residences are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V3-Spring Lake Community Planning Sector, Character, page 66:

"**V3 SPRING LAKE COMMUNITY PLANNING SECTOR**

CHARACTER

The Spring Lake Community Planning Sector is generally located north of the Town of Vienna and south of the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267).

The planning sector includes a portion of the Tysons Corner Urban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, development in the planning sector consists almost entirely of single-family detached residential uses. Townhouses and garden apartments are present in the eastern portion of the planning sector, adjacent to the Tysons Corner Urban Center. Commercial development is located along Gallows Road, near Cedar Lane.

The nationally significant prehistoric archeological site Wolftrap is located in this planning sector. In addition, this planning sector includes Ash Grove, an 18th century house that was originally owned by the Fairfax family. Ash Grove is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory, most notably Freedom Hill Fort."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V4-Piney Branch Community Planning Sector, Character, page 78:

"**V4 PINEY BRANCH COMMUNITY PLANNING SECTOR**

CHARACTER

The Piney Branch Community Planning Sector is located west of the Town of Vienna and is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Chain Bridge Road (Route 123), the Difficult Run Stream Valley and Hunter Mill Road.

The planning sector primarily consists of single-family detached residential units with densities ranging from .5 dwelling unit per acre to 2-3 dwelling units per acre. The lower densities are found closer to Difficult Run and Hunter Mill Road. Townhouses and garden-style multifamily residential units are present along the southern boundary of the planning sector, with community-serving commercial uses located at the intersection of Chain Bridge Road and Hunter Mill Road.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. The Garde, Oakton School and Richard Lahey House are among the significant heritage resources in this planning sector. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V5-Nutley Community Planning Sector, Character, page 85:

"V5 NUTLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Nutley Community Planning Sector is located west of the Town of Vienna and is generally bounded by Chain Bridge Road (Route 123) and Interstate 66 (I-66). The planning sector includes the northern portion of the Vienna Transit Station Area (TSA). Recommendations for the Vienna TSA can be found in a previous section of the Vienna Planning District text, following the Overview section.

A large portion of this planning sector is occupied by Oakton High School and Nottoway Park, which border the Vienna TSA on the north. The remainder of the planning sector, outside of the Vienna TSA, includes single-family detached residential units and townhouses. Low-intensity commercial uses are located in the northeastern portion of the planning sector, along Chain Bridge Road.

Hunter House, which is located in Nottoway Park, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V6-Vienna Community Planning Sector, Character, page 92:

V6 VIENNA COMMUNITY PLANNING SECTOR

CHARACTER

The Vienna Community Planning Sector encompasses the Town of Vienna. The Town of Vienna has jurisdiction over its own planning functions. Consult the Town of Vienna Comprehensive Plan for recommendations within this area.

The character of the town is shaped by the large amount of land in single-family detached residential units. Only a very small number of medium- to high-density residential units exist in the town. The majority of commercial activity is concentrated along Maple Avenue (Route 123) in a continuous strip. An additional community-serving retail center is located in the southeast section of the town, at the intersection of Park Street and Cedar Lane. Industrial use is primarily in the Vienna Industrial Park and adjacent to the Washington and Old Dominion (W&OD) Railroad Regional Park."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; Overview, pages 1-3:

"**BULL RUN PLANNING DISTRICT OVERVIEW**

The Bull Run Planning District encompasses approximately 32,000 acres, or about 12 percent of the county. The planning district is located in the western corner of Fairfax County. It is generally bounded on the northeast by the eastern boundary of Dulles International Airport and Lee-Jackson Memorial Highway (Route 50); on the east by West Ox Road and Lee Highway (Route 29); on the southeast by Braddock Road, Shirley Gate Road, Union Mill Road, Compton Road, and Centreville Road (Route 28); on the southwest by the Bull Run Stream Valley; and on the northwest by Loudoun County (see Figure 1). The planning district contains the Centreville Suburban Center and portions of the Dulles Suburban Center and Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Centreville Suburban Center, Dulles Suburban Center, and the Fairfax Center Area, the planning district consists of residential neighborhoods with single-family detached residential units and townhouses. Multifamily residential units are scattered throughout the planning district, along with community-serving commercial uses. The southern and western portions of the planning district are less densely developed, with large tracts of public parkland and other undeveloped areas.

In addition to those previously listed, the planning district is traversed by several major roads and highways, including Interstate 66 (I-66) and Fairfax County Parkway (Route 286). Dulles International Airport is located in the northernmost portion of the planning district.

Almost the entirety of the planning district is located within the watershed of the Occoquan Reservoir. Protection of water quality has had a significant impact on land use in this area. A major reevaluation of land use in the planning district occurred as a result of the Occoquan Basin Study in 1982.

The Comprehensive Plan for a portion of the Bull Run Planning District provides for a rural character by maintaining a very low density planned development recommendation of .1-.2 dwelling units per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used in conjunction with stormwater management facilities (structural BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributes to the quality of water in the reservoir. The reservoir is a major source of drinking water for the county and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

Preservation of water quality in the reservoir is of significant value to the public health and welfare. In addition to water quality benefits, very low density residential development, when applied to this general area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the county to concentrate limited public resources for public facilities, transportation and public utilities in those areas planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers that are expected to provide employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The county has adopted a sewer service area map which defines areas where public sewer service is planned to be permitted. The Upper Cub Run, Flatlick, Stone Bridge, and Braddock Community Planning Sectors have either part or all of their land area outside the Approved Sewer Service Area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in nonresidential uses which do not require public sewer service. However, the Approved Sewer Service Area includes the Ordway Road Conservation Area (generally located south of Compton Road, west of Centreville Road, north of the Bull Run Regional Park and east of Centreville Road) and the Leehigh Village Conservation Area (generally located along Village Drive between Leehigh Drive and Larry Road) in order to remedy public health hazards caused by failed and imminently failing septic systems.

Bull Run, Cub Run, and their branches, which flow into the Occoquan Reservoir, have had extensive portions of their stream valleys incorporated into the county's Environmental Quality Corridor (EQC) system. Significant corridors of open space have been reserved for the future and, as a result, provide both recreation opportunities and enhanced water quality.

Bull Run Planning District includes a rich remnant of the county's past. Abundant historic and archaeological resources may be found. Among these are prehistoric sites along Cub Run; the Mt. Gilead House in the Centreville Historic District; the Bull Run Stone Bridge; and other sites connected with the Civil War."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR1-Dulles Airport Community Planning Sector, Character, page 42:

"**BR1 DULLES AIRPORT COMMUNITY PLANNING SECTOR**

CHARACTER

The Dulles Airport Community Planning Sector lies entirely within the Dulles International Airport property, which is owned by the U.S. Government and administered by the Metropolitan Washington Airports Authority (MWAA). The airport does not fall within the jurisdiction of Fairfax County planning. The County has, however, an ongoing interest in monitoring airport development and coordinating with MWAA as an active planning partner in the growth of this regional facility. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Two areas of concern to the county, aircraft noise impacts and industrial and commercial development programs, bear especially close scrutiny as they have a major effect on development in the airport area. Additional guidance on aircraft noise impacts may be found in the Area III volume of the Comprehensive Plan, Overview section.

Sully Historic Site is a significant heritage resource in this planning sector and is protected by a county Historic Overlay District. This house and complex are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR2-Upper Cub Run Community Planning Sector, Character, page 47:

"**BR2 UPPER CUB RUN COMMUNITY PLANNING SECTOR**

CHARACTER

The Upper Cub Run Community Planning Sector is located to the south of Dulles Airport and is generally bounded by Braddock Road, Old Lee Road, and Loudoun County. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Outside of the Dulles Suburban Center, the northern portion of the planning sector has been developed with single-family detached residential units. Public parkland constitutes much of the southern portion of the planning sector.

Pleasant Valley Road between Lee Highway (Route 29) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public parkland flanks the road along part of its length.

The planning sector is subject to several major environmental constraints including significant Environmental Quality Corridor (EQC) areas associated with Cub Run and its branches. Streams in this planning sector flow into the Occoquan Reservoir. Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. Additional guidance on aircraft noise impacts may be found in the Area III volume of the Comprehensive Plan, Overview section.

The planning sector contains numerous prehistoric heritage resources as old as 11,500 years. The planning sector also contains significant historic buildings and archaeological sites. The John Hutchison House, an 18th century building, has been protected and rehabilitated within a commercial development and is an excellent example of private preservation. This house is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Important archaeological resources may be found in this planning sector particularly within and adjacent to the Cub Run Stream Valley. These resources are likely to involve prehistoric and precolonial human settlement."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR3-Flatlick Community Planning Sector, Character, page 54:

"**BR3 FLATLICK COMMUNITY PLANNING SECTOR**

CHARACTER

The Flatlick Community Planning Sector is generally bounded by Old Lee Road, Stringfellow Road, Interstate 66 (I-66), Lee Highway (Route 29), and Pleasant Valley Road. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

The planning sector encompasses a diverse mix of land uses. The southern portion of the planning sector, outside of the Dulles Suburban Center, consists primarily of single-family detached residential units. The eastern edge of the planning sector, south of Braddock Road along Stone Road, is developed with townhouses. Additional townhouses, multifamily residential units, and community serving retail uses are located near the intersection of Westfields Boulevard and Sully Road (Route 28). Extensive public recreation resources are also found in the planning sector, including Cub Run Stream Valley Park and Ellanor C. Lawrence Park.

Pleasant Valley Road between Lee Highway and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public parkland flanks the road along part of its length.

Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Cabell's Mill and Miller's House are among the significant heritage resources in this planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR4-Stringfellow Community Planning Sector, Character, page 63:

"**BR4 STRINGFELLOW COMMUNITY PLANNING SECTOR**

CHARACTER

The Stringfellow Community Planning Sector is generally bounded by Lee-Jackson Memorial Highway (Route 50), West Ox Road, Interstate 66 (I-66), Stringfellow Road, and Walney Road. The planning sector includes portions of the Dulles Suburban Center and the Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Dulles Suburban Center and the Fairfax Center Area, the Stringfellow Community Planning Sector is developed primarily with single-family detached residential units, as well as townhouses located in the northern portion of the planning sector adjacent to Lee-

Jackson Memorial Highway. The Brookfield and Greenbriar subdivisions are substantial communities of single-family detached houses, adjacent to neighborhood shopping centers located south of Lee-Jackson Memorial Highway. Scattered older residential developments are also found in this planning sector. The pattern of development in this planning sector is heavily oriented toward Lee-Jackson Memorial Highway.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Leeton and the Ox Hill Battlefield Memorial Park are among the significant heritage resources in this sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR5-Stone Bridge Community Planning Sector, Character, page 71:

"**BR5 STONE BRIDGE COMMUNITY PLANNING SECTOR**

CHARACTER

The Stone Bridge Community Planning Sector is located in the far western portion of the County and is generally bounded by Loudoun County, Prince William County, Pleasant Valley Road, and Compton Road.

Much of the planning sector is undeveloped and includes forest and farmland, large portions of which are preserved as public parkland. A majority of the planning sector is outside of the county's Approved Sewer Service Area and existing single-family residential units in this portion of the planning sector are widely scattered at very low densities. The southeastern portion of the planning sector is within the county's Approved Sewer Service Area and is developed with predominantly single-family detached residential units. Townhouses and multi-family residential units are located near the Lee Highway (Route 29)/Interstate 66 (I-66) interchange, with a small concentration of office, retail, and industrial uses adjacent to the interchange. Stone resources are found in the southern part of this planning sector and are actively quarried.

All of Fairfax County's portion of the Bull Run Watershed and portions of the Cub Run Watershed, which are both part of the watershed of the Occoquan Reservoir, are within this planning sector. The Environmental Quality Corridors for the Bull Run and Cub Run Stream Valleys are major environmental features of this planning sector.

Pleasant Valley Road between Lee Highway and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public parkland flanks the road along part of its length.

Both Battles of Manassas took place partially in this planning sector and numerous known and potentially significant prehistoric and historic heritage resources may be found. Bull Run Stone Bridge is a significant heritage resource in this planning sector and is protected by a county Historic Overlay District. It is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Ordway Road Conservation Area

On June 27, 1994, the Board of Supervisors adopted the Ordway Road Conservation Plan. The basic goal of the conservation plan is to preserve the Ordway Road area as a stable residential community, to prevent the area from further deterioration and to improve public facilities. The conservation area is generally bounded on the north by Compton Road, on the south by Bull Run Regional Park, on the west by the Upper Occoquan Sewage Treatment Plant, and on the east by Centreville Road (Route 28)."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR6-Centreville Community Planning Sector, Character, page 81:

"**BR6 CENTREVILLE COMMUNITY PLANNING SECTOR**

CHARACTER

The Centreville Community Planning Sector is generally bounded by Interstate 66 (I-66), Union Mill Road, Compton Road, and Stone Road. The planning sector includes the Centreville Suburban Center and a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area. Plan recommendations for the Centreville Suburban Center can be found in a previous section of the Bull Run Planning District text, following the Overview section.

Outside of the Centreville Suburban Center, single-family detached residential units are located along the eastern and western edges of the planning sector, with townhouses and multifamily residential units comprising much of the remainder of the planning sector. Community-serving commercial uses are located at the intersection of Union Mill Road and Braddock Road.

Major portions of the First Battle of Manassas were fought along Centreville Road (Route 28). Some 40,000 Confederate soldiers spent the winter of 1861-2 in the Centreville Area. This activity resulted in the construction of numerous fortifications and trenches. Of particular note are the earthworks built along Union Mill Road. The Centreville Military Railroad was built during this encampment and represents the world's first railroad built specifically for military uses. Parts of the railroad bed remain and sections have been preserved.

This planning sector is rich in significant heritage resources, many of which are listed in the Fairfax County Inventory of Historic Sites. Some of these sites are also protected by the Centreville Historic Overlay District. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR7-Braddock Community Planning Sector, Character, page 91:

"**BR7 BRADDOCK COMMUNITY PLANNING SECTOR**

CHARACTER

The Braddock Community Planning Sector is generally bounded by Interstate 66 (I-66), Lee Highway (Route 29), Shirley Gate Road, Braddock Road, and Clifton Road. The planning sector includes a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Approximately half of this planning sector is included in the Fairfax Center Area. It includes the area generally north of Lee Highway and 1,000 feet south of Lee Highway from Clifton Road to Shirley Gate Road. Outside of the Fairfax Center Area, this planning sector is generally developed as single-family detached residential units, with townhouses located in the southwest portion of the planning sector. The Piney Branch Stream Valley provides a north-south open space corridor through the center of this planning sector.

The Little Rocky Run floodplain and adjacent upland have produced potentially significant prehistoric archaeological sites. Winfield Farm and Woodaman House are significant heritage resources in this planning sector and are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a conservation area. It is a community of approximately 215 single-family detached homes located in the Pohick (Twin Lakes Community Planning Sector) and Bull Run Planning Districts, two to three miles west of Ox Road (Route 123) on Braddock, Popes Head, and Colchester Roads. When the conservation plan for Lincoln-Lewis-Vannoy was developed, the majority of the area's housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a neighborhood improvement program and a conservation plan were adopted by the Board of Supervisors in November, 1976. Together, they outlined a program of public facilities improvements and a program for providing

low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985. No further expansion of the sewer system for this area is planned or approved.

Leehigh Village Conservation Area

On March 30, 1998, the Board of Supervisors adopted the Leehigh Village Conservation Plan. The basic goal of the conservation plan is to eliminate the immediate health hazards associated with failed, failing and inadequate septic systems."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; Overview, page 1-3:

"POHICK PLANNING DISTRICT OVERVIEW

The Pohick Planning District is located in the southwest portion of Fairfax County. This planning district is generally bounded by Braddock Road, Rolling Road, Hooes Road, the Occoquan River, Union Mill Road and Compton Road (see Figure 1). The Pohick Planning District is approximately 49,000 acres in size, which comprises 19 percent of the county.

Major road access is via Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road (Route 123), Fairfax County Parkway (Route 286), and Clifton Road. In this planning district, the Virginia Railway Express (VRE) regional/commuter rail service operates along the Manassas Line which carries passengers between Broad Run/Manassas Regional Airport to Union Station in Washington, DC. There are two VRE stations in the Pohick Planning District. Rolling Road Station is located on Burke Road west of Rolling Road, and Burke Center Station is located at Roberts Parkway south of Guinea Road.

The Pohick Planning District is composed of two important watersheds. These are the Occoquan River, with tributaries draining west from Ox Road, and Pohick Creek, with tributaries draining east from Ox Road. Both watersheds drain to the Potomac River and Chesapeake Bay. With the exception of a relatively small area within the southeastern portion of the Pohick Planning District, the entirety of the Occoquan watershed within this planning district drains into the Occoquan Reservoir.

The Pohick Planning District is primarily a residential area. Generally, the area east of Ox Road has developed predominantly with single-family detached houses and townhouses, as well as supporting commercial and institutional uses. The western portion of the planning district, especially the areas within the watershed of the Occoquan Reservoir, has been developed at a much lower density, primarily with single-family houses on five-acre lots.

The Comprehensive Plan for the area of the Pohick Planning District located within the watershed of the Occoquan Reservoir provides for a rural character by maintaining a very low density planned development recommendation of .1-.2 dwelling unit per acre or five- to ten-acre

lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used in conjunction with stormwater management facilities (structural BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributes to the quality of water in the reservoir. The reservoir is a major source of drinking water for the county and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

Preservation of the water quality is of significant value to the public health and welfare. In addition to water quality benefits, very low density planned residential development, when applied to this general area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the county to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the county planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers that are expected to provide for employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Twin Lakes (P1), Johnny Moore (P3), and Dominion (P5) Community Planning Sectors have either part or all of their land area outside of the Approved Sewer Service Area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in nonresidential uses which do not require public sewer service."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P1-Twin Lakes Community Planning Sector, Character, page 21:

"P1 TWIN LAKES COMMUNITY PLANNING SECTOR

CHARACTER

The Twin Lakes Community Planning Sector is bounded by Braddock Road to the north, Ox Road (Route 123) to the east, the Norfolk Southern Railway right-of-way to the south, and Union Mill Road to the west.

This planning sector is entirely within the watershed of the Occoquan Reservoir. The county has committed to protect the water quality of the Occoquan Reservoir as reflected by large lot residential, private open space, and public parks. A limited amount of housing in the planning sector includes smaller one-half to one-acre lot subdivisions.

Significant archaeological sites, such as the Popes Head Creek prehistoric site, have been identified in this sector. Evidence of 9,000 years of human activity has been recorded on this and other sites. Most of the sector has not been surveyed for heritage resources, so little is

known. The low density development in the sector indicates, however, that there is a high probability for minimally disturbed sites including prehistoric, pre-Civil War historic, Civil War and post-Civil War sites. Civil War activity was probably particularly high along the major sector boundary roads, the Norfolk Southern Railway, Burke Methodist Church/Burke Station, a former church and former railroad station, and land west of Colchester Road.

Two of the county's Historic Overlay Districts are in this sector: Robey's Mill and St. Mary's Church Districts. Robey's Mill Historic Overlay District regulations call for retention of the rural, open character of the area. St. Mary's Church Historic Overlay District contains a combination of residential and commercial development fronting on Ox Road. Historic properties in both of these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a conservation area. It is a community of approximately 215 single-family detached houses located in the Pohick (Sector P1) and Bull Run (Sector BR7) Planning Districts, two to three miles west of Ox Road generally bounded by Braddock Road, Popes Head, and Colchester Roads. When the conservation plan for Lincoln-Lewis-Vannoy was developed, the majority of the area's housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a Neighborhood Improvement Program and a Conservation Plan were adopted by the Board of Supervisors in November 1976. Together, they outlined a program of public facilities improvements and a program for providing low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985. No further expansion of the sewer system for this area is planned or approved."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P2-Main Branch Community Planning Sector, Character, page 30:

"P2 MAIN BRANCH COMMUNITY PLANNING SECTOR

CHARACTER

The Main Branch Community Planning Sector is generally bounded by Braddock Road to the north, Rolling Road to the east, Interstate 95 (I-95) to the south, and Pohick Road to the west. It is one of the more intensely developed sectors within the Pohick Planning District. The predominant land use is single-family detached houses with some townhouse development. A number of neighborhood-serving commercial uses as well as public facilities and institutional uses are also located in this sector. Most of the area has been developed since the mid-1960s.

The sector includes several subwatersheds of the Pohick Creek Watershed, portions of which are Environmental Quality Corridors and Resource Protection Areas with forested natural habitats. A substantial amount of mature tree cover in neighborhoods, when combined with the stream valleys, contributes to the low density character of these residential areas.

Although this sector has been heavily developed in upland areas, there are locally significant heritage resources present. These are located predominantly in the Burke area. Burke Methodist Church/Burke Station and Silas Burke House are two of these resources which are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory. Other potentially significant archaeological sites have been located in Pohick Creek and tributary floodplains, and adjacent uplands. These sites indicate a high potential for significant heritage resources in undeveloped portions of the sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P3-Johnny Moore Community Planning Sector, Character, page 46:

"P3 JOHNNY MOORE COMMUNITY PLANNING SECTOR

CHARACTER

"The Johnny Moore Community Planning Sector is bounded by Compton Road, Twin Lakes Drive, and Popes Head Road to the north; Colchester Road and Henderson Road to the east; Yates Ford Road to the south; the Occoquan River to the southwest; and Centreville Road (Route 28) to the west.

The entire sector is located in the watershed of the Occoquan Reservoir. The county has committed to maintain much of this area in low density development to protect the water quality of the Occoquan Reservoir. This commitment is reflected in the distribution of land uses in the sector with predominant uses being large lot residential, private open space, and public parks. While some of the sector remains undeveloped, a significant portion is developed with large lot subdivisions. In addition, considerable acreage is in park and recreational use.

This sector contains the Union Mills area, which includes major undisturbed Civil War fortifications and camps, the remains of the pre-Civil War town of Union Mills, the Bull Run Railroad Bridge, and the 4,000-year old Clifton soapstone quarries.

The Confederate Fortifications Historic Site is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

The Northern Virginia Regional Park land along Bull Run is a very sensitive area for locally and nationally significant archaeological sites.

Extensive heritage resource survey work was completed in this planning sector in 1988. The survey work is intended to be updated as part of a countywide heritage resources survey. The low density of the sector means there is a high potential for undisturbed and significant resources to be found."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P3-Johnny Moore Community Planning Sector, Heritage Resources Recommendations, page 48-50:

"Heritage Resources

Significant heritage resources in the Union Mills area should be preserved or recovered, and incorporating the visible features into a County Historic Overlay District should be considered.

A thorough survey of the Northern Virginia Regional Park Authority land along Bull Run should be conducted to produce a complete inventory of the heritage resources in the park. Particular care should be taken before any subsurface disturbance is permitted in the undeveloped residential areas within one mile of Bull Run.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P4-Clifton Community Planning Sector, Character, page 54:

"P4 CLIFTON COMMUNITY PLANNING SECTOR

CHARACTER

The Clifton Community Planning Sector consists of the Town of Clifton, located in the southwestern portion of the Pohick Planning District. Clifton is an incorporated town; therefore internal planning issues are handled by the town government. The Town of Clifton is a stable community with a distinct historic character and is located on Popes Head Creek nearly two miles from Bull Run. The Norfolk Southern Railway tracks bisect the town. Clifton Road, Newman Road, and Chapel Road provide access to Clifton.

Within the town there are historic single-family dwellings and a handful of local commercial uses located along Main Street and Chapel Road. Clifton Historic District is listed in the National Register of Historic Places. The historic character of its frame buildings and narrow streets reflect late -19th and early-20th century rural community life. A town historic district ordinance is designed to preserve the character of the town. Clifton Historic District, as well as individual buildings within it, is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P5-Dominion Community Planning Sector, Character, page 59:

"P5 DOMINION COMMUNITY PLANNING SECTOR

CHARACTER

The Dominion Community Planning Sector is generally bounded by the Norfolk Southern Railway right-of-way to the north, Ox Road (Route 123) and Silverbrook Road to the east, Hooes Road to the south, the Occoquan River to the southwest, and Yates Ford Road and Henderson Road to the west.

The majority of the sector is located within the watershed of the Occoquan Reservoir. The county has committed to maintain much of this area as very low density residential development to protect the Occoquan Reservoir water quality. This commitment is reflected in the distribution of land uses in the sector, with predominant uses being large lot residential, private open space, and public parks. While some housing in the sector consists of subdivisions with

lots smaller than one acre, the predominant land use is houses on five acre lots or larger, reflecting the area's rural character.

The entire Ox Road corridor within the sector dates from the mid-1700s and is reputed to have been an Indian trail. There is a possibility that there may be buildings from before this time and archaeological sites along the road. There are also known Civil War period sites in this sector. Quailwood and Stoneleigh are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Extensive heritage resource survey work was completed in this planning sector. These have identified significant archaeological resources spanning the full 12,000 years of human activity in Fairfax County. The survey work is intended to be updated as part of a countywide heritage resources survey. The low density of this sector means that significant undisturbed heritage resources can be expected anywhere in the sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P6-Middle Run Community Planning Sector, Character, page 72:

"P6 MIDDLE RUN COMMUNITY PLANNING SECTOR

CHARACTER

The Middle Run Community Planning Sector is generally bounded by the Norfolk Southern Railroad tracks to the north, Sydenstricker Road to the west, Hooes Road to the south, and the Fairfax County Parkway (Route 286) and Ox Road (Route 123) to the east.

Most of the area bounded by the Norfolk Southern Railway right-of-way, Burke Lake Road, the Fairfax County Parkway, and Ox Road is part of the planned residential community of Burke Centre. This development contains approximately 1,100 acres. Burke Centre includes a mixture of uses such as single-family detached, townhouse, and multifamily units, as well as a small village center, a community center, and park and open space recreational uses. Most of the remainder of the sector is developed with single-family detached houses and townhouses, as well as complementary public facilities and commercial and institutional uses.

Very little is known about heritage resources in this sector. Prehistoric sites as old as 8,500 years have been recorded in the Burke Centre area and other unidentified prehistoric sites have been located elsewhere. Mulberry Hill and Little Zion Church and Cemetery are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. There is potential for additional significant heritage resources in this sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P7-Burke Lake Community Planning Sector, Character, page 83:

"P7 BURKE LAKE COMMUNITY PLANNING SECTOR

CHARACTER

The Burke Lake Community Planning Sector is generally bounded by the Fairfax County Parkway (Route 286) to the north, Fairfax County Park Authority property to the east, Silverbrook Road to the south and Ox Road (Route 123) to the west.

This planning sector contains most of the South Run segment of the Pohick watershed. There is extensive parkland related to the South Run Watershed found in this planning sector. Parks includes Burke Lake & Golf Course, South Run District, Lake Mercer, Newington Heights, and South Run Stream Valley. Much of the remainder of the area is developed with single-family detached houses and townhouses. Complementary public facilities and institutional uses to serve area residents are also located in this sector.

Potentially significant prehistoric archaeological sites have been located in this sector east of Lee Chapel Road in the South Run watershed. Other sites can be expected there and to the west of Lee Chapel Road. The relatively low density development in this sector means that significant undisturbed heritage resources can be expected. Silverbrook United Methodist Church is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, Overview, page 1:

"**UPPER POTOMAC PLANNING DISTRICT OVERVIEW**

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is generally bounded on the north by the Potomac River, on the east by Difficult Run and Towlston Road, on the south by Lee Jackson Memorial Highway (Route 50) and on the west by Loudoun County and the Washington Dulles International Airport (see Figure 1).

The Upper Potomac Planning District encompasses approximately 47,500 acres which is about 18 percent of the county's land area. The character of the this planning district varies widely, from the semi-rural area of Great Falls along the Potomac River, to the urbanizing Reston-Herndon Suburban Center and Dulles Suburban Center, to the suburban neighborhoods along West Ox Road and Lee Jackson Memorial Highway. The northern area which includes the

Riverfront, Springvale and Hickory Community Planning Sectors contains the Great Falls Village area, several estates and large-lot subdivisions and low density residential areas.

The Greater Herndon and Reston Community Planning Sectors contain concentrations of office, industrial and commercial development, surrounded by residential development. The Route 28/ CIT Transit Station Area is located in the Greater Herndon Community Planning Sector, and the Reston-Herndon Suburban Center and Transit Station Areas are in the Reston Community Planning Sector. The Sully Community Planning Sector is located entirely within the Dulles Suburban Center and is partially developed with office, industrial and commercial development, with large vacant areas. The West Ox and Lee-Jackson Community Planning Sectors are characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly, and low density residential development in the eastern area where the headwaters of the Difficult Run Watershed are located. The Lee-Jackson Community Planning Sector includes some commercial development along Lee Jackson Memorial Highway.

The planning district is served by community and neighborhood shopping centers in the vicinity of Reston, Herndon, Chantilly, and Great Falls. Tysons Corner Center and Fair Oaks Mall are the nearest regional shopping centers.

The Upper Potomac Planning District reflects a pattern common to the county, that of suburban and low density neighborhoods surrounding mixed-use centers. Planning objectives in this district seek to protect stable neighborhoods while maintaining employment, shopping and recreation opportunities.

The county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several planning sectors in the Upper Potomac Planning District, including Riverfront, Springvale and Hickory, Reston and West Ox, have areas that are outside the Approved Sewer Service Area. These areas are planned for uses which do not require public sewer service and may be developed with residential densities or with nonresidential uses that do not require public sewer service."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP1-Riverfront Community Planning Sector, page 82:

"UP1 RIVERFRONT COMMUNITY PLANNING SECTOR

CHARACTER

This planning sector is located along the Potomac River shoreline as it extends from the National Park Service's Great Falls Park to the Loudoun County line and Seneca Road. The southern border of this sector is Georgetown Pike (Route 193), River Bend Road and Beach Mill Road. The Riverfront Community Planning Sector is in the Difficult Run Watershed.

The Riverfront Planning Sector is a rural area characterized by large lot residential development, parkland and opens space.

This planning sector has produced significant prehistoric heritage resources. Because of the very low density development in the sector, there is a very high potential for both prehistoric and historic heritage resources to still remain. The Potomac floodplain and adjacent uplands are particularly sensitive. The Potomac Canal Lock ruins and the ruins of the Town of Matildaville are significant existing resources in this sector which are listed in the National Register of Historic Places under the Patowmack Canal Historic District/Lock Ruins at Great Falls. This National Register Historic District is a National Historic Landmark, and is also listed in the County Inventory of Historic Sites and the Virginia Landmarks Register. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP1-Riverfront Community Planning Sector, page 84:

Text proposed to be added is shown as <u>underlined</u>.

"RECOMMENDATIONS

Land Use

…

2. This sector is planned for low density, single family residential use mostly .1-.2 du/ac as shown on the Comprehensive Land Use Plan map. <u>The planned density is a means to preserve the rural character of this area and to maintain the present two and five acre lots.</u> Cluster subdivisions may be appropriate in this sector if the following criteria are met and rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. In addition, measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. [Not Shown]"

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP2-Springvale Community Planning Sector, page 89:

"UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located in the northern part of the county and is bounded by Beach Mill Road and Seneca Road on the north, River Bend Road to the east, Leesburg Pike (Route 7) and Georgetown Pike (Route 193) on the south, and Loudoun County to the west.

This planning sector is rural in character and consists of residential estates and large-lot subdivisions, undeveloped land and open space. Local-serving commercial uses are located on Leesburg Pike at Georgetown Pike, at the Great Falls Village area, at Georgetown Pike and Walker Road, and at Beach Mill and Springvale Road. This area is developed as and planned to maintain the very low density character through large-lot residential development.

This planning sector is characterized by low-density residential development and open space. The sector has a high potential for significant heritage resources, and is rich in known historic sites. Great Falls Grange and Great Falls Post Office/Forestville School, as well as the John Gunnell House, Gunnell's Run and Cornwell Farm, are listed in the County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A portion of the Dranesville Tavern Historic Overlay District lies within this sector. Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP2-Springvale Community Planning Sector, page 91:

Text proposed to be added is shown as <u>underlined</u>.

"RECOMMENDATIONS

<u>Land Use</u>

…

1. Land use in this sector should continue to reflect and support the established low density residential character of <u>one dwelling unit per two and five acre lots</u>. Public parkland and low density residential uses at .1-.2 dwelling unit per acre and .2-.5 dwelling unit per acre are planned for the area as shown on the Plan map. Several older residential areas along

Georgetown Pike are planned at a density of 1-2 dwelling units per acre as a reflection of the typical densities that exist in these areas. [Not shown]"

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP3- Hickory Community Planning Sector, page 99:

"UP3 HICKORY COMMUNITY PLANNING SECTOR

CHARACTER

The Hickory Community Planning Sector is generally bounded on the north by Georgetown Pike (Route 193), on the east by Old Dominion Drive and Towlston Road, and on the south by Leesburg Pike (Route 7). A portion of the sector between Hunter Mill Road and the Difficult Run Stream Valley extends south of Leesburg Pike (Route 7) to the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267).

This planning sector has much of the same rural character as that of the Riverfront and Springvale planning sectors to the north, although developed at a somewhat higher residential density. There are large-lot subdivisions and a number of lots that are two acres or smaller in size. The planning sector also contains Turner Farm Park. A major land use objective for the sector is to maintain the low density character by encouraging large-lot residential development.

Local-serving commercial uses are located at Great Falls Village, Colvin Run Road at Walker Road, and Georgetown Pike at Seneca Road.

Colvin Run Mill Historic Overlay District is a significant heritage resource in this planning sector. The mill is listed in the Virginia Landmarks Register and National Register of Historic Places. Individual sites within the district are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP4-Greater Herndon Community Planning Sector, page 109:

"UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

CHARACTER

This sector is generally bounded on the south by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), on the east by Reston, on the north by Leesburg Pike

(Route 7), and on the west by Loudoun County. This sector includes the Route 28/CIT Transit Station Area and the Town of Herndon.

The Town of Herndon is an incorporated town within Fairfax County. The town grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the town remained a rural community until recently when it began to experience rapid growth. The immediate county neighborhoods and the Washington Dulles International Airport to the west, Reston to the east and the planned mixed-use development along the DAAR and the Metrorail Silver line affects the town in terms of development pressure and environmental impacts.

Herndon has jurisdiction over its own planning. The county's planning efforts within surrounding planning sectors should strive to advance the integrity of the town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the county is advanced by the existence of this sector in the county Plan. Fairfax County provides Herndon with a number of public facilities and services, including schools, libraries, health facilities, social services, fire services, and sewer service. Consult the Town of Herndon's Comprehensive Plan for further guidance in this area.

The Sugarland Run area, the portion of the county immediately north of Herndon, is largely developed in single-family neighborhoods. This single-family development, in combination with the variety of types of townhouses available in Herndon, gives this planning sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run stream valley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a state supported research and development consortium of State universities and colleges, is located north of the DAAR and south of the Town of Herndon boundary.

This sector is rich in heritage resources. The Herndon Historic District is listed in the Virginia Landmarks Register and the National Register of Historic Places. Local Heritage Preservation Overlay Districts are administered by the Town of Herndon. Dranesville Tavern, also in the Virginia and National Registers, is protected by a county historic overlay district. Individual sites within these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP5-Reston Community Planning Sector, page 144:

"UP5 RESTON COMMUNITY PLANNING SECTOR

CHARACTER

Reston has its own Master Plan because the community was planned and developed as one of the nation's landmark new towns, beginning in the 1960s. Reston is located between Tysons Corner and the Washington Dulles International Airport along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) and extends as far north as Leesburg Pike (Route 7) and as far south as Stuart Mill Road. With its planned development almost complete, Reston is comprised of 7,100 acres and may ultimately be the home of more than 60,000 people. This new town is designed around the concept of clustering the community into five "villages," each with its own village center. These centers provide for neighborhood-serving retail, office, and social needs.

The community is focused around the town center, an urban concentration of high-density housing, offices and cultural facilities. Substantial office development has occurred in recent years along the DAAR, increasing development pressure both within and adjacent to the community. Plan recommendations for this area can be found in a previous section of the Upper Potomac Planning District text in the Reston-Herndon Suburban Center and Transit Station Area section. An integral part of the Reston Plan is the lower density residential development located on Reston's periphery, buffering adjacent areas from the higher density development in Reston.

Reston offers a wide range of housing, including high-rise apartments, garden apartments, townhouses, and single-family detached and semi-detached homes. The majority of dwellings in this sector were built after 1975. There are approximately 1,300 low- and moderate-income units in Reston. This housing includes units for the elderly which are found mostly in the village centers. There is scattered new and older residential development outside Reston. Generally these areas are planned to maintain a low density residential character, including areas along Route 7. The planning sector also contains Lake Fairfax Park.

Lake Anne Village and Bowman Distillery are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory. Bowman Distillery is also listed in the Virginia Landmarks Register and the National Register of Historic Places. Lake Anne Village is protected by a County Historic Overlay District."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP6-Sully Community Planning Sector, page 182:

"UP6 SULLY COMMUNITY PLANNING SECTOR

The Sully Community Planning Sector is located entirely within the Dulles Suburban Center. Plan guidance for this area is in the Dulles Suburban Center portion of the Area III volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP7-West Ox Community Planning Sector, page 183:

"UP7 WEST OX COMMUNITY PLANNING SECTOR

CHARACTER

The West Ox Community Planning Sector is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Fox Mill Road, Vale Road, Thompson Road and Centreville Road (Route 28) (see Figure 53).

Single-family residential development in this planning sector preserves the existing development and prevents encroachment of higher density development from Reston or Chantilly.

This planning sector includes the environmentally sensitive Difficult Run Watershed. A mixed-use development is located at McNair Farms (near the intersection of Frying Pan Road and Centreville Road) and a large planned residential community is located at Franklin Farm (between Centreville Road and West Ox Road along Franklin Farm Road). Kidwell Farm at Frying Pan Farm Park is a working demonstration farm located at West Ox Road near Centreville Road.

Local-serving commercial uses include retail centers located at Sunrise Valley Drive and Corporate Park Drive, the southwest quadrant of McLearen Road and Centreville Road, and the northeast quadrant of Fairfax County Parkway (Route 286) and Franklin Farm Road. Fox Mill Shopping Center is located at Fox Mill Road, Reston Parkway and Lawyers Road, and the Village Center at Dulles is located at Centreville Road between Coppermine Road and Sunrise Valley Drive.

Parkland and recreational space is dispersed throughout the planning sector, particularly in the subwatersheds of the Difficult Run Watershed. Neighborhoods from the early to mid-20th century or older are also found in this planning sector. These areas offer a high potential for

significant heritage resources, especially in the southeastern half of the planning sector along Fox Mill Road. Numerous heritage resources, both known and unknown, exist in this planning sector. The Horsepen Run drainage area in the western portion of the planning sector has been occupied almost continuously since 8000 B.C. Vale United Methodist Church, Vale School, and Frying Pan Farm Park are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP8-Lee-Jackson Community Planning Sector, page 195:

"UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR

CHARACTER

The Lee-Jackson Community Planning Sector lies along the north side of Lee Jackson Memorial Highway (Route 50) generally between Centreville Road (Route 28) and West Ox Road (see Figure 57).

Chantilly is located in the southwestern portion of the planning sector (Centreville Road and Route 50). The planning sector is characterized by a mixture of single family detached dwellings and townhouse subdivision development. The sector is primarily residential and it is largely developed.

There are numerous single-family detached subdivisions developed at a density of 2-4 dwelling units per acre, including Armfield Estates, Franklin Glen and Foxfield. Fair Oaks Estates, a single-family detached residential subdivision is adjacent to the Fair Oaks Hospital and developed at a density of 2-3 dwelling units per acre. Century Oak is developed at a density of 1-2 dwelling units per acre and is located between Thompson Road and Ox Trail (Rugby Road). Fair Woods is an attached single-family planned unit residential development with a density of 6 dwelling units per acre located along Route 50 near the intersection of the Fairfax County Parkway (Route 286).

Office, hotel and commercial uses are located along Route 50 in the portion of the Fairfax Center area located within this planning sector. The area north of Thompson Road between Oxon Road and West Ox Road, about 175 acres, is developed with older single-family houses on large lots. The Camberley East and Camberley West subdivisions are developed at a density of approximately one dwelling unit per acre. They are located near the intersection of Thompson Road and Oxon Road and on West Ox Road at Bennett Road, respectively.

The International Town and Country Club is a major open space and recreation feature in the planning sector. It is a privately owned 237 acre facility located between Route 50 and the

Fairfax County Parkway. Sully Plaza shopping center is located in Chantilly at the intersection of Centreville Road and Route 50, to the east and north of Sully Place. Sully Plaza has frontage on both Route 50 and Centreville Road.

Numerous prehistoric and historic archaeological sites are located in the western part of the sector. These sites date to as far back as 11,500 years ago when the first known humans entered the area. There are numerous prehistoric and historic archaeological sites in the vicinity of Upper Cub Run and of Route 50. Chantilly Plantation Stone House and Navy School are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; Overview, page 1:

"**LOWER POTOMAC PLANNING DISTRICT OVERVIEW**

The Lower Potomac Planning District is generally bounded on the north by the portion of Laurel Hill Park located southeast of the Southrun Road and Pohick Road intersection [formerly part of the District of Columbia (D.C.) Department of Corrections site], and Fort Belvoir Main Post; on the east by the property line of Fort Belvoir Main Post, Dogue Creek and the Potomac River; on the south by the Potomac and Occoquan Rivers; and on the west by the Vulcan Quarry and Hooes Road as shown on Figure 1. The Lower Potomac Planning District is approximately 29,300 acres in size, which comprises approximately 11 percent of the county.

The Lower Potomac Planning District contains the entirety of the Lorton-South Route 1 Suburban Center and Fort Belvoir Main Post. Fort Belvoir Main Post, a federally owned property, encompasses approximately 9,530 acres or about 30 percent of the planning district.

The Lower Potomac Planning District contains a variety of other land uses. Residential uses include garden apartments and single-family homes. Community-serving retail uses include a shopping plaza located south of Lorton Road at Lorton Market Street, a plaza located near the Lorton Virginia Railway Express (VRE) station at Lorton Station Boulevard, and Gunston Plaza located along Richmond Highway (Route 1) southwest of the Lorton Road and Richmond Highway intersection and east of Armistead Road. Industrial uses are located along portions of the CSX railroad tracks, near Lockport Place, and south of Gunston Cove Road between Interstate 95 (I-95) and Old Colchester Road. Parkland, open space and pockets of low density residential uses characterize the Mason Neck area to protect the valued natural resources in this area.

The major transportation corridors of I-95, Route 1 and the CSX railroad provide good regional access to the Lower Potomac Planning District.

Regional-serving public facilities located in this planning district include the I-95 Energy Resource Recovery Facility, the I-95 Landfill Complex, the Norman M. Cole, Jr. Pollution Control Plant and the Griffith Water Treatment Plant.

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP1-Laurel Hill Community Planning Sector, Character, page 23:

"LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Laurel Hill Community Planning Sector is located west of Interstate 95 (I-95) and north of the Occoquan River, generally bounded on the north by a portion of Laurel Hill Park, to the east by Pohick Road and Furnace Road, to the west by Hooes Road, and to the south by the Occoquan River. This community planning sector contains the former D.C. Department of Corrections property.

Most of the land in this planning sector is planned and utilized for park and related uses, public facilities and open space. North of the I-95 Landfill, uses include residential development, three schools, and Laurel Hill Park which includes a public golf course. The southern area of the planning sector contains the I-95 Landfill, the I-95 Energy Resource Recovery Facility, an active rock quarry (Vulcan Quarry), the Griffith Water Treatment Plant and the Occoquan Regional Park. See Figure 9: Location of Former Prison Facility Sites; Existing Public and Industrial Uses.

The D.C. Workhouse and Reformatory Historic District was listed in the National Register of Historic places in 2006 and includes resources related to the former D.C. Department of Corrections property, including the Occoquan Workhouse, the Central Facility (which encompasses the former Reformatory and Penitentiary areas), the brick kiln on the northern bank of the Occoquan River and the Laurel Hill House. Heritage resources are located along the north bank of the Occoquan River and in the area southwest of Silverbrook Road. Similar archeological resources can be expected in undisturbed areas in the southeastern portion of this planning sector, northeast of the Occoquan River.

This planning sector is either bounded or traversed by several stream valleys and their associated Environmental Quality Corridor (EQC) areas."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP2-Lorton-South Route 1 Community Planning Sector, Character, page 62-64:

"LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

CHARACTER

The Lorton-South Route 1 Community Planning Sector is generally bounded on the north by Accotink Creek, on the east by Fort Belvoir Main Post and Old Colchester Road, on the west by Furnace Road and on the south by the Occoquan River (see Figure 28).

The planning sector encompasses the same geographic area as the Lorton-South Route 1 Suburban Center. The Lorton-South Route 1 Suburban Center contains a variety of land uses and patterns ranging from single family detached residential houses to heavy industrial uses.

The portion of the planning sector west of Interstate 95 (I-95) includes a private debris landfill. Much of the other land in this area is characterized by single-family dwellings clustered in subdivisions, thereby creating a suburban character.

Properties adjacent to the CSX railroad right-of-way are largely vacant or developed with warehousing and manufacturing uses. Another industrial area is generally located south of Gunston Cove Road along Richmond Highway and Giles Run Road. Existing and uses include junkyards, warehouses, storage yards for heavy equipment, cars, boats and lumber, a recycling facility, concrete and paving services, and a truck terminal. Light industrial warehouse/wholesale activities are present in the northeastern portion of the planning sector around Lockport Place.

The central portion of the planning sector fronting on the western side of Richmond Highway (Route 1) generally between Pohick Road and Lorton Market Street has a large residential component. Housing types include single-family units and garden apartments. A shopping plaza, scattered commercial uses and public and institutional uses serve these area residents as well as others.

A large portion of the area east of Richmond Highway between Old Colchester and Gunston Roads contains the Norman M. Cole, Jr. Pollution Control Plant site and its expansion site. Other uses include a cemetery, single-family homes, townhouses and apartments buffered from the pollution control plant.

The portion of the planning sector which lies south of Gunston Road (Route 242), west of Old Colchester Road and east of the properties fronting on Route 1 and Giles Run Road contains vacant land, a concrete contracting company and single-family detached houses. Neighborhood-serving retail uses are located at the southeast corner of Gunston Road and Richmond Highway.

The area of the sector that lies between the I-95 and Route 1 interchange is developed with a dinner theatre restaurant and low-rise offices buildings.

The general low density development in this planning sector and the presence of significant heritage resources, particularly between Old Colchester Road and Richmond Highway, and in the Pohick Creek drainage shed, indicate a high potential for additional unidentified heritage resources. These resources can be expected to date from the earliest known human habitation of the region, some 11,000 years ago, through the 17th century "Frontier" period, to the early 20th century.

Pohick Church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places and is protected by a County Historic Overlay District. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP3-Mason Neck Community Planning Sector, Character, page 109-110:

"LP3 MASON NECK COMMUNITY PLANNING SECTOR

CHARACTER

The Mason Neck Community Planning Sector is generally bounded by Old Colchester Road, Pohick Bay, Gunston Cove, the Occoquan River and Belmont Bay (See Figure 41).

The character of the Mason Neck Community Planning Sector is largely rural due to a land use pattern that consists of areas dedicated to public uses to protect rare ecological areas and marshes; agricultural and forestal districts; and scattered low density residential uses. This planning sector has an extraordinary diversity of ecological attributes.

The distinctive land use feature is the large proportion of land, over 6,000 acres, committed to parks and other types of open space. This land includes the Pohick Bay Regional Park, Elizabeth Hartwell Mason Neck National Wildlife Refuge, Mason Neck State Park, Old Colchester Park and Preserve, and the Meadowood Special Recreation Management Area. The Northern Virginia Regional Park Authority has developed the Pohick Bay Regional Park with nature trails, camping and boating facilities, and a large public swimming pool. The U.S. Fish and Wildlife Service established the Mason Neck National Wildlife Refuge in 1969 to protect the American bald eagle and preserve wildlife habitat. It is administered by the U.S. Fish and Wildlife Service, and is approximately 3,000 acres.

Mason Neck State Park, owned by the Commonwealth of Virginia, has as its objectives protection of the bald eagle and the provision of environmental education and passive recreation. The Meadowood Special Recreation Management Area, owned by the Bureau of Land

Management, provides hiking, horseback riding and mountain bike trails along with over 800 acres of forest and meadows and environmental education programs.

The Mason Neck Community Planning Sector has an extraordinary diversity of ecological attributes, making this area a unique and highly valuable ecological and environmentally sensitive area. Mason Neck is situated in the tidal portion of the Potomac River. Intact upland forests provide important habitat for both plants and animals as well as protect a diverse assemblage of both non-tidal and tidal wetlands. Some of the highest quality tidal marsh communities in the county are on Mason Neck. In addition, it hosts at least one globally rare plant community associated with non-tidal wetlands. Mason Neck is an important resting place for waterfowl migrating down the Atlantic flyway as well as both summer and winter resident birds associated with wetland and upland natural communities. Mason Neck is home to a large concentration of bald eagles and contains important breeding and foraging areas for wading birds such as the blue heron. There are several species of orchids and other rare plants, many species of migratory and non-migratory birds, reptiles and amphibians, fish, and mammals. To protect these rare ecological areas, several thousand acres of land are preserved as open space by local, regional, state and federal public agencies.

The residential pattern is low density and rural in character with single-family detached units which are scattered with varying lot sizes. Most of the residences are located in one of the following subdivisions: Harbor View, Gunston Heights, Wiley, Gunston Manor, Springfield Farms, Belmont Park Estates and Hallowing Point.

Another feature of the Mason Neck Community Planning Sector is the large amount of land in Agricultural and Forestal Districts. The purpose of the Agricultural and Forestal District is to protect and encourage the development and improvement of lands for the production of food and other agricultural and forestal products. The district also conserves land as valued natural and ecological resources, provides open spaces for clean air sheds, watershed protection, wildlife habitat and aesthetics.

The shoreline and inland areas of Mason Neck contain numerous prehistoric and historic archaeological sites, which are some of the better preserved artifacts in the county. The historic Dogue Village of Tauxenent may be located on the north shore of the Occoquan River, Belmont Bay, or Occoquan Bay. These sites are extremely important for preservation.

The 18th century Town of Colchester, chartered by Act of Assembly in 1753, was Fairfax County's first planned community and an important colonial period port rivaling Alexandria. The site contains important historic and archaeological resources which extend outside the original town boundaries.

Another distinguishing feature of the Mason Neck Community Planning Sector is Gunston Hall. The historic structure was the residence of George Mason, originator of the Virginia Bill of Rights, and is listed in the National Register of Historic Places and Virginia Landmarks Register. Gunston Hall is also a National Historic Landmark. Gunston Hall and Colchester Town Archaeological site are significant heritage resources listed in the Fairfax County Inventory of

Historic Sites. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Wiley-Gunston Heights Conservation Area

The Wiley-Gunston Heights Conservation Plan was adopted by the Board of Supervisors on March 21, 1994. The Wiley-Gunston Heights Conservation Area includes all lots with existing dwelling units in the Wiley subdivision and a portion of the Gunston Heights subdivision, Section 1, at the time of the adoption of the conservation plan. The basic goal of the Wiley-Gunston Heights Conservation Plan is to eliminate the public health hazards associated with failing, inadequate sewage disposal systems, and to provide a safe and adequate sewage disposal system to serve existing homes in the Wiley-Gunston Conservation Area."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP4-Fort Belvoir Community Planning Sector, Character, page 120:

"LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

Fort Belvoir Community Planning Sector is generally bounded on the north by Telegraph Road, on the east by Pole Road and Dogue Creek, on the south by Gunston Cove, and on the west by Old Colchester Road. The planning sector is largely coincidental with Fort Belvoir Main Post property lines and Humphreys Engineer Center property.

Fort Belvoir is a federally owned property. The fort is one of the largest employers in Fairfax County, housing diverse tenants and satellite organizations, and is one of the major traffic generators within the Lower Potomac Planning District.

The Fort Belvoir Community Planning Sector contains Fort Belvoir Elementary School. This school is operated by the county under a special agreement between Fort Belvoir and the Fairfax County School Board. Other facilities such as parks, fire stations and on-post roads are provided by the U.S. Army. Mutual aid agreements between Fort Belvoir and the county provide for police and fire support to be provided to each other in times of emergency.

The planning sector includes the Village of Accotink which has a wide variety of land uses, such as single-family homes, garden apartments, commercial and institutional uses. The village is located at the intersection of Backlick Road and Route 1.

Fort Belvoir has conducted a thorough heritage resource survey and assessment of its sensitivity areas. Although the numerous resources recorded are on federal property, they are a significant part of Fairfax County's heritage. Fort Belvoir's managers are pursuing an aggressive

preservation effort concerning the fort's heritage resources which is consistent with County policy. Fort Belvoir Historic District is listed in the Virginia Landmarks Register, and the district, along with individual sites within the district, is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Numerous locally and nationally significant heritage resources are recorded from this planning sector and the potential exists for others. The Fort Belvoir Planning Sector contains hundreds of prehistoric archaeological resources dating as far back as the county's earliest human occupation. These resources range in function from small hunting and gathering sites to larger settlements. The county's earliest known English plantation, the Owsley Plantation, also is located on Fort Belvoir property along with Belvoir Plantation which was the home of the Fairfax family. Both sites are archaeological ruins under the stewardship of Fort Belvoir. Fort Belvoir abuts three Historic Overlay Districts: Pohick Church, Woodlawn, and Mount Air.

Fort Belvoir has designated two sites as wildlife preserves for a total of approximately 1,450 acres. The larger site, the Accotink Bay Wildlife Refuge, straddles the Accotink Creek and its delta into Accotink Bay. The second site, which includes most of the wetlands between Pole and Telegraph Roads, east of Woodlawn Road, is the Jackson Miles Abbott Wetland Refuge."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; Overview, page 1:

"MOUNT VERNON PLANNING DISTRICT OVERVIEW

The Mount Vernon Planning District is located in the southeastern portion of Fairfax County. It is generally bordered by the Capital Beltway/Interstate 95/495 (I-95/I-495), the City of Alexandria, the Potomac River, Fort Belvoir, Huntley Meadows Park, Harrison Lane, South Kings Highway, Furman Lane and Telegraph Road (See Figure 1). The Mount Vernon Planning District is approximately 14,400 acres in size which comprises six percent of the county's land area, and contains the Huntington Transit Station Area (TSA) and the Richmond Highway Corridor Area.

The Mount Vernon Planning District has a diverse character. The Huntington Metro Station is located in the north portion of the district and Fort Belvoir is located in the south. The district is bisected by Richmond Highway (Route 1), a major north-south oriented highway which serves local and through traffic. Single-family detached units in stable neighborhoods are the predominant land use in the Mount Vernon Planning District. Higher density residential developments, including townhouses, duplexes, garden apartments, high rise apartments and mobile home parks are located along Richmond Highway and sometimes provide transitions between single-family detached residential neighborhoods and commercial areas.

Commercial activity is located primarily along a seven and one-half-mile stretch of the Richmond Highway Corridor between the City of Alexandria boundary and Woodlawn. The commercial component of Mount Vernon is mainly local serving retail located in a number of community and neighborhood shopping centers and in strip commercial areas along Richmond Highway. Shopping centers are often set back from the highway with large parking areas which front on Richmond Highway. These large expanses of parking areas are generally characterized by the absence of streetscape and urban design features along the Richmond Highway Corridor.

Major roadways in the Mount Vernon Planning District include I-95/I-495, Richmond Highway, Fort Hunt Road, George Washington Parkway, and North Kings Highway (Route 241). Richmond Highway and Fort Hunt Road provide access to I-95/I-495. The George Washington Parkway is a limited access, scenic highway. Huntington Metro Station, located between Huntington Avenue and North Kings Highway, provides access to the regional Metrorail system.

Mount Vernon's eastern border is characterized by scenic parkland and riverfront indicative of the historic character of the area. Mount Vernon, George Washington's estate, is one of the nation's most important historic resources and is located in this planning district. Other national historic resources are also present in the Mount Vernon Planning District and include Woodlawn, an early 19th century estate, George Washington's Grist Mill, and Frank Lloyd Wright's Pope-Leighey House. Wellington, Sherwood Farm, and Gum Springs are locally significant historic sites."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV1-Huntington Community Planning Sector, page 94:

"MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The majority of the Huntington Community Planning Sector comprises the Huntington Transit Station Area (TSA). The planning sector is generally bounded by the Capital Beltway/Interstate 95/495 (I-95/I-495), Telegraph Road, Furman Lane, South Kings Highway, and Richmond Highway (Route 1) as shown in Figure 21.

The TSA is divided into land units with specific recommendations made for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington TSA and the Transit Development Area are outlined on the area maps in Figure 22. The Huntington Community Planning Sector also contains portions of the North Gateway and Penn Daw Community Business Centers (CBCs) located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

The Huntington Metro Station is located south of the City of Alexandria in the triangle of land bounded by Huntington Avenue, Richmond Highway and North Kings Highway (Route 241). The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from single-family detached units and duplexes in stable neighborhoods to high rise apartments and condominiums. There are also clusters of local retail development located at major intersections."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV2-Hybla Valley Community Planning Sector, page 124:

"MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Hybla Valley Community Planning Sector is located on the west side of Richmond Highway (Route 1) south of South Kings Highway. The Hybla Valley Community Planning Sector contains portions of the Penn Daw, Beacon/Groveton, and Hybla Valley/Gum Springs Community Business Centers (CBCs), located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this planning sector.

Residential land use predominates in this planning sector. There are stable, single-family subdivisions like Groveton Heights, Valley View, and Hybla Valley. There are also concentrations of apartments such as Beacon Hill Apartments, several condominiums and some privately-owned recreation sites.

Three of Fairfax County's mobile home parks are located in this planning sector. There is a large variation in quality and extent of accommodations among these mobile home parks. At least one park has provided wide streets with curb and gutter, open space between units, landscaping, and a generally attractive appearance. Other older parks do not meet minimum mobile home park standards.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5.

Groveton Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Groveton Community Improvement Plan to upgrade and preserve the neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The portion of the Groveton Community

Improvement Area in the Hybla Valley Community Planning Sector is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Hill Road and Richmond Highway.

Groveton Redevelopment Area

On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan to facilitate the redevelopment of the area. The plan permits the Fairfax County Redevelopment and Housing Authority to acquire property within the area, to dispose of any property acquired, and to provide financial assistance for the redevelopment of the area. The area is generally bounded by Richmond Highway on the east, Memorial Street on the north, Donora Drive on the west, and the Groveton Heights subdivision on the south.

Plan recommendations for the Groveton Redevelopment Area are discussed in the Richmond Highway Corridor section of the Plan under the Beacon/Groveton CBC, Land Unit D."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV3-Belle Haven Community Planning Sector, page 134:

"MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

CHARACTER

The Belle Haven Community Planning Sector is generally bordered by Cameron Run, the City of Alexandria, the Potomac River, Beacon Hill Road, I Street, North Kings Highway (Route 241), and Richmond Highway (Route 1). The portions of the North Gateway, Penn Daw and Beacon/Groveton Community Business Centers (CBCs) located on the east side of Richmond Highway (Route 1) are located in this planning sector. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

The predominant land use in this planning sector is residential. The planning sector includes a range of housing types. Single-family detached units in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Richmond Highway and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Richmond Highway area. In addition, a mobile home park is located along Shields Avenue near Richmond Highway.

This planning sector contains a large segment of open space land along the George Washington Memorial Parkway owned by the National Park Service. The Belle Haven Country Club utilizes approximately 120 acres for recreational facilities that include an 18-hole golf course, tennis courts, a driving range, and a swimming pool.

The planning sector contains areas that may have been settled as early as the 17th century. It includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a county-owned park. Fort Willard Circle is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

New Alexandria/Riverview Community Improvement Area

On May 18, 1987, the Board of Supervisors adopted the New Alexandria/Riverview Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Fort Hunt Road on the west, Olde Towne Road and Belle Haven Road on the north, Boulevard View on the east and I Street on the south."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV4-Wellington Community Planning Sector, page 144:

"MV4 WELLINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Wellington Community Planning Sector is bounded by I Street, the Potomac River, Collingwood Road and Fort Hunt Road. The northern portion of the planning sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family detached homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

Fort Hunt Road and the George Washington Memorial Parkway are the major roadways in this sector. Belle View Boulevard, Westgrove Boulevard, Morningside Lane, Alexandria Avenue, and Collingwood Road function as links between residential areas and the Parkway. Bike and hike trails traverse the Parkway.

This planning sector contains areas that may have been settled as early as the 17th century. Historic sites in this sector include Wellington which is open to the public, as well as privately owned buildings. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. There may also be historic shipwrecks located in these underwater areas.

Wellington and the Tauxemont Historic District are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. Tauxemont is also listed in the National Register of Historic Places and Virginia Landmarks Register. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV5-Groveton Community Planning Sector, page 151:

"MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

The Groveton Community Planning Sector is generally bordered by Beacon Hill Road, Fort Hunt Road, Sherwood Hall Lane, and Richmond Highway (Route 1). Portions of the Beacon/ Groveton and Hybla Valley/Gum Springs Community Business Centers (CBCs) are located on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

Single-family detached units represent the major land use within this planning sector. A sizable mobile home park and a large apartment development are located in this planning sector as well. The planning sector also contains Mount Vernon District Park.

The planning sector contains the northern portion of Gum Springs, a 19th century Free Black community and the Hollin Hills subdivision, an excellent example of post-World War II suburban architectural design. Hollin Hills is a significant heritage resource which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Sherwood Farm, are also included in the inventory.

Woodley Hills Estates Redevelopment Area

A redevelopment plan for the Woodley Nightingale Mobile Home Park was adopted by the Board of Supervisors on February 26, 1979. The primary goal of that document is to provide a reconstructed mobile home park which meets modern design standards and is of adequate size to accommodate residents of the existing park who wish to remain in the area, and to preserve the park as a housing resource for low- and moderate-income residents.

The redevelopment plan was amended by the Board of Supervisors on October 25, 1993, changing the name to 'Woodley Hills Estates Redevelopment Plan' and reducing the Plan Area boundary to contain only that area occupied by the Woodley Hills Estates Mobile Home Park.

Gum Springs Redevelopment Area

The Gum Springs Redevelopment Area Plan was approved by the Board of Supervisors on April 16, 1990. The basic goal of this plan is to develop the designated area as a mixed-use complex, primarily residential with some office and retail uses as part of a general program for upgrading conditions in the Richmond Highway Corridor.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Memorial Heights, Bucknell Heights, Calvert Park, and Hybla Valley Farms Community Improvement Areas

Community improvement plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following community improvement areas are located in the Groveton Community Planning Sector:

Memorial Heights Community Improvement Area, adopted November 25, 1985, is generally bounded by Richmond Highway on the west, the north parcel line of lots along Schooley Drive to the north, Darue Road right-of-way and the east lot lines of parcels located on Elm Drive on the east, and Popkins Lane on the south.

The Bucknell Heights Community Improvement Area, adopted on February 8, 1988, includes lots located on both sides of Ross and Davis Streets.

The Calvert Park Community Improvement Area, adopted on June 30, 1986, includes lots located on both sides of Davis Street, Popkins Lane, Stone Hedge Drive, Rita Court and Bertram Lane.

The Hybla Valley Farms Community Improvement Area, adopted on April 9, 1984, includes lots located along both sides of Woodlawn Trail, Boswell Avenue, Schelhorn Road, Frances Drive, Brentwood Place and Delafield Place."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV6-Fort Hunt Community Planning Sector, page 159:

"MV6 FORT HUNT COMMUNITY PLANNING SECTOR

CHARACTER

The Fort Hunt Community Planning Sector is generally bounded by Sherwood Hall Lane, Fort Hunt Road, the Potomac River, and Little Hunting Creek.

Most of this planning sector is characterized by single-family detached development. However, there are garden apartments located along Richmond Highway (Route 1) and a number of townhouse developments located throughout the sector. The Inova Mount Vernon Hospital and Mount Vernon District Governmental Center are complemented by adjacent private medical offices, elderly housing and a nursing home. Neighborhood retail centers are located within this planning sector.

The Paul Spring Branch that flows through the planning sector becomes part of the North Branch before it flows into Little Hunting Creek. The federally-owned Fort Hunt Park and a large portion of the open space associated with the George Washington Memorial Parkway are located in the planning sector.

Fort Hunt and Tower House are significant heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Little Hollin Hall, are also included in the inventory.

There are many areas consisting of older and more dispersed neighborhoods which retain a high potential for containing significant heritage resources. The planning sector also contains the southern portion of Gum Springs, a 19th century Free Black community.

<u>Gum Springs Conservation Area</u>

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Plymouth Haven Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Plymouth Haven Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The community improvement area includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV7-Mount Vernon Community Planning Sector, page 168:

"MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

CHARACTER

The Mount Vernon Community Planning Sector is generally bordered by Richmond Highway (Route 1), Little Hunting Creek, the Potomac River, Dogue Creek and Fort Belvoir. Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in this planning sector.

Single-family detached units predominate east of the Richmond Highway Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also represent the residential segment of the Mount Vernon Community Planning Sector. A private country club with an 18-hole golf course occupies 42 acres.

Located within the planning sector are Mount Vernon, George Washington's historic home and estate, and George Washington's Grist Mill. Both of these sites are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. Mount Vernon is also a National Historic Landmark. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory. The Grist Mill is included in the Woodlawn Historic Overlay District, which lies partially in this planning sector. In addition to other notable historic sites such as Carlby, there are major areas of open space that potentially contain significant heritage resources.

Mount Zephyr and Mount Vernon Manor Community Improvement Areas

Community improvement plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following community improvement areas are located in the Mount Vernon Community Planning Sector:

The Mount Zephyr Community Improvement Area, adopted March 26, 1990, includes residential properties along and west of Mohawk Lane and Mount Zephyr Drive and along and northwest of Laurel Road, bounded by commercially-zoned parcels along Richmond Highway on the west.

The Mount Vernon Manor Community Improvement Area, adopted January 28, 1991, includes residential properties along and within the boundary defined by Gateshead Road, Union Farm Road, Old Mill Road and Lea Lane. It also includes the subdivision of Colonial Farms which abuts the south side of Old Mill Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV8-Woodlawn Community Planning Sector, page 176:

"MV8 WOODLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The planning sector is bordered by Huntley Meadows Park, Little Hunting Creek, Fort Belvoir and Richmond Highway (Route 1). Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

A diverse mix of housing types is found in this planning sector and includes single-family detached homes, garden apartments, townhouses, and condominiums.

This planning sector is best known for Woodlawn, an early 19th century estate, which is part of the Woodlawn Historic Overlay District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Richmond Highway and the Potomac River, dates to between 1800 and 1805. It was built on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelly Custis Lewis. Woodlawn is a National Historic Landmark and is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list

and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Grand View and Pope-Leighey House, are also included in the inventory.

Other areas, particularly in the Dogue Creek Watershed, have the potential for producing significant heritage resources, some of which may be linked to Woodlawn and the Quakers who settled the area in the middle 19th century. Significant prehistoric sites also are possible.

Engleside Community Improvement Area

On February 8, 1988, the Board of Supervisors adopted the Engleside Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Pole Road on the north, Woodlawn Elementary School and Woodlawn Park on the east, Richmond Highway and Engleside Plaza on the south, and the western lot lines along Woodlawn Court on the west."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; Overview, page 1:

"**ROSE HILL PLANNING DISTRICT OVERVIEW**

The Rose Hill Planning District encompasses approximately 9,100 acres, or about four percent of the county. The planning district is generally bounded on the north by the CSX right-of-way and the City of Alexandria; on the east by Telegraph Road, South Kings Highway, and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of Huntley Meadows Park and Telegraph Road; and on the west by Beulah Street. (See Figure 1) The Rose Hill Planning District contains the Kingstowne Community Business Center (CBC) and the Van Dorn Transit Station Area (TSA).

Outside of the Kingstowne CBC and the Van Dorn TSA, the planning district is mostly developed with stable residential neighborhoods. Most contain single-family detached residential units, with townhouses and multifamily residential units located throughout the planning district. A relatively large portion of the planning district is public parkland, much of which consists of Huntley Meadows Park. Neighborhood- and community-serving commercial uses are located at points along major roads within this planning district.

The Rose Hill Planning District is traversed by the Capital Beltway/Interstate 95/495 (I-95/I-495) and several minor arterials including Franconia Road, Telegraph Road, and South Van Dorn Street. The Van Dorn Metro Station is located adjacent to the planning district in the City of Alexandria."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH1-Franconia Community Planning Sector, Character, page 26:

"**RH1 FRANCONIA COMMUNITY PLANNING SECTOR**

CHARACTER

The Franconia Community Planning Sector is generally bounded by the CSX right-of-way, South Van Dorn Street, and Franconia Road. The planning sector includes a portion of the Van Dorn Transit Station Area (TSA). Plan recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

Residential uses are present throughout most of the planning sector, outside of the TSA. The western portion of the planning sector generally consists of single-family detached residential units, and the eastern portion consists predominantly of townhouses and multifamily residential units. Strip commercial development and townhouse-style office uses are present along portions of Franconia Road. An area lying south of the Capital Beltway/Interstate 95/495 (I-95/I-495) and west of South Van Dorn Street, formerly known as the McGuin Tract, has severe environmental constraints that have affected development in this area, as is discussed in a special section of the land use recommendations for this planning sector.

The northeast section of the planning sector and the undeveloped watershed west of Valley View Drive are the two most sensitive areas for significant heritage resources. There is also a moderate probability for heritage resources between the I-495 and the CSX right-of-way. Surveys in adjacent planning sectors have demonstrated the potential for heritage resources in any undisturbed portion of this planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH2-Bush Hill Community Planning Sector, Character, page 39:

"**RH2 BUSH HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Bush Hill Community Planning Sector is generally bounded by the CSX right-of-way, Clermont Drive, Franconia Road, and South Van Dorn Street. The planning sector includes a majority of the Van Dorn Transit Station Area (TSA). Plan recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

Outside of the TSA, most of the planning sector is developed with single-family detached residential units. Much of the stable residential area in the western half of the planning sector,

immediately south of the TSA is included in the Brookland-Bush Hill Community Improvement Area. Townhouses are located along South Van Dorn Street, near the intersection with Franconia Road. Some commercial development is also present at the edge of the residential area, along Franconia Road between Brookland Road and Old Rolling Road.

The Bush Hill prehistoric site, which has been tentatively dated to between 2000 B.C. and A.D. 1000 provides a prime example of the potential for both upland and stream valley prehistoric sites. Significant historic period sites from as early as the early 18th century also can be expected in this planning sector.

Brookland-Bush Hill Community Improvement Area

On November 21, 1988, the Board of Supervisors adopted the Brookland-Bush Hill Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the western lot lines of properties along the west sides of Pratt, Piedmont and Saratoga Streets, the Van Dorn TSA, the eastern lot lines of parcels along the east side of Jane Way, and Franconia Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH3-Burgundy Community Planning Sector, Character, page 49:

"**RH3 BURGUNDY COMMUNITY PLANNING SECTOR**

CHARACTER

The Burgundy Community Planning Sector is located to the south of the City of Alexandria and is generally bounded by Telegraph Road, Franconia Road, and Clermont Drive.

Developed land in the planning sector is largely single-family detached residential uses, with some townhouses located throughout the planning sector. A limited amount of commercial uses is located along Telegraph Road on the eastern edge of the planning sector. Undeveloped open space is present in the western part of the planning sector, serving as a buffer to a stream that is a tributary to Cameron Run.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Major portions of the remaining open space in this planning sector have been surveyed for heritage resources. Of particular significance are historic and prehistoric resources in the undeveloped areas between the Loftridge/Wellington Green development and Norton Road, including Burgundy Farm where a significant historic archaeological site has been recorded. Burgundy Farm Country Day School and Evergreen are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Burgundy Conservation Area

A conservation plan was adopted on April 30, 1979 for the Burgundy community, located south of the Capital Beltway/Interstate 95/495 (I-95/I-495) in the northeastern portion of the planning sector. The program expired on April 30, 2004. A neighborhood improvement program was also adopted for the Burgundy community. The basic goal of the plan was the conservation and development of a viable and sound residential community in the Burgundy neighborhood. The neighborhood improvement program listed a series of public improvement projects that were necessary to improve living conditions in Burgundy. The conservation plan provided the legal mechanisms for carrying out the proposed improvement activities, and it set standards for development and rehabilitation in the community."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH4-Lehigh Community Planning Sector, Character, page 58-60:

"**RH4 LEHIGH COMMUNITY PLANNING SECTOR**

CHARACTER

The Lehigh Community Planning Sector is generally bounded by Franconia Road, Rose Hill Drive, Telegraph Road, and Beulah Street. The planning sector includes the Kingstowne Community Business Center (CBC).

The central portion of the planning sector consists of much of the land formerly known as the Lehigh Tract. This tract extended from slightly south of Franconia Road to the Newington area in the adjacent Springfield Planning District, between Beulah Street and Telegraph Road. The area was used for many years for natural resources extraction. Much of the land not formerly used for gravel operations contains marine clay soils with unstable characteristics. Steep slopes which are considered unsuitable for construction limit development in many areas. There is also a Virginia Power easement containing overhead power lines extending the length of the planning sector, from northeast to southwest. Each of these has represented a difficult, as well as a highly visible, limitation on the development of much of the planning sector.

The Kingstowne and Manchester Lakes developments now occupy much of the former Lehigh Tract in this planning sector (see Figure 28). These areas are developed with primarily

residential uses, including a mix of townhouses, multifamily residential units, and single-family detached residential units, as well as public parkland. Shopping centers and office uses are concentrated in the Town Center portion of Kingstowne, with additional retail located along the western edge of Manchester Lakes.

Much of the development around the edges of Kingstowne and Manchester Lakes consists of stable single-family detached residential neighborhoods. There are also some townhouses along Telegraph Road. In addition, the arterials which form the boundaries of the planning sector support a mix of uses in some areas. Manchester Lakes Shopping Center is located at Beulah Street and Manchester Boulevard. Edison High School occupies a large site on the northern edge of the planning sector, in the southeast quadrant of Franconia Road and South Van Dorn Street. Some commercial development exists along Franconia Road between Edison Drive and Bernard Avenue, with additional community-serving commercial uses located at the Rose Hill Shopping Center in the northeast portion of the planning sector. Garden-style, multifamily residential units south of the shopping center form a transition to single-family detached residential units along Rose Hill Drive. Greendale Golf Course is located between the northeast boundary of Kingstowne and the existing stable neighborhoods along Rose Hill Drive. Additional community-serving commercial uses are located at Hayfield Shopping Center, adjacent to the Hayfield View townhouse development on Telegraph Road at its intersection with Hayfield Road. Hayfield Intermediate and High Schools occupy a large site on the south side of Hayfield Road, immediately north of a small commercial area. The Hilltop Landfill is located in the extreme southern portion of the planning sector.

The planning sector has significant environmental features, which may be generally grouped as those associated with topography, drainage, vegetation, and soils. Generally, the planning sector slopes downhill from west to east, toward Dogue Creek. The ridge line delineating the divide between the Accotink Creek and Dogue Creek drainage sheds runs either along Beulah Street or between Beulah Street and the Virginia Power easements. Only the part of the area near Fleet Drive, in the north, and the southwest tip of the area slope downhill to the west. The main channel and lateral streams of Piney Run flow toward Dogue Creek in the southeastern portion of the area.

Because substantial mining for gravel has taken place, there are large flat places over much of the planning sector. These flat areas are separated by the steep slopes generally associated with stream valleys, especially near Dogue Creek's upper tributaries. The stream valleys may also be identified by the presence of tree cover. The only large exception to this is the Dogue Creek floodplain in the northern part of the planning sector. The floodplain area is flat and has a considerable number of trees.

One of the biggest issues in the area concerns how effectively development can address a surface often composed of marine clays and gravel pits that have been filled. Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping. The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. The filled and marine clay areas require special design and construction techniques. These factors will govern the load-bearing capabilities of these areas.

The location of the filled areas and the extent of the marine clays are therefore one determinant of the locations and density of development.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

The considerable amount of undeveloped land and early-mid 20th century neighborhoods in this planning sector means that significant archaeological resources may exist, particularly in the Dogue Creek Watershed.

Ashland and Mount Calvary Community Church are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH5-Wilton Woods Community Planning Sector, Character, page 79:

"**RH5 WILTON WOODS COMMUNITY PLANNING SECTOR**

CHARACTER

The Wilton Woods Community Planning Sector is generally bounded by Franconia Road, Telegraph Road, and Rose Hill Drive.

The planning sector consists almost completely of stable, single-family detached residential units with some townhouses located in the northeastern portion of the planning sector. The only commercial uses in the planning sector consist of several acres located on the north side of Telegraph Road, near Highland Drive. Public parkland is located adjacent to a lateral stem of Pike Branch, which traverses the planning sector. A Virginia Power easement runs roughly parallel to this stream through the planning sector.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Bayliss House is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH1-Mount Comfort Community Planning Sector, Character, page 87:

"**RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR**

CHARACTER

The Mount Comfort Community Planning Sector is generally bounded by Telegraph Road, Florence Lane, and South Kings Highway.

Much of the planning sector is currently developed with predominantly single-family detached residential units. Townhouses are located in the southeastern portion of the planning sector. Other major land uses in the planning sector include Mount Comfort Cemetery and the Lee District Park.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Mount Erin is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Groveton Community Improvement Area

The portion of the Groveton Community Improvement Area in the Mount Comfort Community Planning Sector consists of Benson Drive and Memorial Street which are bounded by Gentele Court on the north, Berkshire Drive on the west, South Kings Highway on the south, and Mount Comfort Cemetery on the east. On June 25, 1990, the Board of Supervisors added Benson Drive and Memorial Street to the Groveton Community Improvement Plan, which had been adopted by the Board of Supervisors on October 29, 1979. The purpose of the community improvement plan is to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH7-Huntley Meadows Community Planning Sector, Character, page 95:

"**RH7 HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR**

CHARACTER

The Huntley Meadows Community Planning Sector is generally bounded by Telegraph Road, South Kings Highway, the eastern and southern boundaries of Huntley Meadows Park, and the Humphreys Engineer Center.

The dominant feature in the planning sector is Huntley Meadows Park, which occupies over 1,260 acres. Other uses include single-family detached residential units and townhouses. A neighborhood-serving commercial center is located where South Kings Highway meets Telegraph Road. Immediately east of the commercial center is a U.S. Army Reserve Center, and a U.S. Coast Guard Station abuts Huntley Meadows Park to the west.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Because of the alluvial nature of Huntley Meadows Park, there is a high probability for significant, deeply buried archaeological and paleo-environmental resources there. Paleo-environmental resources are buried bogs and lake bottoms that contain the record of past plant and animal communities which reveal what the county's environment was like thousands of years ago.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. The planning sector contains Huntley, the centerpiece of an historic overlay district which also extends east into part of the Mount Vernon Planning District. A list and map of these heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5. Huntley is among the significant heritage resources in this planning sector.

Groveton Community Improvement Area

A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the planning sector. (See the Hybla Valley Community Planning Sector in the Mount Vernon Planning District)."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; Overview, page 1:

"SPRINGFIELD PLANNING DISTRICT OVERVIEW

The Springfield Planning District is generally bounded by the Norfolk Southern Railway right-of-way and the Capital Beltway/ Interstate 495 (I-495) on the north; the CSX railroad right-of-way and Beulah Street on the east; Fort Belvoir and Accotink Creek on the south; and Rolling Road on the west. (See Figure 1) The planning district encompasses approximately 10,400 acres or approximately four percent of the county.

The Franconia-Springfield Area, consisting of the Springfield Community Business Center (CBC) and the Franconia-Springfield Transit Station Area (TSA) is located in the Springfield Planning District around the Interstate 95 (I-95)/Old Keene Mill/Franconia Road interchange. The Fort Belvoir North Area is located west of I-95 and south of the Franconia-Springfield Parkway (Route 286). Plan recommendations for the Franconia-Springfield Area and Fort Belvoir North are found in the Area IV volume of the Comprehensive Plan, the Franconia-Springfield Area and Fort Belvoir North Area.

The Springfield Planning District contains several major transportation corridors: I-495 and the Norfolk Southern Railway, located along the northern boundary; I-95 and the CSX railroad, which traverse the district from north to south; the Franconia-Springfield Parkway, which bisects the district from west to east; and the Fairfax County Parkway, which extends from the Rolling Road/Hooes Road intersection, through the Backlick Road/Telegraph Road intersection, to Richmond Highway (Route 1). Several minor arterial roads criss-cross the Springfield Planning District: Loisdale Road, Backlick Road, and Old Keene Mill Road.

Outside of the Franconia-Springfield Area and Fort Belvoir North Area, the planning district primarily consists of low density, single-family residential uses. Commercial nodes are located at the intersection of Old Keene Mill Road and Rolling Road, and along Franconia Road, west of Beulah Road. The Accotink Stream Valley traverses the western half of the district."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S1-Cardinal Forest Community Planning Sector, page 30:

"**S1 CARDINAL FOREST COMMUNITY PLANNING SECTOR**

CHARACTER

The Cardinal Forest Community Planning Sector is primarily developed with residential uses. The community planning sector extends from Rolling Road on the west to Accotink Creek on the east, and from the Norfolk Southern Railway right-of-way on the north to Old Keene Mill Road on the south. The Cardinal Forest subdivision, which occupies a large portion of the sector, contains a mix of residential types and densities (single-family detached units, townhouses, and multi-family apartments) as well as neighborhood-serving commercial development in the southwest corner. South and east of Cardinal Forest, development is predominantly single-family detached neighborhoods, with some townhouse development in the southeast corner of the sector. Neighborhood shopping is provided at the Cardinal Forest Plaza Shopping Center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads.

A number of institutional uses, and several commercial office buildings are located along the north side of Old Keene Mill Road. A small industrial park is located along the Norfolk Southern Railway tracks, off Rolling Road and Morrissette Drive.

Potentially significant heritage resources have been recorded in Cardinal Forest Park and can be expected along Rolling and Old Keene Mill Roads and Accotink Creek and its tributaries. Upland areas have been largely disturbed by recent residential development."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S2-Crestwood Community Planning Sector, page 38:

"S2 CRESTWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Crestwood Community Planning Sector is located on the north side of Old Keene Mill Road between Accotink Creek to the west, the Norfolk Southern Railway right-of-way and Interstate 495 (I-495) to the north, Interstate 95 (I-95) to the east, and Old Keene Mill Road to the south. The southeastern portion of the community planning sector contains a portion of the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area.

Outside of the CBC, the planning sector is primarily developed with single family-detached residential uses with nonresidential uses occurring in the vicinity of Accotink Creek and the Norfolk Southern Railway right-of-way. Some townhouses are located along the northern boundary of the sector. Industrial uses are located on the land north of Highland Street and west of Hanover Avenue to Accotink Creek, adjacent to residential uses.

Open space areas along Accotink Creek and its tributaries offer the highest potential in this sector for surviving heritage resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S3-Country Club Community Planning Sector, page 45:

"S3 COUNTRY CLUB COMMUNITY PLANNING SECTOR

CHARACTER

The Country Club Community Planning Sector extends from Old Keene Mill Road on the north to Fort Belvoir North on the south and from Rolling Road on the west to Accotink Creek on the east. Single-family detached residential use is the predominant development type in the planning sector with some townhouse and neighborhood and community-serving retail uses in the northwest corner of the sector at the intersection of Old Keene Mill and Rolling Roads.

Surveys along Accotink Creek have located potentially significant heritage resources, especially along Hunter Village Drive and Hooes Road. Other resources have been found along smaller tributaries in the interior."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S4-Springvale Community Planning Sector, page 52:

"**S4 SPRINGVALE COMMUNITY PLANNING SECTOR**

CHARACTER

The Springvale Community Planning Sector is located south of Old Keene Mill Road, west of Interstate 95 (I-95), north of Fort Belvoir North, and east of Accotink Creek. Portions of the sector are located in the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC are found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Development in the sector is predominantly single-family residential use, with some townhouse and multi-family apartment development outside the CBC.

High soil-erodibility potential exists near Accotink Creek in the western half of the planning sector. The eastern half is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays because of its location in the Coastal Plain geologic province.

Much of the western half of the sector is particularly sensitive for heritage resources. Prehistoric resources can be expected on dry terraces along Accotink Creek and its tributaries as well as on upland Coastal Plain deposits. Historic period sites can be expected along Accotink Creek, Old Keene Mill Road and Hooes Road.

Beverly Forest Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Beverly Forest Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Backlick Road on the east, Franconia-Springfield Parkway (Route 286) on the north, the Beverly Park subdivision on the west, and the Fort Belvoir North Area on the south."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S5-Belvoir Community Planning Sector, page 62:

"S5 BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

The Belvoir Community Planning Sector is located east of Rolling Road and west of Alban and Backlick Roads. Major features of the planning sector are the Fort Belvoir North Area (FBNA) and Interstate 95 (I-95) Corridor Industrial Area. Plan guidance for the FBNA can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Plan recommendations for the I-95 Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section.

The southern portion of the planning sector west of the I-95 Corridor Industrial Area contains residential subdivisions. The sector contains significant and fragile environmental features. A Virginia Power right-of-way and a gas pipeline right-of-way cross the planning sector in an east-west direction."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S6-Newington Community Planning Sector, page 69:

"S6 NEWINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Newington Community Planning Sector is generally located west of Telegraph Road and Beulah Street and east of the industrial areas served by Cinder Bed Road and Backlick Road. Portions of the planning sector are located in the eastern half of the I-95 Corridor Industrial Area. Plan recommendations for the Interstate 95 (I-95) Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section.

Outside of the industrial area, the planning sector contains predominantly single family and townhouse residential developments. There is some housing on large lots along Telegraph Road, Accotink Road, and Beulah Street. The Mount Air Historic Overlay District is located east of Telegraph Road and Accotink Road between the Fort Belvoir Military Railroad and Newington Road/Snyder Road.

Extensive floodplains run from north to south and the eastern portion of the area contains former gravel-extraction sites. Two Virginia Electric Power Company easements and a gas pipeline easement cross this planning sector.

Mount Air, a Greek Revival house built about 1760 with later additions, was located in this sector but was destroyed by fire in 1992. The Mount Air Historic Overlay District protects the remaining 19th century outbuildings and its landscaped environs by stressing the importance of careful site planning for all new construction. The Mount Air site is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

This sector has produced numerous significant and potentially significant heritage resources. Most of the Long Branch and Accotink Creek floodplains and adjacent uplands are possible locations for prehistoric and early historic period resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7-Springfield East Community Planning Sector, page 82:

"S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR

CHARACTER

The Springfield East Sector is located between Interstate 95 (I-95) and the CSX railroad right-of-way, south of Franconia Road. The majority of this planning sector is located within activity centers. The northern portion of the I-95 Industrial Corridor Area is located in this planning sector. Plan recommendations for the I-95 Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section. Portions of this planning sector also include the Franconia-Springfield Transit Station Area (TSA). Plan guidance for the Franconia-Springfield TSA can be found in Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Outside of these areas, the character of development is primarily low density, single-family detached residential uses, including the Loisdale Estates community."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S8-Monticello Community Planning Sector, page 89:

"S8 MONTICELLO WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Monticello Woods Community Planning Sector is located north of Franconia Road between Interstate 95 (I-95) on the west and the CSX railroad right-of-way on the east. The Norfolk Southern Railroad right-of-way establishes the northern boundary. The planning sector is predominantly residential in character. The northeastern portion of the Springfield Community Business Center (CBC) comprises the southwestern portion of this planning sector. Situated between the Capital Beltway/ Interstate 495 (I-495) and the Norfolk Southern Railway right-of-way and off Farrington Avenue is an industrial park. The rest of the sector consists primarily of single-family detached houses, a townhouse development, schools, vacant land, and parks.

There are several undeveloped tracts, including one east of the CSX railroad right-of-way, and another with several inaccessible parcels in the Backlick Run floodplain north of I-495 and south of the Norfolk Southern Railway tracks. Access to the Monticello Woods sector is from Franconia Road and Commerce Street, except for the Farrington Avenue Industrial Park, which is reached from South Van Dorn Street via the City of Alexandria. There are areas within the

sector with high potential for significant heritage resources. These areas occur between the Norfolk Southern Railway tracks and I-495, and along the CSX railroad right-of-way.

The Monticello Woods Community Planning Sector contains an abundance of parkland and playing fields for active recreation, as well as numerous school sites."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7-Beulah Community Planning Sector, page 96:

"S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector is located south of Franconia Road between the CSX railroad right-of-way and Beulah Street. The planning sector consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the planning sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive.

The planning sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest are the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1893, is located at the intersection of Beulah Street and Franconia Road. The church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curb and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the CSX railroad and Metrorail tracks on the west, Old Franconia Road on the north and Yadkin Court on the south."

Table I: Public Comments
Additions shown with underline; deletions shown with ~~strikethrough~~

PLANNING DISTRICT OR COMMUNITY PLANNING SECTOR	STAFF'S PROPOSED REVISIONS	PUBLIC COMMENT RECEIVED	STAFF'S RESPONSE
Fairfax Planning District Overview	Modify paragraph 3, "The predominant character of the Fairfax Planning District is residential development at a density of 1-3 dwelling units per acre. Most of the low density residential development was built in the 1950~~'~~s and 1960~~'~~s... The northwestern portion of the ~~D~~planning district, which lies in the Difficult Run W~~w~~atershed, is ~~for the most part~~ developed ~~as either very~~ with low density residential neighborhoods ~~or environmental conservation (open space) uses~~. "	Modify paragraph 3, "The predominant character of the Fairfax Planning District is low density, residential development ~~at a density of 1-3 dwelling units per acre~~. Most of the low density residential development was built in the 1950s and 1970s ~~1950's and 1960's~~…The northwestern portion of the ~~D~~planning district, which lies in the Difficult Run W~~w~~atershed, is ~~for the most part~~ developed ~~as either very~~ with low density residential or environmental conservation (open space) uses."	Changes made.
Fairfax Planning District Overview	Paragraph 3, "In the vicinity of Woodburn Road and Gallows Road there is a townhouse and multi-family development adjacent to the Merrifield Suburban Center."	Check whether multifamily development exist adjacent to the Merrifield Suburban Center.	Yes.
Fairfax Planning District Overview	Paragraph 4, "George Mason University is a major institutional use located in the southern portion of the planning district. The university complex includes the Patriot Center…"	Add description about Performing Arts Center.	Addition of text would work against goal of keeping the text simple.
Fairfax Planning District Overview	Modify paragraph 5, "The Comprehensive Plan for area within the Fairfax Planning District located within the watershed of the Occoquan ~~watershed~~ Reservoir ..."	Modify paragraph 5, "The Comprehensive Plan for the area within the Fairfax Planning District located within the Watershed of the Occoquan ~~watershed~~ Reservoir ..."	Word "the" was added, but W was not capitalized as it is not used a proper noun.
Fairfax Planning District Overview	Delete, "The Fairfax Hospital complex,	Do not delete.	Paragraph deleted. A portion of the text was removed as it

PLANNING DISTRICT OR COMMUNITY PLANNING SECTOR	STAFF'S PROPOSED REVISIONS	PUBLIC COMMENT RECEIVED	STAFF'S RESPONSE
	including the Woodburn Mental Health Facility, is located on Gallows Road near Route 50. George Mason University is another major institutional use located in the southern portion of the District. The university complex includes the Patriot Center, which is a major sports and entertainment facility that seats up to 10,000. George Mason University owns a large vacant tract in this area, which is under State control for planning purposes."		is located in the Merrifield Suburban Center. A reference was added. The remainder of the text was moved to an earlier paragraph.
F1, Braddock Community Planning Sector	Delete Paragraph 3, "There are no community-serving or neighborhood-serving retail or office facilities in this sector but such facilities are adequately provided in locations adjacent to the sector in Fairfax City, including Fair City Mall and the Pickett Shopping Center."	Do not delete.	Majority of paragraph retained. Paragraph updated to more contemporary term, "City of Fairfax" and references to shopping centers were removed.
F2, Mantua Community Planning Sector	Delete from Paragraph 2, "The predominant planned density is 2 dwelling units per acre with other planned densities as shown on the Plan Map and/or as further described in the specific Land Use Recommendations."	Do not delete. 6	Paragraph deleted. Sentence states land use recommendation. Recommendation already on Plan Map.
F2, Mantua Community Planning Sector	Retain Paragraph 2, "Most of this development was built between 1950 and 1970."	Modify Paragraph 2, "Most of this development was built between 1950 and 1980~~1970~~."	Evaluated date of construction for most of the area and determined the development occurred between 1950 and 1970; staff's revision retained.
F2, Mantua Community Planning Sector	Modify Paragrah 4-5, "…and the Jewish	Modify Paragraph 5, "…and the ~~Northern Virginia Jewish~~	Modifications made.

PLANNING DISTRICT OR COMMUNITY PLANNING SECTOR	STAFF'S PROPOSED REVISIONS	PUBLIC COMMENT RECEIVED	STAFF'S RESPONSE
	Community Center of Northern Virginia…"	Chabad Lubavich of Northern Virginia..."	
F4, Fox Lake Community Planning Sector	Delete Paragraph 3-4, "The golf course is to be preserved either as an operating golf course or as passive open space in perpetuity should the privately owned golf course operations cease. Fairfax Farms is a low density subdivision located close to the intersection of Route 50 and I-66 in the sensitive headwaters of the Difficult Run. The subdivision is almost completely in the Fairfax Center area. Fairfax Farms is developed on lots generally ranging from 1 acre to 3 acres in size. Fairfax Farms is similar to existing large lot residential development found in the Difficult Run area north of Waples Mill Road and is subject to the same environmental constraints."	Do not delete.	Paragraph deleted. Text contains recommendations for areas within Fairfax Center Area. Text removed as already stated within Fairfax Center Area.
F7, George Mason Community Planning Sector	Retain "Fairfax City" within Paragraphs 4 and 5.	Change to "City of Fairfax"	Modifications made.
V1, Lee Community Planning Sector	Delete Paragraph 4: "Commercial uses are concentrated along Lee Highway in mostly strip type development. The largest amount of uncommitted vacant land in the Lee Sector lies within the corridor between Lee Highway and Arlington Boulevard, in one large tract east of the Bear Branch Stream Valley."	Unsure why this paragraph is being deleted.	The commercial uses refer to the portion of the Lee Community Planning Sector that is located within the Merrifield Suburban Center. "The largest amount of uncommitted vacant land…" is language that has been in the Plan since the time when there were several undeveloped parcels, consisting of approximately 70 acres. Subsequent development of these parcels has reduced the present vacant land to one 9.5-acre

PLANNING DISTRICT OR COMMUNITY PLANNING SECTOR	STAFF'S PROPOSED REVISIONS	PUBLIC COMMENT RECEIVED	STAFF'S RESPONSE
			parcel. The character of this area has changed and the description of vacant land in the existing Plan text is no longer applicable.
V1, Lee Community Planning Sector	Paragraph 5: "Thompson Cemetery is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."	There should be a description of where the cemetery is located since it is adjacent to the Pan Am Shopping Center.	Modification made. Change first sentence to: "Thompson Cemetery, located adjacent to the Pan Am Shopping Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites."
V4, Piney Branch Community Planning Sector	Paragraph 2, sentence 2: "The planning sector ~~is~~ primarily ~~comprised~~ consists of single-family detached ~~dwellings~~ residential units with densities ranging from .5 dwelling unit per acre to 2-3 dwelling units per acre."	Why is 2-3 dwelling units per acre stated? Most of sector does not go above 2 dwelling units per acre. Concerned that this could imply that a higher density is appropriate.	Text retained. This range is only used to describe the general range of density that currently exists within the planning sector, and does not have an influence on the land use recommendations. Specific Plan guidance is found in the land use recommendations contained within the Piney Branch Planning Sector text.
V5, Nutley Community Planning Sector	Paragraph 1, sentences 2 and 3: "The planning sector includes the northern portion of the Vienna Transit Station Area (TSA). Recommendations for this area can be found in a previous section of the Vienna Planning District Text, following the Overview section."	It is not clear where the Vienna TSA guidance is based on this sentence. More description?	Text retained. These sentences are similar to others being added throughout the Plan. In the event of an amendment to the Plan, additional information such as page numbers would have to be checked to ensure accuracy over time.
Upper Potomac Planning District Overview	Paragraph 1: "The Upper Potomac Planning District…is generally bounded on the north by the Potomac River, on the east by Difficult	The eastern boundary of the planning district includes a portion of Towlston Road, insert "including the area bounded on the east by Towlston Road between Route 7 and Old	Change sentence to: "The Upper Potomac Planning District..is generally bounded on the north by the Potomac River, on the east by Difficult Run and Towlston

PLANNING DISTRICT OR COMMUNITY PLANNING SECTOR	STAFF'S PROPOSED REVISIONS	PUBLIC COMMENT RECEIVED	STAFF'S RESPONSE
	run…"	Dominion Drive.."	Road.."
Upper Potomac Planning District Overview	Paragraph 2: "The northern area which includes the Riverfront, Springvale and Hickory Community Planning Sectors…contain ~~large sections of undeveloped land,~~ the Great Falls Village Centre, several estates, ~~several farms,~~ and large lot subdivisions."	Replace "Great Falls Village Centre" with "Great Falls Village area at the intersection of Walker Road and Georgetown Pike, and several estates, large-lot subdivisions, and low-density residential areas."	Change sentence to: "The northern area which includes the Riverfront, Springvale and Hickory Community Planning Sectors…contain ~~large sections of undeveloped land,~~ the Great Falls Village area, several estates, large-lot subdivisions and low density residential areas.
Upper Potomac Planning District Overview	New paragraph 4: "The planning district is served by community and neighborhood shopping centers…~~Industrial, office, research and development (R&D), and retail commercial uses are not planned or appropriate for Route 7 between the Dulles Airport Access Road and the Loudoun County line."~~	Do not remove the text shown with strikethrough. The Great Falls Citizens Association (GFCA) does not endorse the additional conversion of residential land to these uses.	This recommendation is addressed under Recommendations, Land Use for Community Planning Sectors: Land Use, Recommendation #3, UP1: "No commercial or retail uses are planned for this sector..uses requiring special permits and special exception approval should be rigorously reviewed.." Land Use, #3, UP2:"Commercial uses should be neighborhood serving and confined to existing commercial areas are shown on the Plan map.." Recommendation #7, UP2: "The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R*D, and retail commercial uses are not appropriate in the Route 7 Corridor."
UP1, Riverfront Community Planning Sector	Paragraph 2: "The Riverfront Community Planning Sector…is planned to maintain the present ~~five-acre and two-acre~~ low-density residential ~~density~~ development as a way of preserving the rural character of the area."	Keep "five-acre and two acre", do not add "low-density" and "development". Implies permission to subdivide lots, which GFCA does not endorse.	Remove sentence. Add a new sentence to Recommendation #2, Land Use to note the existing 2 and 5 acre lots and the planned density is intended to preserve the rural character: "2. This sector is planned for low density, single family residential use..The planned density is a

PLANNING DISTRICT OR COMMUNITY PLANNING SECTOR	STAFF'S PROPOSED REVISIONS	PUBLIC COMMENT RECEIVED	STAFF'S RESPONSE
			means to preserve the rural character of this area and to maintain the present two and five acre lots."
UP2, Springvale Community Planning Sector	Paragraph 1: "The Springvale Community Planning Sector…is generally bounded by Beach Mill Road on the north.."	Take out "generally". Add "and Seneca Road between the Loudoun County border and Beach Mill Road."	Change sentence to: "The Springvale Community Planning Sector..is bounded by Beach Mill Road and Seneca Road on the north.."
UP2, Springvale Community Planning Sector	Paragraph 2: "There are small commercial areas located at Beach Mill and Springvale Roads and local-serving commercial uses..at the ~~village of~~ Great Falls Village Centre...This area is planned to maintain the very low density character..(~~one dwelling unit per five and two-acre lots)~~."	1) The "Beach Mill and Springvale" commercial area consists only of L'Auberge Chez Francois, does not need to be specifically called out and should be deleted. 2) Change to "Great Falls Village area". 3) Do not delete one dwelling unit per five and two acre lots. We don't want "low density" to be interpreted to any size less than five and two acre lots.	1 and 2) Keep all references to commercial areas since the Plan Map and text calls out specific locations of existing commercial areas. Change sentence to: "Local-serving commercial uses are located on Leesburg Pike at Georgetown Pike, at the Great Falls Village area, at Georgetown Pike and Walker Road, and at Beach Mill and Springvale Road." 3) Move deleted text to Recommendation #1, Land Use: "Land use in this sector should continue to reflect and support the established low density residential character of one dwelling unit per two and five acre lots."
UP2, Springvale Community Planning Sector	Paragraph 3: "Great Falls Grange and Great Falls Post Office, as well as the John Gunnell House.."	Replace Great Falls Post Office with, "Great Falls Post Office (now known as the Old Schoolhouse)"	Modification made. The History Commission official name is "Forestville School", so rename as "Great Falls Post Office/Forestville School". The Great Falls Post Office is not identified as the Old Schoolhouse by the Heritage Resources planning staff or the History Commission.
UP3, Hickory Community Planning Sector	Paragraph 2: "A major land use objective for this sector is to maintain the low density character by encouraging large-lot residential development."	Add "and two-acre lots" at the end of the sentence. A significant number of R-E lots remain and the GFCA does not endorse the subdivision of these lots.	The planned density of 5 and 2 acre lots is noted under Recommendation #1, Land Use: "Most land should be developed for residential use at .2-.5 dwelling units per acre in order to preserve the existing character and

PLANNING DISTRICT OR COMMUNITY PLANNING SECTOR	STAFF'S PROPOSED REVISIONS	PUBLIC COMMENT RECEIVED	STAFF'S RESPONSE
			support the concept of low density residential development…"
UP3, Hickory Community Planning Sector	Paragraph 3: "Local-serving commercial uses are located at Great Falls Village and at the intersection of Walker Road and Colvin Run Road."	Replace "at the intersection of Walker Road and Colvin Run Road" to "areas adjacent to or very near the intersections of Walker Road/Colvin Run Road and Georgetown Pike/Seneca Road."	Change sentence to: "Local serving commercial uses are located at Great Falls Village, Colvin Run Road at Walker Road, and Georgetown Pike at Seneca Road."
Upper Potomac Planning District and McLean Planning District	NA	The words "large lots" should be more specific, for example does not change to 2-to 5- acre lots. The more specific language is used in many places in the revised version, but not everywhere.	The Land Use section under Recommendations specifies the planned residential density and preserving existing character. If necessary, this has been added as noted in the chart.
Upper Potomac Planning District and McLean Planning District	NA	Although the character of planning areas is described, most do not have plans. If appropriate, the wording should indicate that the Plan recommends retaining this character by retaining the lot sizes and open space.	The Character and Recommendations sections address maintaining low density stable residential areas and compatible infill.
Upper Potomac Planning District and McLean Planning District	NA	Identifying the desired and actual amount of open space in the planning district would be beneficial.	Much of the open space is private, in addition the county does not keep track of easement acreage.
LP1, Laurel Hill Community Planning Sector	New paragraph 3: "~~Significant h~~Heritage resources are located along the north bank of the Occoquan River and in the area northeast of Silverbrook Road…"	Change "northeast" to "southeast".	This would address an area that is outside of this planning sector. Instead, change to "southwest" to encompass known historic sites in the Laurel Hill Community Planning Sector.

ATTACHMENT 1: Proposed mark-up text

Additions shown with underline; **deletions shown with ~~strikethrough~~**

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan as amended through June 19, 2012; Preface, pages 1-15:

"PREFACE AND INTRODUCTION
~~GOALS FOR FAIRFAX COUNTY~~

~~INTRODUCTION~~

~~On August 6, 1973, the Board of Supervisors approved sixteen interim policies designed to serve as the basic framework for developing the long-range comprehensive plan process. Following an initial series of public forums from November 1973 through January 1974 and after extensive review, the validity of these policies was reaffirmed in October 1974. They were included in the Comprehensive Plan adopted September 8, 1975, as a result of the Planning Land Use System (PLUS) process.~~

~~The policies continued to guide decision making until February 1987, when the Board of Supervisors appointed The Fairfax County Goals Advisory Commission to review the policies in terms of the County's evolution over twelve years. First, the Commission decided to use the term "goal" instead of "policy" to describe these statements of aspirations for the County. The Commission assessed the accomplishments and shortcomings of the County in terms of achieving the goals, defined current problems, and recommended courses of action. The Commission recommended eighteen new goals to guide Fairfax into the future.~~

~~The recommendations of the Goals Commission were reviewed by the community during the 1988 Policy Review Year of the Annual Plan Review cycle. Participation in the process was extensive, including district task forces, individual citizens, county staff, the Planning Commission and the Board of Supervisors. After public hearings before the Planning Commission and the Board, new "Goals for Fairfax County" were adopted on October 24, 1988.~~

~~The goals are comprehensive, encompassing every aspect of County government, not limited to merely the planning function. Implementing some aspects of the goals is beyond the legislative mandate of the Planning Commission and the purview of the Comprehensive Plan. However, because the planning function is so far-reaching, it is critical to use the goals as the basis for forming countywide planning policy. Therefore, the Goals for Fairfax County have provided the strategic focus for the objectives and policies of the Comprehensive Plan.~~

~~GOALS~~

~~**Quality of Life** – The primary goal of Fairfax County's policies and priorities is to achieve an outstanding quality of life through:~~

- ~~Economic prosperity and expanding opportunity;~~
- ~~Access to high quality education, public services and facilities;~~
- ~~A balance between access to convenient multi-modal transportation and residential,~~

~~commercial and industrial growth; and~~

- ~~A pleasing physical and cultural environment in which to live and work.~~

~~**Land Use** - The County's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well-being of the County; provide for~~

~~an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long-range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged, nor should these policies be construed as incompatible with the County's affordable housing goal.~~

~~**Transportation** - Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities. Sidewalks and trails should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.~~

~~**Environmental Protection** - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the County's natural environment.~~

~~**Energy Conservation** - Fairfax County should promote energy efficiency and energy conservation within the public, commercial, residential, and industrial sectors.~~

~~**Growth and Adequate Public Facilities** - Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities and to maintain existing public facilities. The County's plans for development should take into account financial limitations associated with increased needs for public facilities.~~

~~**Adequate Public Services** - Fairfax County is committed to provide a high level and quality of public services to the community, within its financial limitations.~~

~~**Affordable Housing** - Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means. Affordable housing should be located as close as possible to employment opportunities~~

~~without adversely affecting quality of life standards. It should be a vital element in high density and mixed-use development projects, should be encouraged in revitalization areas, and encouraged through more flexible zoning wherever possible.~~

~~**Economic Development and Employment Opportunities** - Fairfax County should maintain its prosperous economic climate and varied employment opportunities by continuing to develop and pursue a broad range of actions, including public/private partnerships, designed to enhance its long-term competitive position in regional, national, and international economic development. At the same time, the County should enhance those systems that support the employability of the population for its economic betterment.~~

~~**Education** - Fairfax County should provide comprehensive education, training programs, and facilities in order to ensure quality education by effectively meeting student and community needs.~~

~~**Human Services** - Fairfax County should provide a range of services and facilities for all residents, so that they may sustain a secure and productive lifestyle. Each individual should have the opportunity to achieve self-sufficiency and function to the limits of his or her ability, particularly in providing family stability.~~

~~**Culture and Recreation** - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social, and educational benefits of present and future citizens.~~

~~**Open Space** - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.~~

~~**Revitalization** - Fairfax County should encourage and facilitate the revitalization of older commercial and residential areas of the County where present conditions warrant. Revitalization initiatives should encourage business development, promote public and private investment and reinvestment, and seek to prevent or eliminate the negative effects of deteriorating commercial and industrial areas. Revitalization efforts should work in concert with other community programs and infrastructure improvements and strive to foster a sense of place unique to each area, thereby contributing to the social and economic well-being of the community and the County.~~

~~**Regional Cooperation** - Fairfax County's elected officials and staff should continue to participate in leadership roles in cooperative regional activities, recognizing that the physical, economic, and social well-being of the people of Northern Virginia and the Washington Metropolitan Area is dependent upon regional cooperation.~~

~~**Private Sector Facilities** - Fairfax County should continue to encourage the development of appropriately scaled and clustered commercial and industrial facilities to meet the need for convenient access to needed goods and services and to employment opportunities. Particular attention should be given to the needs of small and minority businesses.~~

~~**Public Participation** – The Fairfax County community should be encouraged to take part in the shaping of policies and plans that will affect the environment in which they live and work. Active and timely public participation in actions involving areas of public concern in the County should be encouraged and promoted.~~

~~**Financial Planning and Management** – Fairfax County should support equitable systems of taxation and user charges, where appropriate, necessary to implement all its policies and to support quality public services for its residents, recognizing the County's obligations to provide services and facilities to both established and new development, and to attract quality residential projects and desirable business and industry.~~

~~**Monitoring** – The County's performance in achieving these goals should be regularly and rigorously monitored, and the goals themselves should be reviewed at least once every four years.~~

~~**Visual And Performing Arts** – Fairfax County should encourage a dynamic and diverse arts presence by supporting the works, participants, and audiences in the areas of dance, creative writing, choral and instrumental music, theater arts, film and new media, two and three-dimensional visual art in traditional and contemporary cultural iterations, but also in the ways that these areas may overlap and interact with new and emerging technologies.~~

~~OVERVIEW OF THE COMPREHENSIVE PLAN: PURPOSE, SCOPE AND LEGAL AUTHORITY~~

~~The Fairfax County Comprehensive Plan consists of the Policy Plan, four Area Plans, the Plan map, and the Transportation Plan map. The Policy Plan contains goals, objectives, and policies relating to eight functional elements: Land Use, Transportation, Housing, the Environment, Heritage Resources, Public Facilities, Human Services and Parks and Recreation. The goals, objectives, and policies guide planning and development review by describing future development patterns in Fairfax County and protecting natural and cultural resources for present and future generations.~~

~~Purpose~~

~~The purpose of the Policy Plan is to provide a concise statement of objectives, policies, and guidelines for implementing the County's Goals that apply to the future development pattern of the built environment in Fairfax County, while protecting natural and cultural resources for present and future generations. It will serve as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, County staff, and the citizens of Fairfax County with respect to development and redevelopment in the County. The timeframe for the Plan encompasses the anticipated changes to the County over the next twenty years. As required by Virginia Code, the County will again review its Plan for the future at least once every five years.~~

~~Scope~~

~~The Policy Plan is based on goals adopted by the Board of Supervisors on October 28, l988. The goals, objectives, policies, and guidelines are defined as follows:~~

- ~~Goals provide general direction regarding the aspirations of the community;~~
- ~~Objectives are statements that provide further direction for achieving an aspect of a goal;~~
- ~~Policies are approaches for pursuing a given objective; providing guidance which, when pursued, will assist in implementing the objective;~~
- ~~Guidelines provide more explicit guidance for achieving policies and the Policy Plan Concept.~~

~~Two major components make up the Policy Plan: 1) the County Goals; and 2) countywide objectives and policies by functional area (e.g., land use, environment, and transportation).~~

~~The Policy Plan incorporates this structure into the following sections:~~

~~The Preface presents the Board of Supervisor's Goals for Fairfax County, the basis of the Policy Plan.~~

~~The Introduction presents the purpose and scope of the Plan. It also gives an analysis of the socio-economic conditions in the County in the context of the Washington, D.C. region. This is followed by a brief history of the comprehensive planning process in Fairfax County. Finally, Plan implementation and monitoring, as well as the role of community participation, are addressed.~~

~~The Countywide Planning Objectives and Policies section addresses countywide policy by specific functional area. This contains the goals, objectives, and policies for land use, transportation, housing, environment, heritage resources, public facilities, human services, and parks and recreation. The purpose of this component is to guide decisions that affect the County's built and natural environment for the County as a whole and for specific parcels of land.~~

~~The Glossary contains an alphabetical listing of terms and their definitions as they are used in the context of this document. These are not intended to be the same definitions as used in the County's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.~~

~~The Legal Authority of the Plan~~

~~The legal basis for this Plan is well established in the law of the Commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants."~~

~~According to the Code, the Comprehensive Plan is "general in nature" and may include, but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan "shall show the commission's long range recommendations for the general development of the territory covered by the plan...." The law~~

~~also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.~~

~~The local commission is required to review the Comprehensive Plan at least once every five years to determine whether it should be amended.~~

~~FAIRFAX COUNTY IN CONTEXT~~

Fairfax County is one of the most dynamic jurisdictions in the Washington ~~M~~metropolitan ~~R~~region. (~~S~~see Figure ~~2~~1). It is an integral part of a region that encompasses hundreds of square miles and ~~over four~~ almost seven million people, according to the 2010 Census. In its early history, Fairfax County was a food -producer for the ~~N~~nation's ~~C~~capital. After World War II, the ~~C~~county became a suburban bedroom community on the fringe of Washington, D.C. Today the ~~C~~county is a multifaceted employment center, a generator of retail sales ~~which~~ that are among the highest in the country, and an assemblage of residential communities that are home to a rapidly growing and increasingly varied population. Concentrations of employment and retail uses, such as Tysons Corner, the Dulles Corridor, Fairfax Center and Springfield, play regional and local roles that only a generation ago were reserved for the ~~"~~downtowns~~"~~ of central cities. The ~~C~~county's role as an agricultural producer has virtually disappeared, ~~to the degree that~~ and preservation of remaining farmland, conservation of areas of high environmental and scenic value, and protection of open space ~~to serve as breathing room~~ have become high priorities.

Until the mid-1960s, major roads led in a radial pattern to the ~~District of Columbia~~ Washington, D.C., through the more urbanized areas of Northern Virginia (Falls Church, Arlington, and Alexandria). Radial highways such as Interstate 95 (I-95),Interstate 66 (I-66), the Dulles Airport Access and Dulles Toll Road (DAAR, Route 267), and the Lee-Jackson Memorial Highway (Route 50) are now supplemented by ~~along with~~ the Metrorail transit system ~~of high speed transit, now serve~~ to link the various parts of the ~~C~~county and also link the ~~C~~county with Washington, D.C., Maryland, and the rest of Northern Virginia. ~~Today,~~ The ~~The~~ Capital Beltway/Interstate 495 (I-495), ~~a circumferential road, is the "main street" of the region, linking~~ also links the inner, regional suburbs,~~. The~~ while the Fairfax County Parkway (Route 286) links ~~has similarly linked~~ the southern and western portions of the C~~c~~ounty.

~~In summary,~~ Fairfax County ~~with 399~~ contains almost 400 square miles and~~, is both interdependent with a larger region, and the steward of the land which~~ is home ~~for nearly 900,000~~ to over one million people, making it~~. The following is a depiction of Fairfax County in relation to the region as a whole, including demographics and employment statistics, with a summary of their implications for employment, transportation, housing and land use.~~

~~Population Growth and Land Availability~~

~~Fairfax County today is~~ the most populous jurisdiction in the Washington ~~M~~metropolitan ~~R~~region as of the 2010 Census. ~~Between 1970 and 1995, the County's population almost doubled, increasing from 454,275 people (14% of the region) to 879,400 people (21% of the region). The County became the most populous jurisdiction by growing for~~ Due to rapid growth over the past several decades, ~~at a much faster rate than the rest of the region. In the 1970s and 1980s, the County grew between two to three times the regional growth rate. (See Figure 3)~~

~~The County's absorption of a high proportion of regional growth over two decades was directly related to the abundant supply of vacant residentially zoned land and the County's ability to provide necessary public facilities and services and maintain a high quality of life. In the~~

~~1990s, the County's growth rate has decreased to be about the same as the region, with the outer-jurisdictions (i.e. Loudoun and Prince William Counties) growing at a notably faster rate. Fairfax County~~ the county is ~~now~~ confronted with a dwindling supply of vacant ~~residential~~ land, and ~~will need to make basic policy decisions concerning how and where additional residential growth can be accommodated in a fashion that ensures land use compatibility as well as the provision of the necessary infrastructure, public facilities, and services.~~ ~~Employment Growth~~

~~Fairfax County's employment between 1970 and 1995 grew at a substantially faster rate than the County's population. The employment more than quadrupled during this time period. In 1970, the County had 96,666 jobs; by 1995 this figure had grown to 438,500 jobs. During the same period, the whole of the Washington metropolitan area's employment grew rapidly, but not as rapidly as Fairfax County. The regional employment more than doubled, starting with 1,179,300 in 1970 and growing to 2,546,700 in 1995.~~

~~While, in the past, Fairfax County was only considered a bedroom community, the growth in the County's employment since 1970 has transformed the County into a community where people both live and work. In 1970, the number of persons in the Fairfax County labor force outnumbered the supply of jobs by 97%, however, by 1995 the labor force outnumbered jobs by only 19%. Because of the increase in employment opportunities in Fairfax County, a greater percentage of residents now work in the County. While in 1970 about 112,323 or 64 % of all workers commuted to other jurisdictions to work, by 1995 (i.e., twenty five years later) about 213,646 or 48.3% of all workers traveled outside of the County to jobs.~~

~~Fairfax County received a substantial share of the region's employment growth due to a number of factors. In general, the region has seen a trend toward increasing suburban employment. Fairfax County has been a particularly desirable suburban location because of its highly educated labor force, proximity to two major airports, availability of vacant land for non-residential development, and favorable business climate.~~

~~The growth in employment has expanded the County's tax base. In the late 1970s, the Board of Supervisors recommended efforts to increase the commercial/industrial share of the County tax base from 12% to a goal of 25%. By the 1990s the commercial/industrial share of the tax base had grown to between 20% and 25%. This, in turn, has helped to provide residents with many services and facilities that might have been too expensive if the County had been more dependent on a residential tax base.~~

~~The increase in employment within Fairfax County is expected to continue. Based on current trends and forecasts, Fairfax County and the entire region are expected to have employment growth at a rate faster than the growth in population. While this will clearly provide more opportunities for residents to find employment within the County, it also suggests that there will be a greater number of commuters traveling into the County from other jurisdictions. This will be especially true as the proportion of older County residents no longer in the labor force increases, and as affordable housing grows more scarce. Even an ambitious affordable housing program would not keep pace with job growth. As a result, the number of commuters coming from other jurisdictions where housing is less costly will add to current pressures on the transportation system. The County's policies regarding affordable housing and transportation infrastructure development will play a significant role in determining the effect that job growth will have on Fairfax County.~~

~~Land Use~~

~~The major demographic changes and employment growth of Fairfax County have strongly affected the existing land use pattern. Between 1970 and 1995, the number of acres in residential land use grew by 168%. While single-family detached housing continues to predominate, land use has become more diversified by the addition of significant numbers of townhouses and multi-family units.~~

~~Between 1970 and 1995, the number of acres in non-residential land uses increased by over 42.9%. Fairfax County became the region's preeminent location for new office, research, and shopping center development. In 1995, Tysons Corner alone held more office space than the central business districts of cities, such as Baltimore, Phoenix and San Diego; and had more major department stores and retail development than all but two other suburban jurisdictions in the country. Yet Tysons Corner is but the largest of several other commercial and office concentrations in the County.~~

~~Increasing development has resulted in a diminishing supply of vacant land. Less than 40,000 acres, roughly 16% of the County's land area, remained undeveloped, in 1995. As the County's economy has matured, and the resource of vacant land dwindled,~~ attention has ~~begun~~ turned to ~~focus on~~ revitalization and redevelopment in the county's mixed use centers. Both residential and nonresidential development are the focus of these areas, in order to support a sustainable pattern of land use that protects stable single-family neighborhoods and preserves natural and cultural resources.

~~Age~~

~~Fairfax County's population is aging; between 1970 and 1995, the median age in the County rose from 25.2 to 35 years. This aging pattern, reflecting national demographic trends, can be primarily attributed to three factors: (1) aging of the baby boom generation; (2) drop in birth rate during the 1970s and 1980s; and (3) growth in the elderly population due to increased life expectancies. Whether or not County population grows at comparable rates as in the past, by the year 2020 the County can expect a dramatic increase in the number of residents 45 years or older. Therefore, the County must be positioned to provide physical and social support to older residents. The aging population will be seeking recreational and human service facilities that are readily accessible from their homes; many may desire smaller housing units close to shopping and community services.~~

~~Households~~

~~While population growth is one measure of change, the households formed by Fairfax County residents are the primary source of demand on housing, public facilities, and services. In Fairfax County, the relative growth in number of households has exceeded that of the population overall. Fairfax County's population has grown from 454,275 people in 1970 to 879,400 people in 1995, representing about a 95% increase. Whereas, Fairfax County's households have grown from 126,500 households in 1970, to 317,000 in 1995, a 150% increase. Between 1995 and the year 2020, the percentage growth in households is expected to exceed that of population growth by 4%.~~

~~Household size in Fairfax is decreasing, as it is elsewhere in the region and the nation. While average household size in the County was 3.5 persons in 1970, by the beginning of 1995 it had~~

~~declined to 2.7. This trend of decreasing household size is forecast to continue into the next century but at a much slower rate. A number of factors contribute to this change: as a larger percentage of young women enter the work force, many choose to establish careers before marrying and having children; families generally have fewer children than in previous generations; and the higher divorce rate and increase in elderly have also caused a decrease in household size.~~

~~These factors become even more apparent when reviewing the changes in household types. In 1970, over 90% of Fairfax households were families (those with two or more related individuals), and by 1995 this percentage had dropped to 72%. Conversely, there was an increase in households of single persons and unrelated individuals. Households with single persons and unrelated individuals increased from 8% in 1970 to about 28% in 1990. Similar changes have occurred in the region as a whole. These trends toward smaller households and fewer family households will have an impact on the type of housing demanded by County residents in years to come. Smaller families will not require as much space, and many may need or desire multi-family and townhouses instead of traditional single-family units.~~

~~Income~~

~~The County's median household income has risen dramatically since 1970, increasing from $15,707 to $30,100 in 1980 and to an estimated $66,000 in 1995. This represents an increase of over 300% (i.e., an average annual change of about 12%) between 1970 and 1995. Over the same time period, the median household income in Virginia increased at a substantially slower rate, increasing about 100% (i.e., an average annual change of about 4%).~~

~~The disproportionate rise in Fairfax County median household incomes can be attributed to a number of factors. Most of the County's labor force growth has been associated with "white collar" jobs resulting in over half of the employed residents holding professional, managerial, or sales jobs, with another quarter in administrative support positions. Also, the percentage of the County's female labor force employed outside the home has increased from 43% in 1970 to about 71% in 1990, which is above the national average. The increase in dual income households thus has been a major factor in the rise of the County's median household income.~~

~~In 1990, only 13.5% of Fairfax County households had an annual income of less than $25,000. This percentage could increase, if, as expected, the percentage of elderly residents on fixed incomes increases in the next two decades. While the high income levels of Fairfax County residents reflect positively on its desirability, the lack of housing opportunities for lower income households could negatively impact the County's employment growth. In fact, much of the housing constructed in the County since 1980 has been relatively expensive, and resale housing prices have also increased considerably. In many cases, only those households with substantial incomes have had the means to purchase homes in Fairfax County. Many workers have to commute from other jurisdictions where housing is less expensive, thus placing further strains on the County's transportation system.~~

~~Housing Needs and Prospects~~

~~Amid the affluence of Fairfax County, many households are squeezed by the lack of affordable housing. In 1990, approximately 9.7%, or 28,460 of the County households had incomes at or below 50% of the Washington Metropolitan Statistical Area (MSA) median income (i.e.,~~

~~$27,100 for a household of four). Of these, 18,688 were renter households, of which approximately 80% paid more than 30% of their income for rent. For households with incomes below $20,000 per year, the need for affordable housing units exceeded the County's supply by almost 15,000 units. While the number of assisted housing units in the County increased by 62% between 1982 and 1994, the existing housing units receiving assistance stood at only 10,248 units at the end of 1994, with an additional 1,300 proposed. The supply of affordable housing is well below the estimated need. Meanwhile both land and housing prices in Fairfax County continue to increase.~~

~~As of 1995, the remaining potential for all types of housing at the Comprehensive Plan's base level was approximately a 15-year supply based on growth forecasts. After the year 2010, housing demand will be primarily accommodated through the Comprehensive Plan's residential options above the baseline level. However, in 1995 these options could yield only about 24,000 more units than the Plan's base level and may be fully developed by 2015. In order to maintain an adequate future housing supply, additional opportunities for housing may need to be provided through the replanning of office and industrial areas if otherwise appropriate.~~

~~Geographic Distribution of Employment~~

~~Prior to 1980 the vast majority of Fairfax County's workers commuted to jobs outside of the County. However, by 1995, the percentage of residents working in the County had risen to 52%.~~

~~The substantial increase in the number of jobs located in Fairfax County has provided an alternative to jobs in the urban core and the opportunity for many residents to work closer to their homes.~~

~~Although the percentage of residents traveling to other jurisdictions decreased, the actual number increased as a result of the rapid growth in the size of the County's labor force. The number of residents commuting to other jurisdictions has a significant impact on the regional transportation network. As the area's population increases, it will become more difficult for County residents to commute by private automobile, unless extensive improvements to the road system are made and auto dependency can be reduced.~~

~~Although recent job growth has provided greater opportunity for residents to work in the County, it has also significantly impacted commuting patterns in the Washington region. In the early 1970s, most commuters traveled from suburban locations to the regional core. By the mid-1980s, a large number of commuters were traveling from one part of the County to another, and others were traveling from other localities, particularly outlying jurisdictions, into Fairfax County. In 1995, almost 170,000 persons commuted into Fairfax County to work. Employment centers such as Tysons Corner, the Dulles Corridor and Fairfax Center, have experienced significant increases in traffic congestion as a result. Changing commuting patterns have strained the existing transportation infrastructure: employment and shopping trips are shifting from a predominately radial pattern focused on the urban core to an increasingly circumferential suburban pattern.~~

~~Unemployment Rate~~

~~Since 1970, the unemployment rate for Fairfax County has been consistently lower than the rate for the Washington Metropolitan Area and the nation as a whole. While the low unemployment rate has been beneficial for the County's residents, it has become a problem for some businesses which sometimes experience labor shortages. The labor shortages have been most prevalent among businesses that pay lower service sector wages, such as retail establishments. Most County residents who want jobs are already employed, and those that are unemployed frequently are overqualified for these service sector jobs, or find that compensation is not enough to offset the high cost of living in Fairfax County.~~

~~Fairfax County's unemployment rate has remained low, while the regional unemployment rate has been slightly higher, indicating that there may be persons in the region who could be employed in some of the positions that Fairfax businesses are having difficulty filling. The region's transportation system, however, makes commuting from other jurisdictions difficult, especially for those dependent on public transportation. At the same time, most housing in the County is too expensive for lower paid workers. Finally, working parents frequently need low cost child care, which is not always readily available.~~

~~The locational mismatch between potential employees and service sector jobs has become significant, and it could become more severe if the number of jobs in the County continues to increase substantially. Fairfax County will need to increase its supply of affordable housing and low cost day care, as well as public transportation access to its employment centers, if it expects to have the substantial service sector required to support the County's projected increases in both population and employment.~~

~~Conclusion: Implications of Growth~~

~~Fairfax County's economic boom~~ Growth has brought many benefits to ~~the community~~ Fairfax County and the region. County residents enjoy ~~both a high standard of living and~~ a fine quality of life. However, growth has also brought ~~with it not only benefits, but~~ challenges in terms of land use, housing, and transportation. These ~~, in turn,~~ challenges have ~~serious~~ implications for the provision of public facilities, parks, recreation facilities, and the conservation of the environment and heritage resources. The broad implications of ~~demographic and employement~~ growth serve as background for countywide policy put forth in this Comprehensive Plan. Successfully addressing the ~~problems~~ challenges associated with growth is necessary to maintain the quality of life for present and future generations. The Policy Plan provides guidance about addressing these challenges.

DELETE: Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan as amended through 6-19-2012, Figure 2, page 9 and Figure 3, page 10.

ADD: Figure 1, Location Map, Fairfax County, Virginia and Vicinity

~~OVERVIEW OF THE COMPREHENSIVE PLAN:~~

The Policy Plan is the first volume of the Comprehensive Plan, in addition to the four Area Plans, the Comprehensive Land Use Plan map, and the Countywide Transportation Plan Map and Countywide Trails Plan Map. The Policy Plan contains goals, objectives, and policies relating to eleven functional elements: Land Use, Transportation, Housing, Environment, Economic Development, Heritage Resources, Public Facilities, Human Services, Parks and Recreation, Revitalization, and Visual and Performing Arts. The goals, objectives, and policies guide planning and development review by describing future development patterns in Fairfax County and protecting natural and cultural resources.

The Policy Plan includes the following sections:

The Goals for Fairfax County are used as the basis for forming countywide planning policy. This section describes the process through which the goals were adopted. It also enumerates and describes the goals, which range from Land Use and Transportation to Environmental Protection and Affordable Housing.

The Countywide Planning Objectives and Policies section addresses countywide policy by specific functional area. This section expands upon the goals, through objectives and policies, to help guide decisions that affect the built and natural environment for the county as a whole and for specific parcels of land.

The Glossary contains an alphabetical listing of terms and their definitions as they are used in the context of this document. These are not intended to be the same definitions as used in the county's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.

Purpose, Scope and Legal Authority

The purpose of the Policy Plan is to provide a concise statement of objectives, policies, and guidelines for implementing the county's goals about the future development pattern of the built environment and the preservation of the natural and cultural resources in Fairfax County. The Plan serves as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the citizens of Fairfax County with respect to development and redevelopment in the county. The timeframe for the Plan encompasses the anticipated changes to the County over at least twenty years. As required by Virginia Code, the county will review the Plan for the future at least once every five years.

The Policy Plan is based on goals adopted by the Board of Supervisors on October 28, l988. The goals, objectives, policies, and guidelines are defined as follows:

- Goals provide general direction regarding the aspirations of the community;
- Objectives are statements that provide further direction for achieving an aspect of a goal;

- Policies are approaches for pursuing a given objective;, providing guidance which, when pursued, will assist in implementing the objective;

- Guidelines provide more explicit guidance for achieving policies and the Policy

The legal basis for this Plan is well established in the law of the Commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants."

According to the Code, the Comprehensive Plan is “general in nature” and may include, but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan “shall show the commission's long range recommendations for the general development of the territory covered by the plan....” The law also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.

The local commission is required to review the Comprehensive Plan at least once every five years to determine whether the Plan should be amended.”

GOALS FOR FAIRFAX COUNTY

On August 6, 1973, the Board of Supervisors approved sixteen interim policies designed to serve as the basic framework for developing the long-range comprehensive plan process. Following an initial series of public forums from November 1973 through January 1974 and after extensive review, the validity of these policies was reaffirmed in October 1974. They were included in the Comprehensive Plan adopted September 8, 1975, as a result of the Planning Land Use System (PLUS) process. This was the first countywide land use plan since 1958.

The policies continued to guide decision making until February 1987, when the Board of Supervisors appointed the Fairfax County Goals Advisory Commission to review the policies in terms of the county's evolution over twelve years. First, the Goals Commission decided to use the term "goal" instead of "policy" to describe these statements of aspirations for the county. The Goals Commission assessed the accomplishments and shortcomings of the county in terms of achieving the goals, defined current problems, and recommended courses of action. The Commission recommended eighteen new goals to guide Fairfax County into the future.

The recommendations of the Goals Commission were reviewed by the community in 1988 through an extensive public participation process, including district task forces, individual citizens, county staff, the Planning Commission and the Board of Supervisors. After public hearings before the Planning Commission and the Board, the Goals for Fairfax County were adopted on October 24, 1988.

The goals are comprehensive, encompassing every aspect of County government, not limited to merely the planning function. Implementing some aspects of the goals is beyond the legislative mandate of the Planning Commission and the purview of the Comprehensive Plan. However, because the planning function is so far-reaching, it is critical to use the goals as the basis for forming countywide planning policy. Therefore, the Goals for Fairfax County have provided the strategic focus for the objectives and policies of the Comprehensive Plan.

Quality of Life - The primary goal of Fairfax County's policies and priorities is to achieve an outstanding quality of life through:

- Economic prosperity and expanding opportunity;
- Access to high quality education, public services and facilities;
- A balance between access to convenient multi-modal transportation and residential, commercial and industrial growth; and
- A pleasing physical and cultural environment in which to live and work.

Land Use - The county's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well-being of the county; provide for an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long-range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged, nor should these policies be construed as incompatible with the county's affordable housing goal.

Transportation - Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities. Sidewalks and trails should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.

Environmental Protection - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.

Energy Conservation - Fairfax County should promote energy efficiency and energy conservation within the public, commercial, residential, and industrial sectors.

Growth and Adequate Public Facilities - Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities and to maintain existing public facilities. The county's plans for development should take into account financial limitations associated with increased needs for public facilities.

Adequate Public Services - Fairfax County is committed to provide a high level and quality of public services to the community, within its financial limitations.

Affordable Housing - Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means. Affordable housing should be located as close as possible to employment opportunities without adversely affecting quality of life standards. It should be a vital element in high density and mixed-use development projects, should be encouraged in revitalization areas, and encouraged through more flexible zoning wherever possible.

Economic Development and Opportunities – Fairfax maintain its prosperous economic climate and varied employment opportunities by continuing to develop and pursue a broad range of actions, including public/private partnerships, designed to enhance its long-term competitive position in regional, national, and international economic development. At the same time, the county should enhance those systems that support the employability of the population for its economic betterment.

Education - Fairfax County should provide comprehensive education, training programs, and facilities in order to ensure quality education by effectively meeting student and community needs.

Human Services - Fairfax County should provide a range of services and facilities for all residents, so that they may sustain a secure and productive lifestyle. Each individual should have the opportunity to achieve self-sufficiency and function to the limits of his or her ability, particularly in providing family stability.

Culture and Recreation - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and

preservation of its heritage resources for the aesthetic, social, and educational benefits of present and future citizens.

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

Revitalization - Fairfax County should encourage and facilitate the revitalization of older commercial and residential areas of the county where present conditions warrant. Revitalization initiatives should encourage business development, promote public and private investment and reinvestment, and seek to prevent or eliminate the negative effects of deteriorating commercial and industrial areas. Revitalization efforts should work in concert with other community programs and infrastructure improvements and strive to foster a sense of place unique to each area, thereby contributing to the social and economic well-being of the community and the county.

Regional Cooperation - Fairfax County's elected officials and staff should continue to participate in leadership roles in cooperative regional activities, recognizing that the physical, economic, and social well-being of the people of Northern Virginia and the Washington metropolitan area are dependent upon regional cooperation.

Private Sector Facilities - Fairfax County should continue to encourage the development of appropriately scaled and clustered commercial and industrial facilities to meet the need for convenient access to needed goods and services and to employment opportunities. Particular attention should be given to the needs of small and minority businesses.

Public Participation - The Fairfax County community should be encouraged to take part in the shaping of policies and plans that will affect the environment in which they live and work. Active and timely public participation in actions involving areas of public concern in the county should be encouraged and promoted.

Financial Planning and Management - Fairfax County should support equitable systems of taxation and user charges, where appropriate, necessary to implement all its policies and to support quality public services for its residents, recognizing the county's obligations to provide services and facilities to both established and new development, and to attract quality residential projects and desirable business and industry.

Monitoring - The county's performance in achieving these goals should be regularly and rigorously monitored, and the goals themselves should be reviewed at least once every four years.

Visual And Performing Arts – Fairfax County should encourage a dynamic and diverse arts presence by supporting the works, participants, and audiences in the areas of dance, creative writing, choral and instrumental music, theater arts, film and new media, two and

three-dimensional visual art in traditional and contemporary cultural iterations, but also in the ways that these areas may overlap and interact with new and emerging technologies."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; Overview, page 1:

"ANNANDALE PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Annandale Planning District ~~is situated in the east central portion of Fairfax County (see Figure 1).~~includes the land area generally surrounding Little River Turnpike (Route 236) and Braddock Road, between Interstate 395 (I-395) and Olley Lane (see Figure 1). The planning district is approximately 11,900 acres in size or five percent of the county.

The Annandale Community Business Center (CBC), the Ravensworth Industrial Area, and a portion of the Beltway South Industrial Area are located within the Annandale Planning District. Plan recommendations for the portion of the Beltway South Industrial Area outside of this planning district can be found in the Area I volume of the Comprehensive Plan.

~~It is bounded to the north by Gallows Road, Annandale Road, Holmes Run Stream Valley, Sleepy Hollow Road, and Columbia Pike; to the east by Old Columbia Pike, Little River Turnpike, Braddock Road, Indian Run Stream Valley, and I-395; to the south by the Southern Railroad right-of-way; and to the west by Rolling Road, Braddock Road, Guinea Road, Olley Lane, and Woodburn Road.~~

~~The Annandale Planning District includes approximately 16 square miles of land with a population of 62,635 in 1970, 66,466 in 1980, 66,329 in 1990, and 67,635 in 1995. The population of the Annandale Planning District generally has remained level since 1970, indicative of the largely developed character of the district.~~

The ~~Annandale District~~planning district is developed primarily ~~in~~ with single-family detached housing with the exception of garden-style ~~, multi-family~~ apartments and condominiums in the vicinity of the Annandale ~~Community Business Center (~~CBC), northwest of the intersection of Backlick Road and Capital Beltway/Interstate 495 (I-495), and east of Heritage Drive. ~~There is a scattering of t~~Townhouses and minimal retail uses are scattered throughout the planning district, ~~uses as well,~~ generally in proximity to some of the major roads in the area."

The Annandale CBC contains a substantial number of commercial uses; mostly retail with some low to medium density offices. The Ravensworth and Beltway South Industrial Areas are developed primarily in industrial uses, with a mixture of some high intensity offices."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A1-Masonville Community Planning Sector, Character, page 90:

"A1 MASONVILLE COMMUNITY PLANNING SECTOR

CHARACTER

The Masonville Community Planning Sector is located north of Little River Turnpike (Route 236) between Columbia Pike (Route 244) and Hummer Road. This planning sector is characterized primarily by stable single-family residential use~~s~~. The principal single-family neighborhoods ~~in this sector~~ include Broyhill Crest, Columbia Pines and Sleepy Hollow Woods. The northwest portion of the Annandale Community Business Center (CBC) is located within this planning sector. Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

Higher density residential development is found at the periphery of the Annandale ~~Community Business Center (~~CBC); for example, the Fairmont Gardens apartments and the neighboring Parliaments ~~Village~~ apartments ~~which~~ are developed at approximately 20 dwelling units per acre. These higher density residential uses provide an effective transitional use between commercial and lower density residential uses.

The Holmes Run Stream Valley Park runs along the entire northern boundary ~~of the sector~~ and may be considered the most significant ecological asset within this planning sector. Although the planning sector ~~is sector~~ is largely developed, stream valleys as well as early and mid- 20th century and more dispersed residential neighborhoods may contain significant heritage resources. Remnants of the historic Manassas Gap Railroad line which was intended to link the City of Alexandria with the Shenandoah Valley are located along the north side of Medford Drive and Royce Street~~s~~ in the southern part of the planning sector. The railroad line is a significant heritage resource and a portion of it is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A2-Columbia Community Planning Sector, Character, page 97:

"A2 COLUMBIA COMMUNITY PLANNING SECTOR

CHARACTER

The Columbia Community Planning Sector is located north of Little River Turnpike (Route 236), bounded by Columbia Pike (Route 244) and Old Columbia Pike.

The area west of Evergreen Lane is located within the Annandale Community Business Center (CBC). Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

The planning sector is transected by the Mason District Park. Areas outside of the CBC are ~~is~~ characterized primarily by single-family residential uses. ~~, although the area west of Evergreen Lane contains commercial uses which are within the designated Annandale CBC. The sector is transected by the Mason District Park.~~ Single-family neighborhoods to the east of the~~is open space corridor~~ park, such as Sleepy Hollow Run, ~~represent newer development~~ are developed at a slightly higher density than neighborhoods to the west of the park. Townhouse-style developments are located along ~~the north side of~~ Little River Turnpike, including townhouse office~~s~~ at the intersection of Old Columbia Pike. ~~and at the intersection of Evergreen Lane and Columbia Pike. Neighborhood retail uses occur at the intersection of Old Columbia Pike and Columbia Pike, and at the intersection of Evergreen Lane and Columbia Pike. The west side of Evergreen Lane is a transition area between commercial and residential uses in this sector.~~

The historically significant Annandale Methodist Church~~, as well as~~ and the Mason Governmental Center, are institutional uses in ~~the~~ this planning sector. The Mason Governmental Center houses ~~a variety of governmental functions including police, violations bureau, inspection services, offices of voter registration and~~ the Mason District Supervisor's office. ~~district supervisor and serves most of Area I.~~ ~~There is an elderlyhousing project~~Age-restricted low income housing is developed in association with ~~,~~ and located near, the Annandale Methodist Church.

The church is an important heritage resource in this sector and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

~~The~~ Mason District Park and Turkeycock Run Stream Valley Park ~~and Turkeycock Run open space~~ located in the center of this planning sector ~~can be used to~~ facilitate pedestrian and bicycle movement among existing stable neighborhoods, as well as linking with open space in

contiguous sectors. This area is a particularly sensitive archaeological resource area containing numerous recorded heritage sites.

Wynfield Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Wynfield Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area is generally bounded by Columbia Pike, Mason District Park and the Annandale Methodist Church property."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District, Amended through June 19, 2012, A3-Indian Run Community Planning Sector, page 104:

"A3 INDIAN RUN COMMUNITY PLANNING SECTOR

CHARACTER

Most of the Indian Run Community Planning Sector lies outside the Annandale Community Business Center. The Indian Run Community Planning Sector is generally located east of Backlick Road between Little River Turnpike (Route 236) and Braddock Road. A small portion of the Annandale Community Business Center (CBC) is located in this planning sector on the south side of Little River Turnpike and on the east side of Backlick Road. Plan recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The planning sector ~~and~~ is predominantly developed as single-family residential use outside of the CBC. ~~However, scattered commercial areas include:~~ Some strip commercial and high density residential uses exist along

~~• The northeastern quadrant of Backlick Road and Braddock Road where the Bradlick Shopping Center is located as well as some low-rise office. These tracts abut existing stable single-family residential neighborhoods.~~

~~• The east side of Backlick Road between Cindy Lane and Sunset Lane -- the location of a small commercial area surrounded by a townhouse development. Several single-family residences front on Backlick Road, surrounded either by commercial or townhouse uses.~~

~~• Tthe~~the south side of the Little River Turnpike ~~(Route 236) corridor~~ between Old Columbia Pike and Braddock Road. ~~-- characterized by a strip of commercial and higher density residential uses.~~ Other commercial development is located along Backlick Road between Cindy Lane and Sunset Lane, and at the intersection with Braddock Road and Backlick Road at the Bradlick Shopping Center.

The Indian Run Stream Valley is a significant environmental feature running diagonally across the entire length of this planning sector. It has been designated as an Environmental Quality Corridor (EQC). A large portion of this planning sector is in older and dispersed residential neighborhoods that retain the potential for significant heritage resources ~~which,~~ because of the relatively minor cutting and filling that occurred during their construction~~, retain the potential for significant heritage resources~~.

Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District, Amended through June 19, 2012, A4-Edsall Community Planning Sector, page 112:

"A4 EDSALL COMMUNITY PLANNING SECTOR

CHARACTER

The Edsall Community Planning Sector is generally bordered by Braddock Road and the Capital Beltway/Interstate 495 (I-495) and Interstate 395 (I-395). The southern half of the planning sector contains a portion of the Beltway South Industrial Area. Plan recommendations for this area can be found in the previous section of the Annandale Planning District text following the Annandale Community Business Center (CBC) section.

~~The eastern and southern section of the Edsall Community Planning Sector is the location of the major portion of the Beltway South Industrial Area which is planned entirely for non-residential development.~~ The ~~northern segment of the sector~~remaining area is developed almost entirely as single-family detached residential neighborhoods, including the Edsall Park, Clearfield and Indian Springs subdivisions. ~~Community retail uses are located in the southwestern portion of the sector (the Hechinger-Backlick Plaza shopping center) and there are neighborhood retail uses along the Edsall Road corridor.~~

The east side of the Backlick Road corridor in this planning sector is the location of a number of institutional and office uses~~ which create concerns regarding compatibility with adjacent residential neighborhoods~~. The presence of open space buffers adjacent to these neighborhoods helps to ameliorate potential negative impacts from the mix of residential and non-residential uses.

~~In this sector are p~~Portions of the Indian Run, Poplar Run and Backlick Run Stream Valleys, which are Environmental Quality Corridors (EQCs) traverse this planning sector. The eastern edge of the planning sector is prone to soil-slippage,~~. indicating that development constraints exist.~~ In addition, the northeastern portion of this planning sector has a significant number of slopes in excess of 15 percent.

The older residential community and open space bounded by Edsall Road, Monroe Drive, Shawnee Road and Indian Run in the northeast corner of the planning sector is particularly sensitive for heritage resources. A large significant prehistoric archaeological site covers much of the area. In addition, the few remaining areas of open space in the planning sector have a moderate potential for other prehistoric and historic heritage resources."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District, Amended through June 19, 2012, A5-North Springfield Community Planning Sector, page 120:

"A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

CHARACTER

The North Springfield Community Planning Sector is bordered by Braddock Road, Backlick Road and the Capital Beltway/Interstate 495 (I-495). The planning sector contains a small portion of the Beltway South Industrial Area along Wimsatt Road. Plan recommendations for this area can be found in a previous section of the Annandale Planning District text following the Annandale Community Business Center (CBC) section.

Tthe ~~North Springfield Community P~~planning ~~S~~sector primarily consists of stable single-family detached residential uses. ~~with the exception of the Backlick Road corridor, and a portion of the Beltway South Industrial Area located along Wimsatt Road.~~ The Backlick Run ~~s~~Stream ~~v~~Valley divides the planning s~~e~~ector into two parts; the larger area to the west of the stream,~~—~~ the North Springfield subdivision,~~—~~ is ~~completely~~entirely developed in single-family detached ~~residences~~units. The area to the east of the stream is a mix of ~~older~~single-family detached homes on large lots, ~~a cluster of~~ townhouses ~~south of the~~and institutional uses grouped near Woodland Drive,; also townhouses are developed~~in the~~ southwest ~~quadrant~~ of the intersection of Braddock and Backlick Roads.~~, and garden-style multi-family apartments in the northwest quadrant of Backlick Road and I-495.~~

The Backlick Run Stream Valley, with its broad floodplain, has been designated as an Environmental Quality Corridor (EQC). Backlick Run and peripheral open space along Braddock Road and I-495 and the adjacent older residential neighborhood to the northeast are particularly sensitive areas for significant heritage resources."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District, Amended through June 19, 2012, A6-Accotink Community Planning Sector, page 127:

"A6 ACCOTINK COMMUNITY PLANNING SECTOR

CHARACTER

The Accotink Community Planning Sector comprises the land area between Braddock Road, the Capital Beltway/Interstate 495 (I-495), the Norfolk Southern Railway right-of-way and Rolling Road. The planning sector contains the Ravensworth Industrial Area at the northeast corner and ~~The Accotink Community Planning Sector~~ is divided into two segments by Accotink Stream Valley Park and Lake Accotink Park. The recommendations for the Ravensworth Industrial Area can be found in the previous section of the Annandale Planning District text following the Beltway South Industrial Area. ~~which cross through the center of the sector and along the southern boundary. The sector is developed predominantly with~~

~~s~~Single-family residential uses are the predominant land use, located both east and west of the Accotink Creek Stream Valley. ~~In the northeast corner of the sector, at the interchange of Braddock Road and I-495, are the Ravensworth Industrial Area and the Ravensworth Shopping Center. In the center of the sector, surrounded for the most part by the stream valley park, is t~~The Danbury Forest townhouse development comprises the center of the planning sector, surrounded primarily by the stream valley. The Kings Park Shopping Center is located in the northwest corner of the sector.

The most significant ecological assets ~~of this sector~~ are the Accotink Creek Stream Valley and Lake Accotink. Slopes in excess of 15 percent are found along the southern edge below Lake Accotink.

The Accotink Creek and tributary watersheds are likely to produce significant heritage resources. The abandoned railroad bed running generally parallel to the Norfolk Southern Railroad is a locally significant historic archaeological resource."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A7-Wakefield Chapel Community Planning Sector, Character, page 134:

"A7 WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR

CHARACTER

The Wakefield Chapel Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Braddock Road.

The ~~Wakefield Chapel Community P~~planning ~~S~~sector is almost entirely developed with single-family detached residential ~~uses~~units. ~~Single-family attached (townhouse) development~~Townhouses ~~in the sector is~~ are ~~found~~ developed ~~only~~ on the north side of Braddock Road, just east of the intersection with Wakefield Chapel Road. ~~The sector is buffered along the entire length of its eastern border with I-495 by Accotink Stream Valley Park. An e~~Housing for the ~~E~~elderly ~~housing project~~ with an accompanying senior center is ~~a relatively recent use~~located in the northwest corner of the planning sector. The Annandale campus of the Northern Virginia Community College is located on ~~Route 236~~Little River Turnpike along the northern edge of the planning sector. The planning sector is buffered from I-495 by Accotink Stream Valley Park. The planning sector also contains Wakefield Park.

The Accotink Creek, Long Branch, and Turkey Run Stream Valleys are ~~Environmental Quality Corridors (~~EQCs) running through the planning sector. An area of slopes in excess of 15 percent is found in the southwest corner of the planning sector. The many stream valleys as well as several mid- 20th century residential neighborhoods have potential for significant heritage resources. Open space along the west side of Accotink Creek is particularly sensitive for undisturbed prehistoric heritage resources. Identified heritage resources in this planning sector include Oak Hill, a historic house which was built around 1790. Located off Wakefield Chapel Road, it is one of the few remaining 18th century structures in this heavily developed section of the ~~C~~county and is listed in the National Register of Historic Places and Virginia Landmarks Register. In addition, the Wakefield Chapel is a simple one-story wood building located on Toll House Road. It was built in 1899 and is typical of the churches that served turn-of-the-century residents of Fairfax County. Oak Hill and Wakefield Chapel are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A8-Pine Ridge Community Planning Sector, Character, page 142:

"A8 PINE RIDGE COMMUNITY PLANNING SECTOR

CHARACTER

The Pine Ridge Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Woodburn Road.

The ~~Pine Ridge Community P~~planning ~~S~~sector is developed primarily ~~in~~ with stable, single-family detached residential ~~uses~~ units with a significant mix of ~~planned~~ institutional ~~acreage~~uses. ~~The sector is transected by the Accotink Creek Stream Valley.~~ A node of commercial activity exists south~~east~~ of the intersection of Woodburn Road and Gallows Road, near the junction with I-495. ~~Of concern is the potential for commercial encroachment into the neighborhoods along Gallows Road or Woodburn Road from the existing commercial area.~~

The primary ecological asset of this planning sector is the Accotink Creek Stream Valley Park, which ~~divides~~ transects the planning sector north/ to south into two sections of roughly equal size. The Accotink Stream Valley Park also runs much of the length of I-495, buffering the stable, single-family ~~residences~~ detached residential units to the west. This planning sector has produced prehistoric archaeological resources and historic documents indicate the presence of potentially significant historic resources. The open space areas along Accotink Creek are particularly sensitive. Heritage resources also have been recorded in more developed areas in the planning sector ~~which warrant evaluation before possible future development occurs~~."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A9-Holmes Run Community Planning Sector, Character, page 148:

"**A9 HOLMES RUN COMMUNITY PLANNING SECTOR**

CHARACTER

The Holmes Run Community Planning Sector is located east of the Capital Beltway/Interstate 495 (I-495), bounded by Gallows Road, Hummer Road, and Little River Turnpike (Route 236). The planning sector includes a small portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The majority of the planning sector is developed with single-family ~~residences~~detached residential units. Exceptions include the Raintree townhouses on Gallows Road immediately east of the I-495/Gallows Road interchange, the Adams Walk townhouse community located east of Hummer Road along Championship Drive, and the Lafayette Village community ~~development~~ situated in the southwestern portion of the planning sector.

The Coon Branch Stream Valley runs from the I-495/~~Route 236~~Little River Turnpike interchange northeast through the southern portion of this planning sector; associated parkland includes the Hidden Oaks Nature Center. Many portions of the planning sector remain heavily wooded, supporting considerable wildlife. In particular, stands of specimen monarch oaks have been identified within the area.

~~Much of the sector consists of older residential neighborhoods in which cutting and filling were relatively minor during construction.~~ Previous archaeological work in the ~~C~~county has demonstrated that significant heritage resources may have survived ~~in such areas~~the minor cutting and filling that occurred during construction of the older residential neighborhoods. Therefore, there is a potential for such resources in those areas ~~within this sector~~ as well as in undeveloped areas, particularly the Coon Branch ~~w~~Watershed.

Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley, are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of historic resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

Accotink Heights Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Accotink Heights Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area includes the residential community focusing on Estabrook Drive and Hirst Drive, north of the ~~Route 236~~Little River Turnpike service road."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A10-Pine Ridge Community Planning Sector, Character, page 154:

"**A10 OSSIAN HALL COMMUNITY PLANNING SECTOR**

CHARACTER

The Ossian Hall Community Planning Sector is bounded on the north by Little River Turnpike (Route 236), on the east by Backlick Road, on the south by Braddock Road, and on the

west by Capital Beltway/Interstate 495 (I-495). The northeast corner of the planning sector comprises a portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The ~~Ossian Hall Community P~~planning ~~S~~sector contains a mix of single-family detached residential units located principally in the southern and eastern segments. ~~of the sector, with medium and high density residential~~Townhouses and multifamily residential units~~, commercial and institutional uses~~ are generally located along the western and northern boundaries. Community-serving commercial uses are located in the central portion of the planning sector along Heritage Drive, with institutional uses located throughout the planning sector. ~~The Annandale Community Business Center (CBC) is located in the northeast portion of the sector.~~ A branch of the Backlick Run stream, which has been designated as an Environmental Quality Corridor (EQC), transects the south-central portion of this planning sector.

~~The area east of Ravensworth Road consists of older and more dispersed residential neighborhoods in which cutting and filling were less severe during construction.~~ Previous archaeological work in the ~~C~~county has demonstrated that significant heritage resources may have survived in older, more dispersed residential neighborhoods east of Ravensworth Road, in which cutting and filling were less severe during construction~~such areas~~. Therefore, there is a potential for resources in those areas as well as in undeveloped areas in the planning sector.

Wilburdale Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Wilburdale Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area includes Laburch Lane, Wills Lane, and portions of Vellex Lane and Wilburdale Drive.

Fairdale Community Improvement Area

On July 22, 1991, the Board of Supervisors adopted the Fairdale Community Improvement Plan to upgrade and preserve the neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the costs. The improvement area is bounded by Backlick Park on the north, Backlick Road on the east, Annandale Acres subdivision on the south, and Saint Michael's Church on the west.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; Overview, page 1:

"BAILEYS PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Baileys Planning District is located in the eastern ~~central~~ portion of Fairfax County. It is bounded by ~~the~~ Arlington County ~~line~~ to the northeast, the City of Alexandria ~~City line~~ to the southeast, Lincolnia Road and Columbia Pike (Route 244) to the southwest, and Sleepy Hollow Road to the northwest~~. The Planning District is one of the most fully developed of Fairfax County, encompassing a wide range of retail, office, residential and institutional uses.~~ (~~See~~ see Figure 1). The Baileys Planning District is approximately 4,050 acres in size or approximately two percent of the county.

~~In 1995, an estimated 37,499 persons lived in the District, compared with a population in 1970 of approximately 30,000. The relatively stable population level is, in part, attributable to the developed nature of the area.~~

Two c~~C~~ommunity b~~B~~usiness ~~C~~centers (CBCs) are located in the p~~P~~lanning ~~D~~district: Seven Corners and Baileys Crossroads. The Seven Corners CBC is located at the junction of Wilson Boulevard, Arlington Boulevard (Route 50), and Leesburg Pike (Route 7). The Baileys Crossroads CBC is located at the junction of Columbia Pike and Leesburg Pike. Commercial activity has, in large part, located in and around the intersections of these major thoroughfares. The Seven Corners CBC includes a regional shopping center, several community- and neighborhood-serving shopping centers, and strip commercial areas along the major thoroughfares. The Baileys Crossroads CBC also contains several community- and neighborhood-serving shopping centers, as well as Skyline Center, a major residential, retail and office mixed-use development. The areas surrounding these commercial centers are predominantly stable neighborhoods, with a large component of multi-family housing units.

Baileys Crossroads and Seven Corners are older, commercial centers that are showing some signs of deterioration. The adverse effects of age and lack of maintenance are exacerbated by the roadways that fragment the CBCs. The importance of retaining the Seven Corners and Baileys Crossroads CBCs as community-serving commercial centers is reflected in efforts to restore their viability through commercial revitalization and related actions.

~~Non-residential, institutional uses in the Planning District include schools, religious facilities, libraries, and other public facilities.~~ Outside of the CBCs, the Baileys Planning District is predominantly composed of stable ~~Low density,~~single-family residential neighborhoods ~~predominate and are located throughout the Planning District~~. Higher density, residential areas composed of townhouses, garden apartments, mid- and high-rise apartments and condominiums, are located primarily adjacent to the ~~Community Business Centers~~CBCs, along the major thoroughfares. Nonresidential, institutional uses in the planning district include schools, religious facilities, libraries, and other public facilities."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B1-Willston Community Planning Sector, Character, page 128:

"B1 WILLSTON COMMUNITY PLANNING SECTOR

CHARACTER

The Willston Community Planning Sector is located in the northern portion of the Baileys Planning District, generally ~~is~~ bounded by Wilson Boulevard to the north, ~~the~~ Arlington County ~~line~~to the northeast, and Arlington Boulevard (Route 50) to the southwest. The planning sector contains the northern half ~~The~~ of the Seven Corners Community Business Center (CBC). ~~comprises the majority of the planning sector.~~ Plan r~~R~~ecommendations for the CBC are contained in ~~the~~ a preceding section of the Baileys Planning District text, following the Overview section.

The planning sector contains a variety of residential uses. The Federal Hill and Ash Lawn Ridge townhouse ~~developments,~~developments are located on Arlington Boulevard. Willston Apartments, a large garden apartment complex that is included in the Willston Conservation Area, is located along Patrick Henry Drive. The Willston Conservation Area expired on January 24, 1988 and is no longer active. Cavalier Club, a high-rise apartment complex, is located north of Wilson Boulevard.

Non-residential uses include public facilities, institutions, and ~~parks~~public parkland. The former Willston Elementary School is now used as a community educational center. Lockwood House, an elderly care facility, and Upton Hill ~~r~~Regional ~~p~~Park are located north of Willston II Shopping Center.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. ~~Remains of the stones have all been recovered and are under the protection of the Daughters of the American Revolution.~~ There are seven boundary stones ~~along the~~ in Fairfax County ~~boundary~~, two being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B2-Glen Forest Community Planning Sector, Character, page 134:

"B2 GLEN FOREST COMMUNITY PLANNING SECTOR

CHARACTER

The~~is~~ Glen Forest Community Planning S~~s~~ector is located in the northeastern portion of the Baileys Planning District, ~~is~~ generally bounded by ~~three major arterials:~~ Arlington Boulevard (Route 50) on the northeast;, Leesburg Pike (Route 7) on the west;, ~~and~~ Columbia Pike (Route 244) on the south~~.~~, and ~~The~~ Arlington County to the east~~line marks the eastern boundary~~. The planning sector contains portions of the Seven Corners and the Baileys Crossroads Community Business Centers (CBCs) on the northern and southern ends, respectively.; Plan recommendations for those centers are addressed in ~~other sections of the Plan~~a preceding section of the Baileys Planning District, following the Overview section.

~~The northern portion of this sector is developed with commercial and medium density residential uses. Of these, the most dominant feature is the Seven Corners regional Sshopping Ccenter, which is within the Seven Corners Community Business Center.~~ The central portion is characterized by stable, low density residential neighborhoods. Medium density residential uses are limited to Hardwick Court and ~~The~~ the Glen of Carlyn, two townhouse developments located on Glen Carlyn Road. ~~Much of the southern portion of the sector lies within the Baileys Crossroads Community Business Center. Like the northern portion, commercial and medium density residential uses are predominant. The residential uses include townhouses, garden apartments, condominiums, and mid- and high-rise apartment buildings and are primarily located along major thoroughfares.~~

The Long Branch of Four Mile Run bisects the area, forming a long stream valley and open space corridor. The county soils map indicates that portions of the planning ~~The southern portion of this~~ sector ~~is~~ are in a soil-slippage prone area, ~~indicating~~ suggesting there may be development constraints.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. ~~Remains of the stones have all been recovered and are under the protection of the Daughters of the American Revolution.~~ There are seven boundary stones ~~along the~~in Fairfax County~~ boundary~~, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B3-Commerce Park Community Planning Sector, Character, page 141:

"B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Commerce Park Community Planning Sector is located in the east central portion of the Baileys Planning District, bounded by~~situated between~~ Columbia Pike (Route 244) on the northwest and Leesburg Pike (Route 7) on the southwest. Arlington County is adjacent on the northeast, and the City of Alexandria is adjacent to~~on~~ the ~~south~~east. The planning sector is almost entirely within the Baileys Crossroads Community Business Center (CBC). Recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

~~The sector contains a variety of retail and office uses, located within the southeast quadrant of the Baileys Crossroads Community Business Center. The commercial areas are located adjacent to, and north of, Leesburg Pike. Recommendations for the CBC are addressed in the Baileys Crossroads Community Business Center section of the Plan. The Grandview Conservation Area is located east of the Columbia Pike/Leesburg Pike interchange, also within the Baileys Crossroads CBC.~~

Outside of the CBC, ~~The~~ the planning sector includes both low and medium density residential uses and institutional uses. Residential uses include townhouses, and garden apartments, such as Leesburg Apartments and Grandview Apartments.

The Grandview Conservation Area was located east of the Columbia Pike/Leesburg Pike interchange, also within the Baileys Crossroads CBC. This conservation area expired on April 20, 1990 and is no longer active.

There are no stream valleys in this planning sector. The county soils map indicates that portions of the planning~~The~~ sector are~~is, however, entirely~~ within a soil-slippage prone area, ~~indicating~~ suggesting possible development constraints."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B4-Glasgow Community Planning Sector, Character, page 148-149:

"B4 GLASGOW COMMUNITY PLANNING SECTOR

CHARACTER

The Glasgow Community Planning Sector is located in the west-central portion of the Baileys Planning District and is bounded by Leesburg Pike (Route 7) on the northeast, Columbia

Pike (Route 244) on the northwest, and Lincolnia Road on the southwest. The City of Alexandria is located to the southeast. The planning sector contains the southern half of ~~T~~the Baileys Crossroads Community Business Center (CBC) ~~encompasses~~ in the eastern and northwestern ~~portions~~ side of the planning sector. Plan recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

~~The sector is characterized by a mix of retail, office and residential uses. The commercial area includes Skyline, a mixed-use development that contains high-rise apartments and condominiums, and retail and office uses. Recommendations for these areas are addressed in the Baileys Crossroads Community Business Center section of the Plan.~~

Adjacent to the CBC ~~these concentrations of commercial uses and south of Columbia Pike~~ are stable residential areas, with both low and medium density residential uses. The low density, single-family subdivisions predominate and are sited primarily in the center of this planning sector. Among the older subdivisions east of the Holmes Run Stream Valley are the Sunset Manor, Dowden Terrace, Springdale, and Lacey Boulevard neighborhoods. ~~A large portion of these neighborhoods is contained in the Baileys Conservation Area.~~ The planning sector also includes the Lincolnia Heights Community Improvement Area, which is located east of the Parklawn Elementary School.

~~Newer subdivisions,~~ Tthe Palisades, Miracle Woods, and Sylvan Hill subdivisions are located~~, have been built~~ west of Lacy Boulevard, ~~outside the Conservation Area and~~ adjacent to the stream valley corridor. Interspersed among these neighborhoods are medium density residential uses. These include the Eliza Pickett townhouses, and Sunset Park, Oakland Manor, and Barcroft View ~~garden~~ apartments.

Much of the Holmes Run Stream Valley has been acquired by the ~~C~~county and is preserved ~~as an Environmental Quality Corridor~~in stream valley parks. Substantial tracts on both sides of Holmes Run have slopes in excess of 15 percent. The county soils map indicates that portions of the planning~~All but the western edge of the~~ sector lie~~s~~ within a soil-slippage prone area.

Clark House located at Barcroft Mews is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. The exterior of the house has been restored by the Fairfax County Park Authority, and the house is available for community use. Additional historic sites in this planning sector are also included in the inventory. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5. ~~Additional historic sites in this sector are also included in the inventory.~~

Baileys Conservation Area

The Baileys Neighborhood Improvement Program and Conservation Plan was adopted in March, 1976 by the Board of Supervisors. The portion of the Baileys Conservation Area in the Glasgow Community Planning Sector is located south of Columbia Pike, east of Lillian Carey Park, and west of the Baileys Crossroads CBC. The goal of the Neighborhood Improvement Program and Conservation Plan is the preservation and improvement of housing and public

facilities within the Conservation Area boundaries. A large portion of the older low density residential neighborhoods in the Glasgow Community Planning Sector comprise the Baileys Conservation Area. The area is generally bounded by Columbia Pike on the north, Williams Lane on the east, Holmes Run Stream Valley on the west, and Magnolia Lane on the south. Lacy Boulevard is the main arterial through the community. The Conservation Plan has been amended twice since its adoption.

Lincolnia Heights Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Lincolnia Heights Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Braddock Road, Sano Street, and the northern border of the Sherry Heights subdivision."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B5-Barcroft Community Planning Sector, Character, page 158:

"B5 BARCROFT COMMUNITY PLANNING SECTOR

CHARACTER

The Barcroft Community Planning Sector is located in the western portion of the Baileys Planning District and is bounded by Columbia Pike (Route 244) on the south and southeast, Leesburg Pike (Route 7) on ~~the west~~the northeast, and Sleepy Hollow Road on the northwest, ~~and Old Columbia Pike on the west~~. The northern and eastern corners of the planning sector comprise part of the commercial strip which is included within the Seven Corners and Baileys Crossroads Community Business Centers (CBC), respectively. Plan r~~R~~ecommendations for these areas can be found in the Baileys Crossroads CBC and Seven Corners CBC sections of the Baileys Planning District text, following the Overview section.

~~This sector's~~The Barcroft Community Planning Sector's dominant features include Lake Barcroft, and the surrounding low density, single-family, residential neighborhoods. Several of these subdivisions, Lake Barcroft, Barcroft Hills, and Lake Barcroft Shores, are oriented to the lake and the adjoining recreational areas. The other portions of this ~~suburban~~ residential development are oriented to the Sleepy Hollow area. These include Sleepy Hollow Estates, Buffalo Hills, Waters Wood, and Ravenwood subdivisions. A few medium density residential uses are located along two of the major thoroughfares, Leesburg Pike and Columbia Pike, in proximity to the commercial uses in Seven Corners and Baileys Crossroads CBCs. ~~The sector contains a small portion of the Baileys Conservation Area and all of the Courtland Park Community Improvement Area.~~

The planning ~~S~~sector ~~B5~~ contains Lake Barcroft's ~~and its~~ two northern tributaries: Holmes Run and Tripps Run ~~Stream Valleys~~. A large portion of the southern corner of the planning sector contains slopes in excess of 15 percent, and the county soils map indicates that portions of the southeastern edge of the planning sector, along Columbia Pike, lie~~s~~ in a soil-slippage prone region.

Lake Barcroft Dam is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

Baileys Conservation Area.

The portion of the Baileys Conservation Area in the Barcroft Community Planning Sector ~~B5~~ is located on Columbia Pike and lies directly north and south of Marshall Drive. The Baileys Conservation Area was established through a Conservation Plan adopted in March, 1976 by the Board of Supervisors. A primary objective of the Conservation Plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the c~~C~~onservation a~~A~~rea.

Courtland Park Community Improvement Area

On August 1, 1988, the Board of Supervisors adopted the Courtland Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the Columbia Pike/Leesburg Pike interchange, and roughly encompasses the single-family neighborhoods between the Culmore apartment area and Columbia Pike."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; Overview, page 1:

"JEFFERSON PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Jefferson Planning District is located in the eastern section of the county, and encompasses approximately 6,300 acres, which is approximately two percent of the county. The planning district is bounded by the City of Falls Church ~~City line~~ on the northeast, ~~by~~ Leesburg Pike (Route 7) on the north, ~~I-495~~ the Capital Beltway/Interstate 495 (I-495), ~~the Long Branch stream valley,~~Prosperity Avenue and Gallows Road on the west and the Holmes Run Stream Valley on the south. (s~~S~~ee Figure 1). ~~The district includes a portion of the West Falls Church Transit Station Area and the Merrifield Suburban Center.~~ The Merrifield Suburban Center, the Dunn Loring Transit Station Area, as well as portions of the Tysons Corner Urban Center, the West Falls Church Transit Station Area, and the Seven Corners Community Business Center are located in the planning district. Plan recommendations for the Merrifield Suburban Center, the Dunn Loring Transit Station Area and the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan. Plan recommendations for the Tysons Corner Urban Center and the West Falls Church Transit Station Area are included in the Area II volume of the Comprehensive Plan. ~~A map of the Jefferson Planning District is presented on Figure 1.~~

The Jefferson Planning District is composed primarily of stable single-family residential neighborhoods, with a sizable number of ~~multi-family~~ multifamily residential units along major transportation corridors. The planning district is transected by two major thoroughfares,~~–~~Arlington Boulevard (Route 50) and Lee Highway (Route 29), and by two interstate highways,~~–~~ I-495 and Interstate 66 (I-66). Commercial activity has, in large part, located in and around the intersections of these major thoroughfares. ~~The district also includes the Merrifield and Fairview Park areas, which are included in the Merrifield Suburban Center.~~

~~The population of the Jefferson District was 41,000 in 1970, 38,100 in 1980, and 42,859 in 1990. Total population was 45,167 in January 1995, excluding the population of the Dunn Loring Transit Station Area.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J1-Hillwood Community Planning Sector, Character, page 16:

"J1 HILLWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Hillwood Community Planning Sector generally extends from the intersection of ~~Hillwood Avenue~~ Leesburg Pike (Route 7) and Arlington Boulevard (Route 50) at Seven Corners to Tripps Run, which forms the western boundary and Hillwood Avenue on the north. The planning sector includes a portion of the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The eastern portion of the planning sector lies within the Seven Corners CBC ~~Community Business Center (CBC)~~. South Street serves as ~~a barrier~~ the boundary between the stable residential neighborhoods to the west and the CBC. Outside of the CBC, h~~H~~ousing ~~is~~consists largely ~~comprised~~ of single-family detached units. A substantial area of ~~multi-family~~ multifamily housing is located west of Cherry Street. The remainder of the sector is stable and in predominantly single-family residential uses. There is a mix of commercial, institutional and high density residential uses along the Arlington Boulevard ~~Route 50~~ and the Annandale Road corridors, and ~~along~~ abutting portions of the City of Falls Church ~~City line~~. Jefferson Village Shopping Center is located at the intersection of ~~Route 50~~ Arlington Boulevard and Annandale Road. A commercial strip with primarily retail uses extends along the ~~Route 50~~ Arlington Boulevard service drive between Jefferson Village Shopping Center and the Seven Corners CBC. Many of these retail uses are located in houses converted to commercial uses.

The western boundary of the sector is a channelized segment of the Tripps Run ~~s~~Stream ~~v~~Valley. The southern portion of Tripps Run ~~the stream valley has been acquired~~ is owned by the c~~C~~ounty.

James E. Lee Negro Elementary School, now the James Lee Community Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

James Lee Conservation Area

The James Lee community is located adjacent to the City of Falls Church, west of the Seven Corners Shopping Center. The Fairfax County Board of Supervisors and the Falls Church City Council approved and adopted the Falls Church/James Lee/Southgate Neighborhood Improvement Program and Conservation Plan in December 1980. The ~~C~~conservation ~~A~~area is generally bounded by Hillwood Avenue on the north, Tripps Run ~~s~~Stream ~~v~~Valley on the west,

~~Whittier Intermediate School,~~ and Hillwood Square Apartments on the east, Clearview Drive on the southeast, and James Lee Street on the southwest. The Conservation Plan was developed in order to reverse the trend toward deterioration and to preserve the assets of the James Lee neighborhood. It includes recommendations on storm drainage, street lighting, and road improvements.

Hillwood Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Hillwood Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Hillwood Avenue, South Street, ~~Route 50~~ Arlington Boulevard, and Cherry Street."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J2-Sleepy Hollow Community Planning Sector, Character, page 24:

"J2 SLEEPY HOLLOW COMMUNITY PLANNING SECTOR

CHARACTER

The Sleepy Hollow Community Planning Sector generally extends from the intersection of Arlington Boulevard (Route 50) and Sleepy Hollow Road ~~at Seven Corners~~, to Annandale Road on the west, and to ~~and~~ the Holmes Run ~~s~~Stream ~~v~~Valley~~, which form~~ on the south. ~~the southern boundaries.~~The northeastern portion of this sector, ~~is~~ generally east of Aspen Lane (excluding existing residences) ~~and~~ lies within the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The remaining area is predominantly developed with low density residential uses, the exceptions being the commercial strip north of South Street and east of Annandale Road, and a small commercial strip on the east side of Annandale Road north of Tripps Run Stream Valley. ~~Residential areas are located south of Route 50 and west of the Seven Corners Community Business Center.~~ A medium density residential townhouse development east of Aspen Lane provides a transition between the low density residential uses along Sleepy Hollow Road and the commercial uses in the Seven Corners CBC ~~Community Business Center~~.

The sector is crossed by two major stream valleys,~~—~~ Tripps Run and Holmes Run,~~—~~ which flow into Lake Barcroft. Both stream valleys possess naturally broad floodplains. In addition to the need to control excessive stormwater runoff in these streams and into Lake Barcroft, Holmes Run can be used to provide linear pedestrian pathways throughout neighborhoods. ~~The sector has many excellent stands of mature trees on private land.~~

The Tripps and Holmes Run Stream Valleys are particularly sensitive for prehistoric resources. The Roundtree Park site is significant. Other heritage resources can be expected in the more dispersed neighborhoods. Victorian Farmhouse is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5.

Bel Air Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Bel Air Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Barrett Road, Kerns Road and Annandale Road."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J3-Westlawn Community Planning Sector, Character, page 31:

"J3 WESTLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Westlawn Community Planning Sector is generally bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the west and Annandale Road on the south. ~~The~~ This ~~Westlawn P~~ planning ~~S~~sector is primarily developed with stable, low density residential subdivisions composed of single-family detached houses. These subdivisions comprise the entire planning sector except for two small commercial areas.

One of the two commercial areas is located in the southwest quadrant of the ~~Route 50~~Arlington Boulevard/Annandale Road intersection. This is the Westlawn Shopping Center, a neighborhood retail center. The other commercial area is located on the eastern side of Graham Road, south of ~~Route 50~~ Arlington Boulevard and includes retail uses that are an extension of the Loehmann's Plaza Shopping Center in ~~Sector J4~~ the J4 Walnut Hill Community Planning Sector.

A portion of the channelized Tripps Run Stream Valley runs across the northeast corner of the planning ~~S~~sector ~~J3~~, and acts as a physical barrier between stable residential uses to the south and west and the commercial uses in the southwest quadrant of the intersection of ~~Route 50~~ Arlington Boulevard and Annandale Road.

Although this sector is densely developed, it consists mainly of older neighborhoods and there has been less destruction of original landscapes. Prehistoric archaeological resources as old as 2,000 B.C. have been reported in the area. There is a possibility that other archaeological resources have survived. The Westlawn development should be ~~looked at historically,~~evaluated for historic significance since it is one of the early post World War II bedroom communities."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J4-Walnut Hill Community Planning Sector, Character, page 38:

"J4 WALNUT HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Walnut Hill Community Planning Sector is ~~generally~~ bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the east, Annandale Road to the south, and Gallows Road and ~~I-495~~ the Capital Beltway/Interstate 495 (I-495) on the west. This planning sector includes portions of ~~The northwest portion of this sector lies within~~ the Merrifield Suburban Center~~, Land Unit J, and recommendations are included in that section of the Plan~~. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan.

The predominant development in the sector is stable single-family residential use. Existing ~~multi-family~~ multifamily residential units act as a transition between the Loehmann's Plaza ~~commercial~~ Shopping ~~c~~Center at the intersection of Arlington Boulevard and Graham Road and the single-family residential areas to the south.

The major ecological asset of this sector is the Holmes Run Stream Valley, the majority of which is owned by the Park Authority.

~~with its broad floodplain which has already been acquired for park which is primarily parkland.and open space purposes. The residential neighborhoods in the sector contain substantial tree cover.~~

Significant prehistoric resources and remnants of Spanish American War Camp Russell Alger have been identified in the western portion of this sector. Other resources can be expected along Holmes Run. Holmes Run Acres is a significant example of innovative subdivision planning dating from the 1950s. It is a National Register Historic District and is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J5-Woodburn Community Planning Sector, Character, page 45:

"J5 WOODBURN COMMUNITY PLANNING SECTOR

The Woodburn Community Planning Sector is entirely within the Merrifield Suburban Center. Plan Guidance for this ~~A~~area is included in the Merrifield Suburban Center ~~Portion~~section of the Area I volume of the Comprehensive Plan."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J6-Merrifield Community Planning Sector, Character, page 47:

"J6 MERRIFIELD COMMUNITY PLANNING SECTOR

The Merrifield Community Planning Sector is entirely within the Merrifield Suburban Center. Plan guidance for this area is included in the Merrifield Suburban Center ~~portion~~ section of the Area I volume of the Comprehensive Plan."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J7-Pine Spring Community Planning Sector, Character, page 50:

"J7 PINE SPRING COMMUNITY PLANNING SECTOR

CHARACTER

The Pine Spring Community Planning Sector is ~~generally~~ bounded by Lee Highway (Route29) to the north, Graham Road to the east, Arlington Boulevard (Route 50) to the south, and ~~I-495~~the Capital Beltway/Interstate 495 (I-495) on the west. ~~A~~ The western portion of the sector is part of the Merrifield Suburban Center ~~(Land Unit I)~~. Plan recommendations for the Merrifield Suburban Center are included in that section of the Area I volume of the Comprehensive Plan.

Much of ~~Sector J7~~ the planning sector has already been developed, predominantly with stable single-family residential neighborhoods. The ~~commercial~~ shopping center at the northwest quadrant of the intersection of ~~Route 50~~ Arlington Boulevard and Graham Road is bounded by ~~Jefferson Village~~ multifamily use. Other commercial uses in the planning sector are located at the southwest corner of the Graham Road and Lee Highway intersection, and along Lee Highway to the west. Additional ~~multi-family~~ multifamily residential development is located along Lee Highway~~Route 29~~.

The only stream valley in ~~Sector J7~~ this sector is Holmes Run, located within the Merrifield Suburban Center.

~~Although t~~This sector ~~is densely developed, the fact that it consists mainly~~ consists of older neighborhoods which were developed in a manner that~~means that there~~ was less~~ destruction~~ destructive of ~~original~~ the natural landscape~~s~~. Therefore, there is a possibility that portions of historic and prehistoric archaeological sites have survived. The development of Fairview Park ~~North development on the western edge of the sector has~~ in the Merrifield Suburban Center produced significant prehistoric and historic resources;~~. Some of these~~ additional resources may have survived in open space areas of the development.

Jefferson Village Conservation Area

On August 2, 1982, the Board of Supervisors approved a c~~C~~onservation p~~P~~lan for the Jefferson Village apartment complex. The adopted c~~C~~onservation a~~A~~rea is generally bounded by Arlington Boulevard on the south, Allen Street and Rogers Drive on the west, Elmwood Drive and Tyler Avenue on the north, and Graham Court and the Graham Road Elementary School on the east. The objectives of the c~~C~~onservation p~~P~~lan include the development of an aesthetically pleasing residential neighborhood and an improved housing supply to provide residents with the opportunity for a decent, safe, and sanitary dwelling unit within their income means. (s~~S~~ee Figure 28: General Locator Map.).

Tremont Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Tremont Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by ~~Route 50~~ Arlington Boulevard and ~~Route 29~~ Lee Highway, and Strathmeade and Fairmont ~~S~~streets."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J8-Shreve-West Community Planning Sector, Character, page 58:

"J8 SHREVE-WEST COMMUNITY PLANNING SECTOR

CHARACTER

The Shreve-West Community Planning Sector is ~~generally~~ bounded by Shreve Road and the Washington and Old Dominion Railroad Regional Park ~~(W&OD) Tra~~on the north, ~~I-495~~ the Capital Beltway/Interstate 495 (I-495) on the west, Lee Highway (Route 29) to the south and the City of Falls Church ~~line~~on the east.

The ~~Shreve-West Planning S~~ planning sector is characterized by stable low density, single-family residential areas south of Shreve Road and west of the City of Falls Church ~~City limits~~. The ~~central~~ western portion of the sector includes the Jefferson District Park, the Holmes Run ~~s~~Stream ~~v~~Valley and ~~surrounding~~associated ~~EQC~~ Environmental Quality ~~c~~Corridor. These uses provide a transition to higher intensity uses along ~~Route 29 (~~Lee Highway~~)~~. Jefferson District Park also serves as a buffer between the medium density residential uses north of ~~Route 29~~ Lee Highway and I-495.

National Memorial Park and King David Memorial Gardens cemeteries are located in the central portion of this sector. Medium density residential, commercial and industrial uses are located along ~~Route 29~~ Lee Highway. Other ~~multi-family~~ multifamily complexes, Timberlane Village Garden, Lee Oaks and ~~T~~the Glen, lie farther east along ~~Route 29~~ Lee Highway. West of the Hollywood Road/~~Route 29~~ Lee Highway intersection ~~are~~ is a mix of uses:~~–~~ an industrial parcel developed as a commercial storage facility, a shopping center, and associated strip commercial development ~~farther west~~. Low density residential development characterized by single-family detached houses is located along Mary Street~~, between Emma Lee Street and the Jefferson District Park~~.

Branches of both Tripps Run and Holmes Run traverse this planning sector. The western half of this sector contains ~~large open space areas and~~ dispersed neighborhoods. National Memorial Park cemetery and Jefferson ~~g~~Golf ~~c~~Course offer a moderate potential for heritage resources. Few heritage resources surveys have been done in this planning sector. Identified historic sites in this sector include the Fountain of Faith in the National Memorial Park, created by the Swedish sculptor, Carl Milles, as well as Long View, the house of James Wren, architect of Pohick Church, the Falls Church, and the 1800 Fairfax County Courthouse. The Fountain of Faith and Long View are listed in the County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J9-Greenway Village Community Planning Sector, Character, page 65:

"J9 GREENWAY VILLAGE COMMUNITY PLANNING SECTOR

CHARACTER

The Greenway Village Community Planning Sector is ~~generally~~ bounded by Lee Highway (Route 29) on the north, Tripps Run Stream Valley on the east, Arlington Boulevard (Route 50) on the south, and Graham Road to the west. ~~The Greenway Village~~ This planning sector is ~~predominately~~ predominantly developed with ~~low density residential uses characterized by stable neighborhoods comprised of single-family detached houses.~~ single-family detached houses, within stable neighborhoods.

Retail ~~and~~, office uses and churches are located in a strip along ~~Route 29~~ Lee Highway. ~~Much of this strip development consists of houses converted to commercial use~~Other commercial development ~~in the Greenway Village planning sector~~ is located at the intersection of Graham Road and ~~Route 50~~ Arlington Boulevard. ~~This commercial center includes retail and office uses and is part of the larger commercial complex formed by Lochmann's Plaza and the Black Angus Shopping Center.~~

The Tripps Run Stream Valley forms the eastern boundary of the planning sector and is channelized along the entire length of this sector. Stands of mature trees and varied topography, especially in the western portion of the planning sector, are of environmental and aesthetic significance.

~~Although this sector is densely developed, and consists of~~ The older neighborhoods in the sector were developed with ~~, there has been less~~minimal destruction ~~of~~to the original landscape. ~~There is a possibility that portions of~~ In these areas, historic and prehistoric archaeological sites may have survived.

Greenway Downs Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Greenway Downs Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by ~~Route 29~~ Lee Highway, Woodlawn Avenue, Custis Parkway, and Tripps Run Stream Valley."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J10-Jefferson North Community Planning Sector, Character, page 73:

"J10 JEFFERSON NORTH COMMUNITY PLANNING SECTOR

CHARACTER

The Jefferson North Community Planning Sector is bounded by Leesburg Pike (Route 7) on the north, the City of Falls Church ~~line~~ on the east, Shreve Road and the Washington and Old Dominion (W&OD) Railroad Regional Park ~~abandoned right-of-way~~ on the south and the Capital Beltway/Interstate 495 (I-495) ~~the Capital Beltway (I-495)~~ on the west. ~~A portion of this sector lies within~~ Portions of the West Falls Church Transit Station Area and the Tysons Corner Urban Center lie within this sector. Plan recommendations for these areas are included in the Area II volume of the Comprehensive Plan.

The Route 7 corridor has a different character than most of the planning sector which is developed as single-family residential uses. Fronting on ~~Route 7~~ Leesburg Pike is a mixture of uses consisting of high-rise and garden apartments, townhouses, offices, and retail establishments. The eastern end of the Route 7 corridor near the City of Falls Church contains a mixture of townhouses, and miscellaneous commercial uses.~~, and a few industrial uses developed on small parcels.~~

~~Jefferson North S~~This planning sector is located in the headwater regions of two major watersheds:~~–~~ Cameron Run and Pimmit Run. Highly erodible soils are present especially in the central portion of the sector. The Tripps Run~~, Holmes Run~~ and Pimmit Run Environmental Quality Corridors ~~(EQCs) all~~begin in this sector; the Holmes Run Environmental Quality Corridor includes land within the southwestern portion of this sector. ~~and~~All streams in this sector ultimately flow into the Potomac River.

The Idylwood Road area of this sector is an older community located in the Tysons Coastal Plain geological formation. Historic structures and archaeological resources as well as prehistoric period sites have been found in that area. There are several important structures dating from the 19th century in this sector including Highland View, which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; Overview, page 1:

"LINCOLNIA PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Lincolnia Planning District is bounded by Lincolnia Road~~ on the northeast~~, the ~~Alexandria~~ City of Alexandria line~~ on the east,~~; the Norfolk Southern Rail~~road~~way/Virginia Railway Express right-of-way~~ on the south,~~; ~~and~~ Interstate- 395 (I-395),; Indian Run Stream Valley,; Braddock Road and Old Columbia Pike~~ on the west~~. (See Figure 1) The planning district is approximately 2,100 acres in size and comprises approximately one percent of the county's land area. The district contains a portion of the Beltway South Industrial Area. Plan recommendations for this portion are included in the L3 Bren Mar Park Community Planning Sector. Plan recommendations for the remainder of the Beltway South Industrial Area are located within the Annandale Planning District, Area I volume of the Comprehensive Plan.

The Lincolnia Planning District, is one of the older and more developed areas of Fairfax County, and is strongly influenced by the neighboring City of Alexandria and the intensive development along ~~the Shirley Highway corridor (~~I-395). The Planning District has three relatively distinct sectors:

- The area to the north of Little River Turnpike (Route 236) and below Lincolnia Road (L1 Pinecrest);
- The area north of Indian Run and west of I-395 (L2 Lincolnia); and
- The area southeast of I-395, bounded by the Norfolk Southern Rail~~road~~way right-of-way on the south and the City of Alexandria on the east (L3 Bren Mar Park).

These three planning sectors are characterized primarily by ~~low density,~~ single-family detached residential development. Townhouse, garden apartment and low- rise condominium developments are found along the major thoroughfares and collector streets in proximity to commercial and industrial uses. The planning sector also contains Green Spring Gardens.

The planning ~~D~~district is divided by several major transportation corridors, including ~~Route 236~~Little River Turnpike (Route 236) and I-395. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares. Some commercial and light industrial uses are located in the eastern and western portions of Bren Mar Park."

~~The population of Lincolnia in 1970 was 11,123. Since that time the population level has increased slowly, with 14,112 persons living in Lincolnia as of January 1995. The relative stability is indicative of the developed nature of the planning district.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L1-Pinecrest Community Planning Sector, page 15:

"L1 PINECREST COMMUNITY PLANNING SECTOR

CHARACTER

The Pinecrest Community Planning Sector is located south of Lake Barcroft and is generally bounded by Lincolnia Road, the City of Alexandria line, Little River Turnpike (Route 236), and Old Columbia Pike.

The ~~Pinecrest Community P~~planning ~~S~~sector is characterized by older, stable neighborhoods of ~~low density,~~ single-family detached houses. ~~The more recent r~~Single-family detached residential developments include~~s~~ ~~single-family detached units –~~ Mt. Pleasant and Autumn Cove, and townhouse~~s~~ developments include~~ –~~Linmar, Autumn Glen and Barcroft Square,. Multifamily developments include the Orleans Village complex of garden apartments and townhouses. The Pinecrest, a large planned residential development, includes single-family detached dwellings, townhouses and garden apartments. Higher density residential areas tend to be located along the major thoroughfares. ~~A variety of commercial retail uses are located along Route 236 near the sector's boundary with the City of Alexandria. Other c~~Commercial uses are situated on the north side of Little River ~~(Route 236)~~, east of Braddock Road and include Pinecrest Plaza and the Plaza at Landmark.

Turkeycock Run, an element of the countywide Environmental Quality Corridor (EQC) system, runs through both public parkland and private residential yards.~~, making linear pedestrian movement difficult.~~ Investigations in Turkeycock Run and excavations at the Elliott site in a nearby planning sector have indicated the presence of potentially undisturbed prehistoric and historic archaeological resources in this planning sector and have demonstrated the potential for significant archaeological resources surviving in early and mid-20th century residential neighborhoods. The undeveloped portions of the Turkeycock Run ~~w~~Watershed, in particular, are environmentally sensitive.

Green Spring Farm/Moss House owned by the Park Authority, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Lincolnia Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L2-Lincolnia Community Planning Sector, page 23:

"L2 LINCOLNIA COMMUNITY PLANNING SECTOR

CHARACTER

The Lincolnia Community Planning Sector is located west of the City of Alexandria and is generally bounded by Little River Turnpike (Route 236), Stutz Road, Interstate 395 (I-395), the Indian Run Stream Valley and Braddock Road.

The portion of the Lincolnia Community Planning Sector west of the Turkeycock Run ~~s~~Stream V~~v~~alley is primarily developed with single-family detached units. These stable subdivisions include Fairland, Indian Run Park, Lincolnia Park and Weyanoke. East of the stream valley lies a mixture of housing types with sizable concentrations of townhouse and garden apartment units. These include Little River Village, Lincolnia Mews, Morningside ~~Square~~Towers and Strawbridge Square. These higher density developments are generally located in proximity to the commercial areas along Little River Turnpike and around Brighton Mall.

Brighton Mall, ~~Hechinger's~~ Home Depot Plaza at the Little River Turnpike/Braddock Road intersection and the commercial strip along Little River Turnpike between the two shopping centers constitute Lincolnia's commercial-retail and office areas. These commercial areas are characterized by neighborhood-serving retail and office uses. Indian Run Office Park, a small office complex, ~~has been developed~~is located at the southern end of Cherokee Avenue.

Two stream valleys with sizable floodplains, Indian Run and Turkeycock Run, are the principal ecological assets of this planning sector. Excavations ~~at the Elliott site~~ in an adjacent sector have demonstrated that in older neighborhoods, significant undisturbed historic and prehistoric archaeological resources have survived in sufficient amounts to be meaningful. This planning sector contains large older residential neighborhoods~~ of the same age as that containing the Elliott site~~. Therefore, significant archaeological resources are possible in the planning sector."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L3-Bren Mar Park Community Planning Sector, page 32:

"L3 BREN MAR PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Bren Mar Park Community Planning Sector is located adjacent to the Edsall Road/Van Dorn Street area in the City of Alexandria and is generally bounded by Interstate 395 (I-395), the City of Alexandria and the Norfolk Southern Railway/Virginia Railway Express right-of-way. The Bren Mar Park Community Planning Sector contains a portion of the Beltway South Industrial Area. Recommendations for the Beltway South Industrial Area can be found in the Land Use Recommendations section of this planning sector and the Area I volume of the Comprehensive Plan, Annandale Planning District, Beltway South Industrial Area.

The ~~Bren Mar Park Community P~~planning ~~S~~sector contains residential, commercial and industrial uses. The Bren Mar Park subdivision, a stable ~~low density,~~ single-family detached neighborhood, constitutes the central residential area. Higher density residential uses include townhouses~~–~~ such as Jefferson Green and Landmark Mews,; garden apartments;~~–~~ such as Edsall Station and Edsall Gardens,; and midrise condominium buildings, ~~–~~ such as Valley Park,; located around the Bren Mar Park neighborhood and on outlying tracts, particularly along Edsall Road and Bren Mar Drive.

Non-residential uses,~~–~~ ~~commercial~~ including retail, ~~and~~ office, ~~uses~~ and industrial uses,~~–~~ are located along Edsall Road and in the ~~Shell Oil Industrial Park~~ Beltway South Industrial Area. The retail shopping component includes a small shopping center on Edsall Road and adjacent parcels and several uses in the ~~Shell Industrial Park~~Beltway South Industrial Area. Industrial uses are found primarily in the ~~Shell Oil Park~~Beltway South Industrial Area. These uses include warehousing/distribution, light manufacturing and several satellite/communication facilities. An industrially planned and developed warehousing facility is located at the eastern end of Edsall Road, adjacent to the Alexandria City line.

Indian Run and Turkeycock Run Stream Valleys tra~~nsect~~verse the entire length of the planning~~S~~sector ~~L3~~. The Backlick Run floodplain is broad along the southern edge of the planning sector. The large tract in the northern portion of the planning sector has a high potential for both historic and prehistoric archaeological resources. Preliminary archaeological investigations in adjoining planning sectors indicate the possibility of the presence of undisturbed, significant prehistoric archaeological resources. The slopes and adjacent floodplains of Backlick Run also have potential for such resources."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; Overview, page 1-3:

"FAIRFAX PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Fairfax Planning District is centrally located in ~~the center of the~~ Fairfax County and surrounds the City of Fairfax. The planning district is approximately 13,000 acres in size, which encompasses approximately five percent of the county. Many of the major roads in the ~~C~~county are tangent to or traverse the d~~D~~istrict, including Interstate -66 (I-66), Arlington Boulevard (Route 50), Chain Bridge Road (Route 123), Lee Highway (Route 29), Little River Turnpike (Route 236), Braddock Road, Hunter Mill Road and Gallows Road~~.~~ (s~~S~~ee Figure 1.).

The Fairfax Planning District contains several mixed-use centers in part or whole. A portion of the~~A portion of the District is located in the~~ Fairfax Center Area Suburban Center ~~for which~~ is located within the western section of the Fairfax Planning District~~lan~~; plan recommendations for the Fairfax Center Area Suburban Center are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area. A portion of the Merrifield Suburban Center is located within the eastern section of the district~~lan~~; plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. The Flint Hill Suburban Center is located entirely within the Fairfax Planning District, north of the intersection of Chain Bridge Road and I-66. The district also includes approximately 50 acres of land surrounded by the City of Fairfax (F6: County Government Center Community Planning Sector) on which the Fairfax County Courthouse and Public Safety Center are located.

The predominant character of the Fairfax Planning District is low density residential development~~ at a density of 1-3 dwelling units per acre~~. Most of the low density residential development was built in the 1950's ~~and~~ through 197~~6~~0's. The northwestern portion of the ~~D~~planning district, which lies in the Difficult Run W~~w~~atershed, is ~~for the most part~~ developed ~~as either very~~with low density residential neighborhoods or is environmental conservation (open space) use~~s~~. Townhouse and multi-family residential uses are located north and south of I-66 near the Flint Hill Suburban Center and northeast of the City of Fairfax. In the vicinity of Woodburn Road and Gallows Road there is a townhouse and multi-family development adjacent to the Merrifield Suburban Center.

George Mason University is a major institutional use located in the southern portion of the planning district. The university complex includes the Patriot Center, which is a regional sports and entertainment facility. George Mason University owns a large vacant tract in this district, which is under State control for planning purposes.

There is a small area in the southwestern section of the planning d~~D~~istrict (~~Sector~~ F7 George Mason Community Planning Sector) that is in the Occoquan ~~w~~Watershed. The Comprehensive Plan for the area within the Fairfax Planning District located within the watershed of the Occoquan ~~watershed~~ Reservoir provides for a rural character by maintaining a very low density development ~~pattern~~recommendation of .1-.2 dwelling units per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used ~~to manage,~~ in conjunction with stormwater management facilities (structural BMPs), the ~~quality of~~ water ~~which~~ that ultimately enters the Occoquan Reservoir~~, thereby~~ is managed in a way that positively contributing to the quality of water in the reservoir. The reservoir is a major source of drinking water for the c~~C~~ounty and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

In addition to water quality benefits, very low density residential ~~development~~ development~~(.1-.2 dwelling unit per acre or five to ten-acre lots), when applied to the general Occoquan area,~~ within the Occoquan Watershed preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the c~~C~~ounty to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the c~~C~~ounty planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned mixed-use c~~C~~enters that are expected to provide for economic development and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The c~~C~~ounty has adopted a sewer service area map, which defines areas where public sewer is planned to be permitted. Land in the Fairfax Planning District in the Occoquan W~~w~~atershed is not within the approved sewer service area nor are some portions of the Difficult Run W~~w~~atershed that are planned for low density residential use. These areas are planned for and generally developed with uses which do not require public service and may be developed in residential densities or in non-residential uses which do not require public sewer service.~~The Inova Fairfax Hospital complex and , including the Woodburn Center for Community Mental Health Facility, is located on Gallows Road near Route 50. George Mason University is another major institutional use located in the southern portion of the dDistrict. The university complex includes the Patriot Center, which is a major sports and entertainment facility that seats up to 10,000. George Mason University owns a large vacant tract in this area, which is under State control for planning purposes.~~

~~A small portion of the dDistrict north of I-66, between Blake Lane and Jermantown Road has been developed since 1980 with office park and multi-family residential uses. In the vicinity of Route 50 and Gallows Road there is multi-family development adjacent to Inova Fairfax Hospital. The Willow Oaks Corporate Center is located at the intersection of Route 50 and I-495, opposite the Exxon-Mobil Oil building~~Fairfax Office ~~cComplex. Plan guidance for this area is found under the Merrifield Suburban Center in the Area I PlThe Fairfax Planning District itself has little community-serving retail or office uses.~~

~~However, these uses are available in Fairfax City~~ .~~, which is adjacent to the District, or nearby. Additional commercial and retail development is located in Oakton, a small area that is characterized by its neighborhood-serving retail facilities. A small area on Draper Drive and Kingsbridge Drive has industrial use and is part of an industrial section of Fairfax City.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F1-Braddock Community Planning Sector, page 26:

"F1 BRADDOCK COMMUNITY PLANNING SECTOR

CHARACTER

The~~is~~ Braddock Community Planning S~~s~~ector is located on the southeast boundary of the City of Fairfax, ~~City~~ bounded generally by Main Street/ Little River Turnpike (Route 236), Olley Lane, Long Branch Stream Valley Park, Guinea Road, Braddock Road and Roberts Road.

A majority of the sector contains stable residential development at a density of approximately 2-3 dwelling units per acre. Major subdivisions are Hickory Farms, George Mason Forest, Somerset, Starlit Ponds, Chestnut Hills, Old Creek Estates, Somerset South, Olde Forge and Surrey Square. There are some small sections scattered throughout the sector that have older subdivisions with lots up to five acres in size some of which are vacant~~, for example~~, such as Holly Park and Little Run Estates.

There are no community-serving or neighborhood-serving retail or office facilities in this sector but such facilities are adequately provided in locations adjacent to the sector in the City of Fairfax.~~ City, including Fair City Mall and the Pickett Shopping Center~~

The Fairfax Memorial Gardens and Calvary Memorial Gardens are large cemeteries located in the vicinity of the northeast quadrant of the Burke Station Road and Braddock Road intersection.

~~There is little vacant land in this sector, although there is a small amount at the intersection of Braddock Road and Olley Lane and at Route 236 and Pickett Road.~~ The Long Branch Stream Valley P~~p~~ark ~~system~~ extends through much of this sector."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2-Mantua Community Planning Sector, page 35:

"F2 MANTUA COMMUNITY PLANNING SECTOR

CHARACTER

The~~is~~ Mantua Community Planning ~~s~~Sector is located ~~on the~~ east~~ern boundary~~ of the City of Fairfax, ~~City generally~~ between Arlington Boulevard (Route 50)~~, Gallows Road, Woodburn Road~~ and Little River Turnpike (Route 236), extending to Woodburn Road. Portions of the Mantua Planning Sector are within the Merrifield Suburban Center. Plan guidance for this area is included ~~as part of the Jefferson Planning District~~ in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center~~in the Area I Plan~~.

The planning sector is almost completely developed with single-family detached residential use. ~~The predominant planned density is 2 dwelling units per acre with other planned densities as shown on the Plan Map and/or as further described in the specific Land Use Recommendations.~~ Most of this development was built between 1950 and 1970. Major single-family detached subdivisions include Mantua, Ridgelea, Pine Ridge, Sutton Place, Little River Pines and Prosperity Heights.

Two townhouse subdivisions are located in the sector: Strathmeade Square, which is developed at a density of 8-12 dwelling units per acre adjacent to the Inova Fairfax Hospital complex, and Chesterfield Mews, developed at a density of 3-4 dwelling units per acre, located on ~~Route 50~~Arlington Boulevard opposite Nutley Street. Three multi-family housing developments are located along ~~Route 236~~Little River Turnpike near Pickett Road and the City of Fairfax~~ City~~: Margate Manor, Pinewood Plaza and Fairfax Plaza~~ apartments~~. These are developed at a density of 16-20 dwelling units per acre, as are ~~Bedford Village and Woodburn Village~~the Condominiums of Woodburn, which are adjacent to the Inova Fairfax Hospital complex along Gallows Road.

~~There are a small number of vacant tracts remaining in this sector. One vacant parcel has frontage on Pickett Road in Fairfax City and is planned for low density residential use. A portion of this parcel is located in the County adjacent to the Mantua Hills and Stockbridge subdivisions. A second tract~~Towers Park, owned by the Fairfax County Park Authority, is ~~owned by the Board of Supervisors and is~~ located south of ~~Route 50~~Arlington Boulevard along Accotink Creek adjacent to the City of Fairfax. The density attributable to this parcel was ~~used by~~ transferred to Circle Towers, located on the north side of Route 50, at the time of its development. ~~. Accordingly, this parcel should not be developed and should be used for park purposes. A third tract is the undeveloped Strathmeade Springs subdivision adjacent to the Bedford Village apartments and Fairfax Hospital. It is planned for residential use at 3-4 dwelling units per acre.~~

There are a number of institutional uses in the sector, including ~~The~~ the Virginian Retirement Community~~, an apartment residence for the elderly;~~ the Kena Temple,; the Elks Lodge,; the ~~Talent House School~~Merritt Academy,; the Sunrise ~~Retirement~~

~~Community~~Senior Assisted Living Community,; the Fairfax Circle Baptist Church,; and the ~~Northern Virginia Jewish Commuinty Center~~ Chabad Lubavich of Northern Virginia; ~~and the YMCA~~. There is a large concentration of special exception and special permit uses in this area, especially in the ~~Route 50~~Arlington Boulevard and Little River Turnpike~~Route 236~~ corridors.

~~Regional office uses, including the Willow Oaks Corporate Center and the Dewberry and Davis complex, are located along Route 50 and Gallows Road east of the Elks Lodge and north of Bedford Village Apartments (See Merrifield Suburban Center, Land Units L and M for recommendations for this area).~~ A small amount of neighborhood-serving retail development is located on ~~Route 236~~Little River Turnpike between Pineland Street and Woodburn Road.

The Accotink Creek Stream Valley is a major land use feature that traverses the sector and includes parts of Long Branch, Bear Branch, Hunters Creek, Crooks Creek and various unnamed connecting creeks."

ADD: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2-Mantua Community Planning Sector, Land Use Recommendations, page 38:

"10. Towers Park, owned by the Fairfax County Park Authority, is located south of Arlington Boulevard along Accotink Creek adjacent to the City of Fairfax. The density attributable to this parcel was transferred to Circle Towers, located on the north side of Arlington Boulevard, at the time of its development. Accordingly, this publically-owned parcel should not be developed and should be used for public park purposes."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2-Mantua Community Planning Sector, Figure 15, page 37 to show extent of Land Use Recommendation #10.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F3-Mosby Woods Community Planning Sector, page 43:

"F3 MOSBY WOODS COMMUNITY PLANNING SECTOR

CHARACTER

~~This~~ The Mosby Woods Community Planning~~s~~ Sector is bounded by ~~Oakton, the northern boundary of~~ the City of Fairfax on the south ~~City~~, Jermantown Road, and Chain Bridge Road (Route 123) on the west and north~~Blake Lane~~, and Edgelea Road and ~~Route 123~~Blake Lane on the east.

This sector is ~~almost completely developed and it is~~ predominantly developed with higher density residential use and medium intensity office use, which has occurred primarily since 1980. These higher intensity uses are located near the intersection of ~~Route 123~~Chain Bridge Road and Interstate 66 (I-66) and south of Blake Lane which extends from Chain Bridge Road ~~Route 123~~ to Lee Highway (Route 29) near Fairfax Circle.

Oakton Gable, ~~Summit Square~~Four Winds at Oakton, t~~T~~he Oakton, ~~Oakton Park,~~ Trevor House, ~~Fairfax Villa~~ and ~~T~~the Vistas of Vienna are apartment and condominium developments ~~oriented toward the Route 123 corridor~~located north of I-66. The Oakton Park Apartments are located south of I-66 and east of Chain Bridge Road. ~~Yorkville,~~ Hawthorne Village and Fairfax Circle Villa are apartment complexes ~~oriented toward Blake Lane~~ near Fairfax Circle. Densities are upwards of 20 dwelling units per acre.

There are numerous townhouse developments in the same two areas, including Villa D'Este Village ~~Park~~, Tudor Hall, Cedar Grove Park, Cyrandall Valley, Blake l~~L~~ee, ~~Arrowhead, The Vistas~~, Oakton Village, Concord Village, Cherrywood Square, ~~Oakleigh~~and Treebrook. ~~Oakton Mains, Oakton Village and Oakton Commons.~~ These have densities in the range of 5-12 dwelling units per acre. ~~There are two residential subdivisions in the sector that will be developed at a density of 3-4 dwelling units per acre, one on Blake Lane and Edgelea Road and the other on Palmer Drive.~~

There are older single-family detached residential subdivisions in the remaining portions of the sector, developed generally at a density of 1-3 dwelling units per acre. The major subdivisions of this type are Fairfax Acres, near I-66 and Spruce Street~~Dudley Heights~~, east of~~on~~ Jermantown Road; and Grays/Grays Oakton and Old Courthouse Woods, ~~are~~ located between Blake Lane and Chain Bridge Road~~Route 123~~. Five Oaks Estates and Villa D'Este are single-family detached subdivisions south of I-66 and Blake Lane near the City of Fairfax ~~City~~.

The Flint Hill Suburban Center is completely contained in this planning sector; plan recommendations for the suburban center are found in a previous section of the Fairfax

Planning District guidance, following the Overview section. ~~The Flint Hill Office Park and AT&T Corporate Center are located in the Route 123 corridor just north of I-66.~~ Other nonresidential uses include~~There are~~ a number of highway-oriented, neighborhood-serving retail uses located along Chain Bridge Road ~~Route 123~~ between Blake Lane and the Oakton Shopping Center at Hunter Mill Road.

A number of light industrial uses are located on Draper Drive near Kingsbridge Drive ~~are part of a large industrial area in Fairfax City~~. ~~A future Virginia Power sub-station site is located on Kingsbridge Drive and Spring Street adjacent to the Fairfax Circle Villa apartments.~~

~~This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites.~~ Oakton Trolley Station and Oakton United Methodist Church are significant heritage resources in this sector. The trolley station is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. An open space/conservation easement has been placed on the trolley station property. A list and map of these heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5. ~~Oakton Trolley Station and Oakton United Methodist Church are significant heritage resources in this sector.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F4-Fox Lake Community Planning Sector, page 53:

"F4 FOX LAKE COMMUNITY PLANNING SECTOR

CHARACTER

The~~is~~ Fox Lake Community Planning S~~s~~ector is located ~~adjacent to the northwest boundary~~ north of the City of Fairfax ~~City~~ and is bounded generally by West Ox Road, Vale Road, Hunter Mill Road and Chain Bridge Road (Route 123). The southwestern portion of the Fox Lake Community Planning Sector is included within the Fairfax Center Area Suburban Center. Plan recommendations for this area can be found in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

This sector is almost entirely within the Difficult Run W~~w~~atershed. Most of the sector is developed as low density residential use at a typical density of less than one unit per acre. A sizable portion of this sector is open space along Difficult Run and scattered elsewhere throughout the area.

~~Subdivisions are located throughout the sector except in the general area between Oakton Road and the Fairfax Center area portion of the sector and west and northwest of Jermantown Road where there is vacant land and single-family dwellings on large lots.~~

Two townhouse cluster subdivisions, Oak Marr Courts and Oakborough Square, have been developed near the intersections of Jermantown Road, Miller Road and Chain Bridge Road~~Route 123~~ at a density of 3-4 dwelling units per acre. The Penderbrook planned development is located in the western part of the sector, partly in the Fairfax Center Area. Penderbrook is developed at an overall density of about 7 dwelling units per acre, with both single-family detached and attached units. A golf course is incorporated into this development to serve the general area. ~~The golf course is to be preserved either as an operating golf course or as passive open space in perpetuity should the privately owned golf course operations cease.~~

~~Fairfax Farms is a low density subdivision located close to the intersection of Route 50 and I-66 in the sensitive headwaters of the Difficult Run. The subdivision is almost completely in the Fairfax Center area. Fairfax Farms is developed on lots generally ranging from 1 acre to 3 acres in size. Fairfax Farms is similar to existing large lot residential development found in the Difficult Run area north of Waples Mill Road and is subject to the same environmental constraints.~~

Hunter Mill Plaza and Oakton Shopping Center are neighborhood-serving shopping centers located at the intersection of Hunter Mill Road, Miller Road and Chain Bridge Road.

Due to the low density of residential and commercial development in this planning sector, it is one of the areas of highest potential for surviving prehistoric and historic heritage resources. Although few heritage resource surveys have been conducted in this sector, those that have been done have produced evidence of important resources from both time periods. Of particular interest are Squirrel Hill, a clapboard house (c. 1706) near Wayland Street; the Waples and Fox Milling complex, which is an archaeological site at the intersection of Waples and Fox Mill Roads,; and reported prehistoric resources dating to at least 7000 B.C. along the southern and eastern boundaries of the sector.

Squirrel Hill is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.~~Hunter Mill Plaza is a neighborhood-serving shopping center located at the intersection of Hunter Mill Road, Miller Road and Route 123. The Waples Elementary School has been constructed on Waples Mill Road next to Waples Mill Estates and will open in September 1991.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F5-Legato Community Planning Sector, page 64:

"F5 LEGATO COMMUNITY PLANNING SECTOR

The Legato Community Planning Sector is entirely within the Fairfax Center ~~a~~Area Suburban Center. Plan guidance for this area is in the Fairfax Center ~~a~~Area ~~portion~~section of the Area III volume of the Comprehensive Plan."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through March 6, 2012; F6-County Government Community Planning Sector, page 66:

"F6 COUNTY GOVERNMENT CENTER COMMUNITY PLANNING SECTOR

~~**NOTE:** This sector is now known as the Fairfax County Public Safety Center. The new Fairfax County Government Center Complex is located on Government Center Parkway in the Fairfax Center Area.~~

CHARACTER

The County Government Center Community Planning Sector ~~This sector~~ comprises ~~the C~~county land ~~contained in the Fairfax County Public Safety Center and the State court system within~~ surrounded by the City of Fairfax, on which the Fairfax County Courthouse and Public Safety Center are located. ~~It~~ The sector generally is bounded by ~~Little River Turnpike (~~Main Street (Route 236), Chain Bridge Road (Route 123), Jones Street~~, the School Administration building~~, Page Avenue, and commercial properties and a cemetery along Main Street (~~S~~see Figure 31.).

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of these heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5. The Fairfax County Courthouse and Jail are among the significant heritage resources in this sector. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F7-George Mason Community Planning Sector, page 70:

"F7 GEORGE MASON COMMUNITY PLANNING SECTOR

CHARACTER

Th~~is~~e George Mason Community Planning ~~s~~Sector is located between the southwestern boundary of the City of Fairfax~~ City~~, Roberts Road, Braddock Road and Shirley Gate Road. The northern portion~~A small part~~ of the ~~area~~sector where ~~Route 29~~Lee Highway (Route 29) intersects with Shirley Gate Road is in the Fairfax Center ~~a~~Area Suburban Center. Plan recommendations for the Fairfax Center Area can be found in the Area III volume of the Comprehensive Plan.~~, which is presented in a separate section of the Area III Plan. The only major road that traverses this sector is Route 123.~~

A substantial portion of the land in this sector is owned by George Mason University (GMU). A portion of the GMU land holdings located ~~west~~ east of the Braddox subdivision near ~~Route 123~~Chain Bridge Road (Route 123) is undeveloped~~ and development plans for its future use are not finalized~~. ~~A portion of the sector that is not part of the GMU holdings is vacant and some of it has scattered, older housing, such as the Shirley Gate Park subdivision.~~ The western portion of this sector is in the low density portion of the Occoquan ~~w~~Watershed.

~~Bellmont,~~ Shirley Gate Park, Lake Fairfax Estates and Cavalier Woods subdivisions are located near Shirley Gate Road. Braddox and Braddock Forest are located near Chain Bridge Road~~Route 123~~. The average density of these subdivisions is about 1-2 dwelling units per acre. The ~~Robinson Square~~Fairfax Gateway townhouse subdivision is located next to the City of Fairfax ~~City~~ boundary of University Drive near ~~Route 123~~Chain Bridge Road and George Mason University. Its density is about 4 dwelling units per acre. There are no community-serving or neighborhood-serving retail or office uses in this sector outside of those located in the Fairfax Center A~~a~~rea.

Fairfax Villa and University Square are single-family detached subdivisions located on the southern boundary of the City of Fairfax ~~City~~ and developed at a density of about 3-4 dwelling units per acre. Access for Fairfax Villa is via the City of Fairfax~~ City~~, exclusively. The Fairfax Villa Elementary School is located between these subdivisions.

Prehistoric and historic resources, including Civil War earthworks and camps, have been located along Braddock Road and on George Mason University property. An undisturbed significant Native American quarry complex which is at least 3,000 years old is located in the western portion of the sector. This site is one of the few sites of its kind remaining in the Middle Atlantic region. Fairfax Villa Community Park is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map

ofheritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; Overview, page 1:

"**VIENNA PLANNING DISTRICT OVERVIEW**

~~OVERVIEW~~

The Vienna Planning District encompasses approximately 12,000 acres, or about five percent of the county. The ~~Vienna P~~planning ~~D~~district is located in the central northeast section of the ~~C~~county, and ~~. The district extends south from the southern portion of Tysons Corner and the Dulles Airport Access Road to Arlington Blvd. (Rt. 50). It~~ is generally bordered to the east by Leesburg Pike (R~~t.~~oute 7), the Capital Beltway/Interstate 495 (I-495), Interstate 66 (I-66), and Prosperity Avenue, and to the west by Hunter Mill Road, ~~and~~ Blake Lane, and the Difficult Run Stream Valley. (s~~S~~ee Figure 1.). The planning district contains the Town of Vienna, the Vienna Transit Station Area (TSA) and portions of the Merrifield Suburban Center and the Tysons Corner Urban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II Volume of the Comprehensive Plan, Tysons Corner Urban Center. The Town of Vienna has jurisdiction over its own planning functions. Consult the Town of Vienna Comprehensive Plan for recommendations within this area.

The ~~Vienna P~~planning ~~D~~district is predominantly comprised of ~~residential~~ single-family neighborhoods. The exceptions to this are areas within the Vienna TSA, Merrifield Suburban Center, and the Tysons Corner Urban Center. ~~with single-family detached and attached dwellings. The district includes some of the most developed sections of the County and covers about 16.7 square miles. A mix of higher density residential uses is concentrated along the Lee Highway (Route 29) and Arlington Boulevard (Route 50) corridors. Medium density townhouse developments are located in areas south of Route 123 with some concentration in the area between Lee Highway and Route 50. A 75-acre industrial park is located in the Town of Vienna adjacent to the County line. There are several neighborhood shopping centers and one community shopping center, combined with scattered strip commercial uses, located in the Planning District.~~

The ~~Vienna P~~planning ~~D~~district is traversed by several major roads and highways, including: I-495, I-66, the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Lee Highway (Route 29), Arlington Boulevard (Route 50), Leesburg Pike ~~(Route 7)~~, and Chain Bridge Road (Route 123)~~; and one major circumferential highway, the Capital Beltway (I-495)~~. The Washington and Old Dominion (W&OD) Railroad Regional Park ~~and Bike Trail~~ also bisects the planning district. Metrorail's Orange Line is located in the median of I-66, with two stations serving the Vienna Planning District. The Vienna-Fairfax-GMU Metro Station is located ~~in the I-66 right-of-way~~ near the

intersection of Nutley Street and I-66, and the Dunn-Loring-Merrifield Station is located at Gallows Road and I-66."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V1-Lee Community Planning Sector, Character, page 42:

"**V1 LEE COMMUNITY PLANNING SECTOR**

CHARACTER

The Lee Community Planning Sector is located south of the Town of Vienna and is generally bounded ~~to the north~~ by Interstate 66 (I-66),; ~~to the east by the Long Branch Stream Valley, Lee Highway (Route 29), and Prosperity Avenue (Route 699);~~ Arlington Boulevard (Route 50), ~~on the south;~~ and Blake Lane ~~to the west~~. The planning sector includes the southern portion of the Vienna Transit Station Area (TSA) and a small portion of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. Recommendations for the Vienna TSA can be found in a previous section of the Vienna Planning District text, following the Overview section.

~~The Lee Community Planning Sector includes the Vienna Transit Station Area and is adjacent to the Dunn Loring Transit Station Area, and a section of the Merrifield Suburban Center. (Recommendations for Dunn Loring and Merrifield are included in the Area I Plan, Jefferson Planning District.)~~

Outside of the Vienna TSA and the Merrifield Suburban Center, ~~T~~the ~~Lee~~ planning ~~s~~sector is ~~characterized~~ developed with ~~by a variety of housing types and land uses.~~ a variety of housing types, ~~It~~ including~~es~~ single-family detached ~~homes~~, townhouse~~s~~, and multi-family ~~(high-rise and garden) apartments~~units., Community-serving commercial uses are focused at the intersection of Lee Highway and Nutley Street ~~as well as commercial areas and industrial parks~~. ~~Single-family residential development is the predominant land use.~~

~~Commercial uses are concentrated along Lee Highway in mostly strip-type development. The largest amount of uncommitted vacant land in the Lee Sector lies within the corridor between Lee Highway and Arlington Boulevard, in one large tract--east of the Bear Branch Stream Valley.~~

Thompson Cemetery, located adjacent to the Pan Am Shopping Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V2-Cedar Community Planning Sector, Character, page 55:

"V2 CEDAR COMMUNITY PLANNING SECTOR

CHARACTER

The Cedar Community Planning Sector is located east of the Town of Vienna, and is generally bounded ~~to the north~~ by Electric Avenue, ~~Cedar Lane, and Gallows Road. T~~the Capital Beltway/Interstate 495 (I-495), and Interstate 66 (I-66). ~~border the sector to the east and south.~~ The planning sector includes a small portion of the Tysons Corner Urban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, ~~T~~the majority of the ~~Cedar P~~planning ~~S~~sector is developed with single-family detached residential ~~uses~~units. The northern portion of the planning sector, along Gallows Road, is developed with a combination of townhouses and single-family detached residential units. There is a concentration of commercial and office uses between Cedar Lane, Gallows Road and Electric Avenue. ~~Most of the uncommitted vacant land in this sector exists in smaller parcels north of the W&OD Railroad Regional Park between Gallows Road and the Capital Beltway. This vacant land is intermixed with single-family residential uses which are developed in varying lot sizes.~~

~~The adjacent areas located in the Town of Vienna are primarily single-family residential uses with the exception of Cedar Park Shopping Center and the adjoining garden apartments on Cedar Lane.~~

The area east of Gallows Road has produced potentially significant archaeological sites and contains some older and potentially significant buildings. The Dunn Loring Elementary School is located in the northwest corner of the Gallows Road-Idylwood Road intersection~~, Tax Map 39-4 ((1))24~~. Both Tudor Hall and the Camp Alger Headquarters, privately owned residences, are located in this planning sector. These residences are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V3-Spring Lake Community Planning Sector, Character, page 66:

"V3 SPRING LAKE COMMUNITY PLANNING SECTOR

~~**NOTE: A portion of the Spring Lake Planning Sector is located within the Tysons Corner Urban Center. S ee Tysons Corner Urban Center for additional Plan recommendations.**~~

CHARACTER

The Spring Lake Community Planning Sector is generally located north of the Town of Vienna and ~~bounded on the north by~~south of the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267). ~~To the east the sector is bordered by Leesburg Pike/Tysons Corner Urban Center, Gallows Road and Cedar Lane; and to the south by Electric Avenue, the Vienna Town Boundary and the W&OD Railroad Regional Park. Clarks Crossing Road and Trap Road border the sector to the west.~~The planning sector includes a portion of the Tysons Corner Urban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, ~~Present d~~development in the ~~Spring Lake~~ planning s~~s~~ector ~~is~~ consists almost entirely ~~in~~ of single-family detached residential uses. Townhouses and garden apartments are present in the eastern portion of the planning sector, adjacent to the Tysons Corner Urban Center. Commercial development is located along ~~Old Courthouse Road and~~ Gallows Road, near ~~Electric Avenue~~Cedar Lane.
~~The portion of the stable area west of Route 123 is primarily newer single-family detached residential subdivisionA few vacant parcels of land are clustered between Spring Lake and Ankerdale subdivisions with several bordering the Tysons Corner Urban Center.~~

~~Bordering land uses in the Town of Vienna are primarily single-family residential with the exception of the Technology Industrial Park which is adjacent to a stable single-family residential subdivision on Electric Avenue and Woodford Road.~~

The nationally significant prehistoric archeological site Wolftrap is located in this planning sector. In addition, this planning sector includes Ash Grove, an 18th century house that was originally owned by the Fairfax family. ~~Hobo Hill and Wolftrap, prehistoric archaeological sites dating between 1,000 and at least 9,500 years old with a high probability for an 11,500 year age, are nationally significant sites located in this sector. Additionally, this sector includes Ash Grove, one of only two existing Fairfax family homes in Fairfax County.~~ Ash Grove is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5.

Additional historic sites in this planning sector are also included in the inventory, most notably Freedom Hill Fort."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V4-Piney Branch Community Planning Sector, Character, page 78:

"**V4 PINEY BRANCH COMMUNITY PLANNING SECTOR**

CHARACTER

The Piney Branch Community Planning Sector is located west of the Town of Vienna and is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), ~~to the north, Trap Road, Clarks Crossing Road, the W&OD Railroad Regional Park, and the Vienna Town boundary to the east.~~ Chain Bridge Road (Route 123), ~~borders the sector to the south, while~~ the Difficult Run Stream Valley and Hunter Mill Road ~~border the sector to the west~~.

~~Piney Branch Planning Sector is the largest sector in the Vienna Planning District.~~ The planning sector ~~is~~ primarily ~~comprised~~ consists of single-family detached ~~dwellings~~ residential units with densities ranging from .5 dwelling unit per acre to 2-3 dwelling units per acre. The lower densities are found closer to Difficult Run and Hunter Mill Road. Townhouses and garden-style multifamily residential units are present along the southern boundary of the planning sector, with community-serving commercial uses located at the intersection of Chain Bridge Road and Hunter Mill Road.

~~The northern portion of the Piney Branch sector contains large tracts of vacant land along with some scattered low density single-family residential development.~~

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. The Garde, Oakton School and Richard Lahey House are among the significant heritage resources in this planning sector. Additional historic sites in this planning sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V5-Nutley Community Planning Sector, Character, page 85:

"**V5 NUTLEY COMMUNITY PLANNING SECTOR**

CHARACTER

The Nutley Community Planning Sector is located ~~south~~west of the Town of Vienna and is generally bounded by Chain Bridge Road (Route 123) ~~on the north, the Vienna Town boundary on the east,~~and Interstate 66 (I-66)~~ on the south, and Blake Lane, Edgelea Road, and Courthouse Road on the west~~. The planning sector includes the northern portion of the Vienna Transit Station Area (TSA). Recommendations for the Vienna TSA can be found in a previous section of the Vienna Planning District text, following the Overview section.

A large portion of this planning sector is occupied by ~~the~~ Oakton High School and Nottoway Park, which ~~almost completely~~ border the Vienna ~~Transit Station Area~~TSA on the north. The remainder of the planning sector, outside of the Vienna TSA, includes single-family detached residential units and townhouses~~attached and detached dwellings~~. Low-intensity commercial uses are located in the northeastern portion of the planning sector, along Chain Bridge Road.

Hunter House, which is located in Nottoway Park, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V6-Vienna Community Planning Sector, Character, page 92:

"**V6 VIENNA COMMUNITY PLANNING SECTOR**

CHARACTER

The Vienna Community Planning Sector encompasses the Town of Vienna. The Town of Vienna has jurisdiction over its own planning functions. Consult the Town of Vienna Comprehensive Plan for recommendations within this area.~~ Fairfax County provides many public facilities for the Town, including schools, health facilities, libraries, social services, fire services, and sewer capacity.~~

The character of the ~~Town~~ town is shaped by the large amount of land in single-family detached residential ~~uses~~units. Only a very small number of medium- to ~~high~~ high-density residential units exist in the ~~Town~~town. The majority of commercial activity is concentrated along Maple Avenue (Route 123) in a continuous strip~~ including four shopping centers~~. An additional community-serving retail center is located in the southeast section of the town, ~~In addition, Cedar Park Shopping Center is located~~ at the intersection of Park Street and Cedar Lane. Industrial ~~activity~~ use is ~~centered~~ primarily in the Vienna Industrial

Park and adjacent to the ~~W&OD~~Washington and Old Dominion (W&OD) Railroad Regional Park.~~ The Departments of Parks and Recreation and Public Works maintain ongoing annual programs in their specific areas of land use and transportation responsibility.~~

~~The Town of Vienna covers 4.3 square miles and had a 1995 population of 14,838.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; Overview, Page 1:

"**MCLEAN PLANNING DISTRICT OVERVIEW**

~~OVERVIEW~~

The McLean Planning District encompasses approximately 19,400 acres, or about seven percent of the county. The planning district is located in the northeast portion of Fairfax County., and~~ It~~ is bounded on the north~~east~~ by the Potomac River, on the southeast by Arlington County and the City of Falls Church, on the southwest by Leesburg Pike (Route 7) and the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and on the ~~north~~west by Difficult Run, ~~Route 7~~Leesburg Pike, Towlston Road, and Old Dominion Drive~~.~~ (s~~S~~ee Figure 1). The planning district contains the McLean Community Business Center (CBC) and portions of the Tysons Corner Urban Center and the West Falls Church Transit Station Area (TSA). Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, McLean CBC, and West Falls Church TSA, the McLean Planning District is predominantly composed of stable, low-density residential neighborhoods. ~~The residential communities of the McLean Planning District are predominantly stable, low density areas, with very little vacant land and are not anticipated to change substantially in the future. Single-family residences occupy nearly 70 percent of the total developed land in the District.~~ Commercial uses are limited, with only a few neighborhood-oriented commercial areas throughout the planning district. Large tracts of federally-owned parkland and institutional uses are also present.~~The Federal government owns approximately 12 percent of the developed land. All multi-family, commercial, and industrial development in the McLean Planning District, with a few minor exceptions, is located in Tysons Corner, the McLean Community Business Center (CBC) or in four neighborhood shopping areas. The West Falls Church Transit Station Area is also planned for commercial and mixed-use development.~~

In addition to those previously listed, the planning district is traversed by several major roads and highways, including the Capital Beltway/Interstate 495 (I-495), Interstate 66 (I-66), Chain Bridge Road/Dolley Madison Boulevard (Route 123), and the George Washington Memorial Parkway. Metrorail's Orange Line is located in the median of I-66, with the West Falls Church Metro Station located at the junction of I-66 and the DAAR. The planning sector also contains Clemyjontri Park."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; M1-Tysons Corner Community Planning Sector, Page 92:

"**M1 TYSONS CORNER COMMUNITY PLANNING SECTOR**

The Tysons Corner Community Planning Sector is entirely within the Tysons Corner Urban Center area. Plan guidance for this area is included in the Tysons Corner Urban Center ~~area~~ section ~~portion~~ of the Area II volume of the Comprehensive Plan."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; M2-Pimmit Community Planning Sector, Page 94:

"**M2 PIMMIT COMMUNITY PLANNING SECTOR**

CHARACTER

~~This~~ The Pimmit Community Planning ~~s~~Sector is located to the north of the City of Falls Church, and is generally bounded by Magarity Road, the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), /Interstate 66 (I-66) ~~right-of-way to the Arlington and Falls Church boundaries~~, and ~~by~~ Leesburg Pike (Route 7). ~~The Magarity Road/Lisle Avenue intersection in the western corner of the sector is part of the Tysons Corner Area.~~The planning sector includes the eastern portion of the West Falls Church Transit Station Area (TSA). Plan recommendations for the West Falls Church TSA area can be found in a previous section of the McLean Planning District text, following the McLean Community Business Center (CBC) section.

~~A portion of the West Falls Church Transit Station Area is included in this planning sector. Discussion of the transit station area is found in the section of the Plan entitled "West Falls Church Transit Station Area."~~ Outside of the West Falls Church TSA,~~The remainder of~~ the planning sector ~~is a stable residential area which is comprised~~consists primarily of ~~long-established~~stable, single-family detached residential neighborhoods. Commercial activities are limited, with neighborhood-serving retail and office uses located along Leesburg Pike in the western portion of the planning sector. Multifamily residential units are present along Leesburg Pike near the commercial uses.

~~The one area where there are significant vacant tracts remaining is along Idylwood Road, north of the West Falls Church-VT/UVA Metro station, primarily on the west side of Idylwood Road from Hillside Drive to Friendship Lane. A low residential density compatible with the rest of the community should be retained despite any development pressures which may be generated by the presence of the West Falls Church Metro Station.~~

~~Commercial activities within the sector are limited. The Tysons Station Shopping Center provides convenience shopping and is proximate to the West Fall Church Metro site. Two buildings have been constructed next to St. Luke's Methodist Church and another office complex is located across Route 7 from St. Luke's Church. Additional local-serving shopping may be needed to meet future growth.~~

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. ~~Remains of the stones have all been recovered and are under the protection of the Daughters of the American Revolution.~~ There are seven boundary stones ~~along the~~in Fairfax County~~ boundary~~, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5.

Generally this planning sector is ~~intensely~~ developed ~~with~~ and has few areas of undisturbed space. However, ~~even~~ in the residential neighborhood of Pimmit Hills, prehistoric artifacts in excess of 2,000 years old have been reported. Therefore, it is possible that significant heritage resources can be found elsewhere within this planning sector. The Pimmit Hills neighborhood represents one of the early post-World War II Veterans Administration financed housing communities.

Ellison Heights Community Improvement Area

On November 26, 1990, the Board of Supervisors adopted the Ellison Heights Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The area is bordered by Haycock Road on the northwest and includes residential properties along Highland Avenue on the northeast boundary, with the City of Falls Church on the south forming the remaining boundary."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M3-Kirby Community Planning Sector, Page 101:

"**M3 KIRBY COMMUNITY PLANNING SECTOR**

CHARACTER

~~This~~ The Kirby Community Planning ~~s~~Sector is generally bounded ~~on the north~~ by ~~a combination of roads including~~ the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Dolley Madison Boulevard/Chain Bridge Road (Route 123), ~~Georgetown Pike (Route 193) and Chain Bridge Road. It is bounded on the southeast by the~~ and Arlington County ~~boundary to I-66, then is bounded on the southwest by the Dulles Airport Access Road back to Dolley Madison Boulevard~~. The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

Outside of the McLean CBC, ~~T~~the ~~entire~~ planning sector is predominantly characterized by ~~stable residential development. The McLean Community Business Center, a portion of which lies within the sector, is discussed as a separate section in the beginning of the Area II Plan. Sector commercial facilities are located in the McLean Community Business Center and in the Chesterbrook neighborhood shopping center.~~

~~The predominant housing type in this well-established, stable area is~~ single-family detached residential units. ~~The sector contains a mixture of old and new residential development. Most houses are generally well-maintained and most lots contain mature trees.~~ Throughout the planning sector, ~~T~~there are several residential developments, such as Westmoreland Square and Hallcrest Heights, ~~that~~ which have been ~~successfully developed at a townhouse density~~developed with townhouses. Neighborhood-serving commercial uses are located in the Chesterbrook area along Old Dominion Drive.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. ~~Remains of the stones have all been recovered and are under the protection of the Daughters of the American Revolution.~~ There are seven boundary stones ~~along the~~in Fairfax County ~~boundary~~, three being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Numerous other historic sites in this planning sector are also included in the inventory, most notably Salona, which is also listed in the National Register of Historic Places.

Westmoreland Park Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Westmoreland Park Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The area includes residential properties bounded on the south and west by Interstate 66 (I-66) and Great Falls Street, on the north by Haycock Road, and on the east by Westmoreland Street, and includes properties fronting on Gordon Avenue and Meridian Street.

Westhampton Community Improvement Area

On September 16, 1991, the Board of Supervisors adopted the Westhampton Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements; however, the improvements were not done. The area includes single family residential properties bounded on the north by Kirby Road, on the west by~~ Interstate Route~~ I-66, on the south by Haycock Road and Grande Lane and on the east by Westmoreland Street."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M4-Balls Hill Community Planning Sector, Page 111:

"**M4 BALLS HILL COMMUNITY PLANNING SECTOR**

CHARACTER

~~This~~ The Balls Hill Community Planning ~~s~~Sector is generally bounded ~~on the north~~ by Georgetown Pike (Route 193), ~~along the southeast by a combination of roads passing through the McLean CBC, which includes Chain Bridge Road, Old Dominion Drive, and~~ Dolley Madison Boulevard (Route 123), and ~~on the west by~~ the Capital Beltway/Interstate 495 (I-495). The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

~~The sector includes that portion of the CBC in the Dolley Madison Boulevard, Old Dominion Drive, and Chain Bridge Road triangle. (The CBC area is discussed separately as a special area in the beginning of the Area II Plan.) This is a residential sector with a considerable range in home style, age and cost.~~ The planning sector~~It~~ is primarily developed ~~in~~ with single- family detached residential ~~use~~units, ~~the exception being the Kings Manor~~as well as some townhouses including Kings Manor, Merryhill and Madison of McLean~~ development~~. ~~The only commercial facilities serving this sector are those located within the CBC.~~Office uses are located along the southern portion of the planning sector, south of Lewinsville Road.

~~Housing in this well-established, stable residential area is primarily single-family detached. One townhouse development, Kings Manor, is located near and just north of the CBC on a site designated for townhouse development in the Plan.~~

~~Vacant and underdeveloped tracts are found in tow sites: one is in the Ingleside/Churchill Road triangle opposite the CBC, another is east of the intersection of Lewinsville Road and Scotts Run Road. These areas have generally been designated for low density residential development. Merryhill and Madison of McLean have been developed as low density townhouses.~~

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are included in the inventory, most notably Bienvenue."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M5-Potomac Palisades Community Planning Sector, Page 118:

"**M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR**

CHARACTER

~~This~~ The Potomac Palisades Community Planning S~~s~~ector ~~lies~~ is generally located along the Potomac River, north of Georgetown Pike (Route 193) and Chain Bridge Road (Route123).

The ~~entire~~ planning sector is primarily characterized by stable residential development. Housing consists primarily of single-family detached residential units, many of which are located on large wooded lots with private drives. There is one townhouse community, Merrywood on the Potomac, located in the easternmost portion of the planning sector. ~~Special attention is required in this environmentally fragile area to the impact of future development.~~ Large portions of this planning sector are devoted to public or institutional uses: such as ~~F~~federal agencies and parks; ~~a C~~county parkland and a school; and the Madeira School. Special attention is required in this environmentally fragile area to the impact of future development.

~~Housing in this stable sector is primarily single-family detached homes, many of which are located on large wooded lots with private drives. There is one townhouse development, Merrywood on the Potomac, located in the easternmost portion of the sector.~~

~~There are currently no commercial facilities in this sector. There is no demand or requirement for such facilities because of relatively ready access to regional and community shopping centers.~~

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are included in the inventory, most notably Rokeby."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M6-Spring Hill Community Planning Sector, page 125:

"**M6 SPRING HILL COMMUNITY PLANNING SECTOR**

CHARACTER

~~This~~ The Spring Hill Community Planning ~~s~~Sector is generally bounded ~~on the north~~ by Georgetown Pike (Route 193), ~~on the east by~~ the Capital Beltway/Interstate 495 (I-495), ~~on the south by~~ the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), ~~and on the west by~~ Leesburg Pike (Route 7), Towlston Road, and Old Dominion Drive.

The planning sector is characterized as ~~essentially~~ a stable ~~suburban~~ low-density residential area ~~comprised~~ consisting of single-family detached ~~dwellings~~residential units. A limited amount of neighborhood-serving commercial uses are located at the intersection of Old Dominion Drive and Spring Hill Road. ~~The DAAR serves as a demarcation line between the expanding commercial and industrial areas in the Tysons Corner quadrangle. Present development within the sector is compatible with similar development in western portions of the McLean Planning District and adjacent portions of the Upper Potomac Planning District.~~

~~There is one~~An industrial ~~location~~use is present~~, Hazleton Laboratories, Inc.,~~ in the eastern quadrant of the ~~Route 7~~Leesburg Pike and Towlston Road intersection. ~~The facility is operating under a special permit on land zoned for residential uses at one unit per acre.~~

Spring Hill Farm is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory, most notably Pleasant Grove Methodist Church."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M7-Wolf Trap Community Planning Sector, Page 132:

"**M7 WOLF TRAP COMMUNITY PLANNING SECTOR**

CHARACTER

~~This~~ The Wolf Trap Community Planning ~~s~~Sector is generally bounded ~~on the north~~ by Leesburg Pike (Route 7), ~~on the south by~~ the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and ~~on the west by~~ Difficult Run.

This planning sector is primarily a stable area of low-density,~~new~~ single-family detached residential ~~development~~ units~~interspersed with scattered older farm houses. Residences are single-family detached units on low density, primarily one-half acre lots. The DAAR serves as a demarcation line between the expanding commercial and industrial areas in the Tysons Corner quadrangle. Recent development within this sector is compatible with similar growth in western portions of the McLean Planning District and adjacent portions of the Upper Potomac Planning District~~. Public parkland is present within the Difficult Run Stream Valley and the Wolf Trap Stream Valley along the planning sector's western edge. A prominent institutional use, the Wolf Trap National Park for the Performing Arts, is located in the eastern portion of the planning sector.

~~There are no commercial or industrial facilities in the Wolf Trap Sector and none are planned. There are few parcels remaining in agricultural uses.~~

~~Prominent in the sector is Wolf Trap Farm Park, a Federally-owned cultural center.~~

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Vernon Leigh House and Kenmore are significant heritage resources in this planning sector. Additional historic sites ~~in this sector~~ are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; Overview, pages 1-3:

"**BULL RUN PLANNING DISTRICT OVERVIEW**

~~OVERVIEW~~

The Bull Run Planning District encompasses approximately 32,000 acres, or about 12 percent of the county. The planning district is located in the western corner of Fairfax County. It is generally bounded on the northeast by the eastern boundary of Dulles International Airport and Lee-Jackson Memorial Highway (Route 50); on the east by West Ox Road and Lee Highway (Route 29); on the southeast by Braddock Road, Shirley Gate Road, Union Mill Road, Compton Road, and Centreville Road (Route 28); on the southwest by the Bull Run Stream Valley; and on the northwest by ~~the~~ Loudoun County ~~line.~~ (~~S~~see Figure 1.). The planning district contains the Centreville Suburban Center and portions of the Dulles Suburban Center and Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Centreville Suburban Center, Dulles Suburban Center, and the Fairfax Center Area, the planning district consists of residential neighborhoods with single-family detached residential units and townhouses. Multifamily residential units are scattered throughout the planning district, along with community-serving commercial uses. The southern and western portions of the planning district are less densely developed, with large tracts of public parkland and other undeveloped areas.

In addition to those previously listed, the planning district is traversed by several major roads and highways, including Interstate 66 (I-66) and Fairfax County Parkway (Route 286). Dulles International Airport is located in the northernmost portion of the planning district.

~~The entire~~Almost the entirety of the planning ~~D~~district is located within the watershed of the Occoquan Reservoir ~~watershed~~. Protection of water quality has had a significant impact on land use in this area. A major reevaluation of land use in the planning district occurred as a result of the Occoquan Basin Study in 1982. ~~The reservoir is a major source of drinking water for the County and other jurisdictions and recreation resource for the public.~~

~~Preservation of water quality in the reservoir is of significant value to the public health and welfare.~~ The Comprehensive Plan for a portion of the Bull Run Planning District provides for a rural character by maintaining a very low density planned development recommendation of .1-.2 dwelling units per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used in conjunction with stormwater management facilities (structural BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributes to the quality of water in the reservoir. The reservoir is a major source of drinking water for the county and other

jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public. ~~The Comprehensive Plan for the Occoquan watershed provides for a rural character by maintaining a very low density development pattern. This very low density pattern provides reasonable use of the property and serves as a land use best management practice (BMP) to manage, in conjunction with stormwater management facilities (structural BMPs), the quality of the water that ultimately enters the Occoquan Reservoir, thereby positively contributing to the quality of the water in the reservoir.~~

Preservation of water quality in the reservoir is of significant value to the public health and welfare. In addition to water quality benefits, very low density residential development ~~(.1-.2 dwelling unit per acre)~~, when applied to ~~the~~ this general ~~Occoquan~~ area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the ~~C~~county to concentrate limited public resources for public facilities, transportation and public utilities in those areas ~~of the County~~ planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers ~~which~~ that are expected to provide employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The ~~C~~county has adopted a sewer service area map which defines areas where public sewer service is planned to be permitted. The ~~Bull Run Planning District, the~~ Upper Cub Run ~~(BR2)~~, Flatlick, Stone Bridge ~~(BR5)~~, and Braddock ~~(BR7)~~ Community Planning Sectors have either part or all of their land area outside the ~~a~~Approved ~~s~~Sewer ~~s~~Service ~~a~~Area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in non-residential uses which do not require public sewer service. However, the Approved Sewer Service Area includes the Ordway Road Conservation Area (generally located south of Compton Road, west of Centreville Road, north of the Bull Run Regional Park and east of Centreville Road) and the Leehigh Village Conservation Area (generally located along Village Drive between Leehigh Drive and Larry Road) in order to remedy public health hazards caused by failed and imminently failing septic systems.

Bull Run, Cub Run, and their branches, which flow into the Occoquan Reservoir, have had extensive portions of their stream valleys incorporated into the ~~C~~county's Environmental Quality Corridor (EQC) system. Significant corridors of open space have been reserved for the future and, as a result, provide both recreation opportunities and enhanced water quality.

Bull Run Planning District includes a rich remnant of the ~~C~~county's past. Abundant historic and archaeological resources may be found. Among these are prehistoric sites along Cub Run; the Mt. Gilead House in the Centreville Historic District; the Bull Run Stone Bridge; and other sites connected with the Civil War.

~~Rapid development occurred in the Bull Run Planning District during the 1980s. The ease of access to Dulles Airport provided an incentive for the location of businesses. Residential development grew to take advantage of the ease of access to I-66 and new employment opportunities in Fairfax Center and along Route 28 and the Dulles Airport Access Road. Growth in the vicinity of Dulles Airport and in the Centreville and Fairfax Center areas has contributed~~

~~to new development patterns with a full range of commercial, industrial and residential uses.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR1-Dulles Airport Community Planning Sector, Character, page 42:

"**BR1 DULLES AIRPORT COMMUNITY PLANNING SECTOR**

CHARACTER

~~This~~ The Dulles Airport Community Planning ~~s~~Sector lies entirely within the Dulles International Airport property, which is owned by the U.S. Government and administered by the Metropolitan Washington Airports Authority (MWAA). The airport does not fall within the jurisdiction of Fairfax County planning. The County has, however, an ongoing interest in monitoring airport development and coordinating with ~~the Airports Authority~~MWAA as an active planning partner in the growth of this regional facility. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Two areas of concern to the ~~C~~county, aircraft noise impacts and industrial and commercial development programs, bear especially close scrutiny as they have a major effect on ~~County~~ development ~~potential~~ in the airport area. Additional guidance on aircraft noise impacts may be found in the Area III volume of the Comprehensive Plan, Overview section.

Sully Historic Site is a significant heritage resource in this planning sector and is protected by a c~~C~~ounty Historic Overlay District. This ~~plantation~~ house and complex are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR2-Upper Cub Run Community Planning Sector, Character, page 47:

"**BR2 UPPER CUB RUN COMMUNITY PLANNING SECTOR**

CHARACTER

The Upper Cub Run Community Planning Sector is located to the south of~~extends from~~ Dulles Airport and is generally bounded by~~ to~~ Braddock Road, Old Lee Road,~~ and from Lee Road~~and ~~to the~~ Loudoun County~~ line~~. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Outside of the Dulles Suburban Center, the northern portion of the planning sector has been developed with single-family detached residential units. Public parkland constitutes much of the southern portion of the planning sector. ~~Much of the sector is planned for industrial use, although several major office developments have also been built, diversifying the character of the area. Industrial use is generally planned east of Cub Run and north of Lee Road to the Dulles Airport boundaries. This industrial land is part of the Dulles Suburban Center which is discussed in more detail in a separate section. A significant amount of vacant land is found in this sector west of Cub Run and south of Pleasant Valley Road to the Loudoun County line.~~

Pleasant Valley Road between ~~U.S. Route 29 (~~Lee Highway) (Route 29) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand ~~in Virginia~~ of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public ~~P~~parkland flanks the road along part of its length.

The ~~Upper Cub Run~~ planning ~~S~~sector is subject to several major environmental constraints including significant Environmental Quality Corridor (EQC) areas associated with Cub Run and its branches. Streams in this planning sector flow into the Occoquan Reservoir. Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. ~~An increase in flight operations can be anticipated with the planned completion of an additional north-south runway and the possible construction of a second east-west runway within the 2010 horizon of this Plan. Despite the introduction of quieter aircraft into airline fleets, continued major noise impacts must be anticipated in this area into the future.~~ Additional guidance on aircraft noise impacts may be found in the Area III volume of the Comprehensive Plan, Overview section.

The ~~Upper Cub Run~~ planning ~~S~~sector contains numerous prehistoric heritage resources as old as 11,500 years. The planning sector also contains significant historic ~~period structures~~buildings and archaeological sites. The John Hutchison House, an 18th century ~~structure~~building, has been protected and rehabilitated within a commercial development and is

an excellent example of private preservation. This house is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Important archaeological resources may be found in this planning sector particularly within and adjacent to the Cub Run Stream Valley. These resources are likely to involve prehistoric and precolonial human settlement."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR3-Flatlick Community Planning Sector, Character, page 54:

"**BR3 FLATLICK COMMUNITY PLANNING SECTOR**

CHARACTER

The Flatlick Community Planning Sector is generally bounded by Old Lee Road, Stringfellow Road, Interstate 66 (I-66), Lee Highway (Route 29), and Pleasant Valley Road. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

The ~~Flatlick Community P~~planning ~~S~~sector encompasses a diverse mix of land uses. The southern portion of the planning sector, outside of the Dulles Suburban Center, consists primarily of single-family detached residential units. The eastern edge of the planning sector, south of Braddock Road along Stone Road, is developed with townhouses. Additional townhouses, multifamily residential units, and community serving retail uses are located near the intersection of Westfields Boulevard and Sully Road (Route 28). ~~includes low-density residential uses while the northern portion includes significant industrial and office uses.~~ Extensive public recreation resources are also found in the planning sector, including ~~with~~ Cub Run Stream Valley Park, and Ellanor C. Lawrence Park ~~and the Chantilly Golf Course and Country Club~~.

Pleasant Valley Road between ~~U.S. Route 29 (~~Lee Highway~~)~~ and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand ~~in Virginia~~ of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public ~~P~~parkland flanks the road along part of its length.

Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. ~~Some land in this sector is within the Dulles Airport Noise Impact Area.~~ The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. ~~An increase in flight operations can be anticipated with the planned completion of an additional north-south~~

~~runway and the possible construction of a second east-west runway within the 2010 horizon of this Plan. Despite the introduction of quieter aircraft into airline fleets, continued major noise impacts must be anticipated in this area into the future.~~ Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Cabell's Mill and Miller's House are among the significant heritage resources in this planning sector."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR4-Stringfellow Community Planning Sector, Character, page 63:

"**BR4 STRINGFELLOW COMMUNITY PLANNING SECTOR**

CHARACTER

The Stringfellow Community Planning Sector is generally bounded by Lee-Jackson Memorial Highway (Route 50), West Ox Road, Interstate 66 (I-66), Stringfellow Road, and Walney Road. The planning sector includes portions of the Dulles Suburban Center and the Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Dulles Suburban Center and the Fairfax Center Area, the Stringfellow Community Planning Sector is developed primarily with single-family detached residential units, as well as townhouses located in the northern portion of the planning sector adjacent to Lee-Jackson Memorial Highway. The ~~subdivisions of~~ Brookfield and Greenbriar subdivisions are substantial communities of single-family detached houses~~ and townhouses~~, adjacent to~~which include~~ neighborhood shopping centers~~. They are~~ located south of ~~Route 50~~ Lee-Jackson Memorial Highway~~and east of Stringfellow Road~~. Scattered older residential developments are also found in this planning sector. The pattern of development in this planning sector is heavily oriented toward Lee-Jackson Memorial Highway~~Route 50~~.

~~A significant portion of this sector is contained within the boundaries of the Fairfax Center Area, which contains a mixture of office, retail and residential development.~~

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Leeton and the Ox Hill Battlefield Memorial Park~~Markers~~ are among the significant heritage resources in this sector."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR5-Stone Bridge Community Planning Sector, Character, page 71:

"**BR5 STONE BRIDGE COMMUNITY PLANNING SECTOR**

CHARACTER

The Stone Bridge Community Planning Sector is located in the far western portion of the County and is generally bounded by Loudoun County, ~~and~~ Prince William County~~ies~~, ~~on the west and by~~ Pleasant Valley Road, and Compton Road ~~and the Centreville Area on the east~~.

Much of the planning sector is undeveloped and includes forest and farmland, large portions of which are preserved as public parkland. A majority of the planning sector is outside of the county's Approved Sewer Service Area and existing single-family residential units in this portion of the planning sector are widely scattered at very low densities. The southeastern portion of the planning sector is within the county's Approved Sewer Service Area and is developed with predominantly single-family detached residential units. Townhouses and multi-family residential units are located near the Lee Highway (Route 29)/Interstate 66 (I-66) interchange, with a small concentration of office, retail, and industrial uses adjacent to the interchange. Stone resources are found in the southern part of this planning sector and are actively quarried.

All of Fairfax County's portion of the Bull Run ~~w~~Watershed and portions of the Cub Run ~~w~~Watershed, which are both part of the watershed of the Occoquan Reservoir ~~watershed~~, are within this planning sector. The Environmental Quality Corridors for the Bull Run and Cub Run Stream Valleys are major environmental features of this planning sector.

Pleasant Valley Road between ~~U.S. Route 29 (~~Lee Highway) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand ~~in Virginia~~ of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public ~~P~~parkland flanks the road along part of its length.

~~The Environmental Quality Corridors for Bull Run and Cub Run are major environmental~~ features of this sector. Most of the sector is undeveloped and includes forest and farmland. ~~Existing housing is widely scattered and development is at very low densities although several small, long-standing residential communities with large-lot, single-family detached houses may be found. Construction aggregates are produced from stone resources found in the southern part of this sector which are actively quarried.~~

Both Battles of Manassas took place partially in this planning sector and numerous known and potentially significant prehistoric and historic heritage resources may be found. Bull Run Stone Bridge is a significant heritage resource in this planning sector and is protected by a c~~C~~ounty Historic Overlay District. It is listed in the Fairfax County Inventory of Historic Sites.

A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Ordway Road Conservation Area

On June 27, 1994, the Board of Supervisors adopted the Ordway Road Conservation Plan. The basic goal of the ~~Ordway Road C~~conservation ~~P~~plan is to preserve the Ordway Road area as a stable residential community, to prevent the area from further deterioration and to improve public facilities. The ~~C~~conservation a~~A~~rea is generally bounded on the north by Compton Road, on the south by Bull Run Regional Park, on the west by the Upper Occoquan Sewage Treatment Plant, and on the east by Centreville Road (Route 28)."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR6-Centreville Community Planning Sector, Character, page 81:

"**BR6 CENTREVILLE COMMUNITY PLANNING SECTOR**

CHARACTER

The Centreville Community Planning Sector is generally bounded by Interstate 66 (I-66), Union Mill Road, Compton Road, and Stone Road. The planning sector includes the Centreville Suburban Center and a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area. Plan recommendations for the Centreville Suburban Center can be found in a previous section of the Bull Run Planning District text, following the Overview section.

~~The major portion of this sector is in the Centreville Area and is described in that section of the Plan. A small portion of the sector is also included in the Fairfax Center Area. The character of this sector changed dramatically during the 1980s.~~ Outside of the Centreville Suburban Center, single-family detached residential units are located along the eastern and western edges of the planning sector, with townhouses and multifamily residential units comprising much of the remainder of the planning sector. Community-serving commercial uses are located at the intersection of Union Mill Road and Braddock Road. ~~Large-scale residential subdivisions have replaced the pattern of scattered single-house development that existed previously. Highway-oriented commercial uses have also increased to serve the growing population. The freestanding stores and crossroads service stations have been supplemented by community and neighborhood shopping centers offering a wide variety of goods and services. Employment opportunities have been enhanced by office development in the sector.~~

Major portions of the First Battle of Manassas were fought along Centreville Road (Route 28). Some 40,000 Confederate soldiers spent the winter of 1861-2 in the Centreville Area. This activity resulted in the construction of numerous fortifications and trenches. Of particular note

are the earthworks built along Union Mill Road. The Centreville Military Railroad was built during this encampment and represents the world's first railroad built specifically for military uses. Parts of the railroad bed remain and sections have been preserved.

This planning sector is rich in significant heritage resources, many of which are listed in the Fairfax County Inventory of Historic Sites. Some of these sites are also protected by the Centreville Historic Overlay District. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR7-Braddock Community Planning Sector, Character, page 91:

"**BR7 BRADDOCK COMMUNITY PLANNING SECTOR**

CHARACTER

The Braddock Community Planning Sector is generally bounded by Interstate 66 (I-66), Lee Highway (Route 29), Shirley Gate Road, Braddock Road, and Clifton Road. The planning sector includes a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

~~This sector is divided into two principal areas.~~ Approximately half of this planning sector is included in the Fairfax Center Area. It includes the area generally north of ~~Route 29~~Lee Highway and 1,000 feet south of ~~Route 29~~Lee Highway from Clifton Road to Shirley Gate Road. Outside of the Fairfax Center Area, ~~The balance of~~ this planning sector is generally developed as single-family detached ~~houses~~residential units, with townhouses located in the southwest portion of the planning sector. The Piney Branch Stream Valley provides a north-south open space corridor through the center of this planning sector. ~~Included in this sector is the northern portion of the Lincoln-Lewis-Vannoy Conservation Area.~~

The Little Rocky Run floodplain and adjacent upland have produced potentially significant prehistoric archaeological ~~structures~~sites. Winfield Farm and Woodaman House are significant heritage resources in this planning sector and are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a ~~C~~conservation ~~A~~area. It is a community of approximately 215 single-family detached homes located in the Pohick (~~Sector P1~~Twin Lakes Community Planning Sector) and Bull Run Planning Districts, two to three miles west of Ox Road (Route 123) on Braddock, Popes Head, and Colchester Roads.

When the ~~C~~conservation ~~P~~plan for Lincoln-Lewis-Vannoy was developed, the majority of the area's housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a neighborhood improvement program and a conservation plan were adopted by the Board of Supervisors in November, 1976. Together, they outlined a program of public facilities improvements and a program for providing low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985, ~~and many homes have been repaired in a continuing rehabilitation process~~. No further expansion of the sewer system for this area is planned or approved.

Leehigh Village Conservation Area

On March 30, 1998, the Board of Supervisors adopted the Leehigh Village Conservation Plan. The basic goal of the ~~Leehigh Village C~~conservation ~~P~~plan is to eliminate the immediate health hazards associated with failed, failing and inadequate septic systems."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; Overview, page 1-3:

"POHICK PLANNING DISTRICT OVERVIEW

~~**OVERVIEW**~~

The Pohick Planning District is located in the southwest portion of Fairfax County. This planning district~~It~~ is generally bounded ~~on the north by~~ by Braddock Road, ~~on the east by~~ Rolling Road, ~~on the southeast by~~Hooes Road, ~~the District of Columbia Department of Corrections facility,~~ ~~and on the southwest by~~ the Occoquan River, Union Mill Road and Compton Road ~~Bull Run, Centreville Road, Compton Road, and Union Mill Road.~~ (s~~S~~ee Figure 1~~.~~). The Pohick Planning District is approximately 49,000 acres in size, which comprises 19 percent of the county.

Major road access ~~in the Pohick Planning District~~ is via Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road (Route 123), Fairfax County Parkway (Route 286), ~~Hooes Road, Pohick Road, and Clifton Road~~ and Clifton Road. In this planning district, the Virginia Railway Express (VRE) regional/commuter rail service operates along the Manassas Line which carries passengers between Broad Run/Manassas Regional Airport to Union Station in Washington, DC. There are two VRE stations in the Pohick Planning District. Rolling Road Station is located on Burke Road west of Rolling Road, and Burke Center Station is located at Roberts Parkway south of Guinea Road. ~~The Virginia Railway Express (VRE) Commuter Rail System carries passengers between Manassas and Alexandria and Union Station in Washington, DC. In the Pohick Planning District, VRE operates along the Southern Railroad line. Commuter rail stations in Pohick are located in Burke Centre at Roberts Parkway and at Burke Road west of Rolling Road. In the future, another station may be added to serve the Fairfax Station-Clifton area.~~

The Pohick Planning District is composed of two important watersheds. These are the Occoquan River, with tributaries draining west from Ox Road, and Pohick Creek, with tributaries draining east from Ox Road. Both watersheds drain to the Potomac River and Chesapeake Bay. With the exception of a relatively small area within the southeastern portion of the Pohick Planning District, the entirety of the Occoquan watershed within this planning district drains into the Occoquan Reservoir.

The Pohick Planning District is primarily a residential area. Generally, the area east of Ox Road has developed ~~in a typical suburban fashion, with predominant uses being~~predominantly with single-family detached houses and townhouses, as well as supporting commercial and institutional uses. The western portion of the planning ~~District~~district, especially the areas within the watershed of the Occoquan Reservoir ~~watershed~~, has been developed at a much lower density, ~~with typical development being~~ primarily with single-family houses on five-acre lots.

The Comprehensive Plan for the area of the Pohick Planning District located within the watershed of the Occoquan Reservoir ~~Occoquan watershed within the Pohick Planning District~~ provides for a rural character by maintaining a very low density planned development recommendation of ~~pattern~~.1-.2 dwelling unit per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used ~~to manage,~~ in conjunction with stormwater management facilities (structural BMPs), the ~~quality of~~ water that ultimately enters the Occoquan Reservoir is managed in a way that ~~, thereby~~ positively ~~contributing~~ contributes to the quality of water in the reservoir. The reservoir is a major source of drinking water for the c~~C~~ounty and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

Preservation of the water quality is of significant value to the public health and welfare. In addition to water quality benefits, very low density planned residential development ~~(.1-.2 dwelling unit per acre or five- and ten-acre lots)~~, when applied to ~~the~~ this general ~~Occoquan~~ area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the c~~C~~ounty to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the c~~C~~ounty planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers that are expected to provide for employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The c~~C~~ounty has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. ~~Each of the following sectors within the Pohick Planning District,~~ Twin Lakes (P1), ~~,~~ Johnny Moore (P3), ~~Clifton (P4),~~ and Dominion (P5) Community Planning Sectors, have either part or all of their land area ~~which is not shown within the~~outside of the A~~a~~pproved S~~s~~ewer S~~s~~ervice A~~a~~rea. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in non-residential uses which do not require public sewer service."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P1-Twin Lakes Community Planning Sector, Character, page 21:

"P1 TWIN LAKES COMMUNITY PLANNING SECTOR

CHARACTER

~~This sector~~ The Twin Lakes Community Planning Sector is ~~located in the northwestern portion of the Pohick Planning District~~bounded by Braddock Road to the north, Ox Road (Route 123) to the east, the Norfolk Southern Railway right-of-way to the south, and Union Mill Road to the west.

~~It is~~ This planning sector is entirely within the watershed of the Occoquan Reservoir. The c~~C~~ounty has committed ~~to maintain much of this area in low density development~~ to protect the water quality of the Occoquan Reservoir~~.~~ as reflected by large lot residential, private open space, and public parks. ~~This commitment is reflected in the distribution of land uses in the sector with predominant uses being large lot residential, private open space, and public parks. While~~ A limited amount of housing in the planning sector includes ~~newer houses in~~ smaller one-half to one~~five~~-acre lot subdivisions.~~, a number of older houses, reflecting the area's rural past, remain. One particularly important concentration of older houses is the Lincoln-Lewis-Vannoy Conservation Area.~~

Significant archaeological sites, such as the Popes Head Creek p~~P~~rehistoric s~~S~~ite, have been identified in this sector. Evidence of 9,000 years of human activity has been recorded on this and other sites. Most of the sector has not been surveyed for heritage resources, so little is known. The low density development in the sector indicates, however, that there is a high probability for minimally disturbed sites including prehistoric, pre-Civil War historic, Civil War and post-Civil War sites. Civil War activity was probably particularly high along the major sector boundary roads, the Norfolk Southern ~~Railroad~~ Railway~~line~~, Burke Methodist Church/Burke Station, a former church and former railroad station, and land west of Colchester Road.

Two of the c~~C~~ounty's Historic Overlay Districts are in this sector: Robey's Mill and St. Mary's Church Districts. Robey's Mill Historic Overlay District regulations call for retention of the rural, open character of the area. St. Mary's Church Historic Overlay District contains a combination of residential and commercial development fronting on ~~Route 123~~Ox Road. Historic properties in b~~B~~oth of these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

~~Major roads in the sector are Ox Road (Route 123), Fairfax Station Road, Clifton Road, Colchester Road, Popes Head Road, and Union Mill Road.~~

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a c~~C~~onservation a~~A~~rea. It is a community of approximately 215 single-family detached houses located in the Pohick (Sector P1) and Bull Run (Sector BR7) Planning Districts, two to three miles west of ~~Route 123~~ Ox Road ~~on~~ generally bounded by Braddock Road, Popes Head, and Colchester Roads. When the c~~C~~onservation ~~P~~plan for Lincoln-Lewis-Vannoy was developed, the majority of the area's housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a Neighborhood Improvement Program and a Conservation Plan were adopted by the Board of Supervisors in November, 1976. Together, they outlined a program of public facilities improvements and a program for providing low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985~~, and many of the homes have been repaired in the continuing rehabilitation process~~. No further expansion of the sewer system for this area is planned or approved."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P2-Main Branch Community Planning Sector, Character, page 30:

"P2 MAIN BRANCH COMMUNITY PLANNING SECTOR

CHARACTER

The Main Branch Community Planning Sector ~~This sector~~ is generally bounded by Braddock Road to the north, Rolling Road to the east, Interstate 95 (I-95) to the south, and Pohick Road to the west. ~~encompasses over 6,500 acres in the eastern portion of the Pohick Planning District.~~ It is one of the more intensely developed sectors within the Pohick Planning District. ~~While most of the area has been developed since the mid-1960s,some older housing, typical of the area's rural history, remains.~~ The predominant land use is single-family detached houses with some townhouse development. A number of neighborhood-serving commercial uses, as well as public facilities and institutional uses, are also located in this sector. Most of the area has been developed since the mid-1960s.

The sector includes several subwatersheds ~~the Sideburn and Rabbit Branches~~ of the Pohick Creek ~~watershed~~ Watershed, portions of which are Environmental Quality Corridors and Resource Protection Areas with forested natural habitats. ~~In addition, a~~A ~~remarkable~~ substantial amount of ~~treed landscape~~mature tree cover in neighborhoods, ~~remains in older neighborhoods which,~~ when combined with the stream valleys, contributes to the ~~rural~~ low density character of these residential areas.

Although this sector has been heavily developed in upland areas, there are locally significant heritage resources present. These are located predominantly in the Burke area. Burke Methodist Church/Burke Station and Silas Burke House are two of these resources which are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory. Other potentially significant archaeological sites have been located in Pohick Creek and tributary floodplains, and adjacent uplands. These sites indicate a high potential for significant heritage resources in undeveloped portions of the sector.

~~Major roads in this sector are Braddock Road, Ox Road, Rolling Road, Burke Lake Road, Guinea Road, Zion Drive, Sideburn Road, Burke Road, Old Keene Mill Road and Pohick Road. Ox Road (Route 123), Braddock Road, and Rolling Road are major arterials bordering the sector.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P3-Johnny Moore Community Planning Sector, Character, page 46:

"P3 JOHNNY MOORE COMMUNITY PLANNING SECTOR

CHARACTER

"~~This sector~~The Johnny Moore Community Planning Sector ~~encompasses over 8,000 acres in the southwestern portion of the Pohick Planning District.~~ is bounded by Compton Road, Twin Lakes Drive, and Popes Head Road to the north; Colchester Road and Henderson Road to the east; Yates Ford Road to the south; the Occoquan River to the southwest; and Centreville Road (Route 28) to the west.

The entire sector is located in the watershed of the Occoquan Reservoir. The c~~C~~ounty has committed to maintain much of this area in low density development to protect the water quality of the Occoquan Reservoir. This commitment is reflected in the distribution of land uses in the sector with predominant uses being large lot residential, private open space, and public parks. While some of the sector remains undeveloped, a significant portion is developed with ~~newer~~ large -lot subdivisions ~~and older residential houses~~. In addition, considerable acreage is in park and recreational use.

This sector contains the Union Mills area, which includes major undisturbed Civil War fortifications and camps, the remains of the pre-Civil War town of Union Mills, the Bull Run Railroad Bridge, and the 4,000-year old Clifton soapstone quarries. ~~The area is approximately 1,500 acres in size.~~

The Confederate Fortifications Historic Site is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the

National Register of Historic Places. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

The Northern Virginia Regional Park land along Bull Run is a very sensitive area for locally and nationally significant archaeological sites. ~~Particular care should be taken before any subsurface disturbance is permitted in the undeveloped residential areas within one mile of Bull Run.~~

~~Little heritage resource survey work has been done in most of the sector. However, in those areas that have been examined important resources have been located.~~Extensive heritage resource survey work was completed in this planning sector in 1988. The survey work is intended to be updated as part of a countywide heritage resources survey. The low density of the sector means there is a high potential for undisturbed and significant resources to be found.

~~Access to this sector is provided by Clifton Road, Union Mill Road, Fairfax Station Road, Compton Road, Colchester Road, Popes Head Road and Herndon Road. There is no direct access to the adjacent Bull Run Regional Park from this sector.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P3-Johnny Moore Community Planning Sector, Heritage Resources Recommendations, page 48-50:

"Heritage Resources

Significant heritage resources in the Union Mills area should be preserved or recovered, and incorporating the visible features into a County Historic Overlay District should be considered.

A thorough survey of the Northern Virginia Regional Park Authority land along Bull Run should be conducted to produce a complete inventory of the heritage resources in the park. Particular care should be taken before any subsurface disturbance is permitted in the undeveloped residential areas within one mile of Bull Run.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P4-Clifton Community Planning Sector, Character, page 54:

"P4 CLIFTON COMMUNITY PLANNING SECTOR

CHARACTER

~~This sector~~The Clifton Community Planning Sector ~~is comprised~~ consists of the Town of Clifton, located in the southwestern portion of the Pohick Planning District. Clifton is an incorporated town; therefore internal planning issues are handled by the town government. ~~It is a stable community with a distinct historic character.~~ The Town of Clifton is a stable community with a distinct historic character ~~, is it approximately 162 acres in size~~ and is located on Popes Head Creek nearly two miles from Bull Run. The Norfolk Southern Railway ~~Railroad~~ tracks bisect the town. Clifton Road, Newman Road, and Chapel Road provide access to Clifton. ~~Clifton Road is an improved two-lane facility north of the Town. The other roads are narrow, hilly, and winding. Major improvements to roads in the area are not planned.~~

Within the t~~T~~own there are historic single-family dwellings and a handful of local commercial uses located along Main Street and Chapel Road. ~~The Town of Clifton is an historic district and~~ Clifton Historic District is listed in the National Register of Historic Places. ~~Its historic district designation is designed to preserve the flavor of late 19th century rural community life.~~ The historic character of its frame buildings and narrow streets reflect late -19th and early-20th century rural community life. A town historic district ordinance is designed to preserve the character of the town. ~~are essential elements of its National Register status. The Town~~Clifton Historic District, as well as individual buildings within ~~in~~ it, is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5.

~~There is little anticipated additional development within the Town. Because it is an incorporated town, Clifton's internal planning issues are handled by the Town government. The Town's policy has been to retain the semirural, historic character of Clifton, so major public facility improvements for the area and development in the vicinity have been discouraged in the past.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P5-Dominion Community Planning Sector, Character, page 59:

"P5 DOMINION COMMUNITY PLANNING SECTOR

CHARACTER

~~This 16,500-acre sector is located in the south-central portion of the Pohick Planning District~~ The Dominion Community Planning Sector is generally bounded by the Norfolk Southern Railway right-of-way to the north, Ox Road (Route 123) and Silverbrook Road to the east, Hooes Road to the south, the Occoquan River to the southwest, and Yates Ford Road and Henderson Road to the west.

The majority of the sector is located within the watershed of the Occoquan Reservoir. The c~~C~~ounty has committed to maintain much of this area as very low density residential development to protect the Occoquan Reservoir water quality. This commitment is reflected in the distribution of land uses in the sector, with predominant uses being large lot residential, private open space, and public parks. While some housing in the sector ~~includes newer houses in five-acre-lot subdivisions~~, ~~a number of older~~ consists of subdivisions with lots smaller than one acre, the predominant land use is houses on five acre lots or larger, reflecting the area's rural ~~past remain.~~ character.

The entire Ox Road corridor within the sector dates from the mid-1700s and is reputed to have been an Indian trail. There is a possibility that there may be buildings from before this time and archaeological sites along the road. There are also known Civil War period sites in this sector. Quailwood and Stoneleigh are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Extensive heritage resource ~~surveys have been conducted along the Occoquan River and Bull Run~~ survey work was completed in this planning sector. These have ~~produced~~ identified significant archaeological resources spanning the full 12,000 years of human activity in Fairfax County. The survey work is intended to be updated as part of a countywide heritage resources survey. The low density of this sector means that significant undisturbed heritage resources can be expected anywhere in the sector.

~~Major access to this sector is provided by Ox Road (Route 123), Henderson Road, Hampton Road, Chapel Road, Old Ford Road, Clifton Road, and Wolf Run Shoals Road.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P6-Middle Run Community Planning Sector, Character, page 72:

"P6 MIDDLE RUN COMMUNITY PLANNING SECTOR

CHARACTER

~~This~~ The Middle Run Community Planning Sector ~~sector is located southwest of the Main Branch (P2) Community Planning Sector~~is generally bounded by the Norfolk Southern Railroad tracks to the north, Sydenstricker Road to the west, Hooes Road to the south, and the Fairfax County Parkway (Route 286) and Ox Road (Route 123) to the east.

Most of the area bounded by the Norfolk Southern Railway right-of-way, Burke Lake Road, the Fairfax County Parkway, and Ox Road ~~north of Burke Lake Road~~ is part of the planned residential community of Burke Centre. This ~~planned~~ development contains approximately ~~1,300~~ 1,100 acres ~~and is located south of the Southern Railroad, east of Ox Road, north of the South Run watershed, and west of Burke Lake Road~~. Burke Centre includes a mixture of uses ~~including~~ such as single-family detached, townhouse, and multi-family units, as well as a small village center, a community center, and park and open space recreational uses. Most of the remainder of the sector is developed with single-family detached houses and townhouses, as well as complementary public facilities and commercial and institutional uses.

Very little is known about heritage resources in this sector. Prehistoric sites as old as 8,500 years, have been recorded in the Burke Centre area and other unidentified prehistoric sites have been located elsewhere. Mulberry Hill and Little Zion Church and Cemetery are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. There is potential for additional significant heritage resources in this sector.

~~Major access roads in the sector are Ox Road (Route 123), Guinea Road, Pohick Road, Burke Lake Road, Old Keene Mill Road, Lee Chapel Road and Sydenstricker Road.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P7-Burke Lake Community Planning Sector, Character, page 83:

"P7 BURKE LAKE COMMUNITY PLANNING SECTOR

CHARACTER

The Burke Lake Community Planning Sector is generally bounded by the Fairfax County Parkway (Route 286) to the north, Fairfax County Park Authority property to the east, Silverbrook Road to the south and Ox Road (Route 123) to the west.

This planning sector contains most of the South Run segment of the Pohick watershed. There is extensive parkland related to the South Run ~~watershed~~ Watershed found in this planning sector. ~~This parkland~~Parks includes Burke Lake ~~Park~~ & Golf Course, South Run District~~ Park~~, ~~Recreation Lake Park,~~ Lake Mercer, Newington Heights, and ~~the~~ South Run Stream Valley. Much of the remainder of the area is developed with single-family detached houses and townhouses. Complementary public facilities and institutional uses to serve area residents are also located in this sector.

Potentially significant prehistoric archaeological sites have been located in this sector east of Lee Chapel Road in the South Run watershed. Other sites can be expected there and to the west of Lee Chapel Road. The relatively low density development in this sector means that significant undisturbed heritage resources can be expected. Silverbrook United Methodist Church is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

~~Access to this sector is provided by Pohick Road, Hooes Road, Ox Road (Route 123), Burke Lake Road, Lee Chapel Road, and Silverbrook Road~~."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, Overview, page 1:

"**UPPER POTOMAC PLANNING DISTRICT OVERVIEW**

~~OVERVIEW~~

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is generally bounded on the north by the Potomac River, on the east by Difficult Run and Towlston Road, on the south by Lee Jackson Memorial Highway (Route 50) and on the west by Loudoun County and the Washington Dulles International Airport. (s~~S~~ee Figure 1.).

The Upper Potomac Planning District encompasses approximately 47,500 acres which is about 18 percent of the county's land area. The character of the ~~Upper Potomac~~ this ~~P~~planning ~~D~~district varies widely, from the semi-rural area of Great Falls along the Potomac River, to the urbanizing Reston-Herndon ~~area~~ Suburban Center and Dulles Suburban Center, to the suburban neighborhoods along West Ox Road and Lee Jackson Memorial Highway~~Route 50~~. The northern area which includes the Riverfront, Springvale and Hickory Community ~~p~~Planning ~~s~~Sectors ~~(UP1-3)~~ contains ~~large sections of undeveloped land,~~ the Great Falls Village area, several estates, ~~several farms,~~ ~~and~~ large-lot subdivisions and low density residential areas. ~~and~~

~~Sectors UP4 and UP5 contain Reston~~ ~~and~~ The Greater Herndon and Reston Community Planning Sectors ~~area with~~ contain concentrations of office, industrial and commercial development, surrounded by residential development. The Route 28/ CIT Transit Station Area is located in the Greater Herndon Community Planning Sector, and the Reston-Herndon Suburban Center and Transit Station Areas are in the Reston Community Planning Sector. ~~The western sector (UP6)~~ The Sully Community Planning Sector is located entirely within the Dulles Suburban Center and is partially developed with office, industrial and commercial development, with large vacant areas. ~~Sectors UP7 and UP8~~ The West Ox and Lee-Jackson Community Planning Sectors are characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly, and low density residential development in the eastern area where the headwaters of the Difficult Run ~~w~~Watershed are located. ~~Sector UP8 (Lee-Jackson)~~ The Lee-Jackson Community Planning Sector includes some commercial development along Lee Jackson Memorial Highway~~Route 50~~.

~~Due to the growth of Reston, Herndon, Chantilly (Franklin Farm) and Fairfax Center, total population within the district has increased rapidly over the past twenty-five years. In 1970, the population was approximately 20,000. In 1995, the population of the Upper Potomac Planning District was 138,227, an increase of nearly 600 percent since 1970.~~

The ~~P~~planning d~~D~~istrict is served by community and neighborhood shopping centers in the vicinity of Reston, Herndon, Chantilly, and Great Falls. Tysons Corner Center and Fair Oaks Mall are the nearest regional shopping centers. ~~Industrial, office, research and development~~

~~(R&D), and retail commercial uses are not planned or appropriate for Route 7 between the Dulles Airport Access Road and the Loudoun County line.~~

The Upper Potomac Planning District~~, as a whole,~~ reflects a pattern common to the ~~C~~county, that of suburban and low density neighborhoods surrounding ~~suburban centers~~mixed-use centers. ~~Future development will need to be planned~~Planning objectives in this district seek to protect stable neighborhoods while maintaining employment, shopping and recreation opportunities.

The ~~C~~county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several planning sectors in the Upper Potomac Planning District, including Riverfront, Springvale and Hickory~~ (UP1-UP3)~~, Reston ~~(UP5)~~ and West Ox ~~(UP7)~~, have ~~land~~ areas ~~which is~~ that are outside the A~~a~~pproved S~~s~~ewer S~~s~~ervice A~~a~~rea. These ~~lands~~ areas are planned for uses which do not require public sewer service and may be developed ~~in~~ with residential densities or ~~in~~with non-residential uses ~~which~~ that do not require public sewer service."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP1-Riverfront Community Planning Sector, page 82:

"UP1 RIVERFRONT COMMUNITY PLANNING SECTOR

CHARACTER

This planning sector is located along the Potomac River shoreline as it extends from the National Park Service's Great Falls Park to the Loudoun County line and Seneca Road~~ (Route 602)~~. The southern border of this sector is Georgetown Pike (Route 193), River Bend Road and Beach Mill Road. The Riverfront Community Planning Sector is in the Difficult Run ~~w~~Watershed.

~~This sector is made up of parkland, large sections of undeveloped land, estates, farms and large-lot subdivisions.~~ The Riverfront Planning Sector~~ UP1~~ is ~~essentially an area of~~ a rural area characterized by large lot residential development, parkland and opens space.~~ with a rural character. Local-serving commercial uses are located at Route 193 and Walker Road in Sector UP2. This area is planned to maintain the present five-acre and two-acre residential density, development as a way of preserving the rural character of this area.~~
This planning sector has produced significant prehistoric heritage resources~~, including the Ccounty's only known Native American burial site~~. Because of the very low density development in the sector, there is a very high potential for both prehistoric and historic heritage resources to still remain. The Potomac floodplain and adjacent uplands are particularly sensitive. The Potomac Canal Lock ruins and the ruins of the Town of Matildaville are significant existing resources in this sector which are listed in the National Register of Historic Places under the Patowmack Canal Historic District/Lock Ruins at Great Falls. This National Register Historic

District is a National Historic Landmark, and is also listed in the County Inventory of Historic Sites and the Virginia Landmarks Register. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP1-Riverfront Community Planning Sector, page 84:

"RECOMMENDATIONS

Land Use

…

2. This sector is planned for low density, single family residential use mostly .1-.2 du/ac as shown on the Comprehensive Land Use Plan map. The planned density is a means to preserve the rural character of this area and to maintain the present two and five acre lots. Cluster subdivisions may be appropriate in this sector if the following criteria are met and rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. In addition, measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. [Not Shown]"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP2-Springvale Community Planning Sector, page 89:

"UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located in the northern part of the ~~C~~county ~~with~~ and is bounded by Beach Mill Road and Seneca Road on the north;, River Bend Road to the east;, Leesburg Pike (Route 7) and Georgetown Pike (Route 193) on the south;, and Loudoun County to the west.

This planning sector ~~is similar to the Riverfront sector because it~~ is rural in character and consists of ~~undeveloped land, farms,~~ residential estates and large-lot subdivisions, undeveloped land and open space. Local-serving commercial uses are located on Leesburg Pike at Georgetown Pike, at the Great Falls Village area, at Georgetown Pike and Walker Road, and ~~Planning objectives for this sector seek to maintain the existing character. Most of the committed and anticipated development in the sector is for five-acre and two-acre residential development. There are small commercial areas located~~ at Beach Mill and Springvale Road~~s and local-serving commercial uses are located on Leesburg Pike at Georgetown Pike and at the village of Great Falls~~. This area is developed as and planned to maintain the very low density character through large-lot residential development ~~(one dwelling unit per five- and two-acre lots)~~.

This planning sector is characterized by ~~open space and dispersed~~low-density residential development and open space. The sector has a high potential for significant heritage resources, and ~~in fact,~~ is rich in known historic sites. Great Falls Grange and Great Falls Post Office/Forestville School, as well as the John Gunnell House, Gunnell's Run and Cornwell Farm, are listed in the County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A portion of the Dranesville Tavern Historic Overlay District ~~, also a National Register site,~~ lies within this sector. Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP2-Springvale Community Planning Sector, page 91:

"RECOMMENDATIONS

Land Use

…

1. Land use in this sector should continue to reflect and support the established low density residential character of one dwelling unit per two and five acre lots. Public parkland and low density residential uses at .1-.2 dwelling unit per acre and .2-.5 dwelling unit per acre are planned for the area as shown on the Plan map. Several older residential areas along Georgetown Pike are planned at a density of 1-2 dwelling units per acre as a reflection of the typical densities that exist in these areas. [Not shown]"

MODIFY**:** Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP3-Hickory Community Planning Sector, page 99:

"UP3 HICKORY COMMUNITY PLANNING SECTOR

CHARACTER

The Hickory Community Planning Sector is generally bounded on the north by Georgetown Pike (Route 193), on the east by Old Dominion Drive and Towlston Road, and on the south by Leesburg Pike (Route 7). A portion of the sector between Hunter Mill Road and the Difficult Run Stream Valley extends south of Leesburg Pike (Route 7) to the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267).

This planning sector ~~retains~~ has much of the same rural character as that of the Riverfront and Springvale planning sectors to the north, although developed at a somewhat higher residential density. There are large-lot subdivisions and ~~some in half- and one -acre development~~ a number of lots that are two acres or smaller in size. The planning sector also contains Turner Farm Park. ~~There are several operating farms in the sector~~A major land use objective for the sector is to maintain the low density character by encouraging large-lot residential development.

Local-serving commercial uses are located at Great Falls Village, Colvin Run Road at Walker Road, and Georgetown Pike at Seneca Road. ~~and at the intersection of Walker Road and Colvin Run Road. Additional commercial uses are available outside the sector in Reston, Herndon, Tysons Corner, and Vienna.~~

Colvin Run Mill Historic Overlay District is a significant heritage resource in this planning sector. The mill is listed in the Virginia Landmarks Register and National Register of Historic Places. Individual sites within the district are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP4-Greater Herndon Community Planning Sector, page 109:

"UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR~~*~~

~~*NOTE: Community Planning Sectors formerly identified in the Comprehensive Plan as UP4 (Sugarland) and UP6 (Town of Herndon) have been combined with that portion of former Sector UP7 located north of the Dulles Airport Access Road to form one community planning sector covering the Greater Herndon area. Although the Town of Herndon provides for its own comprehensive planning, the County's planning efforts within surrounding planning sectors should strive to advance the integrity of the Town through continued coordinated planning efforts between the Town of Herndon and Fairfax County; that goal is recognized in this change.~~

CHARACTER

This sector is generally bounded on the south by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), on the east by Reston, on the north by Leesburg Pike (Route 7), and on the west by ~~the~~ Loudoun County ~~line~~. This sector includes the Route 28/CIT Transit Station Area and the Town of Herndon.

The Town of Herndon is an incorporated town within Fairfax County. The town grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the town remained a rural community until recently when it began to experience rapid growth. The immediate county neighborhoods and the Washington Dulles International Airport to the west, Reston to the east and the planned mixed-use development along the DAAR and the Metrorail Silver line affects the town in terms of development pressure and environmental impacts.

~~Herndon is an incorporated town within Fairfax County that~~ Herndon has jurisdiction over its own planning. ~~However, t~~The ~~C~~county's planning efforts within surrounding planning sectors should strive to advance the integrity of the ~~T~~town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the ~~C~~county is advanced by the existence of this sector in the ~~C~~county P~~P~~lan.

Fairfax County provides Herndon with a number of public facilities and services, including schools, libraries, health facilities, social services, fire services, and sewer service. Consult the Town of Herndon's Comprehensive Plan for further guidance in this area.

~~The Town of Herndon grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the Town remained a rural community until recently when it began to experience rapid growth. The population has grown from 4,300 in 1970 to 16,737 in 1995, a change of about 290 percent.~~

~~The future of the Town will be influenced by the immediate C~~county neighborhoods in the ~~Sugarland Run area to the west, Reston to the east and the commercial and light industrial development that is taking place on its southern edge,both within and outside its corporate limits. Washington Dulles International Airport to the west will also affect the Town in terms of development pressure and environmental impacts.~~

The Sugarland Run area, the portion of the ~~C~~county immediately north of Herndon, is largely developed in single-family neighborhoods. ~~The housing stock includes older development such as that in the Sugarland Road area and newer homes in the southern and western portion of the sector, including Kingston Chase and Stuart Ridge.~~ This single-family development, in combination with the variety of types of townhouses available in Herndon, gives this planning sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run ~~s~~Stream V~~v~~alley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a s~~S~~tate -supported research and development consortium of State universities and colleges, is located north of the DAAR and south of the Town of Herndon boundary.

This planning sector is rich in heritage resources. The Herndon Historic District is listed in the Virginia Landmarks Register and the National Register of Historic Places. Local Heritage Preservation Overlay Districts are administered by the Town of Herndon. Dranesville Tavern, also in the Virginia and National Registers, is protected by a c~~C~~ounty h~~H~~istoric o~~O~~verlay d~~D~~istrict. Individual sites within these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP5-Reston Community Planning Sector, page 144:

"UP5 RESTON COMMUNITY PLANNING SECTOR

CHARACTER

Reston has its own Master Plan because the community was planned and developed as one of the nation's landmark new towns, beginning in the 1960s. ~~It~~ Reston is located between Tysons Corner and the Washington Dulles International Airport along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) and extends as far north as Leesburg Pike (Route 7) and as far south as Stuart Mill Road. With its planned development almost complete, Reston is comprised of 7,100 acres and may ultimately be the home of more than 60,000 people. This new town is designed around the concept of clustering the community into five "villages," each with its own village center. These centers provide for neighborhood-serving retail, office, and social needs.

The community is focused around the t~~T~~own c~~C~~enter, an urban concentration of high-density housing, offices and cultural facilities. Substantial office development has occurred in recent years along the ~~Dulles Airport Access Road~~DAAR, increasing development pressure both within and adjacent to the community. ~~(This area is further addressed in the Reston-Herndon Suburban Center.)~~ Plan recommendations for this area can be found in a previous section of the Upper Potomac Planning District text in the Reston-Herndon Suburban Center and Transit Station Areas ~~section.~~ An integral part of the Reston Plan is the lower density residential development located on Reston's periphery, buffering adjacent areas from the higher density development in Reston.

Reston offers a wide range of housing, including high-rise apartments, garden apartments, townhouses, and single-family detached and semi-detached homes. The majority of dwellings in this sector were built after 1975. There are approximately 1,300 low- and moderate-income units in Reston. This housing includes units for the elderly which are found mostly in the village centers. There is scattered new and older residential development outside Reston. Generally these areas are planned to maintain a low density residential character, including areas along Route 7. The planning sector also contains Lake Fairfax Park.

Lake Anne Village and Bowman Distillery/Wiehle Town Hall are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory. Bowman Distillery/Wiehle Town Hall is also listed in the Virginia Landmarks Register and the National Register of Historic Places. Lake Anne Village Center is protected by a County Historic Overlay District."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, page 182:

"UP6 SULLY COMMUNITY PLANNING SECTOR~~*~~
~~(Formerly Sector UP7)~~

The Sully Community Planning Sector is located entirely within the Dulles Suburban Center. Plan guidance for this area is in the Dulles Suburban Center portion of the Area III volume of the Comprehensive Plan**."**

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP7-West Ox Community Planning Sector, page 183:

"**UP7 WEST OX COMMUNITY PLANNING SECTOR ~~(Formerly Sector UP8)~~**

CHARACTER

The West Ox Community Planning Sector ~~is located south of Reston (UP5) and Herndon and east of Centreville Road.~~ is generally bounded by the ~~Its specific boundaries are as follows: a) northern boundary –~~ Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), ~~Monroe Street,~~ Fox Mill Road, ~~and Stuart Mill Road; b) eastern boundary –~~ Vale Road, ~~and Difficult Run; c) southern boundary – Lees Corner Road,~~Thompson Road ~~Thompson Road, Oxon Road and West Ox Road;~~ and ~~d) western boundary –~~ Centreville Road (Route 28) (see Figure 53).

~~A pattern of moderate density residential use (1-4 dwelling units per acre) has been established in southern and western portions of the sector in the vicinity of Chantilly (Centreville Road and Route 50). This is characterized by a mixture of older dwellings and new subdivision development. In the eastern portion of this sector, which includes the environmentally sensitive Difficult Run area, low density residential use is the dominant pattern of development. Text concerning the Difficult Run watershed is presented in the Area III Plan Overview. Frying Pan Model Farm (Kidwell Farm) at Frying Pan Park is a model farm in this vicinity. It is important to maintain a medium and low density~~Single-family residential development ~~pattern~~ in this planning sector ~~to~~ preserves the existing development and ~~to~~ prevents encroachment of higher density development from Reston or Chantilly.

This planning sector includes the environmentally sensitive Difficult Run watershed. ~~In the western portion of the sector along Centreville Road are undeveloped areas. However, a~~A mixed-use development is located at McNair Farms (near the intersection of Frying Pan Road and Centreville Road) and a large planned residential community is located at Franklin Farm

(between Centreville Road and West Ox Road along Franklin Farm Road). Kidwell Farm at Frying Pan Farm Park is a working demonstration farm located at West Ox Road near Centreville Road.

Local-serving commercial uses ~~are located in or outside the sector~~include retail centers located at Sunrise Valley Drive and Corporate Park Drive, the southwest quadrant of McLearen Road and Centreville Road, and the northeast quadrant of Fairfax County Parkway (Route 286) and Franklin Farm Road. Fox Mill Shopping Center is located at Fox Mill Road, Reston Parkway and Lawyers Road, and the Village Center at Dulles is located at Centreville Road between Coppermine Road and Sunrise Valley Drive.~~in Chantilly, Fairfax Center, Fairfax, Reston, Franklin Farm, Oakton, and at the intersection of Fox Mill Road, Lawyers Road and Reston Avenue.~~

P~~A major part of this sector is open space~~arkland and open space is dispersed throughout the planning sector, particularly in the subwatersheds of the Difficult Run Watershed. Neighborhoods from the ~~and e~~early to -mid- 20th century ~~or more~~ are ~~dispersed neighborhoods~~also found in this planning sector. These areas offer a high potential for significant heritage resources, especially in the southeastern half of the planning sector along Fox Mill Road. Numerous heritage resources, both known and unknown, exist in ~~UP7~~this planning sector. The Horsepen Run drainage area in the western portion of ~~of the sector~~the planning sector has been occupied almost continuously since 8000 B.C. Vale United Methodist Church, Vale School/Vale Community House, and Frying Pan Farm Park are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP8-Lee-Jackson Community Planning Sector, page 195:

"**UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR**
~~(Formerly Sector UP9)~~

CHARACTER

~~This~~ The Lee-Jackson Community Planning Sector ~~sector~~ lies along the north side of Lee Jackson Memorial Highway (Route 50) generally between ~~Pender and the Washington Dulles International Airport and is bounded by~~ Centreville Road~~,~~ (Route 28) and ~~Lees Corner Road, Thompson Road, Oxon Road,~~ West Ox Road (see Figure 57)~~and Route 50~~.

Chantilly is located in the southwestern portion of the planning sector (Centreville Road and Route 50). The planning sector is characterized by a mixture of single family detached dwellings and townhouse subdivision development. The sector is primarily residential and it is largely developed. ~~There are a handful of relatively small, older single-family detached~~

~~residential subdivisions such as Murray Farms, Chantilly Estates and Ox Hill and land along West Ox Road and Avery Road.~~

There are ~~also~~ numerous single-family detached subdivisions developed ~~fairly recently~~ at a density of 2-4 dwelling units per acre, including Armfield ~~Farms~~Estates, Franklin Glen~~, Saville Chase, Lees Crossing, Fair Oaks Farms~~ and Foxfield ~~located in the western portion of the sector~~. Fair Oaks Estates, ~~is a fairly recent~~ a single-family detached residential subdivision is adjacent to the Fair Oaks Hospital and developed at a density of 2-3 dwelling units per acre. Century Oak~~s~~ is ~~a new subdivision~~ developed at a density of 1-2 dwelling units per acre and is located between Thompson Road and Ox Trail (Rugby Road). Fair Woods is an ~~fairly recent~~ attached single-family planned unit residential development with a density of 6 dwelling units per acre located along Route 50 near the intersection of the Fairfax County Parkway (Route 286).

~~Recent o~~Office, hotel and commercial ~~development~~uses are located~~, the Virginia Power administrative office and the County Public Safety Facility developed~~ along Route 50 ~~east of Fair Woods is located~~ ~~in the~~in the portion of the Fairfax Center ~~Area~~area located within this planning sector. ~~(See the Fairfax Center Area Plan.)~~ The area north of Thompson Road between Oxon Road and West Ox Road, about 175 acres, is ~~sparsely~~ developed with older single-family houses on large lots. The Camberley East and Camberley West subdivisions are developed at a density of approximately one dwelling unit per acre. They are located near the intersection of Thompson Road and Oxon Road and on West Ox Road at Bennett Road, respectively.

The International Town and Country Club ~~golf course~~ is a major open space and recreation feature in the planning sector. It is a privately owned 237 acre facility~~acres, privately owned, and~~ located between Route 50 and ~~Thompson Road~~the Fairfax County Parkway. ~~There are over 90 acres of land zoned for commercial retail use in the northeast quadrant of the intersection of Centreville Road and Route 50.~~ Sully Plaza shopping center is located in Chantilly ~~on part of this site.~~at the intersection of Centreville Road and Route 50, ~~Sully Place shopping center, is located~~ to the east and north of Sully ~~Plaza~~Place. Sully Plaza has ~~, with~~ frontage on both Route 50 and Centreville Road.

~~There are two substantial vacant areas in the sector: land north and east of the 90-acre commercial tract at the Centreville Road/Route 50 intersection; and land opposite the Greenbriar Shopping Center (Sector BR4) between the International Town and Country Club golf course, the Murray Farms subdivision and the Fairfax County Parkway.~~

~~There are n~~Numerous prehistoric and historic archaeological sites are located in the western part of the sector. These sites date to as far back as 11,500 years ago when the first known humans entered the area. There are numerous prehistoric and historic archaeological sites in the vicinity of Upper Cub Run and of Route 50. Chantilly Plantation Stone House and Navy School are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; Overview, page 1:

"**LOWER POTOMAC PLANNING DISTRICT<u>OVERVIEW</u>**

~~OVERVIEW~~

The Lower Potomac Planning District is generally bounded on the north by the portion of Laurel Hill Park located southeast of the Southrun Road and Pohick Road intersection [part of the former District of Columbia (D.C.) Department of Corrections site], ~~the northern property lines of the former District of Columbia (D.C.) Department of Corrections site~~ and Fort Belvoir Main Post; ~~, portions of Pohick Road and Accotink Creek;~~ on the east by the ~~eastern~~ property line of Fort Belvoir Main Post, Dogue Creek and the Potomac River; on the south by the Potomac and Occoquan Rivers; and on the west by the ~~western property line of the District of Columbia Department of Corrections site~~Vulcan Quarry and Hooes Road as shown on Figure 1. The Lower Potomac Planning District is approximately 29,300 acres in size, which comprises approximately 11 percent of the county.

The Lower Potomac Planning District contains the entirety of the Lorton-South Route 1 Suburban Center and Fort Belvoir Main Post. Fort Belvoir Main Post, a federally owned property, encompasses approximately 9,530 acres or about 30 percent of the planning district.

The Lower Potomac Planning District contains a variety of other land uses. Residential uses include garden apartments and single-family homes. Community-serving retail uses include a shopping plaza located south of Lorton Road at Lorton Market Street, a plaza located near the Lorton Virginia Railway Express (VRE) station at Lorton Station Boulevard, and Gunston Plaza located along Richmond Highway (Route 1) southwest of the Lorton Road and Richmond Highway intersection and east of Armistead Road. Industrial uses are located along portions of the CSX railroad tracks, near Lockport Place, and south of Gunston Cove Road between Interstate 95 (I-95) and Old Colchester Road. ~~Large institutional land areas include Fort Belvoir and the former District of Columbia Department of Corrections site, which consist of approximately 8,300 and 3,000 acres, respectively.~~ Parkland, open space and ~~very~~ pockets of low density residential uses characterize the Mason Neck area to protect the valued natural resources in this area. ~~Industrial uses are located along portions of the Richmond, Fredericksburg and Potomac (RF&P) Railroad tracks, Lockport Place and Route 1 south of Gunston and Gunston Cove Roads. Townhouses, garden apartments, single-family detached homes and community-serving retail uses, including Gunston Plaza, are found along Route 1 between Telegraph and Gunston Roads.~~

~~Population growth decreased in the Lower Potomac Planning District from 21,500 in 1970 to 16,300 in 1980. However, recently the population had been increasing due to~~

~~the construction of new housing in the Lorton-South Route 1 area with the population reaching 25,830 in 1995.~~

The major transportation corridors of I-95, Route 1 and the ~~Richmond, Fredericksburg and Potomac R~~CSX railroad provide good regional access to the Lower Potomac Planning District~~, limited somewhat by the design and physical condition of interchanges and connecting roads~~.

Regional-serving public facilities located in ~~the Lower Potomac Planning District~~this planning district include the I-95 ~~Landfill/~~Energy Resource Recovery Facility, the I-95 Landfill Complex, the Norman M. Cole, Jr. Pollution Control Plant and the Griffith Water Treatment Plant. ~~and Occoquan Water Treatment Facility.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP1-Laurel Hill Community Planning Sector, Character, page 23:

"LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Laurel Hill Community Planning Sector ~~(LP1)~~ is located west of Interstate 95 (I-95) and north of the Occoquan River, generally bounded on the north by a portion of Laurel Hill Park, to the east by Pohick Road and Furnace Road, to the west by Hooes Road, and to the south by the Occoquan River. This community planning sector contains the former D.C. Department of Corrections property. ~~contains approximately 3,200 acres and is comprised of the former D.C. Department of Corrections facilities, referred to the Corrections Property in this document as well as the Vulcan Quarry and Fairfax Water Occoquan Water Treatment Facility (known as Fairfax Water Facility throughout this document). This Planning Sector is located in southeastern Fairfax County west of Shirley Memorial Highway (I-95) and north of the Occoquan River.~~

Most of the land in this planning sector is planned and utilized for park and related uses, public facilities and open space. North of the I-95 Landfill, uses include residential development, three schools, and Laurel Hill Park which includes a public golf course. The southern area of the planning sector contains the I-95 Landfill, the I-95 Energy Resource Recovery Facility, an active rock quarry (Vulcan Quarry), the Griffith Water Treatment Plant and the Occoquan Regional Park. See Figure 9: Location of Former Prison Facility Sites; Existing Public and Industrial Uses. ~~This sector is broadly divided into a northern area and a southern area. The northern area of LP1 is located north of the I-95 Landfill. It contains the vast majority of the closed prison facilities, the components of which are generally separated by substantial areas of open space. In addition, the area includes residential development, the South County secondary school and the Laurel Hill Park which includes a golf course. The southern area of the property contains the I-95~~

~~Landfill, the I-95 Energy/Resource Recovery Facility, an active rock quarry (Vulcan Quarry), the Fairfax Water Facility and the Occoquan Regional Park. See Figure 9: Location of Former Prison Facility Sites; Existing Public and Industrial Uses.~~

~~The area abutting this planning sector is generally planned and developed for low-density residential uses at .1-.2 and .2-.5 dwelling unit per acre to the west and south of Furnace Road and at .5-1 dwelling unit per acre to the west and north of Furnace Road. The area to the north of this planning sector is generally planned and developed at 2-3 dwelling units per acre. To the east of I-95 is the Lorton-South Route 1 Suburban Center, with the Lorton Town Center planned as the focal point for this area. The Lorton Town Center is developing with a mixture of commercial, residential townhouse and some multifamily uses. To the south, across the Occoquan River in Prince William County, lies the Town of Occoquan.~~

~~Ox Road (Rt. 123), Lorton Road (Rt. 642), Furnace Road (Rt. 611), Silverbrook Road (Rt. 600), Hooes Road (Rt. 636) and Pohick Road (Rt. 641) are the major roads which serve as access to and within Sector LP1.~~

The D.C. Workhouse and Reformatory Historic District was listed in the National Register of Historic places in 2006 and includes resources related to the former D.C. Department of Corrections property, including the Occoquan Workhouse, the Central Facility (which encompasses the former Reformatory and Penitentiary areas), the brick kiln on the northern bank of the Occoquan River and the Laurel Hill House. ~~Significant~~ H~~h~~eritage resources are located along the north bank of the Occoquan River and in the area ~~northeast~~ southwest of Silverbrook Road ~~(Rt. 600)~~. Similar ~~quality~~ archeological resources can be expected in undisturbed areas in the southeastern portion of this planning sector, northeast of the Occoquan River. ~~Heritage resources located on the Corrections Property include the Occoquan Workhouse, the Central Facility (which encompasses the former Maximum Security area and the Reformatory and Penitentiary areas) and Laurel Hill house.~~

This planning sector is either bounded or traversed by several stream valleys and their associated Environmental Quality Corridor (EQC) areas."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP2 – Lorton-South Route 1 Community Planning Sector, Character, page 62-64:

"LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

CHARACTER

~~The Lorton-South Route 1 Community Planning Sector consists of approximately 3,200 acres. The sector~~The Lorton-South Route 1 Community Planning Sector is generally bounded on the north by Accotink Creek~~ and Fort Belvoir~~,; on the east by Fort Belvoir Main Post and Old Colchester Road,; on the west by ~~the eastern boundary of the Laurel Hill site~~Furnace Road and on the south by the Occoquan River ~~Fairfax/Prince William County line~~ (see Figure 28).

The planning sector encompasses the same geographic area as the Lorton-South Route 1 Suburban Center~~ Planning Sector~~. The Lorton-South Route 1 Suburban Center contains a variety of land uses and patterns ranging from ~~very low density~~single family detached residential ~~uses~~ houses to heavy industrial uses.

The portion of the planning sector west of ~~Shirley Highway~~Interstate 95 (I-95) ~~and east of the Laurel Hill site~~ includes ~~a few low density residential subdivisions and~~ a private debris landfill. Much of the other land in this area is ~~undeveloped or contains~~ characterized by single-family dwellings ~~on large lots~~clustered in subdivisions, thereby creating a ~~semi-rural~~suburban character.

Properties adjacent to the CSX ~~R~~railroad right-of-way ~~tracks~~ are ~~generally~~ largely vacant or developed with warehousing and manufacturing uses. Another industrial area is generally located south of Gunston Cove ~~and Gunston~~ Road~~s~~ along ~~Route 1~~Richmond Highway and Giles Run Road. Existing and ~~proposed~~ uses ~~in this area~~ include junkyards, warehouses, storage yards for heavy equipment, cars, boats and lumber, a recycling facility, concrete and paving services, ~~batching plant~~ and a truck terminal. ~~Industrial uses, mostly~~ Light industrial warehouse/wholesale activities are present in the northeastern portion of the planning sector around Lockport Place.

The central portion of the planning sector fronting on the western side of Richmond Highway (Route 1) generally between Pohick Road and ~~Gunston Cove~~Lorton Market Street~~ Road~~ has a large residential component. Housing types include single-family ~~attached and detached dwelling~~ units and garden apartments. A shopping plaza, scattered commercial uses and public and institutional uses serve these area residents as well as others.

A large portion of the area east of ~~Route 1~~Richmond Highway between Old Colchester and Gunston Roads contains the Norman M. Cole, Jr. Pollution Control Plant

site and its expansion site. Other uses include a cemetery, ~~institutional,~~ single-family homes~~ dwelling units,~~ ~~, a developing~~ townhouses and apartments buffered from the pollution control plant~~ project and neighborhood-serving retail uses~~.

The portion of the planning sector which lies south of Gunston Road (Route 242), west of Old Colchester Road and east of the properties fronting on Route 1 and Giles Run Road contains ~~both~~ vacant ~~properties~~land, a concrete contracting company and ~~developed parcels with~~ single-family detached houses. Neighborhood-serving retail uses are located at the southeast corner of Gunston Road and ~~Route 1~~Richmond Highway.

The area of the sector that lies between the I-95 and Route 1 interchange is developed with a dinner theatre restaurant ~~, a golf driving range and a miniature golf course~~and low-rise offices buildings.

The general low density development in this planning sector and the presence of significant heritage resources, particularly between Old Colchester Road and ~~Route 1~~Richmond Highway, and in the Pohick Creek drainage shed, ~~and in undeveloped areas west of I-95,~~ indicate a high potential for additional unidentified heritage resources. These resources can be expected to date from the earliest known human habitation of the region, some 11,000 years ago, through the 17th century "Frontier" period, to the early 20th century.

Pohick Church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places and is protected by a County Historic Overlay District. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP3-Mason Neck Community Planning Sector, Character, page 109-110:

"LP3 MASON NECK COMMUNITY PLANNING SECTOR

CHARACTER

~~Sector LP3~~The Mason Neck Community Planning Sector is generally bounded by Old Colchester Road, Pohick Bay, Gunston Cove, the Occoquan River and Belmont Bay. (See Figure 41). ~~to the south by the Occoquan River, Massey Creek, Belmont Bay and Occoquan Bay; to the east by the Potomac River and Gunston Cove; to the north by Pohick Bay and Pohick Creek and to the west by Old Colchester Road.~~ The character of the Mason Neck ~~area~~ Community Planning Sector is largely rural due to a land use pattern that consists of areas dedicated to public uses to protect rare ecological areas and

marshes; a~~A~~gricultural and f~~F~~orestal ~~D~~districts; and scattered low density residential uses. This planning sector has an extraordinary diversity of ecological attributes.

The ~~distinguishing~~ distinctive land use feature ~~in this sector~~ is the large proportion of land, ~~about 5,000~~ over 6,000 acres, committed to parks ~~or~~ and other types of open space ~~with an additional 1,400 acres of land in Agricultural and Forestal Districts~~. ~~The sector~~This land includes the Pohick Bay Regional Park, Elizabeth Hartwell Mason Neck National Wildlife Refuge, ~~and~~ Mason Neck State Park, Old Colchester Park and Preserve, and the Meadowood Special Recreation Management Area.

The Northern Virginia Regional Park Authority has developed the Pohick Bay Regional Park with nature trails, camping and boating facilities, and a large public swimming pool. The U.S. Fish and Wildlife Service established the Mason Neck National Wildlife Refuge in 1969 to protect the American bald eagle and preserve wildlife habitat. It is administered by the U.S. Fish and Wildlife Service, and is approximately 3,000 acres.~~Because of its recreational facilities and its close proximity to Washington, D.C., the park's campgrounds are in strong demand.~~

Mason Neck State Park, owned by the Commonwealth of Virginia, has as its objectives protection of the bald eagle ~~,~~ and the provision of environmental education, and passive recreation. The Meadowood Special Recreation Management Area, owned by the Bureau of Land Management, provides hiking, horseback riding and mountain bike trails along with over 800 acres of forest and meadows and environmental education programs.

~~The U.S. Department of the Interior has established the Mason Neck National Wildlife Refuge as a natural habitat for the American bald eagle. Established under the 1966 Endangered Species Act, this National Wildlife Refuge was established expressly for the protection of the Southern bald eagle. Created to protect nature from man, and administered by the U.S. Fish and Wildlife Service, the refuge is approximately 2,275 acres.~~

The Mason Neck Community Planning Sector has an extraordinary diversity of ecological attributes, making this area a unique and highly valuable ecological and environmentally sensitive area. Mason Neck is situated in the tidal portion of the Potomac River. Intact upland forests provide important habitat for both plants and animals as well as protect a diverse assemblage of both non-tidal and tidal wetlands. Some of the highest quality tidal marsh communities in the county are on Mason Neck. In addition, it hosts at least one globally rare plant community associated with non-tidal wetlands. ~~It~~ Mason Neck is an important resting place for waterfowl migrating down the Atlantic flyway as well as both summer and winter resident birds associated with wetland and upland natural communities. ~~It has the fourth largest~~Mason Neck is home to a large concentration of bald eagles and contains important breeding and foraging areas for wading birds such as the blue heron. ~~, in Virginia. On Mason Neck is the largest great blue heron rookery in Virginia, with approximately 500 nests. Mason Neck is also the site of the southernmost stand of eastern hemlock on the Potomac River and includes the~~

~~260-acre Great Marsh, the largest in Northern Virginia.~~ There are several species of orchids and other rare plants, many species of migratory and non-migratory birds, reptiles and amphibians, fish, ~~waterfowl, songbirds,~~ and mammals. To protect these rare ecological areas, several thousand acres of land are preserved as open space by local, regional, state and federal public agencies.

The residential pattern is low density and rural in character with single-family detached ~~dwelling~~ units which are scattered with varying lot sizes. Most of the residences are located in one of the following subdivisions: Harbor View, Gunston Heights, Wiley, Gunston Manor, Springfield Farms, Belmont Park Estates and Hallowing Point. ~~Some residences in the Gunston Heights and Wiley subdivisions have failing septic systems.~~

Another ~~prominent~~ feature of the Mason Neck Community Planning Sector is the large amount of land~~, about 1,400 acres,~~ in Agricultural and Forestal Districts. The purpose of the Agricultural and Forestal District is to protect and encourage the development and improvement of lands for the production of food and other agricultural and forestal products. ~~It is also the intent of the Agricultural and Forestal District to~~The district also conserves land as valued natural and ecological resources, ~~to~~ provides open spaces for clean air sheds, watershed protection, wildlife habitat and ~~as well as for~~ aesthetics ~~purposes~~.

~~Old Colchester Road and Gunston Road are the major roadways within this planning sector.~~

The shoreline and inland areas of Mason Neck contain numerous prehistoric and historic archaeological sites, which are some of the better preserved artifacts in the ~~County~~county. The historic Dogue V~~v~~illage of Tauxenent may be located on the north shore of the Occoquan River, Belmont Bay, or Occoquan Bay. These sites are extremely important for preservation.

The 18th century ~~town~~ Town of Colchester, chartered by Act of Assembly in 1753, was Fairfax County's first planned community and an important colonial period port rivaling Alexandria. The site contains important historic and archaeological resources which extend outside the original town boundaries.

Another distinguishing feature of the Mason Neck Community Planning Sector is Gunston Hall. The historic structure was the residence of George Mason, originator of the Virginia Bill of Rights, and is listed in the National Register of Historic Places and Virginia Landmarks Register. ~~It~~ Gunston Hall is also a National Historic Landmark. Gunston Hall and Colchester Town Archaeological site are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Wiley-Gunston Heights Conservation Area

The Wiley-Gunston Heights Conservation Plan was adopted by the Board of Supervisors on March 21, 1994. The Wiley-Gunston Heights Conservation Area includes all lots with existing dwelling units in the Wiley subdivision and ~~Section 1~~a portion of the Gunston Heights subdivision, Section 1, at the time of the adoption of the ~~Conservation~~ conservation ~~Plan~~plan. The basic goal of the Wiley-Gunston Heights Conservation Plan is to eliminate the public health hazards associated with failing, inadequate sewage disposal systems, and to provide a safe and adequate sewage disposal system to serve existing homes in the Wiley-Gunston Conservation Area."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP4-Fort Belvoir Community Planning Sector, Character, page 120:

"LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

~~Most of the land in Sector LP4, approximately 8,300 acres, consists of Fort Belvoir and the Humphreys Engineer Center. The sector is located between Accotink Creek and Old Colchester Road and between Telegraph Road and Pole Road and~~Fort Belvoir Community Planning Sector is generally bounded on the north by Telegraph Road, on the east by Pole Road and Dogue Creek, on the south by Gunston Cove, and on the west by Old Colchester Road. The planning sector is ~~generally~~ largely coincidental with Fort Belvoir Main Post property lines and Humphreys Engineer Center property.

Fort Belvoir is a federally owned property. The fort is one of the largest employers in Fairfax County, housing diverse tenants and satellite organizations, and is one of the major traffic generators within the Lower Potomac Planning District.~~The current work force at the fort totals approximately 12,000 employees, including both civilian and military personnel. About 5,000 military personnel live in on-post housing, although some are employed at other military facilities within the metropolitan area. Military facilities at Fort Belvoir include a hospital and a commissary. The Belvoir Research, Development and Engineering Command, the U.S. Army Intelligence and Security Command, the Defense Systems Management College, the Defense Mapping School, and the John S. Mosby U.S. Army Reserve Center are tenant organizations on the fort.~~

The Fort Belvoir Community Planning Sector contains Fort Belvoir Elementary School. This school is operated by the county under a special agreement between Fort Belvoir and the Fairfax County School Board. Other facilities such as parks, fire stations and on-post roads are provided by the U.S. Army. Mutual aid agreements between Fort Belvoir and the county provide for police and fire support to be provided to each other in times of emergency.

~~With the departure of the United States Army Engineer School in 1988, Fort Belvoir began to evolve from a training center to an administrative and support center for Army activities in the National Capital Area. The Base Realignment and Closure Act of 1988 directed the Defense Logistics Agency, the Criminal Investigation Division Command and several small agencies to relocate to Fort Belvoir. The Army Community and Family Support Center, the Department of the Army Inspector General School and the Army Management Staff College are relocating to the facilities vacated by the departure of the U.S. Army Engineer School. Agencies already at the Humphreys Engineer Center include the Engineer Studies Center, the Engineering and Housing Support Center, the Engineer Topographic Laboratories and the U.S. Army Force Integration Support Agency.~~

~~Sector LP4~~ The planning sector includes the Village of Accotink which has a wide variety of land uses:, such as single-family homes, garden apartments, commercial and institutional uses. The village~~It~~ is located at the ~~juncture~~ intersection of Backlick Road and Route 1.

~~Fort Belvoir is one of the major traffic generators within the Lower Potomac Planning District. Route 1, Telegraph Road, Backlick Road, Beulah Street, and Woodlawn Road are the major roadways traversing this sector.~~

Fort Belvoir has conducted a thorough heritage resource survey and assessment of its sensitivity areas. Although the numerous resources recorded are on f~~F~~ederal property, they are a significant part of Fairfax County's heritage. Fort Belvoir's managers are pursuing an aggressive preservation effort concerning ~~its~~ the fort's heritage resources which is consistent with County policy. Fort Belvoir Historic District is listed in the Virginia Landmarks Register, and the district, along with individual sites within the district, is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Numerous locally and nationally significant heritage resources are recorded from this planning sector and the potential exists for others. The Fort Belvoir Planning Sector contains hundreds of prehistoric archaeological resources dating as far back as the ~~County's~~ county's earliest human occupation. These resources range in function from small hunting and gathering sites to larger settlements. The ~~County's~~ county's earliest known English plantation, the Owsley Plantation, also is located on Fort Belvoir property along with Belvoir Plantation which was the home of the Fairfax family. Both sites are archaeological ruins under the stewardship of Fort Belvoir. Fort Belvoir abuts three Historic Overlay Districts: Pohick Church, Woodlawn, and Mount Air.

~~Sector LP4 contains Fort Belvoir Elementary School. This school is operated by the County under a special agreement between Fort Belvoir and the County School Board. Other facilities such as parks, fire stations and on-post roads are provided by the~~

~~U.S. Army. Mutual aid agreements between the fort and the County provide for police and fire support to be provided to each other in times of emergency.~~

Fort Belvoir has designated two sites as wildlife preserves for a total of approximately 1,4~~2~~50 acres. The larger site, the Accotink Bay Wildlife Refuge, straddles the Accotink Creek and its delta into Accotink Bay. The second site, which includes most of the wetlands between Pole and Telegraph Roads, east of Woodlawn Road, is the Jackson Miles Abbott Wetland Refuge."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; Overview, page 1:

"MOUNT VERNON PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Mount Vernon Planning District is located in the southeastern portion of Fairfax County. It is generally bordered by the Capital Beltway/Interstate 95/495 (I-95/I-495), ~~and~~ the City of Alexandria, ~~on the north, Rose Hill Planning District on the west,Woodlawn Plantation and Fort Belvoir on the south and the Potomac River on the east.~~ the Potomac River, Fort Belvoir, Huntley Meadows Park, Harrison Lane, South Kings Highway, Furman Lane and Telegraph Road (s~~S~~ee Figure 1). The Mount Vernon Planning District is approximately 14,400 acres in size which comprises six percent of the county's land area, and contains the Huntington Transit Station Area (TSA) and the Richmond Highway Corridor Area.

The Mount Vernon Planning District has a diverse character. The Huntington Metro Station is located in the north portion of the district and Fort Belvoir is located ~~at~~ in the south. The district is bisected by Richmond Highway (Route 1), a major north-south oriented highway which serves local and through traffic. ~~Low density, s~~Single-family detached ~~residences~~units in stable neighborhoods are the predominant land use in the Mount Vernon Planning District. Higher density residential developments, including townhouses, duplexes, garden apartments, high- rise apartments and mobile home parks are located along Richmond Highway and sometimes provide transitions between ~~low density~~ single-family detached residential neighborhoods and commercial areas.

Commercial activity is located primarily along a seven and one-half-mile stretch of the Richmond Highway Corridor between the City of Alexandria boundary and Woodlawn ~~Plantation~~. The commercial component of Mount Vernon is mainly local- serving retail located in a number of community and neighborhood shopping centers and in strip commercial areas along Richmond Highway. Shopping centers are often set back from the highway with large parking areas which front on Richmond Highway. These large expanses of parking areas are generally characterized by the absence of streetscape and urban design features along the Richmond Highway Corridor.

~~The population of the Mount Vernon Planning District in 1995 was 85,539. In 2004 it grew to 88,459. Residential growth will generally occur through the redevelopment of commercial uses to residential uses.~~

Major roadways in the Mount Vernon Planning District include ~~the~~ I-95/I-495~~Capital Beltway/Interstate 95~~, ~~and~~ Richmond Highway, Fort Hunt Road, George Washington Parkway, and North Kings Highway (Route 241). Richmond Highway and Fort Hunt Road provide access to ~~the Capital Beltway and Interstate 95~~I-95/I-495. The George Washington Parkway is a limited access, scenic highway. Huntington Metro Station, located between Huntington Avenue and North Kings Highway, provides access to the regional ~~mass transit~~Metrorail system.

Mount Vernon's eastern border is characterized by scenic parkland and riverfront indicative of the historic character of the area. ~~One of the nation's most important historic resources,~~ Mount Vernon, George Washington's estate, is one of the nation's most important historic resources and is located ~~here~~in this planning district. Other national historic resources are also present in the Mount Vernon Planning District and include Woodlawn, an early 19th century estate ~~Plantation~~, George Washington's Grist Mill, and ~~the~~Frank Lloyd Wright's Pope-Leighey House~~, designed by Frank Lloyd Wright~~. Wellington, Sherwood Farm, and Gum Springs are locally significant historic~~al~~ sites."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV1-Huntington Community Planning Sector, page 94:

"MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

~~OVERVIEW~~CHARACTER

~~This planning sector generally coincides with~~ The majority of the Huntington Community Planning Sector comprises the Huntington Transit Station Area (TSA). The planning sector is generally bounded by the Capital Beltway/Interstate 95/495 (I-95/I-495) ~~on the north~~, Telegraph Road, Furman Lane, ~~and~~ South Kings Highway, ~~on the west~~ and Richmond Highway (Route 1) ~~on the east~~ as shown in Figure 21.

The T~~ransit Station~~ A~~rea~~ is divided into land units with specific recommendations made for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington T~~ransit Station~~ A~~rea~~ and the Transit Development Area are outlined on the area maps in Figure 22. The Huntington Community Planning Sector also contains portions of the North Gateway and Penn Daw Community Business Centers (CBCs) located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

The Huntington Metro Station is located south of the City of Alexandria in the triangle of land bounded by Huntington Avenue, Richmond Highway and North Kings Highway (Route 241). The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from ~~older~~ single-family detached units and duplexes in stable neighborhoods to ~~newer~~ high- rise apartments and condominiums ~~projects~~. There are also clusters of local retail development located at major intersections."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV2-Hybla Valley Community Planning Sector, page 124:

"MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Hybla Valley Community Planning Sector is located on the west side of Richmond Highway (Route 1) south of South Kings Highway. The Hybla Valley Community Planning Sector contains portions of the Penn Daw, Beacon/Groveton, and Hybla Valley/Gum Springs Community Business Centers (CBCs), located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this planning sector.

Residential land use predominates in this planning sector. There are stable, single-family subdivisions like Groveton Heights, Valley View, and Hybla Valley. There are also ~~large~~ concentrations of apartments such as Beacon Hill Apartments, several condominiums and some privately-owned recreation sites.

~~A significant proportion of~~Three of Fairfax County's mobile home parks are located in this planning sector. There is a large variation in quality and extent of accommodations among these mobile home parks. At least one park has provided wide streets with curb and gutter, open space between units, landscaping, and a generally attractive appearance. Other older parks do not meet minimum mobile home park standards.

~~Strip commercial development along Richmond Highway characterizes the sector for most of its eastern border. Within the boundaries of Sector MV2 are the two largest shopping centers in the Mount Vernon Planning District: Beacon Mall and South Valley Shopping Center.~~

~~Richmond Highway and South Kings Highway are the major roadways of this planning sector. The Huntington Metro Station, although not located in this sector, serves residents of the sector.~~

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5.

Groveton Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Groveton Community Improvement Plan to upgrade and preserve the neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The portion of the Groveton Community

Improvement Area in the Hybla Valley Community Planning Sector ~~MV2~~ is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Hill Road and Richmond Highway.

Groveton Redevelopment Area

On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan to facilitate the redevelopment of the area. The p~~P~~lan permits the Fairfax County Redevelopment and Housing Authority to acquire property within the area, to dispose of any property acquired, and to provide financial assistance for the redevelopment of the area. The area is generally bounded by Richmond Highway on the east, Memorial Street on the north, Donora Drive on the west, and the Groveton Heights subdivision on the south.

Plan r~~R~~ecommendations for the Groveton Redevelopment Area are discussed in the Richmond Highway Corridor section of the Plan under the Beacon/Groveton ~~Community Business Center~~CBC, Land Unit D."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV3-Belle Haven Community Planning Sector, page 134:

"MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

CHARACTER

The Belle Haven Community Planning Sector is generally bordered by Cameron Run, the City of Alexandria, the Potomac River, Beacon Hill Road, I Street, North Kings Highway (Route 241), and Richmond Highway (Route 1). The portions of the North Gateway, Penn Daw and Beacon/Groveton Community Business Centers (CBCs) located on the east side of Richmond Highway (Route 1) are located in this planning sector. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

~~While significant commercial uses exist along the Richmond Highway Corridor, t~~The predominant land use in this planning sector is residential. The ~~Belle Haven~~planning ~~S~~sector ~~has a cross-section~~includes a range of housing types. Single-family detached ~~homes~~units in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Richmond Highway and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Richmond Highway area. ~~One~~ In addition, a mobile home park, is located along Shields Avenue near Richmond Highway. ~~has approximately 90 units. Richmond Highway, the George Washington Memorial Parkway, and Fort Hunt Road are major roadways in this planning sector.~~

This planning sector contains a large segment of open space land along the George

Washington Memorial Parkway owned by the National Park Service. The Belle Haven Country Club utilizes approximately 120 acres for recreational facilities that include an 18-hole golf course, tennis courts, a driving range, and a swimming pool. ~~The Potomac River bounds the sector on the east.~~

The planning sector contains areas that may have been settled as early as ~~Dating back to~~ the 17th century.~~, this sector is the location of one of the County's earliest settlements.~~ ~~The sector~~ It includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a c~~C~~ounty-owned park. Fort Willard Circle is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

New Alexandria/Riverview Community Improvement Area

On May 18, 1987, the Board of Supervisors adopted the New Alexandria/Riverview Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Fort Hunt Road on the west, Olde Towne Road and Belle Haven Road on the north, Boulevard View on the east and I Street on the south."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV4-Wellington Community Planning Sector, page 144:

"MV4 WELLINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Wellington Community Planning Sector is bounded by I Street, the Potomac River, Collingwood Road and Fort Hunt Road.

~~Dating back to the 17th century, this sector is one of the County's earliest settlements. The sector is located between Fort Hunt Road and the Potomac River south of I Street and north of Collingwood Road. Much of the parkland within the right-of-way of the George Washington Memorial Parkway forms the eastern border of the sector.~~ The northern portion of the planning sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family detached homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

Fort Hunt Road and the George Washington Memorial Parkway are the major roadways in this sector. Belle View Boulevard, Westgrove Boulevard, Morningside Lane, Alexandria Avenue, and Collingwood Road function as links between residential areas and the Parkway.

Bike and hike trails traverse the Parkway.

This planning sector contains areas that may have been settled as early as the 17th century. Historic sites in this sector include ~~structures such as~~ Wellington which is open to the public, as well as privately owned ~~structures~~buildings. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. There may also be ~~H~~historic shipwrecks ~~also can be expected~~located in these underwater areas.

Wellington and the Tauxemont Historic District are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. Tauxemont is also listed in the National Register of Historic Places and Virginia Landmarks Register. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV5-Groveton Community Planning Sector, page 151:

"MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

The Groveton Community Planning Sector is generally bordered by Beacon Hill Road, Fort Hunt Road, Sherwood Hall Lane, and Richmond Highway (Route 1). Portions of the Beacon/ Groveton and Hybla Valley/Gum Springs Community Business Centers (CBCs) are located on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

~~Low density, s~~Single-family ~~residences~~ ~~comprise~~ detached units represent the major land use within this planning sector. ~~However, there is a wide range of types and sizes within the single-family housing.~~ ~~Two~~A sizable mobile home park~~s~~ and a large apartment development are located in this planning sector as well. The planning sector also contains Mount Vernon District Park. ~~The northern portion of the Gum Springs Conservation Area and the Gum Springs Redevelopment Area are located in Sector MV5. There is an urgent need for community parkland in the western portion of the sector.~~

~~Commercial areas are generally located along Richmond Highway which includes mostly strip-type retail development. The major roadways in this planning sector are Richmond Highway, Fort Hunt Road, Beacon Hill Road, Sherwood Hall Lane, and Belle View Boulevard.~~

The planning sector contains the northern portion of Gum Springs, a 19th century Free Black community and the Hollin Hills subdivision, an excellent example of post- World War II suburban architectural design. Hollin Hills is a significant heritage resource which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Sherwood Farm, are also included in the inventory.

Woodley Hills Estates Redevelopment Area

A redevelopment plan for the Woodley Nightingale Mobile Home Park was adopted by the Board of Supervisors on February 26, 1979. The primary goal of that document is to provide a reconstructed mobile home park which meets modern design standards and is of adequate size to accommodate residents of the existing park who wish to remain in the area, and to preserve the park as a housing resource for low- and moderate-income residents.

The ~~R~~redevelopment ~~P~~plan was amended by the Board of Supervisors on October 25, 1993, changing the name to 'Woodley Hills Estates Redevelopment Plan' and reducing the Plan Area boundary to contain only that area occupied by the Woodley Hills Estates Mobile Home Park.

Gum Springs Redevelopment Area

The Gum Springs Redevelopment Area Plan was approved by the Board of Supervisors on April 16, 1990. The basic goal of this plan is to develop the designated area as a mixed-use complex, primarily residential with some office and retail uses as part of a general program for upgrading conditions in the Richmond Highway Corridor.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, ~~and~~ amended on April 16, 1990 and expired on April 30, 2004. A portion of the ~~C~~conservation ~~A~~area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Memorial Heights, Bucknell Heights, Calvert Park, and Hybla Valley Farms Community Improvement Areas

Community Iimprovement ~~P~~plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following ~~C~~community Iimprovement ~~A~~areas are located in the ~~MV5~~Groveton Community Planning Sector:

Memorial Heights Community Improvement Area, adopted November 25, 1985, is generally bounded by Richmond Highway on the west, the north parcel line of lots along Schooley Drive to the north, Darue Road right-of-way and the east lot lines of parcels located on Elm Drive on the east, and Popkins Lane on the south.

The Bucknell Heights Community Improvement Area, adopted on February 8, 1988, includes lots located on both sides of Ross and Davis Streets.

The Calvert Park Community Improvement Area, adopted on June 30, 1986, includes lots located on both sides of Davis Street, Popkins Lane, Stone Hedge Drive, Rita Court and Bertram Lane.

The Hybla Valley Farms Community Improvement Area, adopted on April 9, 1984, includes lots located along both sides of Woodlawn Trail, Boswell Avenue, Schelhorn Road, Frances Drive, Brentwood Place and Delafield Place."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV6-Fort Hunt Community Planning Sector, page 159:

"MV6 FORT HUNT COMMUNITY PLANNING SECTOR

CHARACTER

The Fort Hunt Community Planning Sector is generally bounded by Sherwood Hall Lane, Fort Hunt Road, the Potomac River, and Little Hunting Creek.

Most of this planning sector is characterized by ~~low-density,~~ single-family detached development. However, there are garden apartments located along Richmond Highway (Route 1) and a number of townhouse developments located throughout the sector. The Inova Mount Vernon Hospital ~~medical/~~ and Mount Vernon District ~~g~~Governmental ~~complex~~Center ~~is~~are complemented by adjacent private medical offices, elderly housing and a nursing home. Neighborhood retail centers are located within this planning sector.

~~Aside from the small span of Richmond Highway frontage near its intersection with Sherwood Hall Lane, the major roadways in this sector are Fort Hunt Road, Sherwood Hall Lane, Collingwood Road and the George Washington Memorial Parkway.~~

The Paul Spring Branch that flows through the ~~Fort Hunt Community Planning S~~planning sector becomes part of the North Branch before it flows into Little Hunting Creek. The ~~F~~federally-owned Fort Hunt Park and a large portion of the open space associated with the George Washington Memorial Parkway are located in the planning sector.

Fort Hunt and Tower House are significant heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Little Hollin Hall, are also included in the inventory.

There are many areas consisting of older and more dispersed neighborhoods which retain a high potential for containing significant heritage resources. The planning sector also contains the southern portion of Gum Springs, a 19th century Free Black community.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, ~~and~~ amended on April 16, 1990 and expired on April 30, 2004. A portion of the ~~C~~conservation ~~A~~area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Plymouth Haven Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Plymouth Haven Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The community improvement area includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV7-Mount Vernon Community Planning Sector, page 168:

"MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

CHARACTER

The Mount Vernon Community Planning Sector is generally ~~Located~~ bordered by ~~in the southeast portion of the district,~~Richmond Highway (Route 1), Little Hunting Creek, the Potomac River, Dogue Creek and Fort Belvoir. ~~this sector has a diverse character.~~ Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in this planning sector.

~~Low density, s~~Single-family detached ~~residences~~units predominate east of the Richmond Highway Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also ~~comprise~~represent the residential segment of the Mount Vernon Community Planning ~~s~~Sector. ~~A national historic treasure, Mount Vernon, is located in this sector, which attracts over one million visitors annually.~~ A private country club with an 18-hole golf course occupies 42 acres.

~~The commercial district along Richmond Highway is mainly uncoordinated, striptype retail uses although some newer redeveloped commercial areas are well designed. Richmond Highway, Mount Vernon Highway, Mount Vernon Memorial Highway, Old Mount Vernon Road and the George Washington Memorial Parkway are the major roadways in this sector.~~

~~A private country club with an 18-hole golf course occupies 42 acres. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in Sector MV7.~~

Located within the planning sector are Mount Vernon, George Washington's historic ~~plantation~~ home and estate, and ~~the~~ George Washington's Grist Mill. Both of these sites are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. Mount Vernon is also a National Historic Landmark. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory. The Grist Mill is included in the Woodlawn Historic Overlay District, which lies partially in this planning sector. In addition to other notable historic sites such as Carlby, there are major areas of open space that potentially contain significant heritage resources.

Mount Zephyr and Mount Vernon Manor Community Improvement Areas

Community Iimprovement ~~P~~plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following ~~C~~community Iimprovement ~~A~~areas are located in the ~~MV7~~Mount Vernon Community Planning Sector:

The Mount Zephyr Community Improvement Area, adopted March 26, 1990, includes residential properties along and west of Mohawk Lane and Mount Zephyr Drive and along and northwest of Laurel Road, ~~and~~ bounded by commercially-zoned parcels along Richmond Highway on the west.

The Mount Vernon Manor Community Improvement Area, adopted January 28, 1991, includes residential properties along and within the boundary defined by Gateshead Road, Union Farm Road, Old Mill Road and Lea Lane. It also includes the subdivision of Colonial Farms which abuts the south side of Old Mill Road."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV8-Woodlawn Community Planning Sector, page 176:

"MV8 WOODLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The planning sector is ~~adjacent to~~ bordered by Huntley Meadows Park ~~on the north~~, Little Hunting Creek, ~~and~~ Fort Belvoir ~~on the west~~and~~.~~ Richmond Highway (Route 1) ~~is the primary transportation route serving this sector~~. Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

A diverse mix of housing types is found in this planning sector and includes ~~low density~~ single-family detached homes, garden apartments, townhouses, and condominiums. ~~Commercial development is located along the Richmond Highway Corridor and consists of mainly local-serving retail enterprises.~~

This planning sector is best known for Woodlawn, an early 19th century estate, ~~Plantation~~ which is part of the ~~and the~~ Woodlawn Historic Overlay District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Richmond Highway and the Potomac River, dates to between 1800 and 1805. It was built on land willed by

George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelly Custis Lewis. Woodlawn is a National Historic Landmark and is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Grand View and Pope-Leighey House, are also included in the inventory.

Other areas, particularly in the Dogue ~~Run~~Creek ~~w~~Watershed, ~~remain open and~~ have the potential for producing significant heritage resources, some of which may be linked to Woodlawn and the Quakers who settled the area in the ~~early~~middle 19th century. Significant prehistoric sites also are possible.

Engleside Community Improvement Area

On February 8, 1988, the Board of Supervisors adopted the Engleside Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Pole Road on the north, Woodlawn Elementary School and Woodlawn Park on the east, Richmond Highway and Engleside Plaza on the south, and the western lot lines along Woodlawn Court on the west."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; Overview, page 1:

"**ROSE HILL PLANNING DISTRICT OVERVIEW**

~~OVERVIEW~~

The Rose Hill Planning District ~~is~~ encompasses approximately 9,100 acres, or about four percent of the county. The planning district is generally bounded on the north by the ~~Richmond, Fredericksburg and Potomac (RF&P)~~CSX ~~Railroad~~ right-of-way and the City of Alexandria ~~boundary line~~; on the east by Telegraph Road, ~~Florence Lane, the west edge of the Kings Garden Apartments,~~ South Kings Highway, ~~Harrison Lane~~ and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of ~~the~~ Huntley Meadows ~~p~~Park, ~~the northern edge of Fort Belvoir,~~ and Telegraph Road; and on the west by Beulah Street. , ~~Franconia Road, and the RF&P right-of-way~~ (S~~s~~ee Figure 1). The Rose Hill Planning District contains the Kingstowne Community Business Center (CBC) and the Van Dorn Transit Station Area (TSA).

Outside of the Kingstowne CBC and the Van Dorn TSA, ~~T~~the planning district is ~~substantially~~ mostly developed with stable residential neighborhoods. Most contain single-family detached ~~dwellings~~ residential units, with townhouses and multifamily residential units located throughout the planning district~~at 2-4 dwelling units per acre~~. A relatively large portion of the planning district is public parkland, much of which consists of~~is~~ Huntley Meadows Park. Neighborhood- and community-serving commercial uses are located at points along major roads within this planning district. ~~Other major features in the district include a future Transit Station Area, located near the South Van Dorn Street/I-95 interchange, and Kingstowne, a large residential development with a mixed-use Community Business Center as its focal point. Kingstowne is planned for residential development with an overall density of 3-4 dwelling units per acre and contains a variety of housing types.~~

The Rose Hill Planning District is traversed by the Capital Beltway/Interstate 95/495 (I-95/I-495) and several minor arterials including Franconia Road, Telegraph Road, and South Van Dorn Street. The Van Dorn Metro Station is located adjacent to the planning district in the City of Alexandria.

~~The population of Rose Hill increased from 21,800 persons in 1970 to 38,692 persons in 1995. Most of the population growth is attributable to new housing construction in the district.~~

~~The Rose Hill Planning District, together with the Mount Vernon Planning District, borders the southern perimeter of the City of Alexandria. Some of the major land use decisions which will affect the Rose Hill Planning District will be made not by Fairfax County but by the City of Alexandria. For example, the City has approved projects which will substantially increase development densities in the Cameron Valley along the north side of the Beltway. Most of this area is planned and zoned for major development along Eisenhower Avenue.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH1-Franconia Community Planning Sector, Character, page 26:

"**RH1 FRANCONIA COMMUNITY PLANNING SECTOR**

CHARACTER

The Franconia Community Planning Sector is generally bounded by the CSX right-of-way, South Van Dorn Street, and Franconia Road. The planning sector includes a portion of the Van Dorn Transit Station Area (TSA). Plan recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

Residential uses ~~occupy~~ are present throughout most of the planning ~~developed area in this~~ sector, outside of the TSA. ~~With a few exceptions, t~~The western portion of the planning sector generally consists of single-family detached ~~houses~~ residential units~~in the 2-3 dwelling units per acre density range~~, and the eastern portion consists predominantly of townhouses and multifamily residential units~~ development at approximately 8 dwelling units per acre~~. Strip commercial development and townhouse-style office uses ~~Commercial uses, usually in the form of strip development or small shopping centers such as Franconia Center, occur~~ are present along portions of Franconia Road. An area lying south of the Capital Beltway/Interstate 95/495 (I-95/I-495) and west of South Van Dorn Street~~in the northeast section of the sector~~, formerly known as the McGuin Tract, ~~is affected by~~has severe environmental constraints that have affected~~on~~ development in this area, ~~and is addressed~~as is discussed in a special section of the land use recommendations for this planning sector. ~~Two small areas in the extreme northeast portion of the sector are included in the Van Dorn Transit Station Area (for recommendations, see section on Van Dorn Transit Station Area).~~

~~The Capital Beltway, South Van Dorn Street, and Franconia Road provide access to the sector and each carries heavy volumes of nonlocal peak-hour traffic. Congestion at major intersections on the edges of the sector affects local movement to and from the sector. Intersection and interchange improvements designed to alleviate these problems are planned or under construction.~~

The northeast section of the planning sector and the undeveloped watershed west of Valley View Drive are the two most sensitive areas for significant heritage resources. There is also a moderate probability for heritage resources between the ~~Beltway~~I-495 and the ~~RF&P~~CSX ~~railroad~~right-of-way. Surveys in adjacent planning sectors have demonstrated the potential for heritage resources in any undisturbed portion of this planning sector."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH2-Bush Hill Community Planning Sector, Character, page 39:

"RH2 BUSH HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Bush Hill Community Planning Sector is generally bounded by the CSX right-of-way, Clermont Drive, Franconia Road, and South Van Dorn Street. The planning sector includes a majority of the Van Dorn Transit Station Area (TSA). Plan recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

~~The Van Dorn Street Transit Station Area is located in the northwestern portion of the sector. (For recommendations, see section on Van Dorn Transit Station Area.)~~ Outside of the TSA, ~~M~~most of the planning sector is ~~substantially~~ developed ~~in~~ with single-family detached ~~residences~~residential units. Much of the stable residential area in the western half of the planning sector, immediately south of the ~~Transit Station Area~~TSA, is included in the Brookland-Bush Hill Community Improvement Area. ~~There is t~~Townhouses are ~~development~~ located along South Van Dorn Street, ~~and~~ near ~~its~~ the intersection with Franconia Road. Some commercial development is also ~~occurs~~ present at the edge of the residential area, along Franconia Road between Brookland Road and Old Rolling Road.

The Bush Hill prehistoric site, which has been tentatively dated to between 2000 B.C. and A.D. 1000 provides a prime example of the potential for both upland and stream valley prehistoric sites. Significant historic period sites from as early as the early 18th century also can be expected in this planning sector.

Brookland-Bush Hill Community Improvement Area

On November 21, 1988, the Board of Supervisors adopted the Brookland-Bush Hill Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the western lot lines of properties along the west sides of Pratt, Piedmont and Saratoga Streets, the Van Dorn ~~Transit Station Area~~TSA, the eastern lot lines of parcels along the east side of Jane Way, and Franconia Road."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH3-Burgundy Community Planning Sector, Character, page 49:

"**RH3 BURGUNDY COMMUNITY PLANNING SECTOR**

CHARACTER

The Burgundy Community Planning Sector is located to the south of the City of Alexandria and is generally bounded by Telegraph Road, Franconia Road, and Clermont Drive.

Developed land in the planning sector is largely single-family detached residential uses, with some townhouses located throughout the planning sector. A limited amount of commercial uses is located along Telegraph Road on the eastern edge of the planning sector. Undeveloped open space is present in the western part of the planning sector, serving as a buffer to a stream that is a tributary to Cameron Run.

~~There is some remaining vacant acreage in the north central and eastern portions of the sector. These areas include: a publicly-owned parcel on the north side of Franconia Road between Ridge View Drive and Cannon Lane; several parcels south of the Burgundy Farm School, at the terminus of Sable Drive; a cluster of parcels between Franconia Road on the south, the Heritage Hill and Summerville Hill developments on the east, Burgundy Road on the north, and the Norton Square and Hickory Knoll subdivisions on the west; and a few undeveloped parcels adjacent to the south side of the Beltway.~~

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

~~Developed land in the sector is largely in single-family residential uses, although there is some townhouse development, and some commercial development along Telegraph Road south of the Beltway. Although not technically included in the Huntington Transit Station Area, the commercial development is associated with the edge of that area. (See Huntington Transit Station Area in the Mount Vernon Planning District.) It is the only retail development in the sector, and is almost entirely composed of automobile-oriented uses.~~

~~A neighborhood improvement program and conservation plan has been adopted for the Burgundy community, located south of the Beltway in the northeastern portion of the sector.~~

Major portions of the remaining open space in this planning sector have been surveyed for heritage resources. Of particular significance are historic and prehistoric resources in the undeveloped areas between the Loftridge/Wellington Green development and Norton Road, including Burgundy Farm where a significant historic archaeological site has been recorded. Burgundy Farm Country Day School and Evergreen are significant heritage resources listed in the Fairfax County Inventory of Historic Sites.

A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Burgundy Conservation Area

A conservation plan was adopted on April 30, 1979 for the Burgundy community, located south of the Capital Beltway/Interstate 95/495 (I-95/I-495) in the northeastern portion of the planning sector. The program expired on April 30, 2004. A neighborhood improvement program was also adopted for the Burgundy community. The basic goal of the plan was the conservation and development of a viable and sound residential community in the Burgundy neighborhood. The neighborhood improvement program listed a series of public improvement projects that were necessary to improve living conditions in Burgundy. The conservation plan provided the legal mechanisms for carrying out the proposed improvement activities, and it set standards for development and rehabilitation in the community."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH4-Lehigh Community Planning Sector, Character, page 58-60:

"**RH4 LEHIGH COMMUNITY PLANNING SECTOR**

CHARACTER

The Lehigh Community Planning Sector is generally bounded by Franconia Road, Rose Hill Drive, Telegraph Road, and Beulah Street. The planning sector includes the Kingstowne Community Business Center (CBC).

The central portion of the planning sector consists of much of the land formerly known as the Lehigh Tract. This tract extended from slightly south of Franconia Road to the Newington area in the adjacent Springfield Planning District, between Beulah Street and Telegraph Road. The area was used for many years for natural resources extraction~~; the worked-out gravel pits have been one of the physical constraints on development in the sector~~. Much of the land not formerly used for gravel operations contains marine clay soils with unstable characteristics. Steep slopes which are considered unsuitable for construction limit development in many areas. There is also a Virginia Power easement containing overhead power lines extending the length of the planning sector, from northeast to southwest. Each of these has represented a difficult, as well as a highly visible, limitation on the development of much of the planning sector.

The ~~planned residential developments of~~ Kingstowne and Manchester Lakes developments now occupy much of the former Lehigh Tract in this planning sector (see Figure 28). These areas are developed with primarily residential uses, including a mix of townhouses, multifamily residential units, and single-family detached residential units, as well as public parkland. Shopping centers and office uses are concentrated in the Town Center portion of Kingstowne, with additional retail located along the western edge of Manchester Lakes.~~ Manchester Lakes is the smaller and denser development. It is located on 200 acres and consists of approximately 1,400 dwelling units as well as parkland, recreational facilities, and a shopping center.~~

~~The combination of multi-family and townhouse development in Manchester Lakes yields an overall density of approximately eight dwelling units per acre. Elderly housing or similar uses are planned for an area south of the shopping center and Manchester Boulevard.~~

~~Kingstowne abuts Manchester Lakes and occupies the majority of the sector. It is primarily residential, with a mix of townhouses, mid- and high-rise apartments, and single-family detached dwellings in its over 6,300 dwelling units. Kingstowne covers over 1,300 acres and includes a 175-acre Town Center containing approximately 2.1 million square feet of commercial development, primarily office space. Village Center, a 164,000 square foot shopping center at the intersection of South Van Dorn Street and Kingstowne Boulevard, is adjacent to the Town Center.~~

Much of the development around the edges of Kingstowne and Manchester Lakes consists of stable single-family detached residential neighborhoods. There are also some townhouses ~~developments~~ along Telegraph Road. In addition, the arterials which form the boundaries of the planning sector support a mix of uses in some areas. Manchester Lakes ~~s~~Shopping ~~c~~Center is located at Beulah Street and Manchester Boulevard. Edison High School occupies a large site on the northern edge of the planning sector, in the southeast quadrant of Franconia Road and South Van Dorn Street. Some commercial development ~~has occurred~~exists along Franconia Road between Edison Drive and Bernard Avenue., with additional community-serving commercial uses located at ~~T~~the Rose Hill ~~s~~Shopping ~~c~~Center ~~is located~~ in the northeast ~~corner~~ portion of the planning sector~~, adjacent to a bank and postal facility~~. Garden-style, multifamily residential units ~~apartments~~ south of the shopping center form a transition to single-family detached ~~development~~ residential units along Rose Hill Drive. ~~The County-owned~~ Greendale Golf Course is located between the northeast boundary of Kingstowne and the existing stable neighborhoods along Rose Hill Drive. Additional community-serving commercial uses are located at Hayfield Shopping Center, adjacent to the Hayfield View townhouse development~~, is located~~ on Telegraph Road at its intersection with Hayfield Road. Hayfield Intermediate and High Schools occupy a large site on the south side of Hayfield Road, immediately north of a small commercial area. The ~~136-acre~~ Hilltop Landfill is located in the extreme southern portion of the planning sector.

~~Franconia Road, Telegraph Road, Beulah Street, Rose Hill Drive, and Hayfield Road are the major road ways to this sector. With the extension of Van Dorn Street to Kingstowne from Franconia Road west of the Edison High School property, major access to the north has been provided for Kingstowne. The site has potentially good access to transportation corridors of both rail and highway.~~

The planning sector has significant environmental features, which may be generally grouped as those associated with topography, drainage, vegetation, and soils.

Generally, the planning sector slopes downhill from west to east, toward Dogue Creek. The ridge line delineating the divide between the Accotink Creek and Dogue Creek drainage sheds runs either along Beulah Street or between Beulah Street and the Virginia Power easements. Only the part of the area near Fleet Drive, in the north, and the southwest tip of the area slope downhill to the west. The main channel and lateral streams of Piney Run flow toward Dogue Creek in the southeastern portion of the area.

Because substantial mining for gravel has taken place~~ for some time~~, there are large flat places over much of the planning sector. These flat areas are separated by the steep slopes generally associated with stream valleys, especially near Dogue Creek's upper tributaries. The stream valleys may also be identified by the presence of tree cover. The only large exception to this is the Dogue Creek floodplain in the northern part of the planning sector~~site~~. The floodplain area is flat and has a considerable number of trees.

One of the biggest issues in the area concerns how effectively development ~~in the area~~ can ~~deal with~~address a surface often composed of marine clays and gravel pits that have been filled. Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping. The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. The filled and marine clay areas require special design and construction techniques. These factors will govern the load-bearing capabilities of these areas.~~ Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping.~~

~~The filled and marine clay areas require special design and construction techniques.~~ The location of the filled areas and the extent of the marine clays are therefore one determinant of the locations and density of development.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

The considerable amount of undeveloped land and early-mid 20th century neighborhoods in this planning sector means that significant archaeological resources may exist, particularly in the Dogue Creek ~~w~~Watershed.

Ashland and Mount Calvary Community Church are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH5-Wilton Woods Community Planning Sector, Character, page 79:

"**RH5 WILTON WOODS COMMUNITY PLANNING SECTOR**

CHARACTER

The Wilton Woods Community Planning Sector is generally bounded by Franconia Road, Telegraph Road, and Rose Hill Drive.

The ~~Wilton Woods~~planning sector consists almost completely of stable, single-family detached residential ~~development~~units with some townhouses located in the northeastern portion of the planning sector. ~~There are few substantial areas of vacant land.~~ The only ~~non-residential~~commercial uses ~~land~~ in the planning sector consist~~s~~ of several acres located on the north side of Telegraph Road, near Highland Drive. ~~Shopping is available in facilities located in adjacent planning sectors or districts.~~ Public parkland is located adjacent to ~~A~~a lateral stem of Pike Branch, which traverses the planning sector~~,~~. ~~with a~~A Virginia Power easement ~~running~~ runs roughly parallel to ~~it~~this stream through the planning sector. ~~Franconia Road, Telegraph Road and Rose Hill Drive carry heavy volumes of traffic, as well as some local pedestrian and bicycle traffic, much of which is destined for the Huntington Metro Station or Lee District Park which are located in adjacent planning sectors.~~

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Bayliss House is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH6-Mount Comfort Community Planning Sector, Character, page 87:

"RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR

CHARACTER

The Mount Comfort Community Planning Sector is generally bounded by Telegraph Road, Florence Lane, and South Kings Highway.

Much of the ~~Mount Comfort Community P~~planning ~~S~~sector is currently developed, with predominantly single-family detached ~~housing~~ residential units ~~being the predominant use~~. Townhouses are located in the southeastern portion of the planning sector. Other major land uses in the planning sector include Mount Comfort Cemetery and the Lee District Park. ~~Shopping is provided by facilities in nearby planning sectors and districts. Telegraph Road and South Kings Highway are the major roadways in this sector.~~

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Mount Erin is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Groveton Community Improvement Area

The portion of the Groveton Community Improvement Area in ~~Sector RH6~~the Mount Comfort Community Planning Sector ~~is comprised~~consists of Benson Drive and Memorial Street which are bounded by Gentele Court on the north, Berkshire Drive on the west, South Kings Highway on the south, and Mount Comfort Cemetery on the east. On June 25, 1990, the Board of Supervisors added Benson Drive and Memorial Street ~~these two streets~~ to the Groveton Community Improvement Plan, which had been adopted by the Board of Supervisors on October 29, 1979. The purpose of the ~~C~~community Iimprovement ~~P~~plan is to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH7-Huntley Meadows Community Planning Sector, Character, page 95:

"**RH7 HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR**

CHARACTER

The Huntley Meadows Community Planning Sector is generally bounded by Telegraph Road, South Kings Highway, the eastern and southern boundaries of Huntley Meadows Park, and the Humphreys Engineer Center.

The dominant feature in the planning sector is Huntley Meadows Park, which occupies over 1,260 acres. Other uses ~~in the sector~~ include ~~detached~~ single-family detached residential ~~development~~ units and ~~some~~ townhouses ~~development~~. A ~~small shopping~~neighborhood-serving commercial center is located where South Kings Highway meets Telegraph Road~~, although the sector is primarily served by shopping areas in adjacent planning sectors and districts~~. Immediately east of the ~~shopping~~ commercial center is a U.S. Army Reserve Center, ~~between the commercial use and the Lee District Park,~~ and a U.S. Coast Guard Station abuts Huntley Meadows Park to the west. ~~The sector contains the historic Huntley site, the centerpiece of an historic overlay district which also extends east into part of the Mount Vernon Planning District. There is vacant land to the southwest of Huntley Meadows Park.~~

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

~~A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the sector (see Sector MV2 in the Mount Vernon Planning District).~~

~~The elimination of the planned Lockheed Boulevard Connector, from the extension of South Van Dorn Street to the present alignment of Lockheed Boulevard and on to Richmond Highway, creates a need for an east-west connection that does not utilize existing neighborhood streets.~~

Because of the alluvial nature of Huntley Meadows Park, there is a high probability for significant, deeply buried archaeological and paleo-environmental resources there. Paleo-environmental resources are buried bogs and lake bottoms that contain the record of past plant and animal communities which reveal what the ~~C~~county's environment was like thousands of years ago.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. The planning sector contains Huntley, the centerpiece of an historic overlay district which also extends east into part of the Mount Vernon Planning District. A list and map of these heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5. Huntley is among the significant heritage resources in this planning sector.

Groveton Community Improvement Area

A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the planning sector. (See the Hybla Valley Community Planning Sector in the Mount Vernon Planning District)."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; Overview, page 1:

"SPRINGFIELD PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Springfield Planning District is generally bounded by the Norfolk Southern ~~Railroad~~Railway right-of-way and the Capital Beltway/ Interstate 495 (I-495) on the north; the CSX r~~R~~ailroad right-of-way and Beulah Street on the east; Fort Belvoir, and Accotink Creek on the south; and Rolling Road on the west. (See Figure 1). The planning district encompasses approximately 10,400 acres or approximately four percent of the county.

~~There were 50,270 persons residing in the Springfield Planning District in 2005, a 16% increase from 43,240 in 1995. This increase in population is partly attributable to new housing construction in the district.~~

The Franconia-Springfield Area, consisting of the Springfield Community Business Center (CBC) ~~commercial area~~ and the Franconia-Springfield Transit Station Area (TSA)~~a regional shopping center, Springfield Mall, are~~ is located in the Springfield Planning District around the Interstate 95 (I-95)/Old Keene Mill/Franconia Road interchange. ~~These commercial areas contain a variety of retail and office activities. The Joe Alexander Transportation Center is located near the crossing of the Franconia-Springfield Parkway and the CSX Railroad, south and east of Springfield Mall.~~ The Fort Belvoir North Area ~~, which has an optional recommendation for development as a major employment center,~~ is located west of I-95 and south of the Franconia-Springfield Parkway (Route 286). Plan recommendations for the Franconia-Springfield Area and Fort Belvoir North are found in the Area IV volume of the Comprehensive Plan, the Franconia-Springfield Area and Fort Belvoir North Area.

The Springfield Planning District contains several major transportation corridors: ~~the Capital Beltway~~I-495 and the Norfolk Southern ~~Railroad~~Railway, located along the northern boundary ~~form the northern boundaries of the district~~; I-95 and the CSX railroad, which traverse ~~bisects~~ the district from north to south; ~~an Enhanced Public Transportation Corridor runs along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir; and the~~

~~CSX Railroad traverses the district from north to south~~ the Franconia-Springfield Parkway, which bisects the district from west to east; and ~~. The alignment of the~~~~The Franconia-Springfield Parkway~~ also ~~runs west to east from the Rolling Road/Hooes Road intersection to the Beulah Street/Manchester Boulevard intersection. T~~the Fairfax County Parkway~~is planned to traverses the p~~Planning ~~d~~District~~, which extends from the Rolling Road/Hooes Road intersection, through ~~to beyond~~ the Backlick Road/Telegraph Road intersection, ~~and then~~ to Richmond Highway (Route 1). Several minor arterial roads criss-cross the Springfield Planning District: Loisdale Road, Backlick Road, and Old Keene Mill Road, ~~and in four locations their intersections are nodes of commercial activity: Old Keene Mill Road/Rolling Road; Old Keene Mill/Backlick Road; Franconia Road/Loisdale Road; and Franconia Road/Beulah Street~~.

Outside of the Franconia-Springfield Area and Fort Belvoir North Area, the planning district primarily consists of low density, single-family residential uses. Commercial nodes are located at the intersection of Old Keene Mill Road and Rolling Road, and along Franconia Road, west of Beulah Road. The Accotink Stream Valley traverses the western half of the district."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S1- Cardinal Forest Community Planning Sector, page 30:

"**S1 CARDINAL FOREST COMMUNITY PLANNING SECTOR**

CHARACTER

The Cardinal Forest Community Planning Sector is primarily developed with residential uses. The community planning sector extends from Rolling Road on the west to Accotink Creek on the east, and from the Norfolk Southern Railway right-of-way on the north to Old Keene Mill Road on the south. ~~Commercial development is located in the southwest corner.~~ The Cardinal Forest subdivision, which occupies a large portion of the sector, ~~is developed under the Planned Residential Community (PRC) zoning district. This development~~ contains a mix of residential types and densities (single-family detached units, townhouses, and ~~garden~~ multi-family apartments) as well as neighborhood-serving commercial development in the southwest corner. South and east of Cardinal Forest, development is predominantly ~~detached~~ single-family detached neighborhoods~~houses~~, with some townhouse development in the southeast corner of the sector. Neighborhood shopping is provided at the Cardinal Forest Plaza Shopping Center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads.

A number of institutional uses, and several commercial office buildings are located along the north side of Old Keene Mill Road. A small industrial park is located along the Norfolk Southern ~~Railroad~~Railway tracks, off Rolling Road and Morrissette Drive.

~~Neighborhood shopping is provided by the Cardinal Forest Plaza shopping center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads. In addition, there are several community-serving shopping centers located just outside the sector, to the west of Rolling Road.~~

Potentially significant heritage resources have been recorded in Cardinal Forest Park and can be expected along Rolling and Old Keene Mill Roads and Accotink Creek and its tributaries. Upland areas have been largely disturbed by recent residential development."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S2-Crestwood Community Planning Sector, page 38:

"S2 CRESTWOOD COMMUNITY PLANNING SECTOR

CHARACTER

~~The Crestwood Community Planning Sector is located adjacent to the Springfield Community Business Center (CBC).~~ The Crestwood Community Planning S~~s~~ector is located on the north side of Old Keene Mill Road between Accotink Creek ~~on~~ to the west, the Norfolk Southern Railway right-of-way and Interstate 495 (I-495) to the north, Interstate 95 (I-95) to the east, and Old Keene Mill Road to the south. The southeastern portion of the community planning sector contains a portion of the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area.

~~The area~~ Outside of the CBC, the planning sector is primarily developed with~~in~~ single family-detached residential uses with nonresidential uses occurring in the vicinity of Accotink Creek and the Norfolk Southern ~~Railroad~~Railway right-of-way. ~~The garden apartments on Cumberland Avenue within the Springfield Community Business Center provide an appropriate transitional use between the stable single-family residential uses and the commercial uses in central Springfield. Housing in the sector is predominantly single-family detached units, with s~~Some townhouses ~~and garden apartments~~are located along the northern boundary of the sector.

~~The sector has community- and neighborhood-serving shopping facilities available in the Community Business Center in central Springfield.~~ Industrial uses are located on the land north of Highland Street and west of Hanover Avenue to Accotink Creek, adjacent to residential uses. ~~Shirley Highway (I-95), Old Keene Mill Road, Backlick Road, and Amherst Avenue are the major roadways in this sector.~~

Open space areas along Accotink Creek and its tributaries offer the highest potential in this sector for surviving heritage resources. ~~Accotink Creek and its tributaries are also the major environmental features in the sector.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S3-Country Club Community Planning Sector, page 45:

"S3 COUNTRY CLUB COMMUNITY PLANNING SECTOR

CHARACTER

The Country Club Community Planning Sector extends from Old Keene Mill Road on the north to Fort Belvoir North on the south and from Rolling Road on the west to Accotink Creek on the east. Single-family detached residential use is the predominant development type in the planning s~~S~~ector ~~S3,~~ with some townhouse and ~~commercial~~ neighborhood and community-serving retail uses ~~development~~ in the northwest ~~portion~~ corner of the sector at the intersection of Old Keene Mill and Rolling Roads. ~~The completion of the Hunter Village (Daventry) development will add townhouse residential units and substantial Accotink Creek Stream Valley parkland to the developed land uses in the Country Club sector. Old Keene Mill Road, Rolling Road, the Franconia-Springfield Parkway and Hunter Village Drive are the major roadways in this sector. Neighborhood- and community-serving shopping facilities are available at the retail center cluster at the intersection of Old Keene Mill and Rolling Roads.~~

Surveys along Accotink Creek have located potentially significant heritage resources, especially along Hunter Village Drive and Hooes Road. Other resources have been found along smaller tributaries in the interior. ~~The Springfield Golf and Country Club has potential for heritage resources, particularly from the prehistoric period.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S4-Springvale Community Planning Sector, page 52:

"**S4 SPRINGVALE COMMUNITY PLANNING SECTOR**

CHARACTER

The Springvale Community Planning Sector is located south of Old Keene Mill Road, ~~and~~ west of ~~the Springfield Community Business Center~~Interstate 95 (I-95), north of Fort Belvoir North, and east of Accotink Creek. Portions of the sector are located in the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC are found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Development in the sector is predominantly single-family residential use, with some townhouse and ~~garden~~ multi-family apartment development outside the CBC. ~~Community- and neighborhood-serving shopping facilities are available at the Community Business Center in central Springfield. Freestanding retail commercial uses found in the S4 Sector are located south of Old Keene Mill Road, opposite its intersection with Hanover Avenue.~~

~~There are tracts of vacant land along Old Keene Mill Road, the Franconia-Springfield Parkway, and Hooes Road. The approximately 140-acre Hunter Tract is bounded on the west by Accotink Creek, on the north and east by the rear lot lines of single-family residential developments along Oriole Avenue and Ridgeway Drive, respectively, and on the south by the Franconia-Springfield Parkway.~~

~~The Hunter Tract is located in the Accotink Creek watershed and contains the main channel and lateral streams of Accotink Creek, with floodplains bordering the western half.~~ High soil-erodibility potential exists near Accotink Creek in the western half of the planning sector. , ~~whereas t~~The eastern half~~, because of its location in the Coastal Plain geologic province,~~ is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays because of its location in the Coastal Plain geologic province.

~~The Accotink Creek Environmental Quality Corridor (EQC) runs through the western portion of the Springvale Sector. It consists of the floodplains and stream influence zones of Accotink Creek as well as the stream valley parks that follow the water course. The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.~~

Much of the western half of the sector is particularly sensitive for heritage resources. Prehistoric resources can be expected on dry terraces along Accotink Creek and its tributaries as well as on upland Coastal Plain deposits. Historic period sites can be expected along Accotink Creek, Old Keene Mill Road and Hooes Road.

Beverly Forest Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Beverly Forest Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Backlick Road on the east, Franconia-Springfield Parkway (Route 286) on the north, the Beverly Park subdivision on the west, and the Fort Belvoir North Area on the south."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S5-Belvoir Community Planning Sector, page 62:

"S5 BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

The Belvoir Community Planning Sector is located east of Rolling Road and west of Alban and Backlick Roads~~, south of the Fort Belvoir North Area (FBNA)~~. Major features of the

planning sector are the Fort Belvoir North Area (FBNA) and Interstate 95 (I-95) Corridor Industrial Area. Plan guidance for the FBNA can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Plan recommendations for the I-95 Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section.

The southern portion of the planning sector west of the I-95 Corridor Industrial Area ~~within the Alban Road/I-95 area~~ contains residential subdivisions. The sector contains significant and fragile environmental features.

~~Industrial development exists both east and west of Accotink Creek and various types of residential development occur west of this creek.~~ A Virginia Power right-of-way and a gas pipeline right-of-way ~~proceed easterly through the middle of the area~~cross the planning sector in an east-west direction."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S6-Newington Community Planning Sector, page 69:

"S6 NEWINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Newington Community Planning Sector is generally located west of Telegraph Road and Beulah Street and east of the industrial areas served by Cinder Bed Road and Backlick Road. Portions of the planning sector are located in the eastern half of the I-95 Corridor Industrial Area. Plan recommendations for the Interstate 95 (I-95) Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section.

Outside of the industrial area, t~~T~~he planning sector contains predominantly single family and townhouse residential developments. There is some housing on large lots along Telegraph Road, Accotink Road, and Beulah Street. The Mount Air Historic Overlay District is located east of Telegraph Road and Accotink Road between the Fort Belvoir Military Railroad and Newington Road/Snyder Road.

Extensive floodplains run from north to south and the eastern portion of the area contains former gravel-extraction sites. Two Virginia Electric Power Company easements and a gas pipeline easement cross this ~~area~~ planning sector.

~~Shirley Highway (I-95), Backlick Road, Newington Road, Telegraph Road, and Beulah Street provide access to the sector. The CSX Railroad also travels through the area, with a military railroad spur to Fort Belvoir~~.

Mount Air, a Greek Revival house built about 1760 with later additions, was located in this sector but was destroyed by fire in 1992. The Mount Air Historic Overlay District protects the remaining 19th century outbuildings and its landscaped environs by stressing the importance of careful site planning for all new construction. The Mount Air site is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

This sector has produced numerous significant and potentially significant heritage resources. Most of the Long Branch and Accotink Creek floodplains and adjacent uplands are possible locations for prehistoric and early historic period resources."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7-Springfield East Community Planning Sector, page 82:

"S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR

CHARACTER

The Springfield East Sector is located between Interstate 95 (I-95) and the CSX r~~R~~ailroad right-of-way, south of Franconia Road~~, and north of the portion of the I-95 Corridor Industrial Area along Loisdale Road~~. The majority of this planning sector is located within activity centers. The northern portion of the I-95 Industrial Corridor Area is located in this planning sector. Plan recommendations for the I-95 Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section. Portions of this planning sector also include the Franconia-Springfield Transit Station Area (TSA). Plan guidance for the Franconia-Springfield TSA can be found in Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Outside of these areas, the character of development is primarily low density, single-family detached residential uses, including the Loisdale Estates community.~~ In terms of acreage, this sector is about 50% residential and the remaining elements include office, retail, public facilities (schools and community park), hotels, a transportation center, and a government warehouse. It is adjacent to and also a part of the Franconia Springfield Transit Station Area. The residential area in this sector encompasses Springfield Forest, New Charleston, Greenwood, and Loisdale Estate subdivisions, which are comprised primarily of single-family detached and townhouse units. Adjacent residential properties include the Springfield Station and the Springfield Crossing apartment complexes in addition to an assisted living facility. The significant retail areas are located along either side of Frontier Drive, including the Springfield Mall.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S8-Monticello Community Planning Sector, page 89:

"S8 MONTICELLO WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Monticello Woods Community Planning Sector is located north of Franconia Road between Interstate 95 (I-95) ~~I-95~~ on the west and the CSX r~~R~~ailroad right-of-way ~~tracks~~ on the east. The Norfolk Southern Railroad right-of-way establishes the northern boundary. The planning sector is predominantly residential in character. The northeastern portion of the Springfield Community Business Center (CBC) comprises the southwestern portion of this planning sector. ~~re are commercial uses within the western portion of the sector, along Commerce Street. The former Beltway Metro Station site, located within this sector south of the Capital Beltway and adjacent to the CSX Railroad tracks, is vacant.~~ Situated between the Capital Beltway/ Interstate 495 (I-495) and the Norfolk Southern Railway~~Railroad~~ ~~tracks~~ right-of-way and off Farrington Avenue is an industrial park. The rest of the sector consists primarily of single-family detached houses, a townhouse development, schools, vacant land, and parks.

There are several undeveloped tracts, including one east of ~~Kitson Lane~~the CSX railroad right-of-way, and another with several inaccessible parcels in the Backlick Run floodplain north of ~~the Capital Beltway~~I-495 and south of the Norfolk Southern ~~Railroad~~Railway tracks. Access to the Monticello Woods sector is from Franconia Road and Commerce Street, except for the Farrington Avenue Industrial Park, which is reached from South Van Dorn Street via the City of Alexandria. There are areas within the sector with high potential for significant heritage resources. These areas occur between the Norfolk Southern ~~Railroad~~Railway tracks and ~~the Capital Beltway,~~I-495, and along the CSX r~~R~~ailroad ~~tracks~~right-of-way.

The ~~S8~~ Monticello Woods Community Planning Sector contains an abundance of parkland and playing fields for active recreation, as well as numerous school sites. ~~a large number of school sites and a large amount of parkland The number of playing fields used for active recreation is great. These public facilities define the character of the neighborhood. Users are also drawn from outside the service area of these facilities; noise, overflow parking, and increased automobile traffic on local streets are concerns for residents.~~

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7-Beulah Community Planning Sector, page 96:

"S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector, is located south of Franconia Road ~~and~~ between the CSX r~~R~~ailroad right-of-way and Beulah Street~~,~~. The planning sector consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the planning sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive. ~~Franconia Road, Beulah Street, the Franconia-Springfield Parkway, and Fleet Drive are the major roadways in this sector.~~

Th~~is~~e planning sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest are the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1893, is located at the intersection of Beulah Street and Franconia Road. The church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curb and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the CSX railroad and Metro rail tracks on the west, Old Franconia Road on the north and Yadkin Court on the south."

ATTACHMENT 2

Style and content guidelines for editorial updates to Area Plan volumes.

1) Capitalize proper nouns [Style Guide http://fairfaxnet.fairfaxcounty.gov/Dept/County/communications-toolkit/Pages/Style-Guides.aspx]. Examples:
    a. Capitalize "County of Fairfax" or "Fairfax County" (same goes for towns and cities, unless plural cities of Falls Church and Alexandria.) Lower case county when not referring to specific name.
    b. Capitalize "w" in watershed, if referring to specific name, such as Occoquan Watershed.
    c. Lower case "community improvement plan" or "conservation plan" unless specific reference to certain plan.
    d. EXCEPTION: References to Comprehensive Plan are "the Plan" with P capitalized.
2) Use names for planning sectors, not numbers, e.g., change "Sector F1" to planning sector name, "Braddock Community Planning Sector." Avoid repeating planning district/ sector name.
3) Spell out acronyms when first used **in each planning district and planning sector**. Put acronym in parentheses after name is spelled out and subsequently use acronym when needed.
4) Put the route number for all primary state routes (those numbered up to 299), interstates, and us highways in parentheses the first time the road name is given. Subsequent references refer to road name without number **in each planning district and planning sector**.
    a. First reference to I-495 should be stated as, Capital Beltway/Interstate 495 (I-495) "with subsequent references as "I-495".
    b. First reference to Dulled Toll Road should be stated as "Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267)" with subsequent references at DAAR.
5) Verify usage of "Single-family residential use" to mean both detached and townhouse residential units, or add word "detached" if just detached. Single-family attached and townhome should be modified to be called townhouse. Use hyphen in "single-family."
6) Be careful with describing vacant land (vacant presumes that land could be/should be developed) as land may be open space that will not be developed.
7) Don't use "is comprised of." Use "is composed of," "consists of," or "comprises."
8) Make sure the word "planning" is before district and sector.
9) When referencing activity center text, state "Plan recommendations for [activity center] can be found in the Area ___ volume of the Comprehensive Plan." Include reference in all planning sectors when reference to activity center is needed. **Only include reference in planning district when activity center is located in another planning district or otherwise separate section of the Plan.**
10) Check figures for name consistency, i.e., some figures may state "RF&P Railroad."
11) Change "Southern Railroad" to "Norfolk Southern Railway" and change "Richmond, Fredericksburg, and Potomac Railroad" to "CSX railroad" or "CSX Right-of-way." **Should make change throughout planning districts and sectors.**
    a. If part of boundary is railroad, boundary should be "CSX right-of-way."

12) Remove hyphens from words that begin with prefix, like nonresidential, unless prefix is used with proper noun or word beginning with final letter in the prefix. **Should make change throughout planning districts and sectors.**
13) To show the plural of an abbreviation, just add an "s" after the abbreviation (i.e., CBCs or RPAs).
14) Use "predominantly" rather than "predominately." Both are correct but predominantly is more common.
15) Use hyphens for compound modifiers, e.g., mixed-use development. Do not need for expressions like low density residential or medium density development.

Planning District Overview Outline (note that the name of this section will be changed from "Overview" to "Character")

1. Planning District Heading- Change planning district heading to "X Planning District Overview" and then remove "Overview" sub- heading. Do not change to "Character."
2. Location description/boundaries of Planning District (Just state key features, rather than all boundaries. Use features such as roads, municipal boundaries, stream valleys, or other landmarks such as parks or institutional uses to delineate),
3. Planning district size (approximate, see Harry's table) relative to size of county (as percentage).
4. Identification of Special Areas within Planning District – identification, not description
5. Characterization of development within Planning District – land uses
6. Major transportation corridors within Planning District – road (limit to major arterials and highways as listed in Policy Plan, transportation element), transit, and bicycle (i.e. W&OD)
7. Occoquan and sewer service policies (where applicable) – check to be sure references to areas with sewer service are up to date
8. Heritage Resources – keep present text, which is revised through Plan Amendment 2011-08

Remove:

- Population figures
- Statements on the future of planning and development within the district*
- Statements attributing growth in a district to a particular project or development*

Community Planning Sector Character Outline

1. Location description/boundaries of Planning Sector (use features such as roads, municipal boundaries, stream valleys, or other landmarks such as parks or institutional uses to delineate)
2. Identification of Special Areas within Planning Sector – identification, not description
3. Characterization of development within Planning Sector – identify subdivisions (don't take existing ones out, don't put new ones in)
4. Identify major environmental constraints, to included Occoquan and sewer service policies (where applicable) – check to be sure references to areas with sewer service are up to date
5. Heritage Resources – keep present text, which is revised through Plan Amendment 2011-08
6. Conservation Areas, Community Improvement Areas, Neighborhood Improvement Areas – Move these all under an underlined heading if it is not already and still active (most instances in the Plan are like this, refer to Planning Sector BR5 for an example). Do not change content or

delete. If the conservation area is expired, please note this and change description of area to past tense.

Remove:

- Statements on the future of planning and development within the sector*
- Statements attributing growth in a sector to a particular project or development*
- Major transportation corridors within Planning Sector – road, transit, and bicycle
- References to the Concept for Future Development within Character section, if present

Items marked with an asterisk (*) are those that will generally be removed from the character sections; however, they may contain information that can be applied to the Characterization of Development sections. Please email the group if you have any questions about existing text that may fall under these categories.