PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: S11-IV-LP2
October 17, 2012

GENERAL LOCATION: Laurel Hill Adaptive Reuse Area: West of Silverbrook Road, South of White Spruce Way, North of Lorton Road

SUPERVISOR DISTRICT: Mount Vernon

PLANNING AREA: Area IV

PLANNING DISTRICT: Lower Potomac

SUB-DISTRICT DESIGNATION:
LP1 - Laurel Hill Community Planning Sector

PARCEL LOCATION: 107-1 ((1)) 9

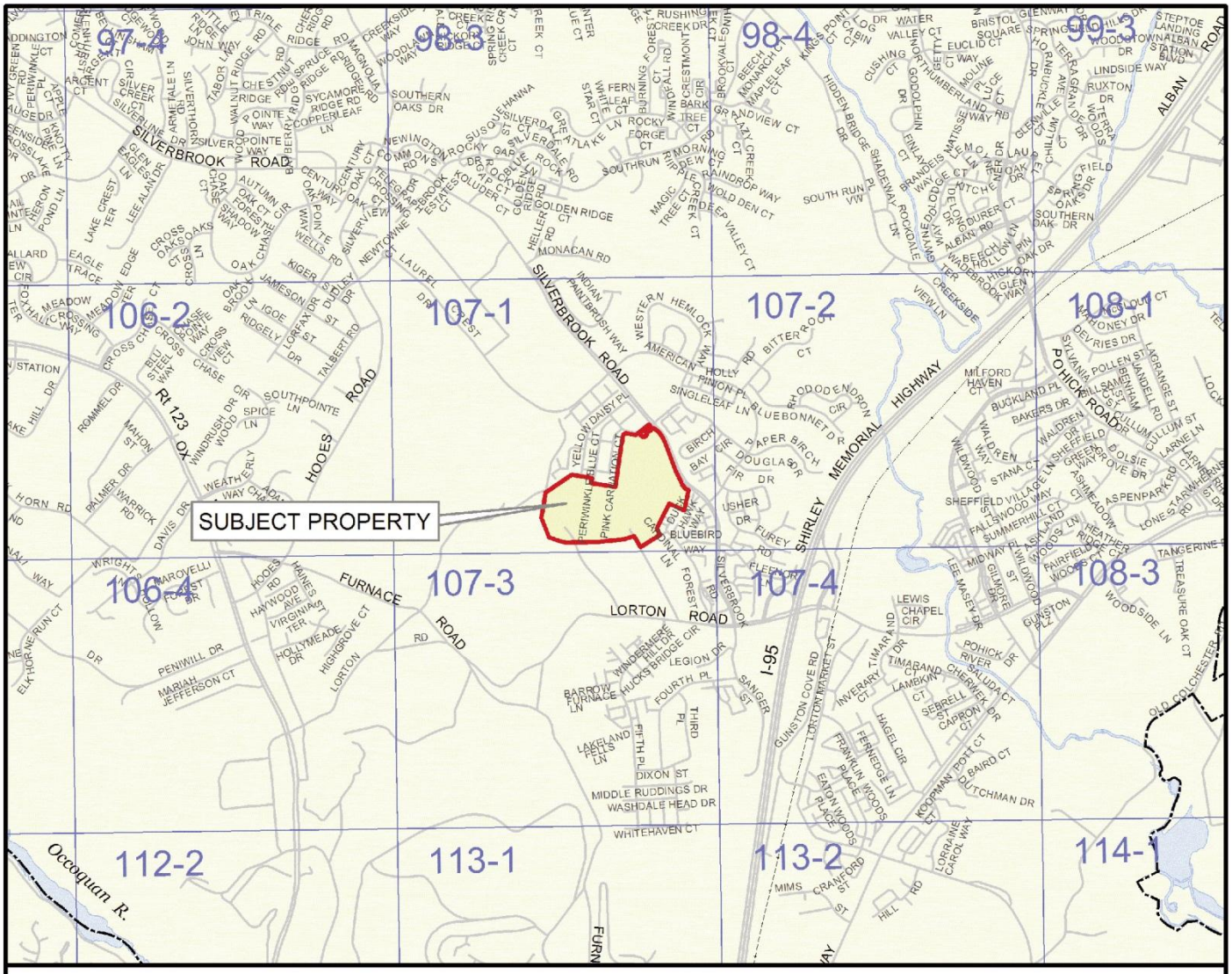
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Thursday, November 8, 2012 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, December 4, 2012 @ 3:30 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.

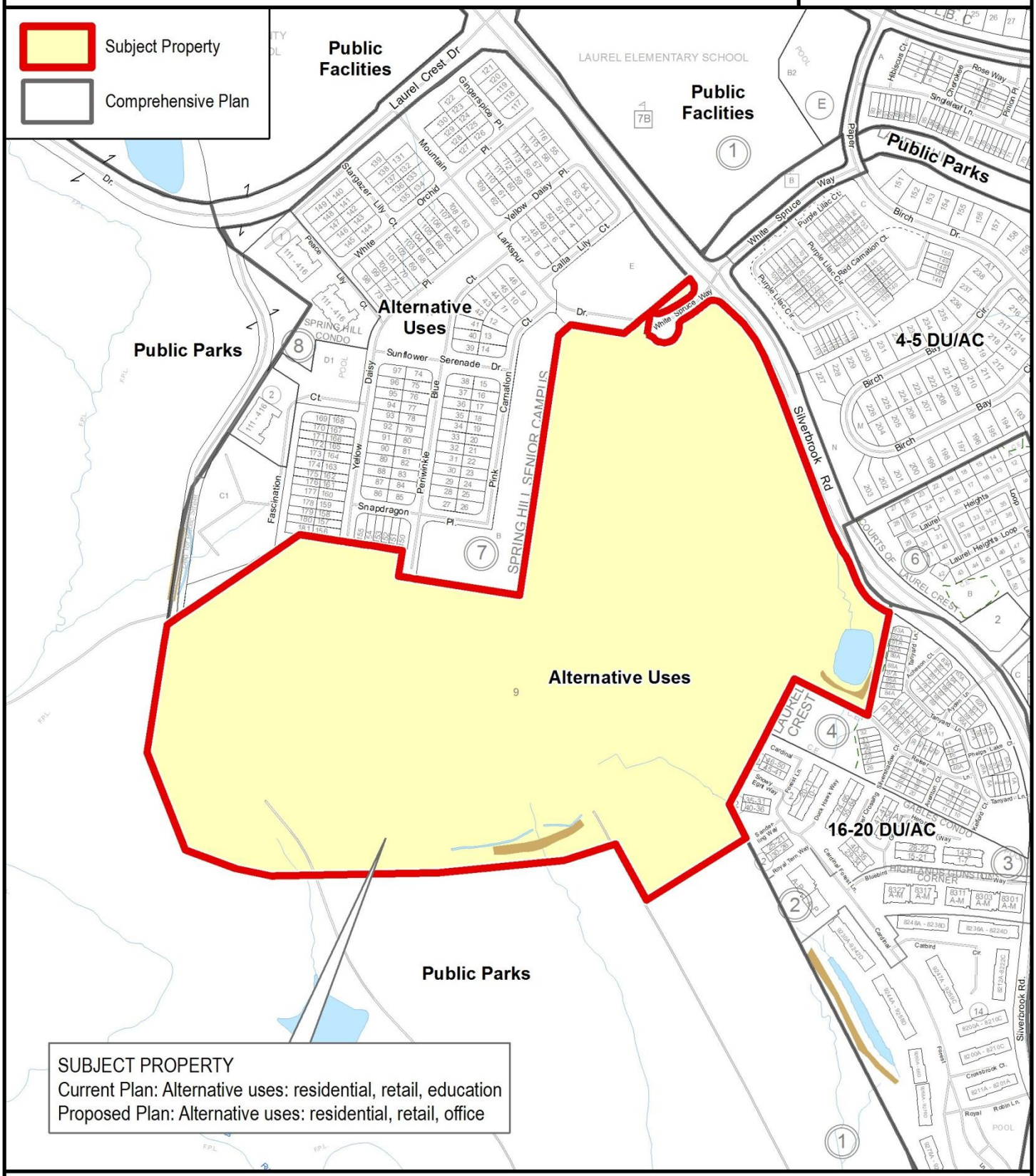


PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS

CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM: S11-IV-LP2
October 17, 2012



SUBJECT PROPERTY
Current Plan: Alternative uses: residential, retail, education
Proposed Plan: Alternative uses: residential, retail, office

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO SEPTEMBER 2012
G:\projects\ocp\pd\OTPA_GRAPHICS

STAFF REPORT FOR PLAN AMENDMENT S11-IV-LP2

BACKGROUND

On December 6, 2011, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) S11-IV-LP2 for the Laurel Hill Adaptive Reuse Area in Lorton (Tax Map Parcel 107-1 ((1)) 9). The site does not have an assigned address, and is generally located north of Lorton Road, west of Silverbrook Road, south of White Spruce Way, and east of the Laurel Hill Golf Course, Giles Run Park, and the Spring Hill development. This proposed Plan amendment generally incorporates the Board-adopted Master Plan for the former Reformatory and Penitentiary site associated with the former D.C. Department of Corrections facilities in Lorton.

In 2007, Fairfax County released a Request for Proposals (RFP) for a Public-Private partnership for the planning and development of the Laurel Hill Adaptive Reuse Area. Phase I of the RFP was development of a Master Plan for the site. The Alexander Company of Madison, WI worked with County staff, the Board-appointed Laurel Hill Project Advisory Citizens Oversight Committee, and citizen groups for an 18-month period to develop the Master Plan. On May 11, 2010, the Board adopted the Master Plan and authorized staff to begin Phase II of the RFP, development negotiations, based on the Master Plan. In September 2011, the Board approved an Interim Agreement between Fairfax County and The Alexander Company, authorizing The Alexander Company to commence with certain design, engineering, and zoning activities and to further determine the financial costs and financial gap of the project. The development of the property is expected to result in a financial gap that represents the high cost of adaptive reuse as compared to traditional development costs. Once the financial gap is refined, the County will explore ways to offset that gap. These approaches will be reviewed and subject to approval by the Board of Supervisors in a Master Development Agreement.

In addition to generally incorporating the Master Plan for the site, the proposed Plan language provides editorial updates related to the site, planning activities, and development that have occurred in the larger Laurel Hill area. The site is also subject to a companion rezoning application and Master Development Agreement.

CHARACTER OF THE SITE

The approximately 79-acre Laurel Hill Adaptive Reuse Area is also known as the former Reformatory and Penitentiary of the former District of Columbia Department of Corrections' Lorton Prison. The site is generally located north of Lorton Road, west of Silverbrook Road, south of White Spruce Way, and east of the Laurel Hill Golf Course, Giles Run Park, and the Spring Hill development.

The site is zoned to the R-C District and is developed with former prison structures dating primarily to the 1920s and 1930s. The campus contains dormitory buildings, shop and industrial buildings later converted to dormitories, two dining halls, a chapel, a power plant, and cellblock buildings enclosed by a brick wall. The site also contains a baseball field, used on an interim basis by a local baseball team.

The site is included as part of the District of Columbia Workhouse and Reformatory National Register Historic District. The majority of the buildings on the site are identified as contributing to the National Register Historic District. The developed portion of the site contains very little-to-no vegetation; most of the existing vegetation is located on the eastern side of the property adjacent to Silverbrook Road and the adjacent multi-family development.

Access to the site is currently provided from Lorton Road through the adjoining park property. The parking lot on the southwest corner of the site is used on an interim basis by the Fairfax County Park Authority. There is no vehicular access from the site to the adjacent Spring Hill development, a gated community.

The Cross-County Trail (Laurel Hill Greenway) traverses the northern portion of the site, connecting the adjacent parkland to the west with Silverbrook Road to the east.

The Laurel Hill House (Lindsay House) is located in the southeast portion of the site. The County completed a Historic Structures Report (2008), and a Condition Assessment Report (2011) for the house, which details the history and condition of the house, and provides recommendations for the house and property.

CHARACTER OF THE AREA

A variety of land uses surrounds the property. Immediately to the north/northwest is the Spring Hill neighborhood, which is planned for Alternative Uses, zoned PDH-12, and developed with an age-restricted community of single-family homes and multi-family homes. Five historic buildings related to the former prison are located within Spring Hill. Across Silverbrook Road to the northeast is the Laurel Hill community, planned and developed with residential use at 4-5 dwelling units per acre (du/ac) and zoned PDH-4. In addition, across Silverbrook Road to the east is the Courts of Laurel Crest, planned and developed at 8-12 du/ac, and zoned PDH-8. Directly east of the subject property the area is planned and developed with multi-family homes at 16-20 du/ac, and zoned R-20. To the south and west the land is planned and developed with public parkland, and zoned R-C. The Laurel Hill Golf Course is adjacent to the northwest of the subject property, and Giles Run Park is adjacent to the south.

PLANNING HISTORY

The following information is drawn from the planning history found in the current Comprehensive Plan guidance for the property and referenced below.

In 1910, the United States Government acquired a tract of undeveloped land on the Occoquan River and established a workhouse for the District of Columbia. In 1914, the government acquired additional acreage, bringing the size of the site to approximately 2,550 acres, and began constructing the Central Facility of the prison. Title to this land was in the name of the United States, and it was a Federal Reservation, much like a military base, hence the name Lorton Reservation. Fairfax County, in its first Comprehensive Plan, dated 1958, recognized that this area of the County was largely impacted by the presence of these facilities and planned the area for Public Facilities, Governmental and Institutional uses.

Other governmental and institutional uses were established as the result of the February 14, 1973 Memorandum of Understanding between Fairfax County, the District of Columbia and the Metropolitan Washington Waste Management Agency. Under the terms of the Memorandum of Understanding, 801 acres were allocated as follows: 267 acres for landfill uses; 23 acres for the I-95 Energy/Resource Recovery Facility; 398 acres for recreational uses; and 113 acres for roads, buffer zones and related uses. Also in 1973, Fairfax Water Facility expanded their operations by acquiring a former quarry located west of Ox Road (Rt. 123) along the Occoquan River. In 1990, the I-95 Energy/Resource Recovery Facility began operations.

In 1991, during Phase II of the Planning Horizons process, language was adopted by the Board of Supervisors, which encouraged the relocation of the D.C. Department of Corrections operations and redevelopment of the property. The text read, “The Concept recommends that the federal government develop or redevelop these areas only when plans are coordinated with the County and consistent with the County goals and the Comprehensive Plan. ... If, in the future, the D.C. Department of Corrections facility is relocated and the site is available for redevelopment, a citizens’ task force with representation from the adjacent community should be established to work with the County to study alternative uses for this site... Development or redevelopment of the site should provide a planned mixed-use residential, education, employment, recreational community with a variety of housing and employment opportunities, with sufficient off-site transportation improvements.”

On February 13, 1995, the Board of Supervisors established the Lower Potomac Land Use Citizens Advisory Committee (CAC) and authorized the CAC and County staff to study the then D.C. Department of Corrections Property and make recommendations for future development potential should Congressional action authorize closure of this facility. The CAC and staff analyzed impacts on transportation, public facilities, the environment and the surrounding

communities. Based on the CAC scenario analysis, a preferred development scenario was formulated that ranged from 2,900 to 3,400 dwelling units, with between 250,000-500,000 square feet of office and retail uses, and 30 to 60 acres of light and high tech industrial uses to include research and development and institutional uses such as vocational, technical and higher education. This preferred development scenario became the basis of the CAC's replanning proposal for the redevelopment of the D.C. Department of Corrections Property that was adopted by the Board of Supervisors on February 23, 1998. In addition, the Board of Supervisors adopted a second redevelopment option with a public ownership emphasis. The public ownership option planned the land primarily for parks and open space with some land reserved for other public uses such as schools, fire and rescue, cemetery, and roads.

On January 11, 1999, the Board of Supervisors reconvened the CAC to re-evaluate the adopted Plan and to recommend revisions to address the "Lorton Technical Corrections Act of 1998." This Congressional legislation mandated that the County should formulate a reuse plan for the Corrections Property that maximizes open space, parkland, and recreation use of the land. The act also contained language reserving land to facilitate a land trade. As permitted under this legislation, the purpose of the land trade was to transfer development rights from an approximately 800-acre property in Mason Neck to approximately 250 acres on the Corrections Property. The CAC recommendations were adopted by the Board of Supervisors in July 1999. The Board of Supervisors accepted the same recommendations as the reuse plan and formally transmitted the plan to General Services Administration (GSA) to comply with the legislation. The new guidance reduced the development potential and replanned most of the Corrections Property for parkland. Portions of the parkland were designated for use by the Fairfax County Park Authority and the Northern Virginia Regional Park Authority. Planning for the Fairfax County Park Authority portion of the site began in April 2003 with master plan approval in July 2004.

A Memorandum of Agreement (MOA) between the GSA and nine other signatories was executed in June 2001, which fulfilled the responsibilities for complying with the transfer of the property to Fairfax County. The MOA stipulates that Fairfax County is to treat the property as an historic district with the Fairfax County's Architectural Review Board having oversight of any undertakings such as construction and demolition.

The Board of Supervisors ultimately established a third citizen's advisory committee on March 10, 2003, giving it responsibility for guiding the master planning of the areas identified in the 1999 Plan as appropriate for reuse: the Occoquan Workhouse and the Central Facility (specifically the Reformatory and Penitentiary). This committee, known as the Laurel Hill Adaptive Reuse Citizens Advisory Committee, was represented by each magisterial district in the County. On December 6, 2004, the Board of Supervisors voted to accept their recommendations and made further motions on both December 6, 2004 and February 7, 2005 to facilitate implementation of these recommendations. These

recommendations were adopted into the Comprehensive Plan in 2006.

Master Plan
In 2010, the County completed a Master Plan for the former Reformatory and Penitentiary (the Laurel Hill Adaptive Reuse Area), which built upon the adopted recommendations, evaluated the planned land uses, and incorporated recommendations for new construction. The planning effort was guided by a three-member Project Advisory Committee. Over 35 public meetings were held with various community, county, and MOA stakeholders to refine the Master Plan. The Board of Supervisors adopted the Master Plan in 2010.

The Master Plan envisions a mixed use community of residences, workplaces, shops and open spaces, and recommends both adaptive reuse of historic buildings and new development. Details of the Master Plan are included in the Proposed Plan Amendment section below.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan recommendations for Laurel Hill are located in Area IV, Lower Potomac Planning District, as amended through 6-9-2012, LP1-Laurel Hill Community Planning Sector. Recommendations for the Adaptive Reuse Area are located in Land Unit 3, Sub-unit 3B of LP1. See **Attachment I** for Comprehensive Plan guidance.

PROPOSED PLAN AMENDMENT

This Plan amendment updates the recommendations for Land Unit 3, Sub-unit 3B to reflect the Laurel Hill Adaptive Reuse Area Master Plan recommendations. The Plan amendment also updates references to the Adaptive Reuse Area located outside of Sub-unit 3B, and updates references related to other developments that have occurred in Laurel Hill.

The Master Plan (**Attachment II**) provides for a mix of uses on the site, and for the redevelopment of the majority of the historic structures. The Master Plan recommends 352 residential units (171 apartments in historic buildings and 181 new construction units); 61,400 SF of community-serving retail, 50,000 SF of office use; 20,000 SF of community/civic use in the existing chapel, and a community green as well as other open space elements.

ANALYSIS

Land Use
The Master Plan for the site achieves the difficult goal of determining an appropriate balance between historic preservation and new construction. The

plan preserves the core of the site and minimizes demolition, while also allowing new construction to help to offset the financial cost of adaptive reuse. Implementation of the Master Plan assumes the use of both state and Federal historic tax credit programs to minimize the financial cost to the County. The project also intends to take advantage of Low-Income Housing tax credits to finance the required Affordable Dwelling Units for the site. The Plan envisions that these units will be part of a magnet housing program, as currently envisioned in the Comprehensive Plan.

The Master Plan opens the site to the surrounding community by providing a unique activity center with opportunities for working, living, shopping and recreation. The Plan provides a mix of housing types (multi-family, single-family attached and single-family detached units). Links to the surrounding trail network are provided with plentiful opportunities for interpretation of the historic features of the site. A small amount of demolition is proposed to allow for circulation, parking, and recreation space. The Fairfax County Architectural Review Board, the Virginia Department of Historic Resources, and the National Park Service will review the design of new construction and rehabilitation.

Under the County-developer partnership, the County intends to retain ownership of the historic buildings to ensure and monitor project viability, historic preservation and community outreach. The proposed mix of land uses and density levels represent a plan supported by the community stakeholders that helped to prepare and refine the plan over the past ten years.

The Task Force recommendations, reflected in the current Comprehensive Plan guidance, helped to guide the preparation of the Master Plan. The current Comprehensive Plan guidance provides a preservation plan, but does not specifically address new construction. Implementation of the current Plan guidance was estimated to have a $32 million financial shortfall between the cost of preservation and the revenues from redevelopment. The major changes to the Comprehensive Plan reflected in this Plan Amendment include: 1) detailed guidance for new construction, including an increase in the number of planned dwelling units, 2) relocation of the retail uses from the Reformatory shop buildings to the Penitentiary to allow for visibility and access, and 3) removal of the planned educational use.

The proposed plan language for the site reflects the Master Plan guidance and allows for flexibility to address unforeseen challenges that may arise as the development moves forward. The proposed Plan language will function as a guide for the rezoning of the property and preparation of the Master Development Agreement.

Transportation

The proposed plan for the adaptive reuse property is estimated to generate an increase in average daily traffic on the surrounding Laurel Hill roadway network by approximately 2,800 trips (Table 1). Average daily traffic generated will

increase by several thousand trips when compared to the current Comprehensive Plan guidance for the property. The largest increases are estimated to occur in the PM peak hour of travel. In the critical peak hours of travel, AM traffic is estimated to increase by approximately 132 trips and PM traffic by 324 trips. Due to the mix of uses in the proposed plan, the development is expected to generate a balanced flow of traffic into and out of the site during these peak travel hours.

Table 1. Trip Generation - Laurel Hill Adaptive Reuse Area

	Daily	In (AM)	Out (AM)	In (PM)	Out (PM)
Current Plan					
155 MF apartments	967	15	57	56	33
60,000 SF retail/office	1,932	28	17	82	85
125,000 SF education/research	963	121	25	19	108
TOTAL	3,862	164	99	157	226
Proposed Plan					
352 residential units (Apt./TH/SFD)	2,008	34	144	130	70
61,400 SF retail	3,439	50	32	163	164
50,000 SF office	743	90	12	22	106
20,000 SF community center	458	20	13	19	33
TOTAL	6,648	194	201	334	373

NOTE: Based on trip rates from the Institute of Transportation Engineers (ITE) Trip Generation report, 8th Edition, 2008. Totals reflect reductions taken for internal trip-making and retail pass-by traffic, based on FCDOT and VDOT guidelines.

Vehicular access will be provided at three entrance points. Access will be primarily oriented to Silverbrook Road, a minor arterial facility that will bear the impact of most of the additional site traffic. Primary site access will be from the intersection of Silverbrook Road at White Spruce Way. The intersection design should provide convenient and safe access to the retail center, internal residential neighborhoods, and adjacent senior housing. Traffic access to and from Silverbrook Road should be controlled by a traffic signal, as warranted, in the future as the site undergoes redevelopment. The retail center will attract trips from internal development as well as from surrounding neighborhoods in the Laurel Hill area outside of the adaptive reuse property.

A second access from Silverbrook Road is proposed at a new entrance to be located south of White Spruce Way along the east side of the property. This would connect a new internal collector road running from Silverbrook Road to the Giles Run Meadow Park Road. The third access point is the existing park entrance road from Lorton Road to the site. Improvements to the park road should be provided and funded by the County and constructed in consultation with the Park Authority and the adaptive reuse site developers. Improved site access to and from the south is critical to ensure access during early phases of the residential development. All proposed phases of redevelopment and

development should be planned and coordinated with the County and the Virginia Department of Transportation to ensure adequate and safe access. The internal street system for the development is not expected to be completed until all phases of the adaptive reuse project have been developed.

In addition to vehicular access, the entire adaptive reuse development will be accessible from the County's Cross-County/Laurel Hill Greenway Trail, which intersects the property at White Spruce Way and traverses the development along its northern and western edges. Access to and from the trail should be provided at several points, including the proposed community open space associated with the historic grandstand. In addition, pedestrian circulation and access to and through the site will be enhanced by a complete network of local streets with sidewalks. Pedestrian and bicycle access should be provided to and from the Laurel Hill Park located to the south, as well as to and from Silverbrook Road at the northern and eastern edges of the development.

Local streets should be designed with an interconnected street grid pattern to enhance the urban character and walkability of the adaptive reuse development, and to improve vehicular and pedestrian circulation. The design of internal streets should provide for on-street parking, sidewalks on both sides, and narrow travel lanes in order to promote traffic calming and discourage speeding. This neo-traditional street design should incorporate features such as pedestrian crosswalks, speed humps, and curb extensions where appropriate in order to create a local street environment that is both safe and accessible for all users.

Schools

The subject area is within the Laurel Hill Elementary School, South County Middle School, and South County High School boundaries. Table 2 shows the existing school capacity, enrollment and projected enrollment.

Table 2. Existing School Capacity and Projected Enrollment

School	Capacity	2012-13 Projected Enrollment	Capacity Balance 2012-2013	2017-18 Projected Enrollment	Capacity Balance 2017-18
Laurel Hill ES	927	924	3	1032	-105
South County MS	1350	923	427	854	496
South County HS	2500	2076	424	2117	383

The new South County Middle School opened for the 2012-13 school year. Middle school students who previously attended South County Secondary School now attend the new middle school. South County High School now serves grades 9-12 in the former Secondary School building.

The proposed 171 apartments, 160 townhomes and 21 single-family detached homes would generate 121 students: 67 elementary, 18 middle, and 36 high school students. Based on Fairfax County Public Schools data, 67 elementary

students would equal approximately three classrooms. Eighteen middle school students would equal approximately 1% of a middle school program capacity, and 36 high school students would equal approximately 2% of a high school program capacity. Schools staff indicates that new students generated from a rezoning application associated with this site would warrant the need for a proffer contribution to offset the impact that new student yields will have on the surrounding schools.

Three school sites were identified as part of the original land transfer of the former prison property from the federal government to the County: an elementary, middle and high school. As of the fall of 2012, all three schools are constructed and open. As noted in Table 2, the middle and high schools have adequate capacity to absorb the additional students generated from the proposed redevelopment of the adaptive reuse area. Any additional mitigation needed for school impacts beyond this original land transfer will be addressed as part of the rezoning application.

Parks and Recreation

The Laurel Hill Adaptive Reuse Area is surrounded by the 1,200-acre county-wide Laurel Hill Park, which is also former prison property. The park is predominantly characterized by undeveloped open space with natural and cultural resources, but also contains a variety of active recreational opportunities such as the 18-hole Laurel Hill Golf Course, an extensive multi-use trail network, and a future equestrian center.

As stated in the Master Plan, the redevelopment would expand upon the unique green and open spaces of the site and envisions the vibrant use of a community green for events and gatherings. The central courtyard greens of the Reformatory and Penitentiary, the open space adjacent to the Chapel, and a portion of the existing interim baseball diamond (to be relocated) will be retained as open space. These open spaces will provide multi-use opportunities for passive and active recreation and other community uses. In addition, the Master Plan shows areas for pocket parks, a recreational play open space, minor greens, and tot-lots. There is also a proposed residential association pool area and interpretive open space around some historic features. The Master Plan will slightly alter the existing route of the Cross-County Trail (Laurel Hill Greenway) to accommodate a parking lot; however no further impact is anticipated. The Master Plan shows new residential construction on a parking lot that the Park Authority uses on an interim basis for access to the park.

In addition to Laurel Hill Park, Newington Heights (District park) and Pohick Stream Valley (Resource-based park) are located within a one-mile radius of the site.

Plan guidance should reflect facilities such as those described above, as appropriate, to address the need for park and recreation facilities generated by the development. Alternative vehicular access to Laurel Hill Park should be

provided due to the redevelopment of the interim parking lot. New development should minimize impacts to the historic character of the site, particularly the courtyards, the Penitentiary Wall and the Laurel Hill House site. The Park Authority notes that stormwater should be managed to avoid impacts to receiving streams and downstream/downslope parkland; that disturbed areas should be revegetated using non-invasive plant species and native plant species where practicable, and non-native invasive plan species should be controlled to prevent their spread into surrounding parkland and natural areas. The redevelopment should be integrated into the surrounding parkland to minimize impacts on natural resources.

Environmental Assessment

The review of the proposed development was guided by the existing policies included in the Policy Plan section of the Comprehensive Plan. In most cases the comments below are addressed with existing Policy Plan guidance and do not require additional site-specific Plan language.

Green Buildings

The reuse of existing structures for new uses is in itself a green building strategy as it significantly reduces waste, carries forward energy previously used in the construction of a structure, and requires little, if any, new land disturbance. In addition to the adaptive reuse, energy-efficient appliances, materials and systems (HVAC, electrical, plumbing) should be encouraged where these features or systems are replaced.

The Master Plan identifies an approximate number of residential units and non-residential development potential rather than a planned density range. For green building expectations, the proposal was evaluated as though it is at the high end of the planned density range and, as such, the new single-family residential structures will carry an expectation for commitments to a green building rating system such as Energy Star or Earth Craft homes. The development of the new commercial structures proposed in the penitentiary should commit to implementation of green building practices to the extent practicable, although this site is outside of the County's Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, where there is an expectation for LEED certification under Policy Plan objective 13b.

Non-motorized Transportation

The proximity to the Cross County regional multi-use trail makes this location ideally suited for bicycle commuting. Facilities such as bicycle parking are encouraged throughout the development.

Energy Resource Conservation

The clustered, campus style of the Reuse Area and the existing infrastructure may lend itself to the use of community energy distribution systems and the use of harvested stormwater runoff for irrigation.

Water Quality

The site sits on a tabletop of land that slopes down at the eastern, western and southern edges of the site into several stream valleys and Resource Protection Areas. The southeastern boundaries of the site contain areas of steep grades with slopes over 15%. There are areas that should be classified as Environmental Quality Corridors (EQC) and delineated on development plan proposals to ensure these areas are not impacted. Conservation easements that protect the full extent of the EQC areas are recommended as a means for ensuring the preservation of these areas.

Stormwater Management and Low Impact Development

Low Impact Development (LID) allows rainwater to infiltrate the ground and help recharge the groundwater system rather than directing the flow of stormwater into management ponds and into streams. The County's Policy Plan recommends LID techniques in new development and redevelopment where suitable to increase preservation of undisturbed areas from stormwater runoff.

The County's Laurel Hill Stormwater Management Plan (November 2010) identifies Low Impact Development techniques for the site. Utilization of these strategies is strongly encouraged for the site, to the extent practicable.

Noise

The redevelopment areas closest to Silverbrook Road may experience higher levels of traffic-generated noise. Any proposed outdoor activity areas at the eastern end of the site may need to incorporate mitigation measures to ensure noise levels are reduced to levels recommended by Objective 4 of the Policy Plan.

Tree Preservation

The periphery of the Reuse Area contains stream corridors that are well vegetated, however, there are few mature trees within the developed area of the site. New plantings should be maximized where possible on the developable areas of the property to achieve a more consistent tree canopy. Input from the Fairfax County Architectural Review Board, and state and federal historic preservation review agencies will be needed to ensure that proposed plantings are compatible with the historic landscape. Preservation of the existing vegetated areas will be needed for development to meet tree preservation targets.

CONCLUSION

Inclusion of the Master Plan guidance into the Comprehensive Plan is the next step in a multi-year planning effort to redevelop the historic Laurel Hill Adaptive Reuse Area. The proposed redevelopment will preserve the majority of the historic buildings, allow new construction to help to offset the costs of adaptive reuse, and create a unique activity center for the Laurel Hill community and for all of Fairfax County.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown in **Attachments III and IV.** Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

MODIFY TEXT: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, Land Unit 3, pages 43-54: **See Attachment III.**

MODIFY TEXT: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, pages 23-40: **See Attachment IV.**

MODIFY TEXT: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, Concept for Future Development, pages 1-3: **See Attachment IV.**

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, Land Unit 3, Figure 17. Relocate Figure 17 (Land Unit 2) to Land Unit 2 recommendations.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, Land Unit 3, Figure 18. Modify Legend: NS - Former Nike Administrative Site.

DELETE FIGURES: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, Land Unit 3. Delete Figures 19, 20, 21, 22, and 23.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel

Hill Community Planning Sector, Figure 11. Modify Legend: NS – Former Nike Site~~s.~~

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, Overview, Figure 6, Existing Public Facilities, page 18:

	Schools	**Libraries**	**Public Safety**	**Human Services**	**Public Utilities**	**Other Public Facilities**
LP1	Laurel Hill Elem. ~~School Site, Laurel Hill~~ South County Middle ~~School Site,~~ South County High		Co-Located Fire Station and Police Substation Site		FCWA Lorton Water Treatment Plant, I-95 Landfill, I-95 Resource Recovery Facility, Recycling Drop-Off Facility	~~Laurel Hill Complex~~

THE PLAN MAP: The Comprehensive Plan Map will not change.

Current Comprehensive Plan Guidance – Land Unit 3

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, Land Unit 3, pages 43-54:

LAND UNIT 3

Land Unit 3 is comprised of approximately 610 acres of which approximately 25 percent is in environmentally sensitive areas (see Figure 18). The land unit is generally bounded by Lorton Road and Giles Run on the south, Silverbrook Road on the north, and Hooes Road on the west. A tributary of Giles Run, with steep slopes, is located parallel to Hooes Road. The Laurel Hill Greenway generally divides the land unit into the two sub-units. In addition, three of the five major ponds in LP1 are located in this land unit. The former Central Facility is located in the eastern portion of the land unit.

Environmentally sensitive features such as Giles Run and its tributaries, heritage resources such as the Laurel Hill house site and appropriate physical facilities such as the original Central Facility Buildings (circa 1920's and 1930's), should be preserved and are planned for adaptive reuse. Development of this land unit should include the land uses described under the guidance for the subunits.

> Sub-unit 3A: The land within Sub-unit 3A is primarily gently rolling terrain with steep slopes to the west abutting the Giles Run EQC and its tributary. A major element in this sub-unit is a portion of a Countywide Park that includes a public golf course adjoining

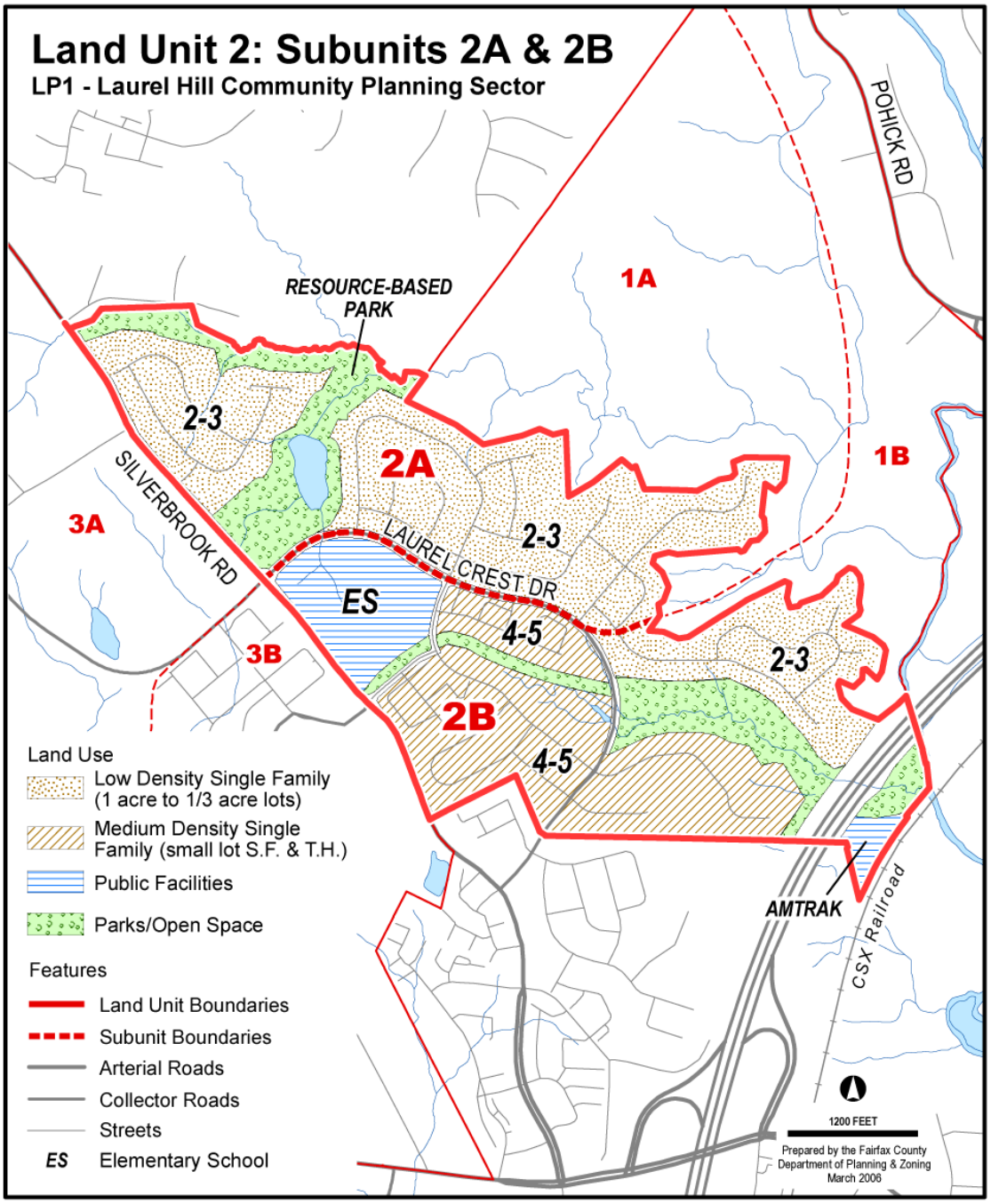

Land Unit 2: Subunits 2A & 2B
LP1 - Laurel Hill Community Planning Sector
RESOURCE-BASED PARK
1A
POHICK RD
1B
2-3
2A
SILVERBROOK RD
3A
LAUREL CREST DR
2-3
ES
4-5
3B
2-3
2B
4-5
AMTRAK
CSX Railroad
Land Use
Low Density Single Family (1 acre to 1/3 acre lots)
Medium Density Single Family (small lot S.F. & T.H.)
Public Facilities
Parks/Open Space
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
ES Elementary School
1200 FEET
Prepared by the Fairfax County Department of Planning & Zoning March 2006

FIGURE 17

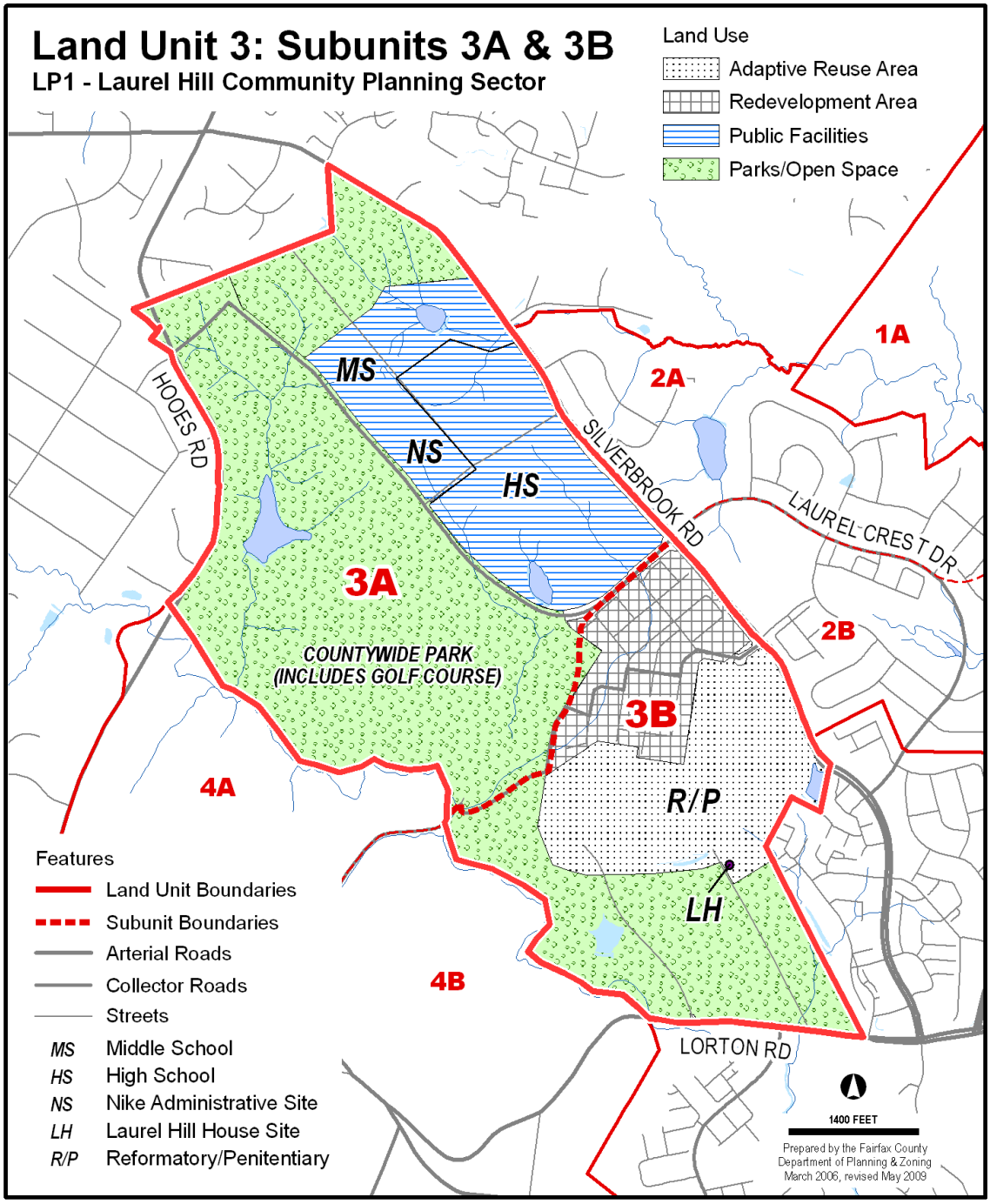

Land Unit 3: Subunits 3A & 3B
LP1 - Laurel Hill Community Planning Sector
Land Use
Adaptive Reuse Area
Redevelopment Area
Public Facilities
Parks/Open Space
1A
2A
2B
3A
3B
4A
4B
MS
NS
HS
R/P
LH
HOOES RD
SILVERBROOK RD
LAUREL CREST DR
LORTON RD
COUNTYWIDE PARK
(INCLUDES GOLF COURSE)
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
MS Middle School
HS High School
NS Nike Administrative Site
LH Laurel Hill House Site
R/P Reformatory/Penitentiary
1400 FEET
Prepared by the Fairfax County
Department of Planning & Zoning
March 2006, revised May 2009

FIGURE 18

the Laurel Hill Greenway. In addition to the public golf course, other planned open space amenities include a Local Park, an interpretive exhibit for the Nike Administrative Site, and preservation of natural resource areas associated with the ponds within the sub-unit. In addition to the South County Secondary School, the remaining acreage should be developed with a Middle School, recreational facilities and open space. Development within this sub-unit should occur under the following additional guidance:

- Development of the approximately 40-acre Middle School site should be compatible with the natural resource areas (i.e. Silverbrook Run and the ponds), the existing golf course and the adjacent Park site. A natural resources protection area should be provided around Silverbrook Run and the pond to the north to ensure adequate conservation and protection. The Middle School building, access, parking, circulation, and recreation areas should be oriented towards Laurel Crest Drive and should avoid the area around the pond. Pedestrian access from Silverbrook Road to both the Middle School and Park sites is encouraged.

- Cultural and historic interpretation of the former Nike Administrative site should be provided with development of the Middle School. It may be appropriate to incorporate cultural and historic interpretation on both the Middle School and Park sites. Comprehensive written and photographic documentation should be completed prior to the demolition of buildings to provide for adequate interpretation.

- The approximately 40-acre Park site is planned for development as a Local Park, which includes active and passive recreation opportunities. Active recreation may include lighted, irrigated athletic fields. A portion of the Park site's open space area should be located and designed as a buffer to the adjacent residential uses. Athletic fields should be oriented to minimize impact to adjacent residential uses and environmentally sensitive areas of the site. When planning the park uses, the following considerations should be satisfied:

  - The community shall have input into any proposal to light athletic fields as part of the Park Authority's Master Planning process; and
  - Any outdoor lighting meets the lighting standards described in the Zoning Ordinance.

- The public golf course located within the Countywide Park should be maintained in a manner that physically links the Giles Run EQC to natural resource areas north of Silverbrook Road.

<u>Sub-unit 3B</u>: The character of developable land in this sub-unit is gently rolling terrain, similar to that of Sub-unit 3A, with the Giles Run EQC located along the southwest boundary. Access to this Sub-unit is provided from Silverbrook and Lorton Roads. It is separated from Sub-unit 3A by the Laurel Hill Greenway. The major land use elements are the former Central Facility redevelopment area the adaptive reuse area, and the Laurel Hill heritage resource area.

The Central Facility redevelopment area is located on approximately 30-35 acres at the junction of the Laurel Hill Greenway and Silverbrook Road. The remainder of the former Central Facility which encompasses the former penitentiary and reformatory, is approximately 79 acres an adaptive reuse area.

Development within this sub-unit should occur under the following additional guidance:

- The redevelopment area is planned and approved for active adults and independent senior housing. Other uses appropriate within this redevelopment area include: limited support retail and service uses, non-hospital institutional or public uses, including higher educational uses and health care service uses, excluding hospital uses. In the redevelopment area, an alternative use should be parks and recreational use.

- The Laurel Hill Greenway should inter-connect with the redevelopment area and the adjacent areas and be integrated in a manner that creates a focal feature within this Sub-unit.

- The Laurel Hill house and its gardens should be designated as a heritage resource area within the Countywide Park with a minimum of 20 acres to ensure conservation of these resources.

- The remaining acreage west of the Laurel Hill house site and south of the former Central Facility should be part of the Countywide Park. Additional recreational facilities characteristic of a Countywide Park should be developed in this area.

- The former penitentiary and reformatory should be considered for adaptive reuse. The original masonry structures, built in the 1920s and 1930s, should be preserved and adaptively reused, if possible. In addition, the former administration building and chapel should also be considered for adaptive reuse. Adaptive reuse could include compatible governmental uses such as offices and schools, subject to 2232 approval, and non-hospital institutional, public and recreational uses.

The Laurel Hill Adaptive Reuse Citizens Advisory Committee (CAC) vision:

In November 2004, the CAC recommended an option for the reformatory and penitentiary area. The CAC developed a vision for the former penitentiary and reformatory to be adaptively reused for mixed-use that includes education, office, technology-oriented research, retail and residential uses. The residential component was envisioned to include a mix of market rate and magnet housing. The magnet housing should complement the surrounding educational, cultural and other public uses. Development of the site may occur in one phase by reusing both the reformatory and penitentiary areas or a multi-phase approach. If multi-phase, the first phase should include the reformatory and the area of buildings between the reformatory and the ballfield as one component and the entire penitentiary area as the second component. In any scenario, issues affecting the entire 79-acre site should be addressed through a coordinated development plan. Design sensitivity to historic architecture and the creation of a high quality project are key elements for any adaptive reuse proposal to be considered.

The following text and illustrations represent the CAC vision for the adaptive reuse of the former penitentiary and reformatory areas. The text and illustrations are intended as concepts to guide redevelopment of this area. As stated in the CAC report dated November 2004, the numbers of units and square footage are illustrative and may vary depending upon the eventual approved development scenario. Figure 19, the

CONCEPT PLAN MAP FIGURE 19

Final Concept Plan Map, shows the CAC vision for the reformatory, penitentiary and the village center areas and the general road connections.

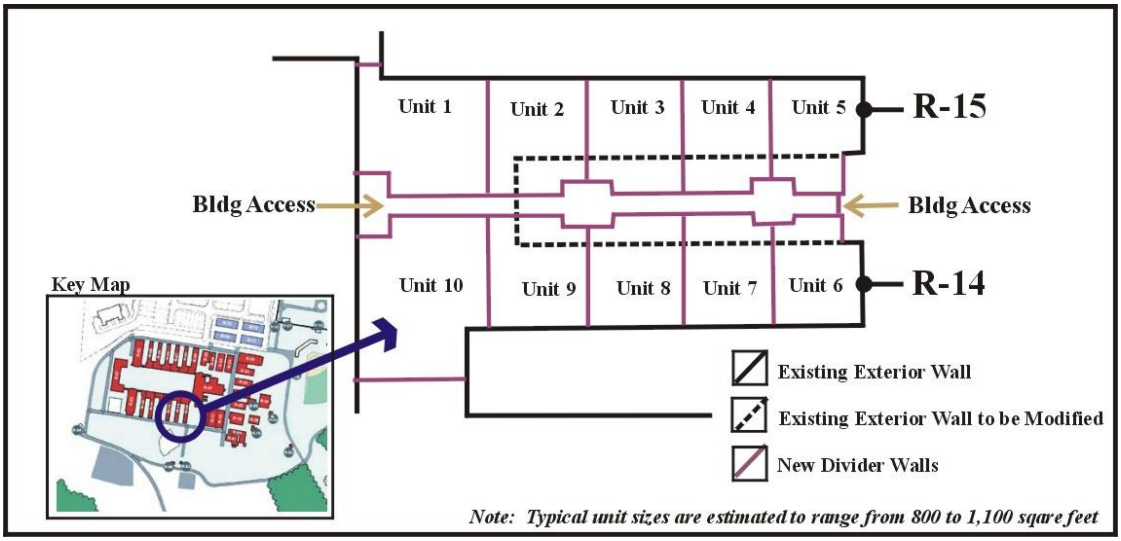
Development Guidelines

Land Use Concepts

- **The Reformatory** quadrangle south of the Spring Hill Senior Housing is envisioned for adaptive reuse that may include magnet and market rate housing, and/or other uses such as education, office, technology-oriented research, and retail. Housing should be loft-type residential units which result from the adaptive reuse of the existing structures. The CAC envisioned a range between 50 to 125 units. There should be flexibility to allow for exterior modifications necessary to meet the requirements of residential use. The magnet housing units are envisioned to develop as an ancillary use to other uses within the reformatory and penitentiary area and surrounding educational, cultural and other public uses. The magnet housing units are envisioned to provide housing for professionals such as educators and public safety specialists. A conceptual view of the reformatory is shown in Figure 20.

CONCEPTUAL VIEW OF REFORMATORY FIGURE 20

The concept plan for the reformatory illustrates utilizing the areas between every other dorm to provide space to create a more usable floor plan. As shown on Figure 21, the layout provides a central corridor with rooms/units off each side of the corridor. Depending on the mix of uses, the size and number of units could vary. In this concept, the quadrangle area (central open space) would remain as a park area available to the public. Parking for the reformatory area would primarily occur in the flat areas to the south of the quadrangle.



TYPICAL CONCEPTUAL FLOOR PLAN FOR RESIDENTIAL USE AT THE REFORMATORY FIGURE 21

Circulation is envisioned to be a loop road around the reformatory quadrangle that links with Lorton and Silverbrook Roads. The road connection may extend to Laurel Crest Drive to the north. In any proposal, all road improvements would need to be coordinated closely with the Fairfax County Department of Transportation and Virginia Department of Transportation. The site design should incorporate direct connections with the Laurel Hill Greenway and encourage pedestrian and bicycle access to the site.

- **A Village Center** is envisioned to be located in between the reformatory and the ballfield and may be considered for a mix of retail (such as small boutique shops and other unique retail uses) and professional office uses. The CAC suggested commercial uses in the range of 40,000-60,000 square feet. Small professional office uses should be located along the "Main Street." The village center concept envisions a combination of rehabilitated contributing buildings along with new, infill construction. The vision is to create a center that builds on the architectural character of contributing buildings, while allowing new construction that may meet the requirements of today's retail and small office users. The village center concept includes residential uses above retail uses to create a vibrant neighborhood commercial center. This neighborhood center is envisioned to serve the former reformatory and penitentiary areas as well as serve as a hub to the senior community to the north, the new and existing residential communities north of Silverbrook Road, and other surrounding communities. A conceptual view of the village center is shown in Figure 22.

  To be distinct from other retail centers in the area, the village center is envisioned to include a mix of uses and designed to create a unique

CONCEPTUAL VIEW OF VILLAGE CENTER FIGURE 22

environment. Uses may include restaurants, specialty stores, convenience retail and small professional office uses. Conceptually, the village center is oriented toward the existing north-south road that links to the senior living community. This road should include connections to Lorton Road to the south and Silverbrook Road to the east. To help ensure success of the Village Center, identifying signage should be incorporated at the intersection of Silverbrook and Lorton Roads.

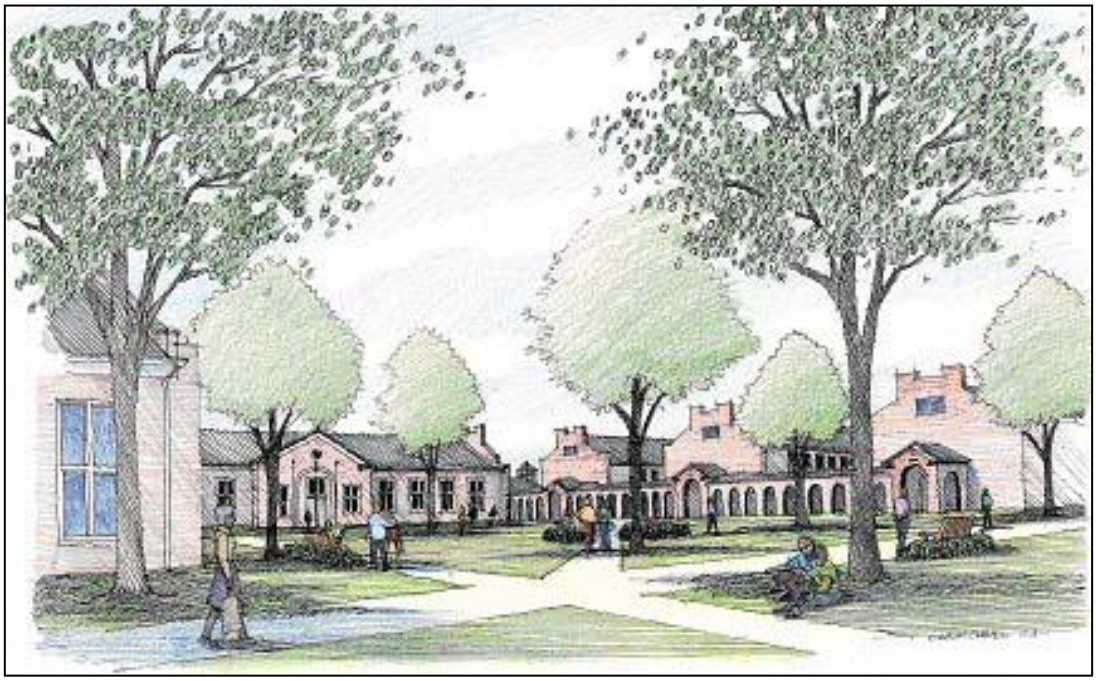
Depending on the final design of the village center, consideration may be given to the development of an additional block of condominium/loft units directly east of the main street. This additional block would create an alley condition and would help limit views of the backs of the commercial buildings and would allow for residential units to look out on to the ballfield. The CAC envisioned a range of 10-30 residential units within the village center.

Parking for the village center should be provided as on-street parking where feasible, with surface parking areas to the south and east of the village center.

- **The Ballfield** is envisioned to be converted from an interim use to a permanent recreational amenity for the site and surrounding users. The ballfield should include pedestrian linkages to the Laurel Hill Greenway, adjacent park areas and the reuse areas. Parking areas should be provided within the existing parking sites south and west of the ballfield, and shared parking with retail and office uses should be considered.

- **Reuse of the Penitentiary** may include the rehabilitation of the existing quadrangle for a range of educational and education-related uses, supporting office and technology-oriented research facilities, and other similar uses. The CAC envisioned that the education use should range in size from 50,000 to 125,000 square feet. Access to the penitentiary site should occur through carefully located portals in addition to the existing sally port in the penitentiary wall. An opening at the north end of the site to a new access road connecting to Silverbrook Road and from the south from the ballfield is preferred. The existing road along the exterior of the eastern side of the wall should be upgraded to serve as a circulation route around the penitentiary and provide additional access to the ballfield and reformatory.

  Within the penitentiary walls, parking is envisioned to be provided in proximity to the buildings depending on the use. Small parking lots should be developed in an axial relationship on the north and south sides of the penitentiary in order to meet the parking needs and respect the axial site layout. Consideration should be given to incorporating some parking along the exterior road to the east of the penitentiary. The provision of fire lanes between the penitentiary buildings and the wall may be accommodated with a stabilized lawn system to minimize impervious areas. A conceptual view of the penitentiary is shown in Figure 23.



CONCEPTUAL VIEW OF THE PENITENTIARY FIGURE 23

Design, Access and Historic Preservation Guidance

- Design of the reformatory and penitentiary area should be sensitive to the historic architecture and create a high quality rehabilitation that enhances the pedestrian-oriented area. Parking areas should be provided to meet County and user requirements, offer convenience to the uses and be designed, if practical, to be visually unobtrusive.

- The development of the reformatory and penitentiary area should seek to create a unique environment in Fairfax County and the region. The reuse should create a focal point and activity center for the community. The development should complement the surrounding park areas by providing services to the park users and linkages to the park and Laurel Hill Greenway.

- Access to the reformatory and penitentiary area should be provided from Silverbrook Road and the collector roadway linking Laurel Crest Drive. The Silverbrook Road access should provide as direct a link as feasible to this important collector road. Consideration should be given to realigning the northern portion of this road to tie directly into the "Main Street". Additional technical analysis of both these road connections will be required.

- Emphasis should be placed on rehabilitation of historically relevant structures for new uses. New uses may require changes to doors and windows along with other building alterations. These changes should be made to complement existing architecture and in accordance with the Secretary of the Interior's Standards and Guidelines for rehabilitating historic buildings.

- New construction may be necessary to address the needs of future users. New construction is envisioned to be undertaken in a manner that is compatible with and complementary to the existing character of the historic district. When proposing new construction, consideration should be given to the distinctive architectural and landscape areas. Siting of these buildings should be carefully considered in context of the historic building patterns.

Phasing

- Development of the site could either occur in one phase, establishing development in both the penitentiary and reformatory areas, or in two phases. In any event, the development team should address issues affecting the entire 79 acre site through a coordinated plan. If the development plan identifies a multi-phase process, it is recommended that the first phase be the reformatory and village center area. Development of this area first will have the greatest visual impact and as a result serve as an incentive for reuse of the penitentiary and help to establish the center of this important redevelopment as well as complementing the senior community and park areas, and the new and existing communities adjacent to Laurel Hill.

Implementation

- Considering the complexity and potential costs related to developing the penitentiary area, Fairfax County should encourage the federal and state governments to be active partners in the development of an education scenario. Potential partnerships should explore the use of historic tax credits, federal and

state grants to support infrastructure, building renovation or operations, and support in streamlining the approval process. The approvals could include the activities related to reuse or demolition of historic buildings, as well as those related to the Memorandum of Agreement and the General Services Administration oversight of the property.

- In order to create a viable, self-sustaining development, the County may consider possible approaches to increasing the viability of the adaptive reuse area by modifying or increasing the residential or retail components of the CAC recommendation, dated November 2004, or reducing the number of structures to be re-used, subject to the terms of the Memorandum of Agreement.

- At the penitentiary, possible approaches to the reuse project may include converting one or more buildings to residential use. Such residential use could include living units for independent, active adults, similar to the adjacent Spring Hill Senior Center or residential units similar to the residential concept for the reformatory. A medical and/or nursing graduated care facility also may be included at the penitentiary. Any reduction in the number of structures to be re-used is subject to the terms of the Memorandum of Agreement.

Current Comprehensive Plan Guidance – LP1 Laurel Hill Community Planning Sector

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, pages 23-40:

LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Laurel Hill Community Planning Sector (LP1) 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 sector is planned and utilized for park and related uses, public facilities and open space. 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.

Significant heritage resources are located along the north bank of the Occoquan River and in the area northeast of Silverbrook Road (Rt. 600). Similar quality 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.

PLANNING HISTORY

In 1910, the United States Government acquired a tract of undeveloped land on the Occoquan River and established a workhouse for the District of Columbia. In 1914, the government acquired additional acreage, bringing the size of the site to approximately 2,550 acres, and began constructing the Central Facility of the prison. Title to this land as in the name

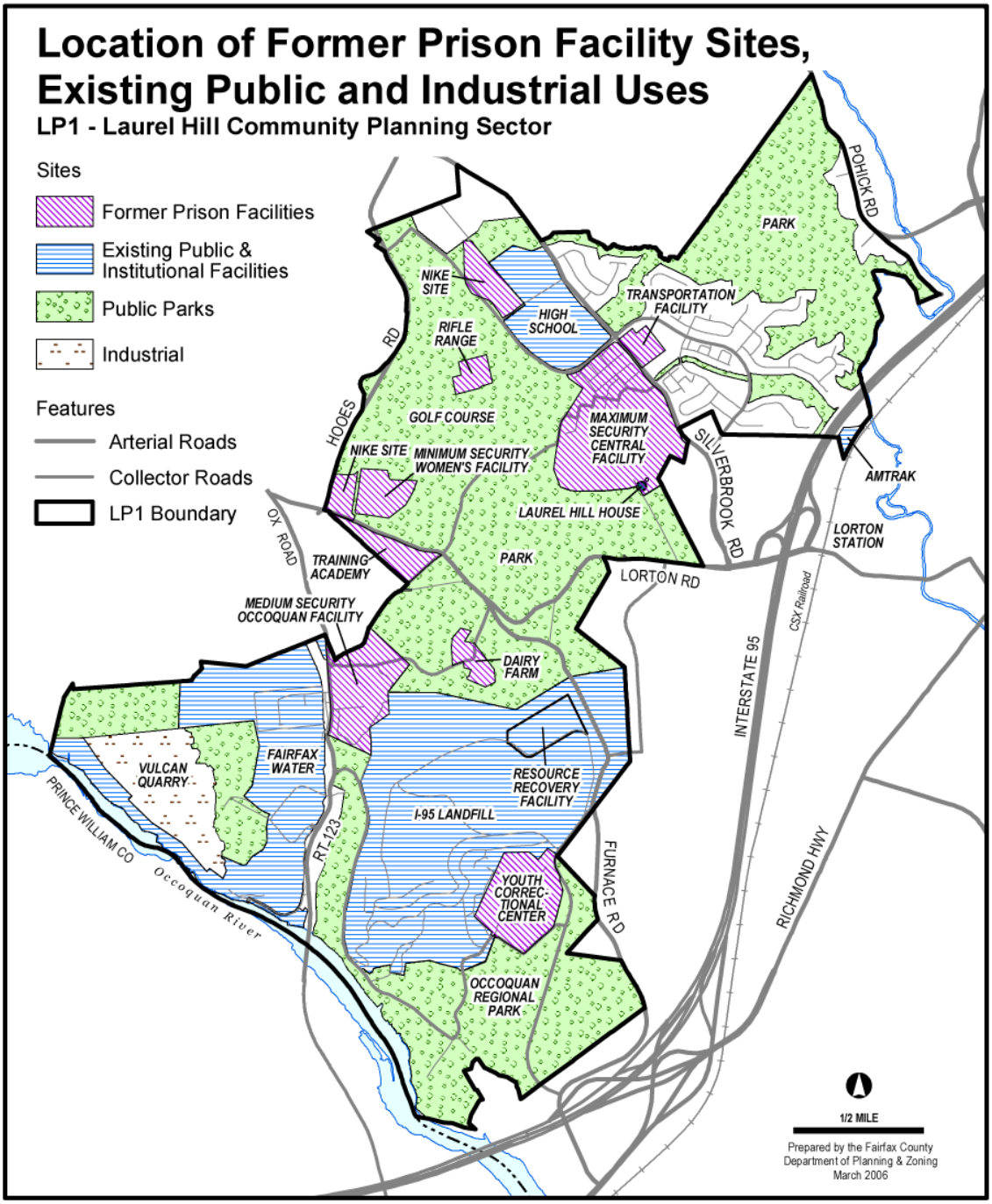

Location of Former Prison Facility Sites, Existing Public and Industrial Uses
LP1 - Laurel Hill Community Planning Sector
Sites
Former Prison Facilities
Existing Public & Institutional Facilities
Public Parks
Industrial
Features
Arterial Roads
Collector Roads
LP1 Boundary
NIKE SITE
RIFLE RANGE
HIGH SCHOOL
TRANSPORTATION FACILITY
PARK
POHICK RD
HOOES RD
GOLF COURSE
MAXIMUM SECURITY CENTRAL FACILITY
SILVERBROOK RD
NIKE SITE
MINIMUM SECURITY WOMEN'S FACILITY
AMTRAK
LAUREL HILL HOUSE
LORTON STATION
OX ROAD
TRAINING ACADEMY
PARK
LORTON RD
MEDIUM SECURITY OCCOQUAN FACILITY
CSX Railroad
DAIRY FARM
INTERSTATE 95
VULCAN QUARRY
FAIRFAX WATER
RESOURCE RECOVERY FACILITY
PRINCE WILLIAM CO
I-95 LANDFILL
RT. 123
FURNACE RD
RICHMOND HWY
YOUTH CORREC-TIONAL CENTER
Occoquan River
OCCOQUAN REGIONAL PARK
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
March 2006

FIGURE 9

of the United States, and it was a Federal Reservation, much like a military base, hence the name Lorton Reservation. Fairfax County, in its first Comprehensive Plan, dated 1958, recognized that this area of the County was largely impacted by the presence of these facilities and planned the area for Public Facilities, Governmental and Institutional uses.

Other governmental and institutional uses were established as the result of the February 14, 1973 Memorandum of Understanding between Fairfax County, the District of Columbia and the Metropolitan Washington Waste Management Agency. Under the terms of the Memorandum of Understanding, 801 acres were allocated as follows: 267 acres for landfill uses; 23 acres for the I-95 Energy/Resource Recovery Facility; 398 acres for recreational uses; and 113 acres for roads, buffer zones and related uses. Also in 1973, Fairfax Water Facility expanded their operations by acquiring a former quarry located west of Ox Road (Rt. 123) along the Occoquan River. In 1990, the I-95 Energy/Resource Recovery Facility began operations and is under a 20 year management contract, renewable in 2011.

In 1991, during Phase II of the Planning Horizons process, language was adopted by the Board of Supervisors which encouraged the relocation of the D.C. Department of Corrections operations and redevelopment of the property. The text read "The Concept recommends that the federal government develop or redevelop these areas only when plans are coordinated with the County and consistent with the County goals and the Comprehensive Plan. ... If, in the future, the D.C. Department of Corrections facility is relocated and the site is available for redevelopment, a citizens' task force with representation from the adjacent community should be established to work with the County to study alternative uses for this site... Development or redevelopment of the site should provide a planned mixed-use residential, education, employment, recreational community with a variety of housing and employment opportunities, with sufficient off-site transportation improvements."

On February 13, 1995, the Board of Supervisors established the Lower Potomac Land Use Citizens Advisory Committee (CAC) and authorized the CAC and County staff to study the then D.C. Department of Corrections Property and make recommendations for future development potential should Congressional action authorize closure of this facility. The CAC and staff studied existing conditions, issues and trends for the Corrections Property and surrounding areas, which provided the framework from which seven future redevelopment scenarios were formulated, ranging from a low of 400 dwelling units to a high of 8,000 dwelling units, along with retail and office uses which ranged from 20,000 square feet to 880,000 square feet. With each scenario, the CAC and staff analyzed impacts on transportation, public facilities, the environment and the surrounding communities. Based on the CAC scenario analysis, a preferred development scenario was formulated that ranged from 2,900 to 3,400 dwelling units, with between 250,000-500,000 square feet of office and retail uses, and 30 to 60 acres of light and high tech industrial uses to include research and development and institutional uses such as vocational, technical and higher education. This preferred development scenario became the basis of the CAC's replanning proposal for the redevelopment of the D.C. Department of Corrections Property that was adopted by the Board of Supervisors on February 23, 1998. In addition, the Board of Supervisors adopted a second option for redevelopment that had a public ownership emphasis. The public ownership option planned the land primarily for parks and open space with some land reserved for other public uses such as schools, fire and rescue, cemetery, and roads.

On January 11, 1999 the Board of Supervisors reconvened the CAC to re-evaluate the adopted Plan and to make recommended revisions to address the "Lorton Technical Corrections Act of 1998." This Congressional legislation mandated that the County should formulate a reuse plan for the Corrections Property that maximizes open space, parkland, and recreation use of the land. The act also contained language reserving land to facilitate a land trade. As permitted under this legislation, the purpose of the land trade was to transfer development rights from an

approximately 800-acre property in Mason Neck to approximately 250 acres on the Corrections Property. The CAC recommendations were adopted by the Board of Supervisors in July, 1999. The Board of Supervisors accepted the same recommendations as the reuse plan and formally transmitted the plan to General Services Administration (GSA) to comply with the legislation. The new guidance reduced the development potential and replanned most of the Corrections Property for parkland. Portions of the parkland were designated for use by the Fairfax County Park Authority and the Northern Virginia Regional Park Authority. Planning for the Fairfax County Park Authority portion of the site began in April 2003 with master plan approval in July 2004.

A Memorandum of Agreement (MOA) between the General Services Administration and 9 other signatories was executed in June, 2001 which fulfilled the responsibilities for complying with the transfer of the property to Fairfax County. The MOA stipulates that Fairfax County was to treat the property as an historic district with the Fairfax County's Architectural Review Board having oversight of any undertakings such as construction and demolition.

The Board of Supervisors ultimately established a third citizen's advisory committee (CAC) and on March 10, 2003 assigned the CAC responsibility for guiding the master planning of the areas identified in the 1999 Plan as appropriate for reuse: the Occoquan Workhouse and the Central Facility (specifically the Reformatory and Penitentiary). This CAC, known as the Laurel Hill Adaptive Reuse Citizens Advisory Committee had representatives appointed from each magisterial district within the County, in order to maintain a high degree of countywide citizen involvement. On December 6, 2004, the Board of Supervisors voted to accept the CAC recommendations and made further motions on both December 6, 2004 and February 7, 2005 to facilitate the implementation of the CAC recommendations. These recommendations are found in the Plan text for Land Unit 3B.

HERITAGE RESOURCES

This planning sector contains heritage resources listed on the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list of these heritage resources is included in the Lower Potomac Planning District Overview section, Figure 4.

The Memorandum of Agreement (MOA) identifies 136 buildings, structures, sites and objects as contributing to the significance of an eligible historic district and encourages Fairfax County to have the property designated as a local historic overlay district. On December 7, 2005, the property was listed in the Virginia Landmarks Register and in February 2006, the property was listed in the National Register of Historic Places. Figure 10 shows a map of the National Register historic district boundaries.

Listing in the National Register honors an historic place by recognizing its importance to its community, state or the nation. Listing in the National Register contributes to preserving historic properties in a number of ways including:

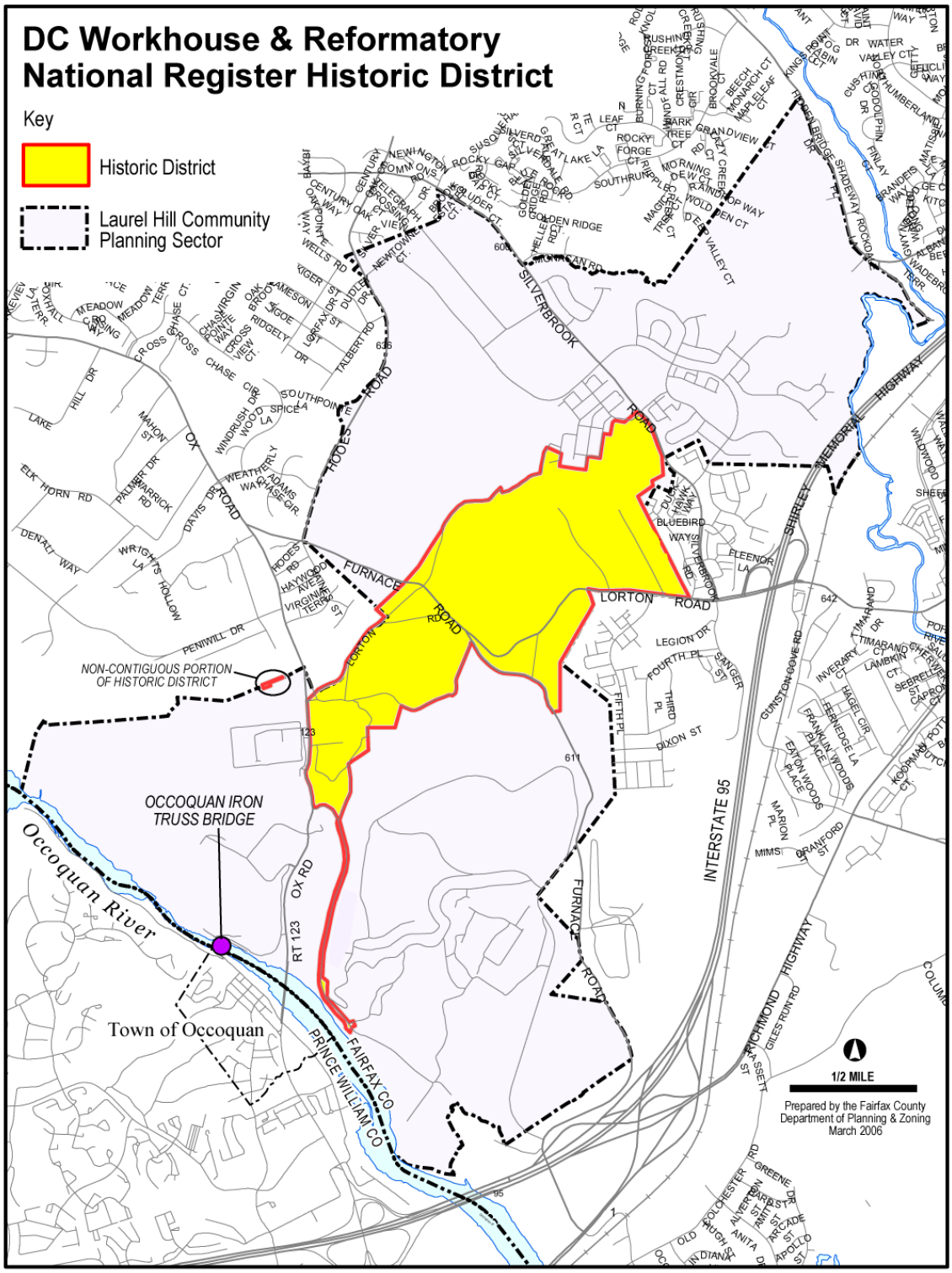

DC Workhouse & Reformatory
National Register Historic District
Key
Historic District
Laurel Hill Community Planning Sector
NON-CONTIGUOUS PORTION OF HISTORIC DISTRICT
OCCOQUAN IRON TRUSS BRIDGE
Occoquan River
Town of Occoquan
FURNACE ROAD
LORTON ROAD
SILVERBROOK ROAD
HOOES ROAD
OX RD
RT 123
INTERSTATE 95
SHIRLEY MEMORIAL HIGHWAY
RICHMOND HIGHWAY
FAIRFAX CO
PRINCE WILLIAM CO
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
March 2006

FIGURE 10

- Recognition that a property is of significance to the nation, the state, or the community.

- Consideration in the planning for federal or federally assisted projects.

- Eligibility for federal tax benefits.

- Qualification for federal assistance for historic preservation, when funds are available.

As noted above, the MOA identified 136 buildings, structures, sites and objects as contributing to the significance of an eligible historic district. While almost 200 buildings, structures, sites and objects have been listed in the National Register historic district, the terms of the MOA apply only to the 136 contributing structures and 106 non-contributing structures referenced in the MOA and described in the January 2000 *Final Historic Structures Determination of Eligibility Report.*

CONCEPT FOR FUTURE DEVELOPMENT

The Laurel Hill Community Planning Sector (LP1) is defined in the Concept for Future Development as a Suburban Neighborhood and a Large Institutional Land Area. This area is planned for primarily public ownership, with two notable exceptions: the area north of Silverbrook Road, which includes land that has been developed for residential use and the northwestern portion of the former Central Facility, which includes land that has been approved for housing for active adults and independent seniors. The remaining area is planned primarily for park uses with some land reserved for other public facilities, such as a fire station and public schools, as well as institutional uses such as cultural and higher educational facilities (see Figure 11: Land Use Concept Plan).

The LP1 Planning Sector has several major countywide public facilities other than parks. These include the I-95 Landfill, the I-95 Resource/Recovery Facility and the Fairfax Water Facility. These public facilities will remain with the redevelopment of the former Corrections Property.

AREA-WIDE RECOMMENDATIONS

The majority of the former Corrections Property is to be used for park and active recreation uses and public facilities. There is also the potential for residential and other uses in the adaptive reuse areas. Development should be in general conformance with the Area-Wide and Land Unit Recommendations in terms of location, character and extent. In addition, the development of public infrastructure, public facilities and institutional uses may be appropriate if in general conformance with the Area-Wide Recommendations in terms of location, character and extent. These uses include:

- arterial roadways,

- major greenway trails system,

- public facilities needed to serve the surrounding community, such as a fire station, an elementary school, a middle school, and a high school;

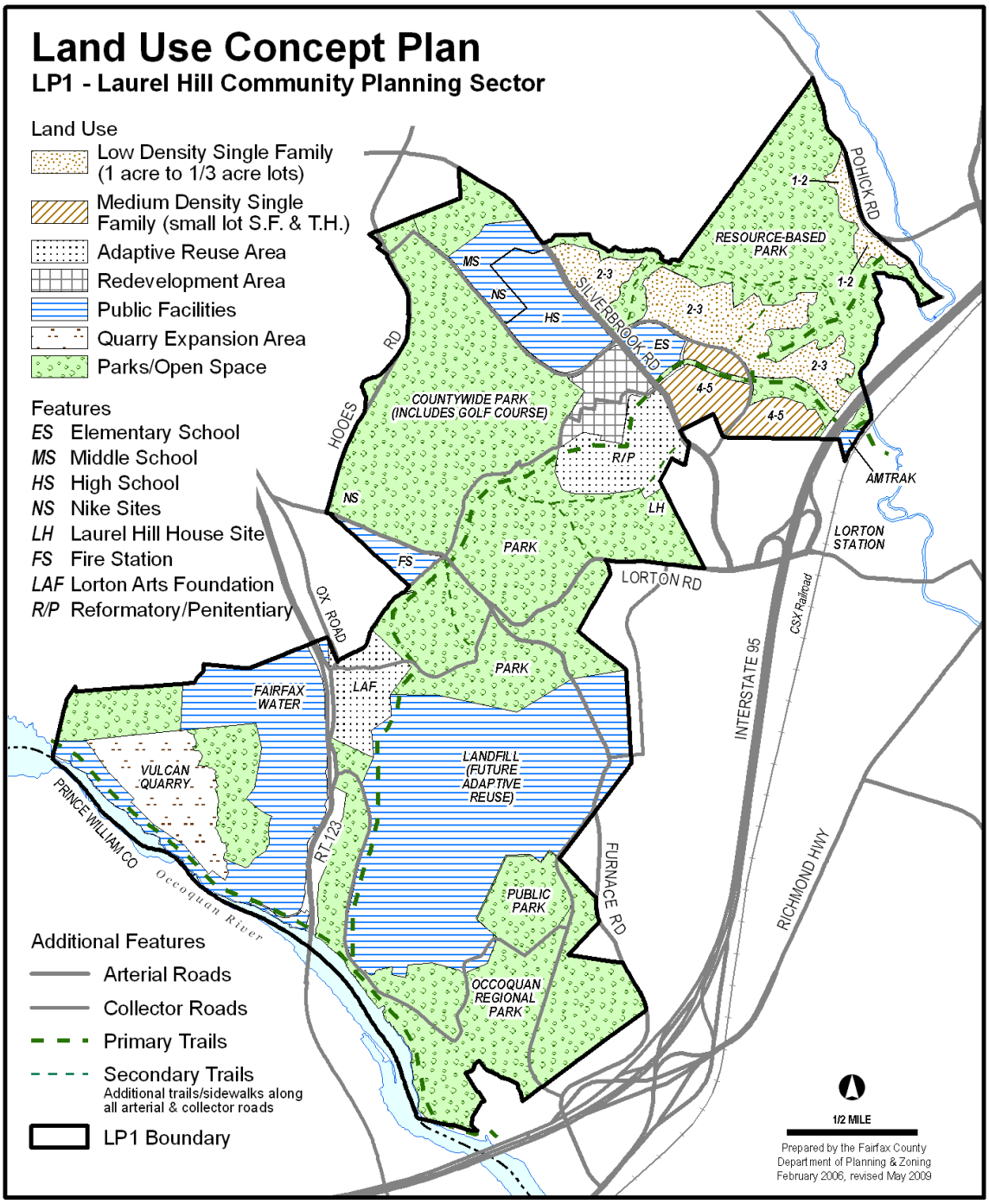

Land Use Concept Plan
LP1 - Laurel Hill Community Planning Sector
Land Use
Low Density Single Family (1 acre to 1/3 acre lots)
Medium Density Single Family (small lot S.F. & T.H.)
Adaptive Reuse Area
Redevelopment Area
Public Facilities
Quarry Expansion Area
Parks/Open Space
Features
ES Elementary School
MS Middle School
HS High School
NS Nike Sites
LH Laurel Hill House Site
FS Fire Station
LAF Lorton Arts Foundation
R/P Reformatory/Penitentiary
Additional Features
Arterial Roads
Collector Roads
Primary Trails
Secondary Trails
Additional trails/sidewalks along all arterial & collector roads
LP1 Boundary
RESOURCE-BASED PARK
1-2
2-3
4-5
POHICK RD
SILVERBROOK RD
HOOES RD
COUNTYWIDE PARK (INCLUDES GOLF COURSE)
R/P
LH
PARK
LORTON RD
OX ROAD
FAIRFAX WATER
LAF
VULCAN QUARRY
LANDFILL (FUTURE ADAPTIVE REUSE)
PUBLIC PARK
OCCOQUAN REGIONAL PARK
RT-123
PRINCE WILLIAM CO
Occoquan River
FURNACE RD
INTERSTATE 95
CSX Railroad
RICHMOND HWY
AMTRAK
LORTON STATION
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
February 2006, revised May 2009

FIGURE 11

- land to support existing Countywide facilities, such as the landfill and energy resource recovery facilities and the water treatment plant; and
- other recreational, cultural and higher educational facilities.

The following Area-Wide Recommendations present overall concepts and guidance as the framework for the specific Land Unit Recommendations which follow the Area-Wide Recommendations.

LAND USE

The Laurel Hill Community Planning Sector (LP1) can be divided into a southern part and a northern part. The southern portion (approximately 1,300 acres) is dominated by the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, the Fairfax Water Facility, the Occoquan Regional Park and the Vulcan Quarry (an active rock quarry), all of which are planned to be retained for the long term. The northern portion of LP1 is generally defined as the area north of the I-95 Landfill and related facilities and includes the Central Facility and the Occoquan Workhouse.

The former D.C. Department of Corrections facilities, except for the former Youth Correctional Facility, are primarily located in the northern portion of Planning Sector LP1 (approximately 1,900 acres). These facilities include the Medium Security Occoquan Facility, the Dairy Farm, the Minimum Security Facility, the Central Facility, and the Transportation Facility. These facilities are separated by large expanses of open space and extensive EQCs, which encompass approximately twenty-five percent of this portion of the planning sector.

While most of the northern portion of LP1 is planned for open space, parkland, recreation and public facilities, a portion of the area north of Silverbrook Road is planned for residential development and the former Central Facility area and adjacent land south of Silverbrook Road are planned for a mixture of residential, education and limited commercial uses.

The EQC system, heritage resources, and the biologically sensitive areas located on the northern portion of LP1 are envisioned to be preserved as major resources by being incorporated into several County parks. Some of the EQC and heritage resources are connected by a public golf course, located between Silverbrook Road and Giles Run, linking the Rocky Branch EQC with the Giles Run EQC. A major greenway trail that utilizes the old rail bed traverses LP1 from the northeastern corner and will ultimately connect with the Occoquan Regional Park.

The residential neighborhoods located north of Silverbrook Road have developed in a manner that connects them with the surrounding open space system. This area has developed at densities of 1-2, 2-3, and 4-5 du/ac calculated on the developable land excluding EQC areas.

The redevelopment area on the northwestern portion of the former Central Facility is approved for housing oriented to active adults and independent seniors. The remainder of the former Central Facility (Reformatory and Penitentiary) is planned for preservation as heritage resources or adaptive reuse. Adaptive reuse may include compatible governmental uses (such as schools and offices, subject to 2232 approval), and non-hospital institutional, public, and recreational uses as well as mixed uses detailed in Land Unit 3B. At this location as well as the Occoquan facility older structures determined to be of historic significance are anticipated to be adaptively reused. (See Figure 12 for an example of one of these structures.) This former facility, known as the Occoquan Workhouse, has been approved for reuse as an arts center.

The remainder of the northern portion of LP1 is planned for public facilities as shown on Figure 11: Land Use Concept Plan. Figure 11 indicates the location of the elementary, middle, and high school sites as well as a future fire station. The South County Secondary School which opened in fall 2005 is located on the site indicated as a high school.

The southern portion of LP1 is anticipated to retain the following uses: the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, Fairfax Water Facility, the Occoquan Regional Park and the Vulcan Quarry. The area is planned accordingly for governmental and institutional uses, public park, and private recreation.

The Occoquan Regional Park is anticipated to expand northward to the southern boundary of the I-95 Landfill excluding the area of the former Youth Correctional Facility, which is planned for use by the Fairfax County Park Authority for park use. The Fairfax Water Facility property was expanded to include the area abutting the west side of Ox Road (Rt. 123). In addition to the land conveyed to Fairfax Water Facility, land on the west side of Route 123 was also conveyed to Fairfax County Park Authority.

VIEW FROM ROUTE 123 OF THE ADMINISTRATIVE BUILDING AND THE OCCOQUAN FACILITY **FIGURE 12**

Land Use and Design Recommendations and Guidelines: The following is provided to implement the land use concept.

- All planned development should be designed to take advantage of the many EQCs as an important development amenity; to enhance vistas to heritage resources; to work with the site topography; and to create a cohesive design that will contribute towards a sense of place.

- A pedestrian and bicycle circulation system (i.e., trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road). This system of trails and sidewalks should provide linkages between residential areas and the Trail System

- Within the redevelopment area at the former Central Facility a housing development for active adults and independent seniors has been approved in order to take advantage of the potential facilities such as recreational and educational uses that are planned to be located in this general area.

- Educational opportunities such as vocational, technical, adult education and higher learning are encouraged and should be located in the two main adaptive reuse areas. The Occoquan Facility, in particular, is encouraged to be adaptively reused for educational purposes, an arts center or a museum for heritage and cultural preservation.

- Historic buildings and sites should be either incorporated into public parks or adaptively reused where appropriate to ensure that these resources are adequately conserved and protected.

- Due to the high potential for archaeological resources in this Sector, a Phase 1 Archaeological Survey should be performed prior to any development. Based on the findings from the Phase 1 survey, a Phase 2 and, if needed, a Phase 3 with mitigation/conservation plans should be developed, which may result in recommendations for historic districts and/or landmark designations.

- Development should occur in conjunction with the provision of planned and programmed transportation and public facilities sufficient to serve the proposed development. Additional guidance is provided in the Transportation and the Public Facilities Sections.

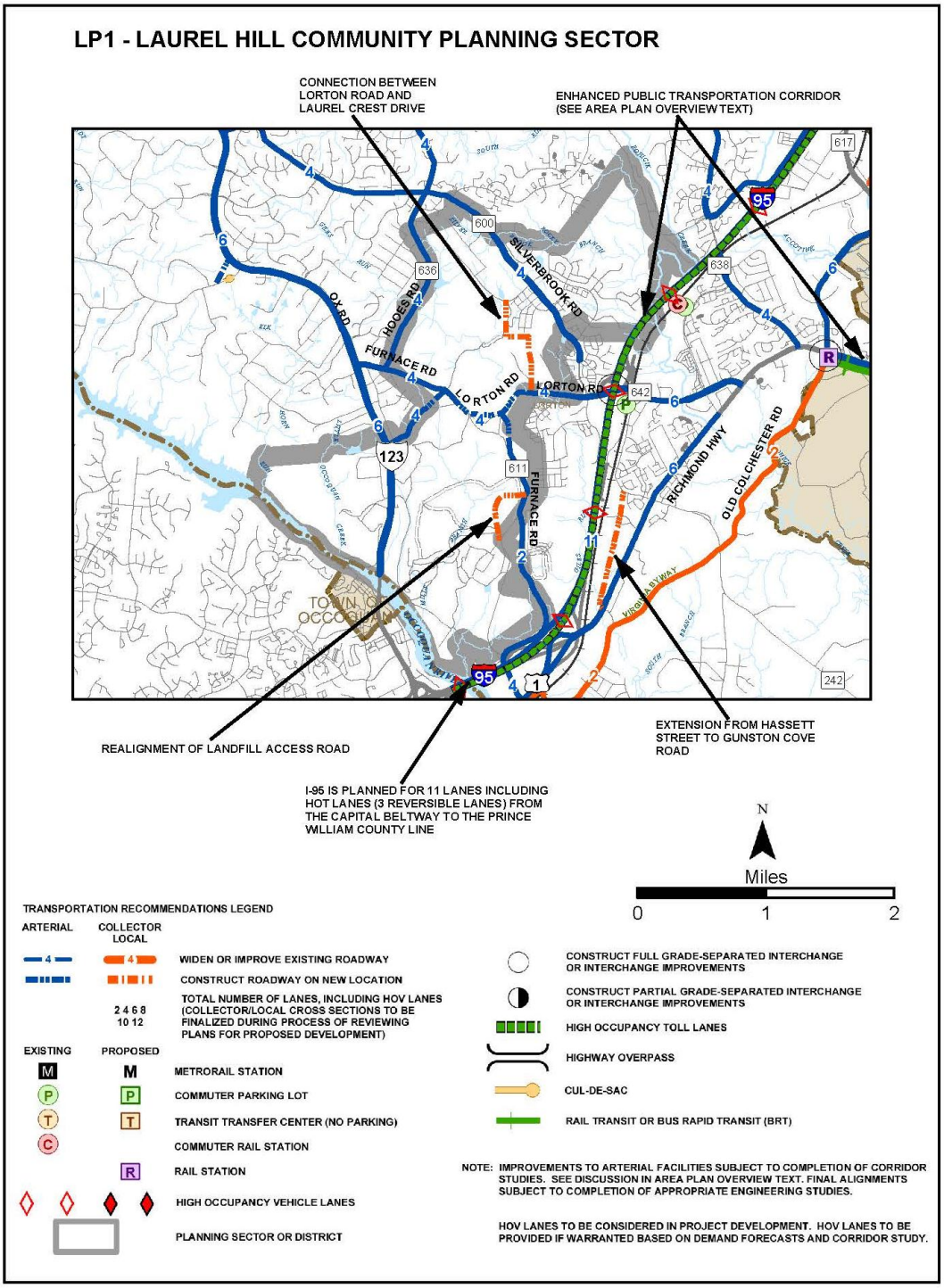
- The EQC areas and associated stream valleys should be preserved as open space with clearing and grading on abutting areas done in a manner to minimize the negative impacts of erosion and siltation on adjacent EQCs and the associated streams.

TRANSPORTATION

The Laurel Hill Community Planning Sector is served by an extensive transportation network. Primary highway access into the area is provided by Interstate 95 and Richmond Highway, both located to the east and south of Planning Sector LP1, and Virginia Route 123, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 13 shows the recommended Transportation Plan.

This sector's proximity to Shirley Highway (I-95), Route 123, and Route 1, will subject it to increasing levels of through traffic. Commuting demand is forecasted to grow substantially across the Occoquan River and in the I-95 corridor, and will affect facilities in this area. For these reasons, several improvements to the existing arterials within or adjacent to this planning sector are needed to accommodate both through-travel demand as well as traffic generated by development of Laurel Hill Park and related uses.

To implement the land use concept for this planning sector, the following transportation recommendations need to be implemented. These recommended improvements are supported by a series of policy guidelines intended to ensure that the provision of transportation facilities is



TRANSPORTATION RECOMMENDATIONS **FIGURE 13**

concurrent with or in advance of redevelopment of the former Corrections Property and that there is adequate funding. These recommendations and guidelines are divided into the following categories: Transportation Needs, Roadways and Circulation and Public Transportation.

Transportation Needs - Policy Recommendations and Guidelines: A central transportation planning issue is the basic need to appropriately sequence transportation improvements with planned development. The following guidelines have been developed to set the framework and guide future redevelopment of the former Corrections Property:

- Optimize utilization of public transportation to serve travel demand - With the proximity of public transportation and HOV facilities in adjacent areas, measures should be identified in the development application process indicating how these facilities and services will be utilized to reduce travel demand.

- Maintain an acceptable level-of-service (LOS) on the roadway system - A traffic LOS D standard has been applied within the County's Suburban Neighborhoods. At this service level, significant delay is experienced at intersections during the peak hours of travel, and congestion becomes more noticeable. The development application should include analyses that demonstrate that the proposal can maintain a LOS D or better standard, and provide commitments to mitigate traffic in instances where it cannot.

- Provide adequate funding for transportation improvements - A combination of public and private sector funding will be necessary to cover the costs of transportation improvements to serve this area.

Roadways and Circulation Recommendations and Guidelines: Roadway and circulation recommendations address needed improvements to the arterial roadway network, collector streets, and pedestrian system. Arterial roadways on the site consist of major and minor arterials. Major arterials provide some access to abutting land, although the primary function is to carry through traffic. Minor arterials carry a mix of local and through traffic, with partial control of access. Collector streets are designed to route traffic to and from local streets to the arterial road system. Collector streets generally are not intended to attract through trips, but instead provide for internal traffic circulation, including transit service. For the most part, collector and local street improvements are provided in conjunction with development activity. The following recommendations are provided with respect to roadway and circulation improvements:

- A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the Laurel Hill area, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road interconnecting Route 123, I-95, and Richmond Highway. The eastern portion of Lorton Road that extends from the east side of LP1 west to the existing Lorton Road and Furnace Road junction, should be constructed as a 4-lane section. This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes.

- Future improvements to the I-95/Lorton Road interchange will be necessary to accommodate the substantially increased traffic expected to enter Shirley Highway from LP1.

- Improvements to Hooes Road, between Route 123 and the Fairfax County Parkway, are needed to accommodate current and future traffic loads. Improvements to Hooes Road

should be phased as follows:

- Phase 1: Hooes Road from Silverbrook Road to Fairfax County Parkway: Improvement is needed to handle the traffic generated by the existing communities and this portion of Hooes Road should be improved to 4 lanes.

- Phase 2: Hooes Road from Furnace Road to Silverbrook Road: In conjunction with any development of the Corrections Property, right-of-way should be reserved for a future 4-lane improvement. Improvement to 4 lanes for this section of Hooes Road should only be considered after the completion of other planned major arterial improvements in the area, and if recommended in a transportation study for the purpose of providing capacity for through traffic. Prior to redevelopment, consideration should be given to improving the existing substandard 2-lane road to VDOT standards

- Collector roadway improvements identified in the Transportation Plan Map (Figure 13) should be fully constructed in conjunction with the proposed redevelopment as well as designed as the primary access to arterial roads. Collector roads should be aligned to discourage use by through traffic. Construction of local streets which directly access arterial roads should be discouraged.

- All roadways should include sidewalks or trails in the initial construction to facilitate pedestrian circulation throughout this area, in accordance with the Open Space/Pedestrian Systems Guidelines.

- Along major commuter routes, separate bicycle lanes or trails should accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally be along Lorton Road and Route 123.

Public Transportation Recommendations and Guidelines: Public transportation service improvements within LP1 need to take advantage of the proximity of the site to the Virginia Railway Express (VRE) Commuter Rail Station in Lorton, the existing park-and-ride facility located south of Lorton Road near the I-95 interchange, and the Shirley Highway I-95 high-occupancy vehicle (HOV) lanes. The availability of these facilities for commuting to and from this area provides opportunities for future enhancement of transit and HOV usage. The following guidance is provided with respect to public transportation:

- Employer and residential-based programs should be encouraged in order to maximize utilization of the nearby Lorton VRE station, Lorton park-and-ride lot, and I-95 HOV lanes during commuting periods.

- As residential development is established along Silverbrook Road, bus transit services to nearby transit facilities and appropriate destinations should be provided, to the extent that funding levels and other Countywide transit needs allow.

OPEN SPACE/PEDESTRIAN SYSTEMS

As indicated previously, the southern part of the LP1 Community Planning Sector is dominated by uses such as the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, Fairfax Water Facility, the Occoquan Regional Park and the Vulcan Quarry which are all planned to be retained over the long term. The area south of the I-95 Landfill and north of the Occoquan Regional Park is planned for park use, ultimately encompassing the former Youth Correctional Facility.

The northern part of LP1 is planned to be predominately developed with open space/pedestrian systems and recreational facilities. There are several EQC and heritage resources located within the northern part of LP1, which are envisioned to serve as major resources in new County parks. Some of the EQC and heritage resources are planned to be linked by a public golf course, which is between Silverbrook Road and Giles Run, linking the Rocky Branch EQC with the Giles Run EQC, thus providing for both recreation and environmental linkage to the greenway system. A major greenway trail is planned to utilize the old rail bed that traverses LP1 from the northeastern corner and ultimately connect with the Occoquan Regional Park, thus forming an interconnected open space system within LP1, enhancing wildlife habitats and heritage resources, as well as providing pedestrian linkages.

The new parks, which are envisioned to include one Local Park, two District Parks, one Countywide Park, one Resource-based Park, and one Regional Park, will be of the character as generally set forth in the Land Use Recommendations and will be planned for multiple recreational and leisure uses. The appropriate facilities and design for each park will be in accordance with the Fairfax County Park Authority's Laurel Hill Park Master Plan and the Park Authority's phasing and development process. Park use and development in each of the park areas will be sensitive to the preservation and interpretation of natural and heritage resources identified within each area. See Figure 14 which presents the major open space and pedestrian system for LP1.

Open Space/Pedestrian Systems Recommendations and Guidelines: The following guidance to implement the open space and pedestrian system concept is provided:

- The abandoned railroad bed running through Planning Sector LP1 should be developed as a major linear open space feature to be known as the Laurel Hill Greenway. The Greenway corridor will generally be 80 to 100 feet in width unless constrained by the location of existing facilities suitable for preservation and/or reuse. The trail within the Laurel Hill Greenway will be planned and developed for multipurpose non-motorized usage, (i.e., pedestrian, equestrian and bicycle) and should link the residential neighborhoods north of Silverbrook Road with the former Central Facility and Occoquan Workhouse and recreational amenities. The Greenway will also provide pedestrian linkages between the South Run/Pohick Greenway and the Occoquan Regional Park.

- The Laurel Hill Greenway, which is planned to be the major linear open space feature within LP1, should be developed in phases as the redevelopment of the former Corrections Property occurs.

- The EQC areas and associated stream valleys such as Pohick Creek, South Run, Rocky Branch, Silverbrook Run, Giles Run and Mills Branch should be preserved as open space with public access. Clearing and grading adjacent to these areas should be done in a manner that minimizes the negative impacts of erosion and siltation on EQCs and the associated streams.

- An-18 hole golf course and related facilities are located within the Countywide Park south of Silverbrook Road. The golf course physically links the adjacent EQC areas and greenways and will link the Rocky Branch EQC area with the Occoquan Regional Park.

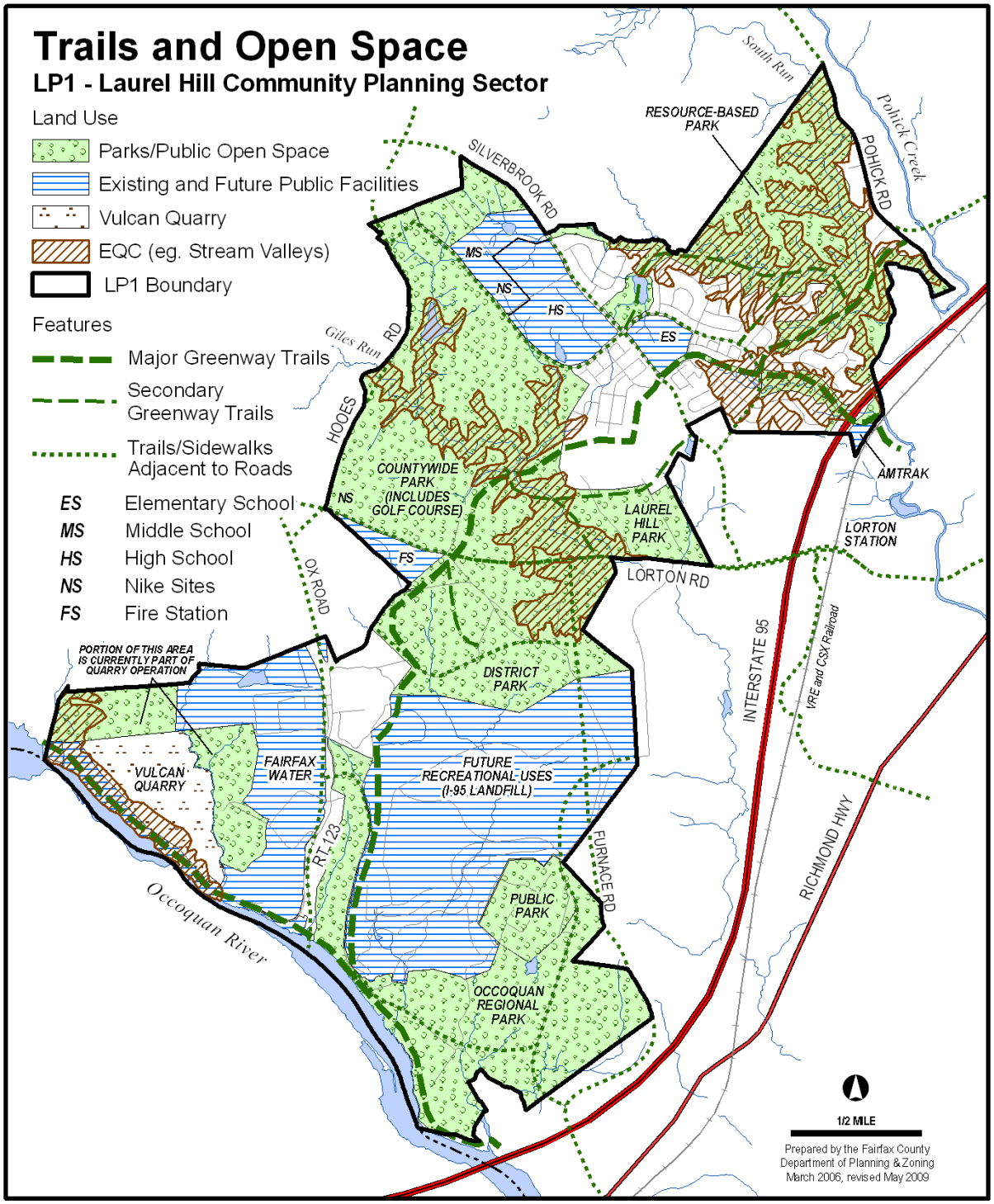

Trails and Open Space
LP1 - Laurel Hill Community Planning Sector
Land Use
Parks/Public Open Space
Existing and Future Public Facilities
Vulcan Quarry
EQC (eg. Stream Valleys)
LP1 Boundary
Features
Major Greenway Trails
Secondary Greenway Trails
Trails/Sidewalks Adjacent to Roads
ES Elementary School
MS Middle School
HS High School
NS Nike Sites
FS Fire Station
South Run
Pohick Creek
RESOURCE-BASED PARK
POHICK RD
SILVERBROOK RD
MS
NS
HS
ES
Giles Run
HOOES RD
COUNTYWIDE PARK (INCLUDES GOLF COURSE)
NS
FS
LAUREL HILL PARK
AMTRAK
LORTON STATION
LORTON RD
OX ROAD
INTERSTATE 95
VRE and CSX Railroad
PORTION OF THIS AREA IS CURRENTLY PART OF QUARRY OPERATION
DISTRICT PARK
VULCAN QUARRY
FAIRFAX WATER
FUTURE RECREATIONAL USES (I-95 LANDFILL)
RT 123
FURNACE RD
PUBLIC PARK
RICHMOND HWY
Occoquan River
OCCOQUAN REGIONAL PARK
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
March 2006, revised May 2009

FIGURE 14

- Pedestrian and bicycle circulation systems (trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road), thus becoming integral elements of the overall transportation network. These trails should provide linkages with the new residential neighborhoods north of Silverbrook Road, the adaptive reuse areas, the EQC areas and the Occoquan Regional Park.

- The pedestrian and bicycle circulation systems should be constructed with private and public resources. Responsibility for maintenance would be as follows: trails on the Countywide Trail System such as Pohick Stream Valley, Lorton Road, Furnace Road, Route 123, Hooes Road and Silverbrook Road and additional trails constructed within land to be dedicated as public park should be maintained by Fairfax County or the Commonwealth of Virginia. Other trails (except sidewalks) located primarily along local residential streets and some collector roads as well as private open space should be maintained by the respective community Associations.

- Grade-separated trail crossings should be provided at major roads, such as Lorton Road. The crossings should be designed to work with the topography utilizing the stream valleys to provide crossings for both pedestrians and wildlife. In addition, the Barrel Bridge on Furnace Road should be preserved and incorporated into the Laurel Hill Greenway where it runs parallel with the realignment of Furnace Road (See Land Unit 4).

- Along the major commuter routes, separate bicycle lanes or trails should be encouraged to accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally run along Lorton Road and Route 123.

- Schools should be encouraged to co-locate with park uses to further integrate recreational amenities and the utilization of open space.

- Laurel Hill house should be preserved as a heritage resource area within a public park to ensure conservation.

- Within the proposed residential neighborhoods, recreational facilities should be provided that are sufficient to serve the neighborhood recreational needs of the residents.

- The Nike Launch area located at the corner of Hooes and Furnace Road should be incorporated into a Local or Countywide Park as a heritage resource site to ensure that this heritage resource is adequately conserved and protected. The Nike Administrative Site located on Laurel Crest Drive is planned for a Middle School. On-site cultural interpretation should be included with development of that site.

- The former Dairy Farm facility site is located immediately to the north of the I-95 Resource/Recovery Facility and the I-95 Landfill, should become a County Park with special purpose areas; for example, a farm park, horticultural center, athletic field complex or other recreation facilities, and/or an equestrian center may be appropriate.

- The area south of the I-95 Landfill and north of the Occoquan Regional Park, to include the former Youth Correctional Facility is planned for public park use in order to expand both passive and active recreational opportunities for the Northern Virginia area and to preserve substantial open space and EQC areas.

- The portion of the I-95 Landfill currently under closure procedures should be considered for adaptive reuse for active and passive recreational purposes.

- The area west of Route 123, which includes the Fairfax Water Facility and the Vulcan Quarry, should provide for recreational amenities and buffering for the residential communities abutting to the north and should include the trail connections to the Regional Park System.

- An equestrian trail link from the proposed equestrian trail in the Occoquan Regional Park to the former Dairy Farm facility site should be considered if compatible with other recreational uses in this area.

PUBLIC FACILITIES

The LP1 Planning Sector has several major Countywide public facilities other than parks which are covered under Open Space/Pedestrian Systems. These include the I-95 Landfill, the I-95 Resource/Recovery Facility and the Fairfax Water Facility. These public facilities will remain with the redevelopment of the former Corrections Property. The I-95 Landfill and the I-95 Energy/Resource Recovery Facility are planned to be retained for the long term. The I-95 Landfill is currently under closure procedures that have 30-year duration.

The I-95 Energy/Resource Recovery Facility is under contract until 2011, with additional capacity for several decades beyond 2011. The Fairfax Water Facility has capacity to meet the long-term water treatment needs for Fairfax County. These existing public facilities should adhere to the following guidance:

- The portion of the I-95 Landfill currently under closure procedures should be considered for adaptive reuse for active and passive recreational purposes and should be part of the long-term expansion program for the Occoquan Regional Park or the Fairfax County Park Authority to further serve the needs of the Northern Virginia area.

- The Fairfax Water Facility should be buffered and screened along Route 123 and the northern boundary. The existing ponds north and south of the treatment facility should be preserved as natural resource areas. As an interim use, land not needed for the expansion should be used by the Fairfax County Park Authority for athletic fields. A new 42-inch water main is planned to replace the existing main that crosses the former Corrections Property.

With redevelopment of the former Corrections Property, additional public facilities and utilities will be needed to serve the property as well as the surrounding community. These uses include an elementary school, a middle school, and a potential fire station which will serve the surrounding area as well the new residential development.

<u>Public Facilities Recommendations and Guidelines</u>: The following recommendations and guidelines to implement the public facility and utility needs of any redevelopment of the former Corrections Property are provided:

- An elementary school site and a middle school site have been provided to serve both the needs of the planned residential development and the surrounding residential areas. The provision of these school sites should be coordinated with Fairfax County Public Schools.

- If a site for Fire and Rescue has not been located off-site to serve this area, then a site of approximately five acres should be provided on the former Corrections Property. The location of that site may be on the south side of Furnace Road between Hooes Road and Lorton Road as shown on Figure 11, with the specific site location to be coordinated with Fire and Rescue. In addition, there should be the potential for a future police substation,

which may collocate with the fire and rescue station.

- Adaptive reuse of existing buildings for public facilities should be provided as indicated in the Land Unit Recommendations.
- Utility easements and right-of-ways will be necessary as older lines are replaced or new ones are needed to provide utility services to future development in the area.

Master Plan for the
Laurel Hill Adaptive Reuse Site
Fairfax County

Approved by the Fairfax County Board of Supervisors on May 11, 2010

The Alexander Company was asked by Fairfax County to develop a Master Plan that accomplishes the following:

- Preserves the essential historic core of the Adaptive Reuse Site
- Minimizes the financial burden on the taxpayers
- Promotes socially positive uses that compliment the surrounding community
- Provides for flexibility and transparency in the development process
- Permits the adaptive reuse of Laurel Hill into something of far-reaching significance and consequence - both exciting and uplifting

The process for developing the Master Plan included due diligence, market analysis, and public outreach:

- Previous Task Force recommendations and studies
- Community/Stakeholder Input
- Market Research
    - Retail, Office, Residential, Educational
- Site and Building Investigation
    - Historic Considerations
    - Infrastructure
    - Adaptability of Existing Building
    - Access and Visibility
    - Environmental Considerations

- Review of Public Approval Process
- Summary of Findings
- Draft Master Plan
- Financial Feasibility Analysis
- Revised Draft Master Plan
- Final Master Plan

Master Plan

The Master Plan for the Adaptive Reuse Site at Laurel Hill creates a hub of community residences, workplaces, shopping, and green space where residents and neighbors can meet for a cup of coffee, stop in at the neighborhood market, enjoy dinner together, or spend time outdoors. The layout accommodates visitors arriving by car but also features a variety of pedestrian and bicycle connections weaving the site into the fabric of the surrounding neighborhoods.

The retail section of the Plan is located for easy and convenient access and designed with sufficient size to make it a successful neighborhood center. The neighborhood retail center is intended to house uses such as a small grocery, bank, drug store, dry cleaner or restaurants.

The Plan envisions niche office users reactivating the site, with the former Penitentiary buildings providing office workers with an interesting and unique workplace where they can walk to lunch or enjoy a break in one of the site's open spaces. Residents will bring further vitality to the site. Newly constructed single-family homes place front doors on tree-lined, pedestrian friendly streets. The

Reformatory provides residents with a unique living opportunity in the former dormitory structures. People living on the site will be neighbors who help support the retail and restaurant uses.

The Plan expands upon the unique green and open spaces of the site and envisions the vibrant use of a Community Green for events and gatherings. The site is planned as a prominent feature and visitor stop on the Greenway Trail, utilizing the towers and historic buildings to interpret the history of the area. In addition to creating an exciting new community asset, the Plan minimizes the burden to the taxpayers of Fairfax County and preserves the historic core of the Reformatory and Penitentiary.

Master Plan Components

Neighborhood Retail and Mixed Use – 41,400 sf
Small grocery, pharmacy, bank, restaurant, daycare, etc.

- New Construction - 22,400 sf
- Historic Dining Hall – 11,000 sf
- Power Plant – 8,000 sf

Historic Office – 50,000 sf
Traditional small office users and service retail such as dentist, architecture & engineering firm, IT start up, investment advisor, accountant, yoga studio, personal trainer, consultant, etc.

- 50,000 sf in historic Penitentiary buildings

Mixed-Use and Retail Pad Sites – 20,000 sf
There are two pad sites with a total land area of 55,000 sf. It is estimated that these two sites combined could accommodate 20,000 sf of restaurant, retail, service retail or office uses. Buildings would not be constructed on these sites until a specific user is identified. The retail pad site closest to Silverbrook Road and White Spruce Way should be a neighborhood-serving and oriented use that excludes a gas station.

Chapel – 20,000 sf
It is anticipated that the chapel will be used for a community oriented use such as a church or a daycare. This building will be stabilized and cleaned-up until a user is identified and a full renovation can be completed.

Residential: Rental – 171 units
The multi-family residential units will be a combination of market rate (127 units) and affordable (44 units) apartments in the historic Reformatory buildings. The affordable units will utilize low-income housing tax credits to help offset the total project cost by approximately $5 million. It is the intent of the master plan to include the affordable units as part of a magnet housing program. Inclusion of the 44 units into a magnet housing program requires County coordination to identify a program need, and developer confirmation that the tax credit program allows the targeting of these units to specific occupational groups. If the 44 units do not qualify for use in a magnet program, additional apartments should be identified for the magnet housing program. The project developer will consider a strong community preference for age-restricted or senior housing in these affordable units. This preference is seen as complimentary to the adjacent Spring Hill community and reduces the burden on local schools.

Residential: Owner-Occupied – 181 units
The newly constructed homes should add to the unique appeal of the property and complement the historic features of the Adaptive Reuse site with a diversity of housing types, square footage, and price points designed to appeal to a wide variety of buyers. The housing mix may include two and three-level attached single-family homes, such as villas and duplexes, as well as a limited number of detached single-family homes. The attached neighborhood concept diagram provides an example of how the master plan could be interpreted to achieve the plan goals related to a diverse mix of housing types.

Once a developer is selected, the design process must include additional input from stakeholders. The developer of the site should conduct informational work sessions with stakeholders to receive feedback about the variety and location of the owner-occupied homes. Community feedback about architectural design concepts will also be considered.

The Memorandum of Agreement (MOA) provides procedures for the review and approval of development plans. The MOA gives the Virginia Department of Historic Resources, the Lorton Heritage Society, and the Architectural Review Board specific review and approval responsibilities. Opportunities for community input may also occur during the review of plans by these organizations.

Recreation Space
- Open space in multiple locations with varying sizes and intended levels of activity
- Pedestrian, bicycle, and vehicular circulation, including connections to the County's Greenway Trail
- Tower Tour: renovation of selected historic guard towers for public access
- Community Green to serve multiple purposes, events and activities. The Community Green will preclude a continued baseball use at this location, however, a replacement field will be provided off-site in the South County area.

Financial Feasibility

High infrastructure costs, limits on density related to the historic nature of the site, and the higher cost of adaptive reuse, make the economics of this project challenging. Each of the proposed uses was selected to balance financial feasibility with a wide variety of physical, legal, and preservation constraints. The following table outlines each of the proposed uses, the estimated cost of completing the improvements, and the financial surplus or gap associated with each use. While these estimates are the result of thorough analysis, it is important to note that they are also based on market assumptions and assumptions related to the structure of the relationship between the County and the future developer of the site. The aim of the analysis is to estimate the approximate financial gap of the project and help guide County decisions related to closing the gap using funding mechanisms and financial tools at the County's disposal.

Estimated Total Project Cost: $148 million
Estimate Historic Tax Credit Equity: $16.6 million
State: $9 million
Federal: $7.6 million
Estimated Housing Tax Credit Equity: $5 million
Financial Gap: $9-$13 million

	Estimated Total Cost	Estimated Surplus/(Gap)
Retail		
New	$ 4,300,000	$ 1,100,000
Historic	$ 2,300,000	$ 600,000
Historic Office	$ 12,400,000	$ (2,600,000)
Historic Residential		
Market Rate Apartments - 127 units	$ 24,100,000	$ (2,400,000)
Magnet Apartments - 44 units	$ 8,500,000	$ 1,900,000
Pad Sites	$ 4,000,000*	$ 1,100,000*
Townhomes - 181	$ 63,400,000	$ 10,900,000
Infrastructure	$ 20,200,000	$ (12,900,000)
Demolition	$ 1,100,000	$ (1,100,000)
Extraordinary Historic	$ 1,700,000	$ (1,700,000)
County Fees	$ 4,000,000	$ (3,800,000)
Proffer Suggestions	$ 2,000,000	$ (700,000)
Total	**$ 148,000,000**	**$ (9,600,000)**

* This surplus was calculated based on value to project as a land sale. Total cost was estimated independently and will be paid by a third-party developer.

Summary of Site Costs: ~$29,000,000

Site Work: $18,493,000

Cost estimates related to site work were completed by Walter Phillips, a Virginia based civil engineering firm. The firm has extensive experience in the Lorton market including the redevelopment of the Workhouse portion of the former Lorton Prison.

Site Preparation: $3,425,000
Includes the cost of site excavation, erosion controls, surveying, construction staging, standard traffic controls, backfill retaining wall, utility spoils relocation, construction fencing, fine grading, utility spoils disposal, etc.

Site Utilities: $6,500,000
Includes the costs associated with storm water management, sanitary sewer, and water.

Site Improvements: $4,690,000
Costs associated with creating parking lots, roads, and sidewalks on the site.

Landscaping: $1,695,000
Costs associated with purchasing and planting landscaping materials on the 80-acre site.

Site Design: $670,000
Creation of construction documents for site work and other site related plans needed for the County approval process.

Exterior Lighting: $1,513,000
Costs associated with lighting the exterior of buildings, parking lots, and streets.

County Fees: $4,050,000

Fees were estimated in conjunction with Fairfax County staff and Walter Philips and include the rezoning application fee, the site plan submission and processing fee, sewer fees, and park fees required in the Zoning Ordinance.

County Proffer Requests: $1,960,000

Includes the following anticipated proffer requests:

Fairfax County Park Authority: $842,750 (calculated based on the number of new residents on the site, and the non-residential development square footage)

Fairfax County Public Schools: $1,108,608 (calculated based on the number of anticipated new students generated from the development)

Other Site Costs: $4,451,000

Demolition Costs: $1,050,000
Demolition estimates include costs associated with the removal of the steel cellblocks in the former penitentiary, the removal of several buildings, and the removal of the equipment in the power plant.

Bridge: $250,000
It is anticipated that a small bridge will be required to accommodate vehicular traffic over a swale on the site. The cost of this bridge was estimated by Walter Phillips.

Chapel: $166,000
The budget for the chapel includes the cost of repairing the roof and making cosmetic improvements to the building.

Penitentiary Wall: $1,050,000
A structural report has been completed on the historic penitentiary wall and BE&K provided an estimate of the cost to restore the wall.

Tower #5 Structural Repairs: $125,000
A structural report identified concerns related to Tower #5. BE&K provided an estimate of the cost to stabilize the tower.

Other Tower Improvements: $385,000
The master plan proposes improving several towers for public use as well as shoring up and securing the remaining towers. BE&K provided an estimate for improving the towers.

Traffic: $550,000
It is anticipated that two traffic lights, costing $250,000 each, will be required on Silverbrook Road. It is also anticipated that a $50,000 traffic study will be required. These estimates are based on input from Walter Phillips and Wells and Associates.

Vehicular Access from Lorton: $875,000
If it is determined that the connector road between Laurel Crest and Lorton Rd does not need to be constructed and the access from Lorton to the site can be built as a private road the cost is estimated to be $875,000. This estimate is based on input from Walter Phillips and Wells and Associates.

Overview of Subsidy Programs

Federal and State Historic Tax Credit Equity: $16.6 million
Two of the most significant financial resources available for the renovation of the Adaptive Reuse Site are Federal and State Historic Tax Credits. The tax credits are dollar-for-dollar reductions in income tax liability for taxpayers who rehabilitate historic buildings. These programs offer tax credits equal to 20% (federal) and 25% (state) of qualified rehabilitation expenditures. The credits can be sold to corporate investors to raise equity to fund the cost of renovation. Based on the projected renovation budget, it is estimated that the tax credits associated with the adaptive reuse site could be sold for approximately $16.6 million.

Housing Tax Credit Program: $5,000,000
The 44 units of Affordable Housing included in the Master Plan are potentially eligible for the Low-Income Housing Tax Credit (LIHTC) Program. The program, which is administered by the Virginia Housing Development Authority (VHDA), provides a tax incentive for creating housing with income and rent restrictions. In general terms, the value of the credits is based receiving a tax credit equal to 9% of eligible renovation costs for 10 years. The credits can be sold to corporate investors to raise equity to fund the cost of renovation.

The units will be restricted to a particular occupational group identified in partnership with Fairfax County. In 2009, household income would be restricted to $43,140 for a one person household and $49,300 for a two person household. Rents in 2009 for 1BR and 2BR units would be restricted to approximately $1,027 and $1,155 respectively.

The Fairfax County Zoning Ordinance requires up to 12.5 percent of the total number of residential units as Affordable Dwelling Units (ADUs). The proposed 352 residential units generate a requirement for approximately 44 ADUs. The Federal Low-Income Housing Tax Credit for 44 units will likely qualify as the project's ADU requirement and require no additional ADUs. The number of LIHTC units is not intended to rise or fall in reaction to any financial gap associated with the project.

The number of ADUs calculated for this project is inclusive of a 20% density bonus described in the Zoning Ordinance. No additional density bonuses – or increased number of residential units – should be allowed for the site.

Proforma Assumptions

Development Costs
Construction costs were estimated by BE&K, a Virginia-based general contractor that completed the construction for the Lorton Arts Foundation at the Workhouse. Alexander Company construction managers and architects also spent a significant amount of time on site and cross-checked estimates from the general contractor. Other development costs were estimated by the Alexander Company in conjunction

with the Company's industry contacts including bankers, insurance providers, and tax credit syndicators.

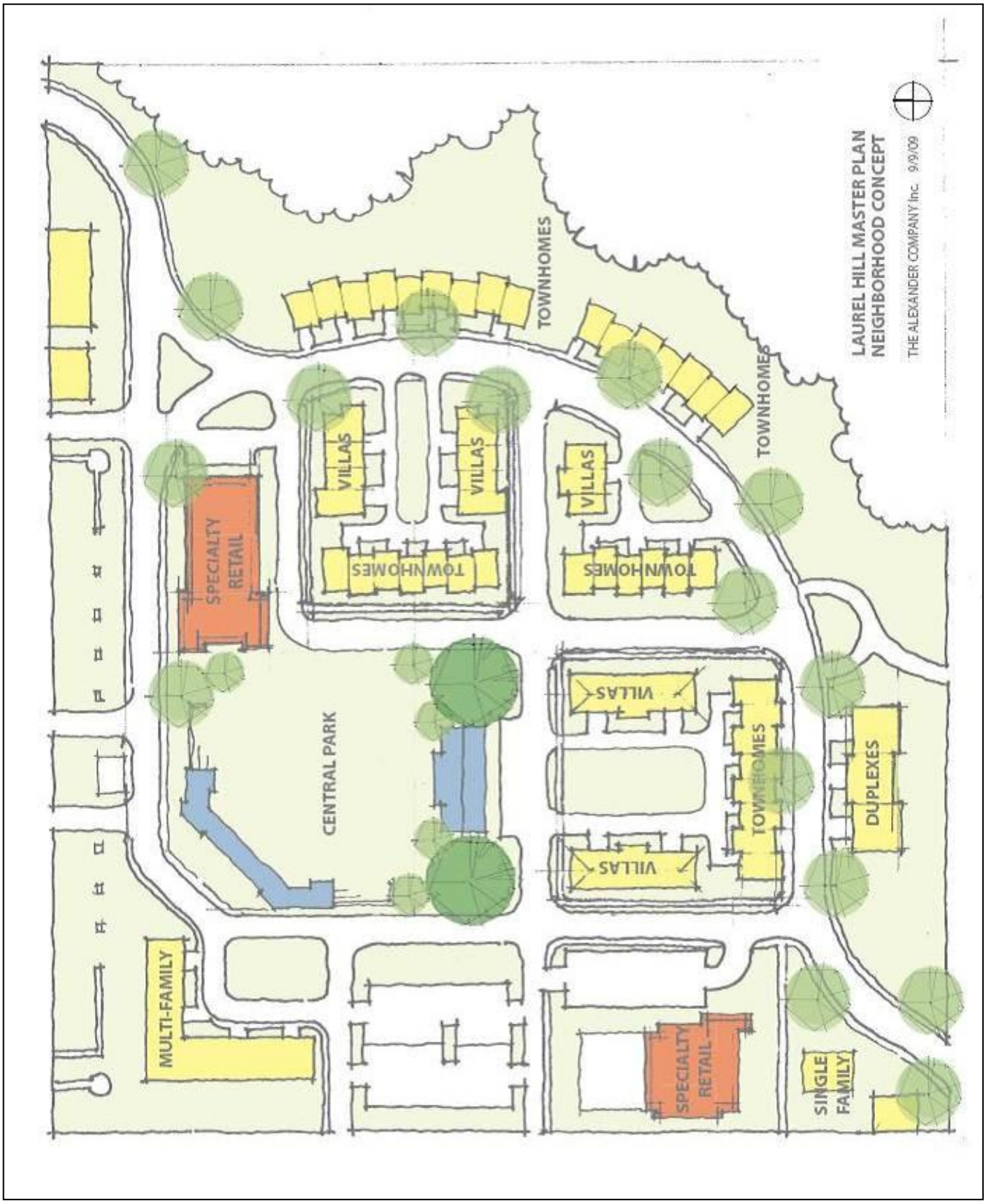
Income and Vacancy
The projected income and vacancy for each of the uses was based on market data provided in retail and office market analysis and a residential market analysis that were completed by third party contractors.

Expenses
Data used to estimate expenses was based on information provided in the market studies and on the Alexander Company experiences with comparable properties.

Financing

The County and the selected developer will explore options for financing the public improvements. As discussed for other, similar projects such options are expected to include a combination of private equity, tax revenue including possible special district taxes, or possibly tax increment financing. Further analysis of available financing options will include an assessment of the debt burden of the County, the developer and the ultimate owners within the development as well as the tangible and intangible benefits to be derived by all parties in accordance with the County's Principles for Public Investment.

Laurel Hill Adaptive Reuse Program Diagram


LAUREL HILL MASTER PLAN
NEIGHBORHOOD CONCEPT
THE ALEXANDER COMPANY Inc. 9/9/09
TOWNHOMES
TOWNHOMES
VILLAS
VILLAS
VILLAS
TOWNHOMES
TOWNHOMES
SPECIALTY RETAIL
CENTRAL PARK
VILLAS
VILLAS
TOWNHOMES
DUPLEXES
MULTI-FAMILY
SPECIALTY RETAIL
SINGLE FAMILY

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, Land Unit 3, pages 43-54:

LAND UNIT 3

Approximately 610 acres comprise Land Unit 3 (Figure 18) ~~is comprised of approximately 610 acres~~ of which approximately 25 percent is in environmentally sensitive areas ~~(see Figure 18)~~. The land unit is generally bounded by Lorton Road and Giles Run on the south, Silverbrook Road on the north, and Hooes Road on the west. A tributary of Giles Run, with steep slopes, is located parallel to Hooes Road. The Laurel Hill Greenway generally divides the land unit into the two sub-units. In addition, three of the five major ponds in LP1 are located in this land unit. The former Central Facility is located in the eastern portion of the land unit.

Environmentally sensitive features, such as Giles Run and its tributaries, should be preserved. H~~h~~eritage resources such as the Laurel Hill house site should be preserved. ~~and appropriate physical facilities such as the~~ The original Reformatory and Penitentiary ~~Central Facility B~~buildings (circa 1920's and 1930's)~~, should be preserved and~~ are planned for adaptive reuse as outlined in the guidance for Sub-unit 3B. Development of this land unit should include the land uses described under the guidance for the subunits.

Sub-unit 3A: The land within Sub-unit 3A is primarily gently rolling terrain with steep slopes to the west abutting the Giles Run EQC and its tributary. A major element in this sub-unit is a portion of a Countywide Park that includes a public golf course adjoining

[RELOCATE FIGURE 17 TO LAND UNIT 2 RECOMMENDATIONS]

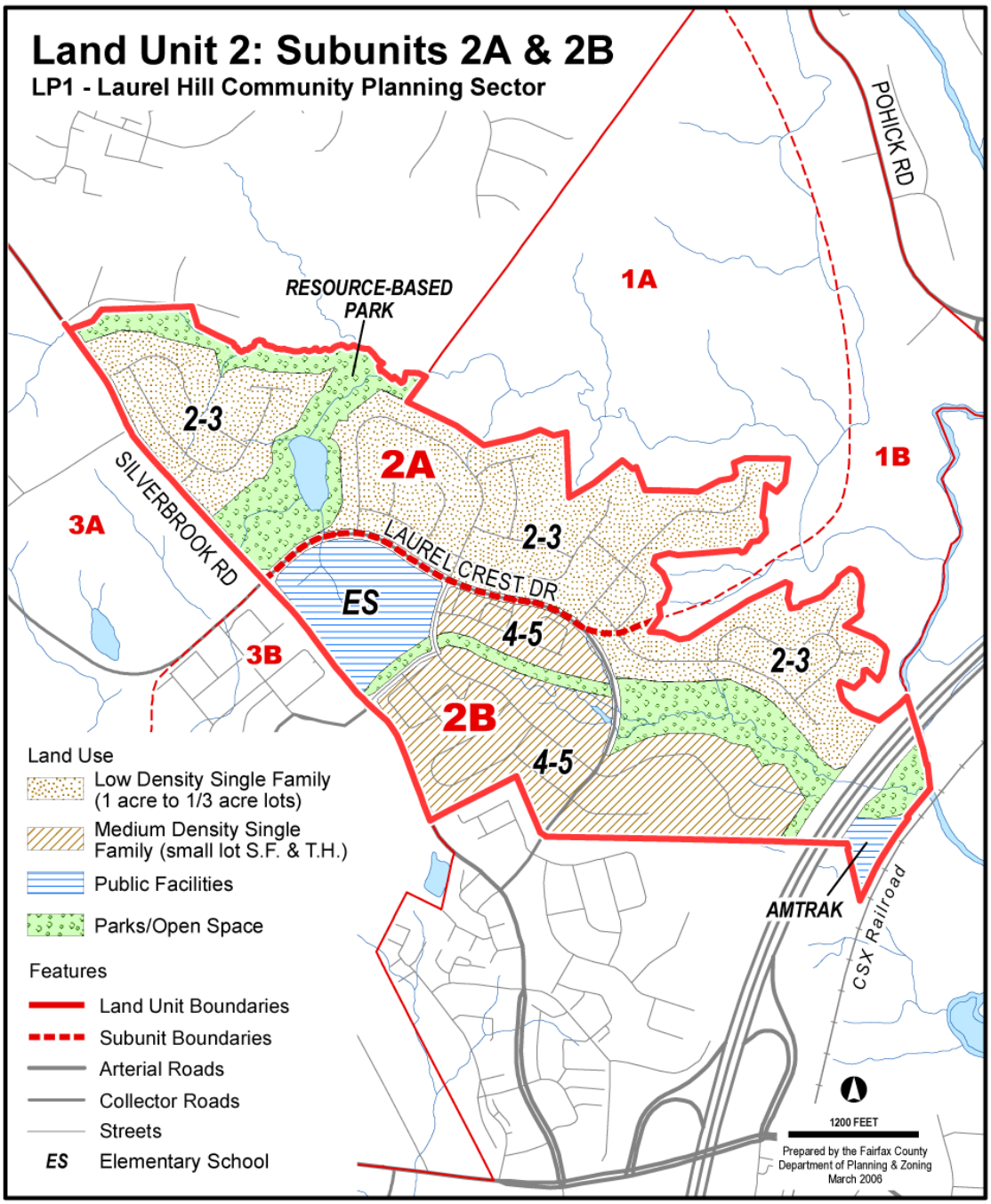
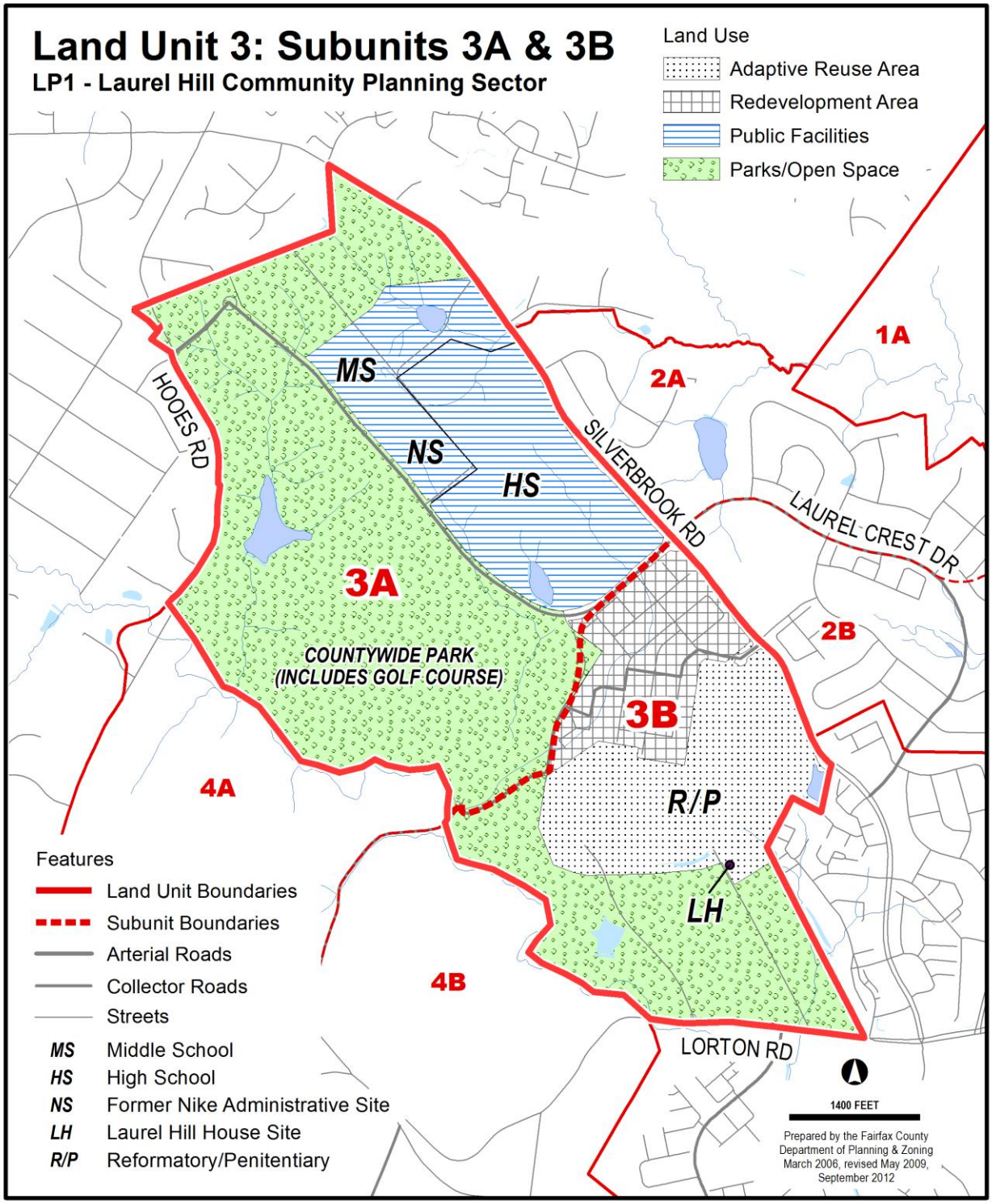


FIGURE 17



[Modify Legend as shown above: NS - <u>Former</u> Nike Administrative Site]

FIGURE 18

the Laurel Hill Greenway. In addition to the public golf course, other planned open space amenities include a Local Park, an interpretive exhibit for the former Nike Administrative Site, and preservation of natural resource areas associated with the ponds within the sub-unit. In addition to the South County Secondary School, the remaining acreage should be developed with a Middle School, recreational facilities and open space. Development within this sub-unit should occur under the following additional guidance:

- Development of the approximately 40-acre Middle School site should be compatible with the natural resource areas (i.e. Silverbrook Run and the ponds), the existing golf course and the adjacent Park site. A natural resources protection area should be provided around Silverbrook Run and the pond to the north to ensure adequate conservation and protection. The Middle School building, access, parking, circulation, and recreation areas should be oriented towards Laurel Crest Drive and should avoid the area around the pond. Pedestrian access from Silverbrook Road to both the Middle School and Park sites is encouraged.

- Cultural and historic interpretation of the former Nike Administrative site should be provided with development of the Middle School. It may be appropriate to incorporate cultural and historic interpretation on both the Middle School and Park sites. ~~Comprehensive~~ W~~w~~ritten and photographic documentation ~~should~~ was ~~be~~ completed prior to the demolition of the Nike Administrative buildings and can be used to support this ~~to provide for adequate~~ interpretation.

- The approximately 40-acre Park site is planned for development as a Local Park, ~~which includes~~with active and passive recreation opportunities. Active recreation may include lighted, irrigated athletic fields. A portion of the Park site's open space area should be located and designed as a buffer to the adjacent residential uses. Athletic fields should be oriented to minimize impact to adjacent residential uses and environmentally sensitive areas of the site. When planning the park uses, the following considerations should be satisfied:

  - The community shall have input into any proposal to light athletic fields as part of the Park Authority's Master Planning process; and
  - Any outdoor lighting meets the lighting standards described in the Zoning Ordinance.

- The public golf course located within the Countywide Park should be maintained in a manner that physically links the Giles Run EQC to natural resource areas north of Silverbrook Road.

Sub-unit 3B: The character of ~~developable~~ land in this sub-unit is gently rolling terrain, similar to that of Sub-unit 3A, with the Giles Run EQC located along the southwest boundary. Access to this Sub-unit is provided from Silverbrook and Lorton Roads. It is separated from Sub-unit 3A by the Laurel Hill Greenway. The major land use elements are the former Central Facility ~~redevelopment~~ Redevelopment ~~area~~Area, the Adaptive Reuse Area ~~adaptive reuse area~~(former Reformatory and Penitentiary), and the Laurel Hill House heritage resource area.

The former Central Facility ~~redevelopment~~ Redevelopment ~~area~~ Area is located on approximately 30-35 acres at the junction of the Laurel Hill Greenway and Silverbrook Road. ~~The remainder of the former Central Facility which encompasses the~~ The former Reformatory and Penitentiary~~penitentiary and reformatory~~, also known as the ~~is approximately 79 acres an~~ A~~a~~daptive R~~r~~euse A~~a~~rea, is located to the south of the Redevelopment Area, on the remainder of the former Central Facility property.

Development within this sub-unit should occur under the following additional guidance:

- The former Central Facility R~~r~~edevelopment A~~a~~rea is planned and approved for active adults and independent senior housing. Other uses appropriate within this redevelopment area include: limited support retail and service uses, non-hospital institutional or public uses, including higher educational uses and health care service uses, excluding hospital uses. In the redevelopment area, an alternative use should be parks and recreational use.

- The Laurel Hill Greenway should ~~inter-~~connect ~~with~~ the redevelopment area ~~and the~~with adjacent areas and be integrated in a manner that creates a focal feature within this Sub-unit.

- The Laurel Hill ~~house~~ House and its gardens should be designated as a heritage resource area within the Countywide Park. ~~with a minimum of 20 acres to ensure conservation of these resources.~~

- The remaining acreage south and west of the Adaptive Reuse Area ~~Laurel Hill house site and south of the former Central Facility~~ should be part of the Countywide Park. Additional recreational facilities characteristic of a Countywide Park should be developed in this area.

- ~~The former penitentiary and reformatory should be considered for adaptive reuse. The original masonry structures, built in the 1920s and 1930s, should be preserved and adaptively reused, if possible. In addition, the former administration building and chapel should also be considered for adaptive reuse. Adaptive reuse could include compatible governmental uses such as offices and schools, subject to 2232 approval, and non-hospital institutional, public and recreational uses.~~

~~The Laurel Hill Adaptive Reuse Citizens Advisory Committee (CAC) vision:~~

~~In November 2004, the CAC recommended an option for the reformatory and penitentiary area. The CAC developed a vision for the former penitentiary and reformatory to be adaptively reused for mixed-use that includes education, office, technology-oriented research, retail and residential uses. The residential component was envisioned to include a mix of market rate and magnet housing. The magnet housing should complement the surrounding educational, cultural and other public uses. Development of the site may occur in one phase by reusing both the reformatory and penitentiary areas or a multi-phase approach. If multi-phase, the first phase should include the reformatory and the area of buildings between the reformatory and the ballfield as one component and the entire penitentiary area as the second component. In any scenario, issues affecting the entire 79-acre site should be addressed through a coordinated development plan. Design sensitivity to historic architecture and the creation of a high quality project are key elements for any adaptive reuse proposal to be considered.~~

~~The following text and illustrations represent the CAC vision for the adaptive reuse of the former penitentiary and reformatory areas. The text and illustrations are intended as concepts to guide redevelopment of this area. As stated in the CAC report dated November 2004, the numbers of units and square footage are illustrative and may vary depending upon the eventual approved development scenario. Figure 19, the~~

[DELETE FIGURE 19]

CONCEPT PLAN MAP **FIGURE 19**

~~Final Concept Plan Map, shows the CAC vision for the reformatory, penitentiary and the village center areas and the general road connections.~~

~~**Development Guidelines**~~

~~**Land Use Concepts**~~

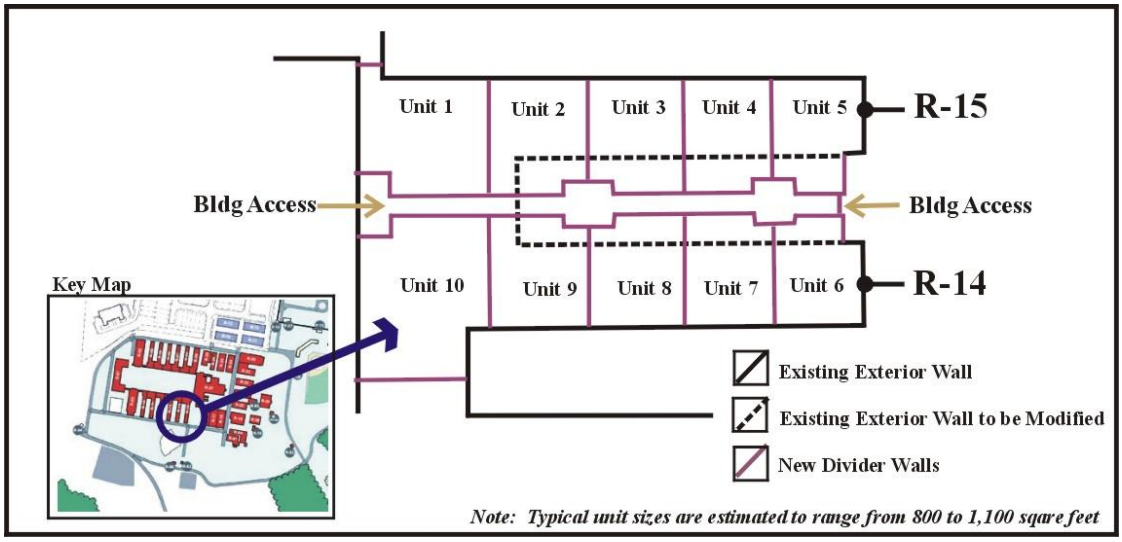
~~• **The Reformatory** quadrangle south of the Spring Hill Senior Housing is envisioned for adaptive reuse that may include magnet and market rate housing, and/or other uses such as education, office, technology-oriented research, and retail. Housing should be loft-type residential units which result from the adaptive reuse of the existing structures. The CAC envisioned a range between 50 to 125 units. There should be flexibility to allow for exterior modifications necessary to meet the requirements of residential use. The magnet housing units are envisioned to develop as an ancillary use to other uses within the reformatory and penitentiary area and surrounding educational, cultural and other public uses. The magnet housing units are envisioned to provide housing for professionals such as educators and public safety specialists. A conceptual view of the reformatory is shown in Figure 20.~~

[DELETE FIGURE 20]

CONCEPTUAL VIEW OF REFORMATORY **FIGURE 20**

~~The concept plan for the reformatory illustrates utilizing the areas between every other dorm to provide space to create a more usable floor plan. As shown on Figure 21, the layout provides a central corridor with rooms/units off each side of the corridor. Depending on the mix of uses, the size and number of units could vary. In this concept, the quadrangle area (central open space) would remain as a park area available to the public. Parking for the reformatory area would primarily occur in the flat areas to the south of the quadrangle.~~

[DELETE FIGURE 21]



TYPICAL CONCEPTUAL FLOOR PLAN FOR RESIDENTIAL USE AT THE REFORMATORY **FIGURE 21**

~~Circulation is envisioned to be a loop road around the reformatory quadrangle that links with Lorton and Silverbrook Roads. The road connection may extend to Laurel Crest Drive to the north. In any proposal, all road improvements would need to be coordinated closely with the Fairfax County Department of Transportation and Virginia Department of Transportation. The site design should incorporate direct connections with the Laurel Hill Greenway and encourage pedestrian and bicycle access to the site.~~

~~• **A Village Center** is envisioned to be located in between the reformatory and the ballfield and may be considered for a mix of retail (such as small boutique shops and other unique retail uses) and professional office uses. The CAC suggested commercial uses in the range of 40,000-60,000 square feet. Small professional office uses should be located along the "Main Street." The village center concept envisions a combination of rehabilitated contributing buildings along with new, infill construction. The vision is to create a center that builds on the architectural character of contributing buildings, while allowing new construction that may meet the requirements of today's retail and small office users. The village center concept includes residential uses above retail uses to create a vibrant neighborhood commercial center. This neighborhood center is envisioned to serve the former reformatory and penitentiary areas as well as serve as a hub to the senior community to the north, the new and existing residential communities north of Silverbrook~~

~~Road, and other surrounding communities. A conceptual view of the village center is shown in Figure 22.~~

~~To be distinct from other retail centers in the area, the village center is envisioned to include a mix of uses and designed to create a unique~~

[DELETE FIGURE 22]

CONCEPTUAL VIEW OF VILLAGE CENTER **FIGURE 22**

~~environment. Uses may include restaurants, specialty stores, convenience retail and small professional office uses. Conceptually, the village center is oriented toward the existing north-south road that links to the senior living community. This road should include connections to Lorton Road to the south and Silverbrook Road to the east. To help ensure success of the Village Center, identifying signage should be incorporated at the intersection of Silverbrook and Lorton Roads.~~

~~Depending on the final design of the village center, consideration may be given to the development of an additional block of condominium/loft units directly east of the main street. This additional block would create an alley condition and would help limit views of the backs of the commercial buildings and would allow for residential units to look out on to the ballfield. The CAC envisioned a range of 10-30 residential units within the village center.~~

~~Parking for the village center should be provided as on-street parking where feasible, with surface parking areas to the south and east of the village center.~~

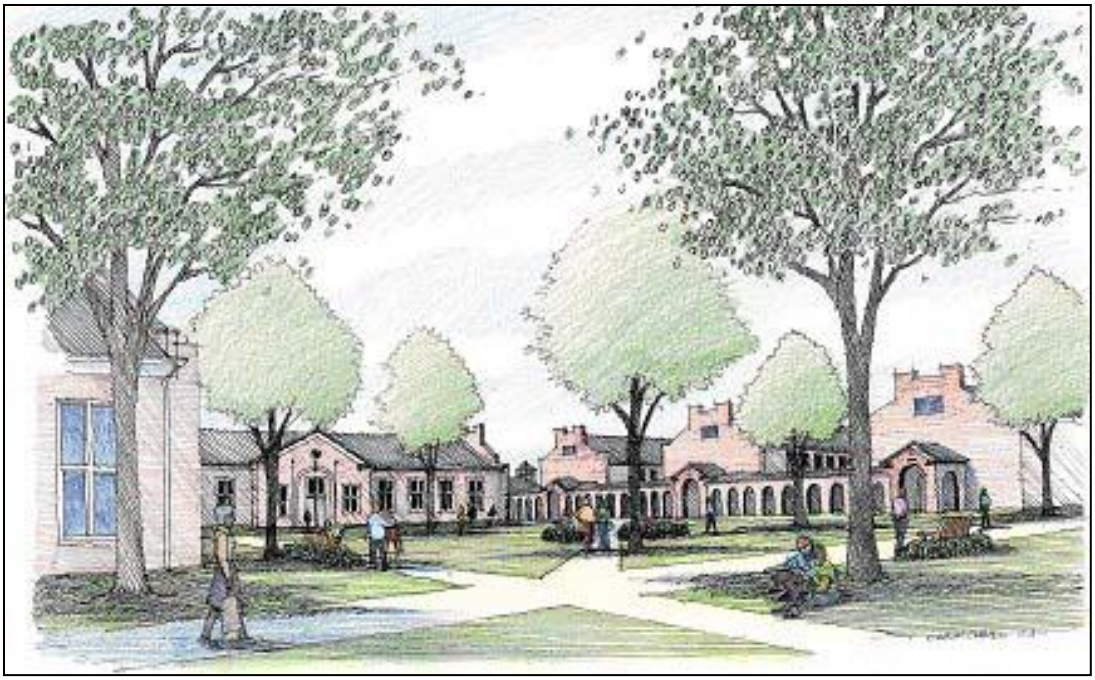
~~• **The Ballfield** is envisioned to be converted from an interim use to a permanent recreational amenity for the site and surrounding users. The ballfield should include pedestrian linkages to the Laurel Hill Greenway, adjacent park areas and the reuse areas. Parking areas should be provided within the existing parking sites south and west of the ballfield, and shared parking with retail and office uses should be considered.~~

~~• **Reuse of the Penitentiary** may include the rehabilitation of the existing quadrangle for a range of educational and education-related uses, supporting office and technology-oriented research facilities, and other similar uses. The CAC envisioned that the education~~

~~use should range in size from 50,000 to 125,000 square feet. Access to the penitentiary site should occur through carefully located portals in addition to the existing sally port in the penitentiary wall. An opening at the north end of the site to a new access road connecting to Silverbrook Road and from the south from the ballfield is preferred. The existing road along the exterior of the eastern side of the wall should be upgraded to serve as a circulation route around the penitentiary and provide additional access to the ballfield and reformatory.~~

~~Within the penitentiary walls, parking is envisioned to be provided in proximity to the buildings depending on the use. Small parking lots should be developed in an axial relationship on the north and south sides of the penitentiary in order to meet the parking needs and respect the axial site layout. Consideration should be given to incorporating some parking along the exterior road to the east of the penitentiary. The provision of fire lanes between the penitentiary buildings and the wall may be accommodated with a stabilized lawn system to minimize impervious areas. A conceptual view of the penitentiary is shown in Figure 23.~~

[DELETE FIGURE 23]



CONCEPTUAL VIEW OF THE PENITENTIARY **FIGURE 23**

ADAPTIVE REUSE AREA

The Laurel Hill Adaptive Reuse Area Master Plan, encompassing the former Reformatory and Penitentiary, was completed in 2010. The Master Plan envisions a mixed-use community of residences, workplaces, shops and open spaces, and recommends both the adaptive reuse of historic buildings and new development. The original masonry structures listed as contributing to the D.C. Workhouse and Reformatory National Register Historic District should be preserved and adaptively reused, to the extent possible. The Master Plan acknowledges that some demolition will be necessary. Any proposed demolition is subject to the process outlined in the 2001 Memorandum of Agreement.

The Adaptive Reuse Area is planned for residential, retail, office, and open space uses to create an activity center and focal point for the community. The uses, densities and intensities described are those that were developed with the Master Plan. Flexibility will be needed to allow for changes to address unforeseen constraints or to improve the viability of the plan.

Reformatory Dorms, Industrial Shops, and Guards Quarters

The former Reformatory dormitories and Industrial shop buildings are located on the western portion of the site. These buildings are planned for adaptive reuse for approximately 165 residential units. The Guards Quarters are located outside and to the east of the Penitentiary Wall, and are planned for approximately 6 units. Effort should be made to include the required affordable units, or other units, as part of a magnet housing program intended to provide affordable housing to certain occupational groups.

Penitentiary

The former Penitentiary is located on the northeastern portion of the site, adjacent to Silverbrook Road, and is surrounded by the Penitentiary Wall. This area is planned for approximately 105,000 square feet (SF) of non-residential uses, consisting of both community-serving commercial, retail and office use. The six Penitentiary cellblock buildings are planned for adaptive reuse for approximately 50,000 SF of office or commercial use.

New development is envisioned to the north of the existing buildings to create a community-serving retail center of approximately 53,400 SF, including the former dining hall. Flexibility should be allowed for the northernmost two cellblock buildings to convert to retail use. Smaller structures, such as the mid-wall tower or holding cells may be used for community-serving retail or commercial uses. Use of the two cellblock buildings and smaller structures for retail or commercial use should be considered above the stated maximum development potential.

Changes to the Penitentiary Wall should be carefully designed to minimize impacts to the historic character of the wall while also acknowledging the need for safety, access and visibility. New parking proposed to the north of the wall should be designed as visually unobtrusive.

New Residential Uses

Approximately 181 new residential units are envisioned, comprised of both single-family detached and single-family attached units. Generally, the southwest area of the site and the area around the planned central green are identified for new residential use. The location of new homes should not negatively impact the Laurel Hill House site.

Towers
The brick towers are planned for preservation, with the option to utilize one (or more) for community interpretation. Ground floor space in the towers may be appropriate for storage related to the surrounding uses, such as for athletic or community equipment for the Central Green.

Chapel
The chapel (approximately 20,000 SF) is planned for adaptive reuse for a community or civic use. Parking should be provided to the east and/or south of the building. If a community or civic use is not viable, flexibility will be needed to allow for consideration of other uses for this structure.

Power Plant
The power plant (approximately 8,000 SF) is planned for adaptive reuse for retail use. Restaurant use may work well here. If a retail use is not viable, flexibility will be needed to allow for consideration of other uses for this structure. This building may be appropriate for residential use, in addition to the maximum number of units previously described for the site.

Recreation, Trails and Open Spaces
Community recreation spaces are envisioned throughout the site. The Reformatory and Penitentiary quadrangles are planned to remain as open space. A central green is planned in front of the historic grandstand as a prominent feature and visitor stop on the Cross-County (Laurel Hill Greenway) Trail. Access to the trail should be provided at several points, including one convenient to the historic grandstand. The western portion of the former patrol road is also planned for a trail. Trail connections are envisioned to the south to Laurel Hill Park, as well as to Silverbrook Road at the northern and eastern edges of the development.

The Master Plan envisions new development on a portion of the former Recreation Area/Ballfield surrounding a planned central green. An off-site, in-kind replacement field should be in place for public use prior to construction.

Access to parking for the Giles Run Park facilities should be provided on the western edge of the site.

Stormwater
Innovative stormwater management practices are encouraged at this site as recommended in the November 2010 Laurel Hill Stormwater Management Plan, to the extent practicable. Stormwater planning should avoid adverse impacts to adjacent parkland and natural resources.

Transportation
Access should be primarily oriented to Silverbrook Road, where two access points are planned. Secondary access should be from Lorton Road, where the entrance road to the site should be improved. All proposed phases of development should be coordinated with the County to ensure adequate and safe access. To the extent possible given preservation objectives, local streets should be designed in an interconnected street grid pattern to enhance the urban character and walkability of the site. Where possible, internal streets should provide for on-street parking, sidewalks on both sides, and narrow travel lanes to promote traffic calming. Pedestrian crosswalks, speed humps, and curb extensions should be provided where appropriate to create a local street environment that is both safe and

accessible. Measures that support non-motorized transportation to and from the site are encouraged.

Design and ~~, Access and~~ Historic Preservation Guidance

- Design of the ~~reformatory and penitentiary~~Adaptive Reuse Area ~~area~~ should be sensitive to the historic architecture and create a high quality rehabilitation. ~~that enhances the pedestrian-oriented area~~. Provided p~~P~~arking areas should ~~be provided to~~ meet County and user requirements, offer convenience to the uses and be designed, if practical, ~~to be~~as visually unobtrusive.

- ~~The development of the reformatory and penitentiary area should seek to create a unique environment in Fairfax County and the region. The reuse should create a focal point and activity center for the community. The development should complement the surrounding park areas by providing services to the park users and linkages to the park and Laurel Hill Greenway.~~

- ~~Access to the reformatory and penitentiary area should be provided from Silverbrook Road and the collector roadway linking Laurel Crest Drive. The Silverbrook Road access should provide as direct a link as feasible to this important collector road. Consideration should be given to realigning the northern portion of this road to tie directly into the "Main Street". Additional technical analysis of both these road connections will be required.~~

- Emphasis should be placed on rehabilitation of historically relevant structures for new uses. New uses may require changes to doors and windows along with other building alterations. These changes should be made to complement existing architecture and in accordance with the Secretary of the Interior's Standards and Guidelines for rehabilitating historic buildings.

- New construction ~~may~~ will be necessary ~~to address the needs of future users. New construction~~ and is envisioned to be undertaken in a manner that is compatible with, and complementary to, the existing character of the historic district. When proposing new construction, consideration should be given to the distinctive architecture~~al~~ and landscape ~~areas~~. Siting and design of ~~these~~ new buildings should be carefully considered in the context of the historic building patterns.

Phasing

- Development of the site could either occur in one or more phases;~~,~~ however, ~~establishing development in both the penitentiary and reformatory areas, or in two phases. In any event, the development team should address~~ issues affecting the entire ~~79 acre~~ site should be addressed through a coordinated plan. The plan should emphasize the adaptive reuse of historic buildings in a timely manner, before or concurrent with new construction. ~~If the development plan identifies a multi-phase process, it is recommended that the first phase be the reformatory and village center area. Development of this area first will have the greatest visual impact and as a result serve as an incentive for reuse of the penitentiary and help to establish the center of this important redevelopment as well as complementing the senior community and park areas, and the new and existing communities adjacent to Laurel Hill.~~

Implementation

- Considering the complexity and potential costs related to developing the Adaptive Reuse Area~~penitentiary area~~, Fairfax County should encourage the federal and state governments to be active partners in the development~~ of an education scenario~~. Potential partnerships should explore the use of historic tax credits, federal and state grants to support infrastructure, building renovation or operations, and support in streamlining the approval process. The approvals could include the activities related to reuse or demolition of historic buildings, as well as those related to the Memorandum of Agreement.~~ and the General Services Administration oversight of the property.~~

- In order to create a viable, self-sustaining development, the County may consider possible approaches to increasing the viability of the redevelopment of the A~~a~~daptive R~~r~~euse A~~a~~rea by modifying these recommendations, such as ~~or~~ increasing the residential, ~~or~~ retail, or other components,~~ of the CAC recommendation, dated November 2004,~~ or by reducing the number of structures to be re-used, subject to the terms of the Memorandum of Agreement.

- ~~At the penitentiary, possible approaches to the reuse project may include converting one or more buildings to residential use. Such residential use could include living units for independent, active adults, similar to the adjacent Spring Hill Senior Center or residential units similar to the residential concept for the reformatory. A medical and/or nursing graduated care facility also may be included at the penitentiary. Any reduction in the number of structures to be re-used is subject to the terms of the Memorandum of Agreement~~.

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, LP1-Laurel Hill Community Planning Sector, pages 23-40:

LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Laurel Hill Community Planning Sector (LP1) 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 sector is planned and utilized for park and related uses, public facilities and open space. 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.

Significant heritage resources are located along the north bank of the Occoquan River and in the area northeast of Silverbrook Road (Rt. 600). Similar quality 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.

PLANNING HISTORY

In 1910, the United States Government acquired a tract of undeveloped land on the Occoquan River and established a workhouse for the District of Columbia. In 1914, the government acquired additional acreage, bringing the size of the site to approximately 2,550 acres, and began constructing the Central Facility of the prison. Title to this land was in the name

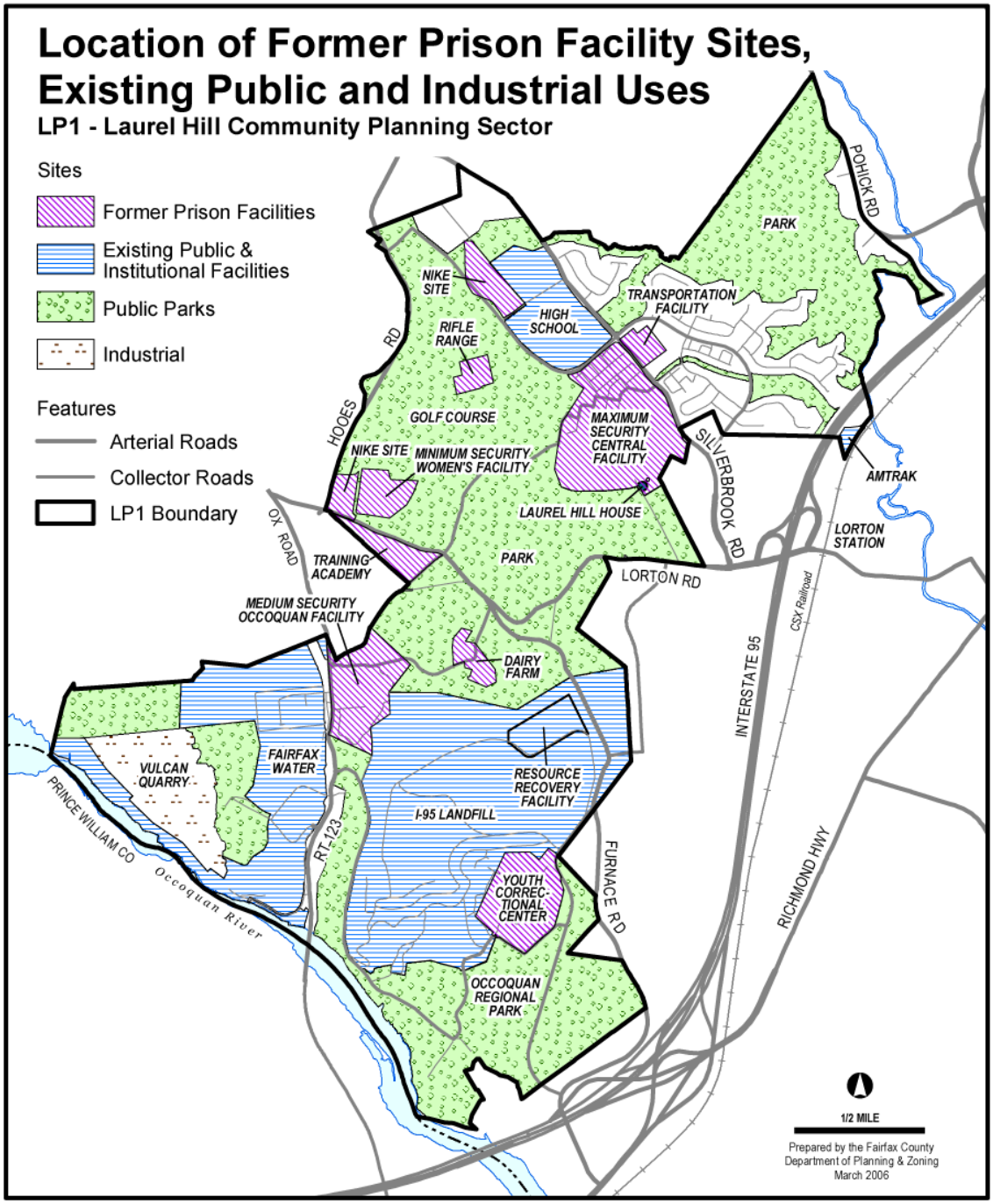

Location of Former Prison Facility Sites, Existing Public and Industrial Uses
LP1 - Laurel Hill Community Planning Sector
Sites
Former Prison Facilities
Existing Public & Institutional Facilities
Public Parks
Industrial
Features
Arterial Roads
Collector Roads
LP1 Boundary
NIKE SITE
RIFLE RANGE
HIGH SCHOOL
TRANSPORTATION FACILITY
PARK
POHICK RD
HOOES RD
GOLF COURSE
MAXIMUM SECURITY CENTRAL FACILITY
NIKE SITE
MINIMUM SECURITY WOMEN'S FACILITY
SILVERBROOK RD
AMTRAK
LAUREL HILL HOUSE
LORTON STATION
OX ROAD
TRAINING ACADEMY
PARK
LORTON RD
MEDIUM SECURITY OCCOQUAN FACILITY
CSX Railroad
DAIRY FARM
INTERSTATE 95
FAIRFAX WATER
VULCAN QUARRY
RESOURCE RECOVERY FACILITY
I-95 LANDFILL
PRINCE WILLIAM CO
RT-123
Occoquan River
YOUTH CORREC-TIONAL CENTER
FURNACE RD
RICHMOND HWY
OCCOQUAN REGIONAL PARK
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
March 2006

FIGURE 9

of the United States, and it -was a Federal Reservation, much like a military base, hence the name Lorton Reservation. Fairfax County, in its first Comprehensive Plan, dated 1958, recognized that this area of the County was largely impacted by the presence of these facilities and planned the area for Public Facilities, Governmental and Institutional uses.

Other governmental and institutional uses were established as the result of the February 14, 1973 Memorandum of Understanding between Fairfax County, the District of Columbia and the Metropolitan Washington Waste Management Agency. Under the terms of the Memorandum of Understanding, 801 acres were allocated as follows: 267 acres for landfill uses; 23 acres for the I-95 Energy/Resource Recovery Facility; 398 acres for recreational uses; and 113 acres for roads, buffer zones and related uses. Also in 1973, Fairfax Water Facility expanded their operations by acquiring a former quarry located west of Ox Road (Rt. 123) along the Occoquan River. In 1990, the I-95 Energy/Resource Recovery Facility began operations and is under a 20 year management contract, renewable in 2011.

In 1991, during Phase II of the Planning Horizons process, language was adopted by the Board of Supervisors which encouraged the relocation of the D.C. Department of Corrections operations and redevelopment of the property. The text read "The Concept recommends that the federal government develop or redevelop these areas only when plans are coordinated with the County and consistent with the County goals and the Comprehensive Plan. ... If, in the future, the D.C. Department of Corrections facility is relocated and the site is available for redevelopment, a citizens' task force with representation from the adjacent community should be established to work with the County to study alternative uses for this site... Development or redevelopment of the site should provide a planned mixed-use residential, education, employment, recreational community with a variety of housing and employment opportunities, with sufficient off-site transportation improvements."

On February 13, 1995, the Board of Supervisors established the Lower Potomac Land Use Citizens Advisory Committee (CAC) and authorized the CAC and County staff to study the then D.C. Department of Corrections Property and make recommendations for future development potential should Congressional action authorize closure of this facility. The CAC and staff studied existing conditions, issues and trends for the Corrections Property and surrounding areas, which provided the framework from which seven future redevelopment scenarios were formulated, ranging from a low of 400 dwelling units to a high of 8,000 dwelling units, along with retail and office uses which ranged from 20,000 square feet to 880,000 square feet. With each scenario, the CAC and staff analyzed impacts on transportation, public facilities, the environment and the surrounding communities. Based on the CAC scenario analysis, a preferred development scenario was formulated that ranged from 2,900 to 3,400 dwelling units, with between 250,000-500,000 square feet of office and retail uses, and 30 to 60 acres of light and high tech industrial uses to include research and development and institutional uses such as vocational, technical and higher education. This preferred development scenario became the basis of the CAC's replanning proposal for the redevelopment of the D.C. Department of Corrections Property that was adopted by the Board of Supervisors on February 23, 1998. In addition, the Board of Supervisors adopted a second option for redevelopment that had a public ownership emphasis. The public ownership option planned the land primarily for parks and open space with some land reserved for other public uses such as schools, fire and rescue, cemetery, and roads.

On January 11, 1999 the Board of Supervisors reconvened the CAC to re-evaluate the adopted Plan and to make recommended revisions to address the "Lorton Technical Corrections Act of 1998." This Congressional legislation mandated that the County should formulate a reuse plan for the Corrections Property that maximizes open space, parkland, and recreation use of the land. The act also contained language reserving land to facilitate a land trade. As permitted under this legislation, the purpose of the land trade was to transfer development rights from an approximately 800-acre property in Mason Neck to approximately 250 acres on the Corrections

Property. The CAC recommendations were adopted by the Board of Supervisors in July, 1999. The Board of Supervisors accepted the same recommendations as the reuse plan and formally transmitted the plan to General Services Administration (GSA) to comply with the legislation. The new guidance reduced the development potential and replanned most of the Corrections Property for parkland. Portions of the parkland were designated for use by the Fairfax County Park Authority and the Northern Virginia Regional Park Authority. Planning for the Fairfax County Park Authority portion of the site began in April 2003 with master plan approval in July 2004.

A Memorandum of Agreement (MOA) between the General Services Administration and 9 other signatories was executed in June, 2001 which fulfilled the responsibilities for complying with the transfer of the property to Fairfax County. The MOA stipulates that Fairfax County was to treat the property as an historic district with the Fairfax County's Architectural Review Board having oversight of any undertakings such as construction and demolition.

The Board of Supervisors ultimately established a third citizen's advisory committee (CAC) and on March 10, 2003 assigned the CAC responsibility for guiding the master planning of the areas identified in the 1999 Plan as appropriate for reuse: the Occoquan Workhouse and the Central Facility (specifically the Reformatory and Penitentiary). This CAC, known as the Laurel Hill Adaptive Reuse Citizens Advisory Committee had representatives appointed from each magisterial district within the County, in order to maintain a high degree of countywide citizen involvement. On December 6, 2004, the Board of Supervisors voted to accept the CAC recommendations and made further motions on both December 6, 2004 and February 7, 2005 to facilitate the implementation of the CAC recommendations. These recommendations were incorporated into the Comprehensive Plan in 2006. ~~are found in the Plan text for Land Unit 3B.~~

In 2010, the County completed a Master Plan for the former Reformatory and Penitentiary (the Laurel Hill Adaptive Reuse Area), which built upon recommendations from the CAC, evaluated the planned uses, and incorporated recommendations for new construction. These recommendations are found in the Plan text for Land Unit 3B.

HERITAGE RESOURCES

This planning sector contains heritage resources listed ~~on~~ in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list of these heritage resources is included in the Lower Potomac Planning District Overview section, Figure 4.

The Memorandum of Agreement (MOA) identifies 136 buildings, structures, sites and objects as contributing to the significance of an eligible historic district and encourages Fairfax County to have the property designated as a local historic overlay district. On December 7, 2005, the property was listed in the Virginia Landmarks Register and in February 2006, the property was listed in the National Register of Historic Places. Figure 10 shows a map of the National Register historic district boundaries.

Listing in the National Register honors an historic place by recognizing its importance to its community, state or the nation. Listing in the National Register contributes to preserving historic properties in a number of ways including:

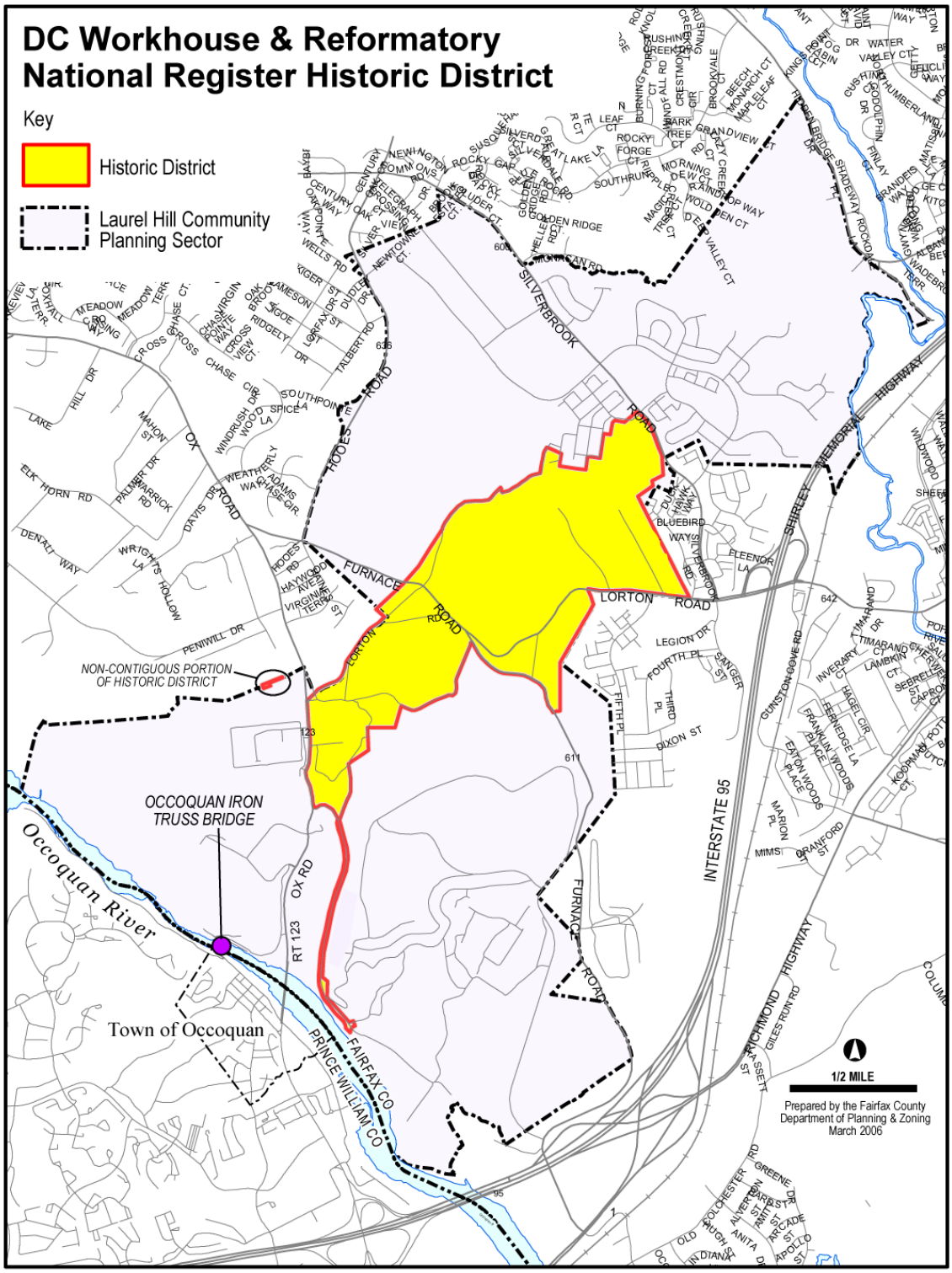

DC Workhouse & Reformatory
National Register Historic District
Key
Historic District
Laurel Hill Community Planning Sector
NON-CONTIGUOUS PORTION OF HISTORIC DISTRICT
OCCOQUAN IRON TRUSS BRIDGE
Occoquan River
Town of Occoquan
FURNACE ROAD
LORTON ROAD
SILVERBROOK ROAD
HOOES ROAD
OX RD
RT 123
INTERSTATE 95
SHIRLEY MEMORIAL HIGHWAY
RICHMOND HIGHWAY
FAIRFAX CO
PRINCE WILLIAM CO
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
March 2006

FIGURE 10

- Recognition that a property is of significance to the nation, the state, or the community.
- Consideration in the planning for federal or federally assisted projects.
- Eligibility for federal tax benefits.
- Qualification for federal assistance for historic preservation, when funds are available.

As noted above, the MOA identified 136 buildings, structures, sites and objects as contributing to the significance of an eligible historic district. While almost 200 buildings, structures, sites and objects have been listed in the National Register historic district, the terms of the MOA apply only to the 136 contributing structures and 106 non-contributing structures referenced in the MOA and described in the January 2000 *Final Historic Structures Determination of Eligibility Report.*

CONCEPT FOR FUTURE DEVELOPMENT

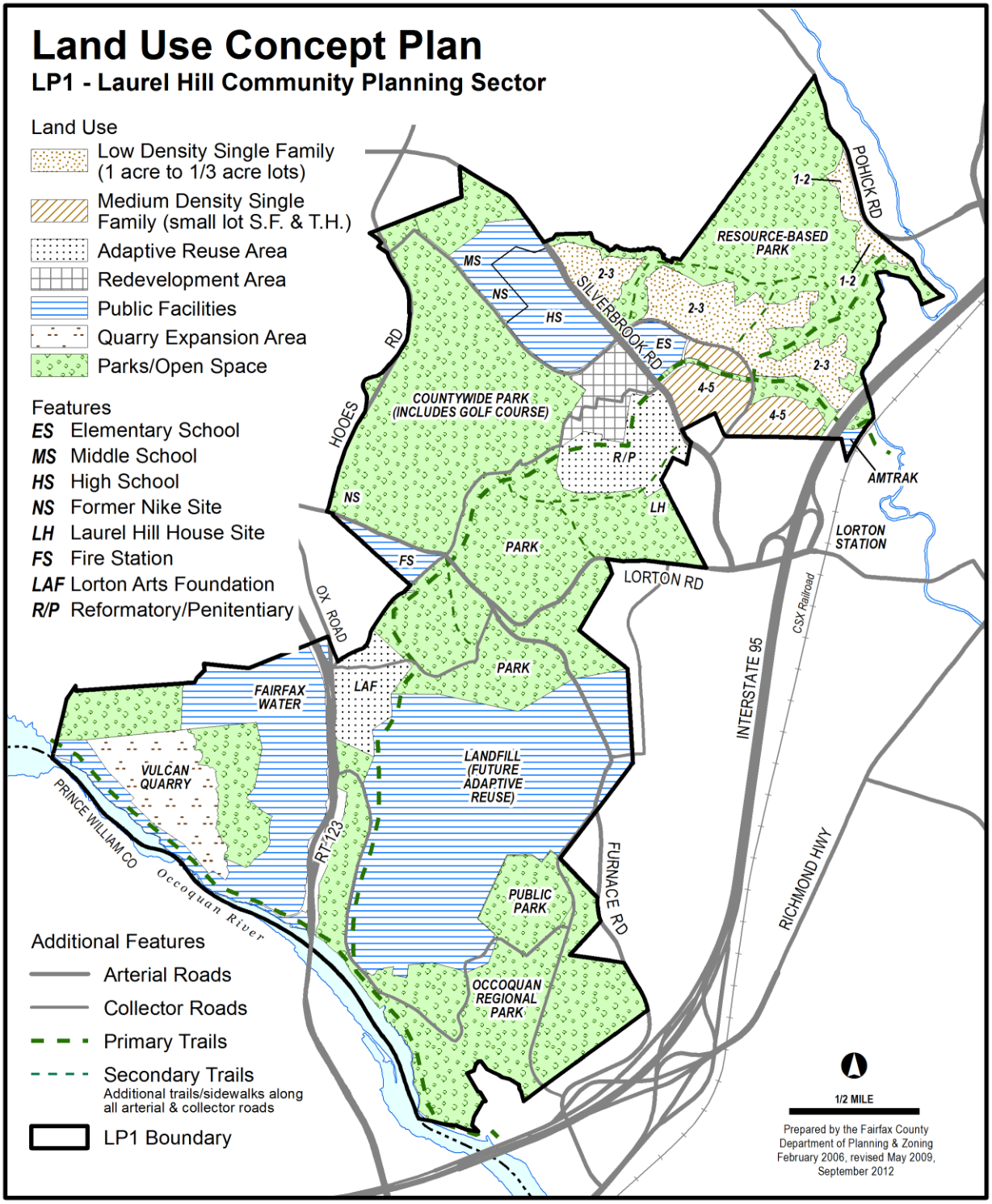
The Laurel Hill Community Planning Sector (LP1) is defined in the Concept for Future Development as a Suburban Neighborhood and a Large Institutional Land Area. This area is planned for primarily public ownership, with two notable exceptions: the area north of Silverbrook Road, which includes land that has been developed for residential use and the northwestern portion of the former Central Facility (the Redevelopment Area), which includes land that has been approved for housing for active adults and independent seniors. The remaining area is planned primarily for park uses with some land reserved for other public facilities, such as a fire station and public schools.~~, as well as institutional uses such as cultural and higher educational facilities~~ The former Workhouse is identified for adaptive reuse, as is the former Reformatory and Penitentiary site (also part of the former Central Facility)(see Figure 11: Land Use Concept Plan).

The LP1 Planning Sector has several major countywide public facilities other than parks. These include the I-95 Landfill, the I-95 Resource/Recovery Facility and the Fairfax Water Facility. These public facilities will remain with the redevelopment of the former Corrections Property.

AREA-WIDE RECOMMENDATIONS

The majority of the former Corrections Property is to be used for park and active recreation uses and public facilities. There is also the potential for residential and other uses in the adaptive reuse areas. Development should be in general conformance with the Area-Wide and Land Unit Recommendations in terms of location, character and extent. In addition, the development of public infrastructure, public facilities and institutional uses may be appropriate if in general conformance with the Area-Wide Recommendations in terms of location, character and extent. These uses include:

- arterial roadways,
- major greenway trails system,
- public facilities needed to serve the surrounding community, such as a fire station, an elementary school, a middle school, and a high school, ~~;~~



[Modify Legend as shown above: NS - <u>Former</u> Nike Sites]

FIGURE 11

- land to support existing Countywide facilities, such as the landfill and energy resource recovery facilities and the water treatment plant; and

- other recreational, cultural and higher educational facilities.

The following Area-Wide Recommendations present overall concepts and guidance as the framework for the specific Land Unit Recommendations which follow the Area-Wide Recommendations.

LAND USE

The Laurel Hill Community Planning Sector (LP1) can be divided into a southern part and a northern part. The southern portion (approximately 1,300 acres) is dominated by the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, the Fairfax Water Facility, the Occoquan Regional Park and the Vulcan Quarry (an active rock quarry), all of which are planned to be retained for the long term. The northern portion of LP1 is generally defined as the area north of the I-95 Landfill and related facilities and includes the Central Facility and the Occoquan Workhouse.

The former D.C. Department of Corrections facilities, except for the former Youth Correctional Facility, are primarily located in the northern portion of Planning Sector LP1 (approximately 1,900 acres). These facilities include the Medium Security Occoquan Facility, the Dairy Farm, the Minimum Security Facility, the Central Facility, and the Transportation Facility. These former facilities are separated by large expanses of open space and extensive EQCs, which encompass approximately twenty-five percent of this portion of the planning sector.

While most of the northern portion of LP1 is planned for open space, parkland, recreation and public facilities, a portion of the area north of Silverbrook Road is planned for residential development and the former Central Facility area and adjacent land south of Silverbrook Road are planned for a mix~~ture~~ of ~~residential, education and limited commercial~~ uses.

The EQC system, heritage resources, and the biologically sensitive areas located on the northern portion of LP1 are envisioned to be preserved as major resources by being incorporated into several County parks. Some of the EQC and heritage resources are connected by a public golf course, located between Silverbrook Road and Giles Run, linking the Rocky Branch EQC with the Giles Run EQC. A major greenway trail that utilizes the old rail bed traverses LP1 from the northeastern corner and will ultimately connect with the Occoquan Regional Park.

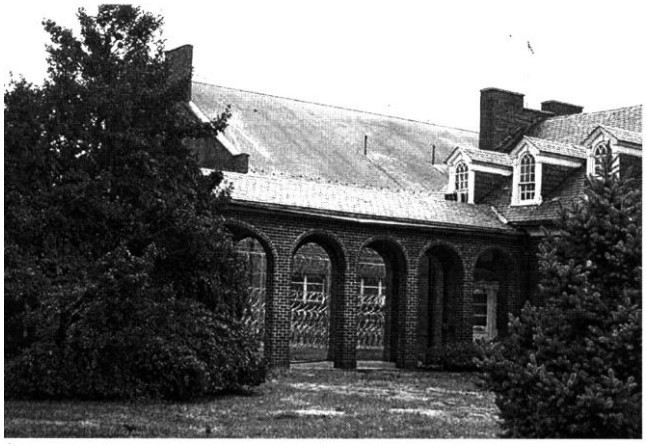
The residential neighborhoods located north of Silverbrook Road have developed in a manner that connects them with the surrounding open space system. This area has developed at densities of 1-2, 2-3, and 4-5 du/ac calculated on the developable land excluding EQC areas.

The R~~r~~edevelopment A~~a~~rea on the northwestern portion of the former Central Facility is approved for housing oriented to active adults and independent seniors. The remainder of the former Central Facility (Reformatory and Penitentiary) is planned for ~~preservation as heritage resources or~~ adaptive reuse and new development as~~. Adaptive reuse may include compatible governmental uses (such as schools and offices, subject to 2232 approval), and non-hospital institutional, public, and recreational uses as well as mixed uses~~ detailed in Land Unit 3B. At this location as well as the Occoquan facility, ~~older~~ structures determined to be of historic significance are anticipated for ~~to be adaptively reused~~adaptive reuse. (See Figure 12 for an example of one of these structures.) ~~This~~ The former ~~facility, known as the~~ Occoquan Workhouse~~,~~ has been approved for and redeveloped ~~reuse~~ as an arts center.

The remainder of the northern portion of LP1 is planned for public facilities as shown on Figure 11: Land Use Concept Plan. Figure 11 indicates the location of the elementary, middle, and high school sites as well as a future fire station. ~~The South County Secondary School which opened in fall 2005 is located on the site indicated as a high school.~~

The southern portion of LP1 is anticipated to retain the following uses: the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, Fairfax Water Facility, the Occoquan Regional Park and the Vulcan Quarry. The area is planned accordingly for governmental and institutional uses, public park, and private recreation.

The Occoquan Regional Park is anticipated to expand northward to the southern boundary of the I-95 Landfill excluding the area of the former Youth Correctional Facility, which is planned for park use by the Fairfax County Park Authority~~ for park use~~. The Fairfax Water Facility property was expanded to include the area abutting the west side of Ox Road (Rt. 123). In addition to the land conveyed to Fairfax Water Facility, land on the west side of Route 123 was also conveyed to Fairfax County Park Authority.



VIEW FROM ROUTE 123 OF THE ADMINISTRATIVE BUILDING AND THE OCCOQUAN FACILITY **FIGURE 12**

Land Use and Design Recommendations and Guidelines: The following is provided to implement the land use concept.

- All planned development should be designed to take advantage of the many EQCs as an important development amenity; to enhance vistas to heritage resources; to work with the site topography; and to create a cohesive design that will contribute towards a sense of place.

- A pedestrian and bicycle circulation system (i.e., trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road). This system of trails and sidewalks should provide linkages between residential areas and the Trail System

- Within the redevelopment area at the former Central Facility a housing development for active adults and independent seniors has been approved and developed in order to take

advantage of the ~~potential facilities such as~~ recreational and ~~educational~~ cultural uses ~~that are~~ planned ~~to be located in~~for this general area.

- ~~Educational opportunities such as vocational, technical, adult education and higher learning are encouraged and should be located in the two main adaptive reuse areas.~~ The Occoquan Facility~~, in particular,~~ is encouraged to be adaptively reused for educational purposes, an arts center or a museum for heritage and cultural preservation.

- Historic buildings and sites should be either incorporated into public parks or adaptively reused where appropriate to ensure that these resources are adequately conserved and protected.

- Due to the high potential for archaeological resources in this Sector, a Phase 1 Archaeological Survey should be performed prior to any development. Based on the findings from the Phase 1 survey, a Phase 2 and, if needed, a Phase 3 with mitigation/conservation plans should be developed, which may result in recommendations for historic districts and/or landmark designations.

- Development should occur in conjunction with the provision of planned and programmed transportation and public facilities sufficient to serve the proposed development. Additional guidance is provided in the Transportation and the Public Facilities Sections.

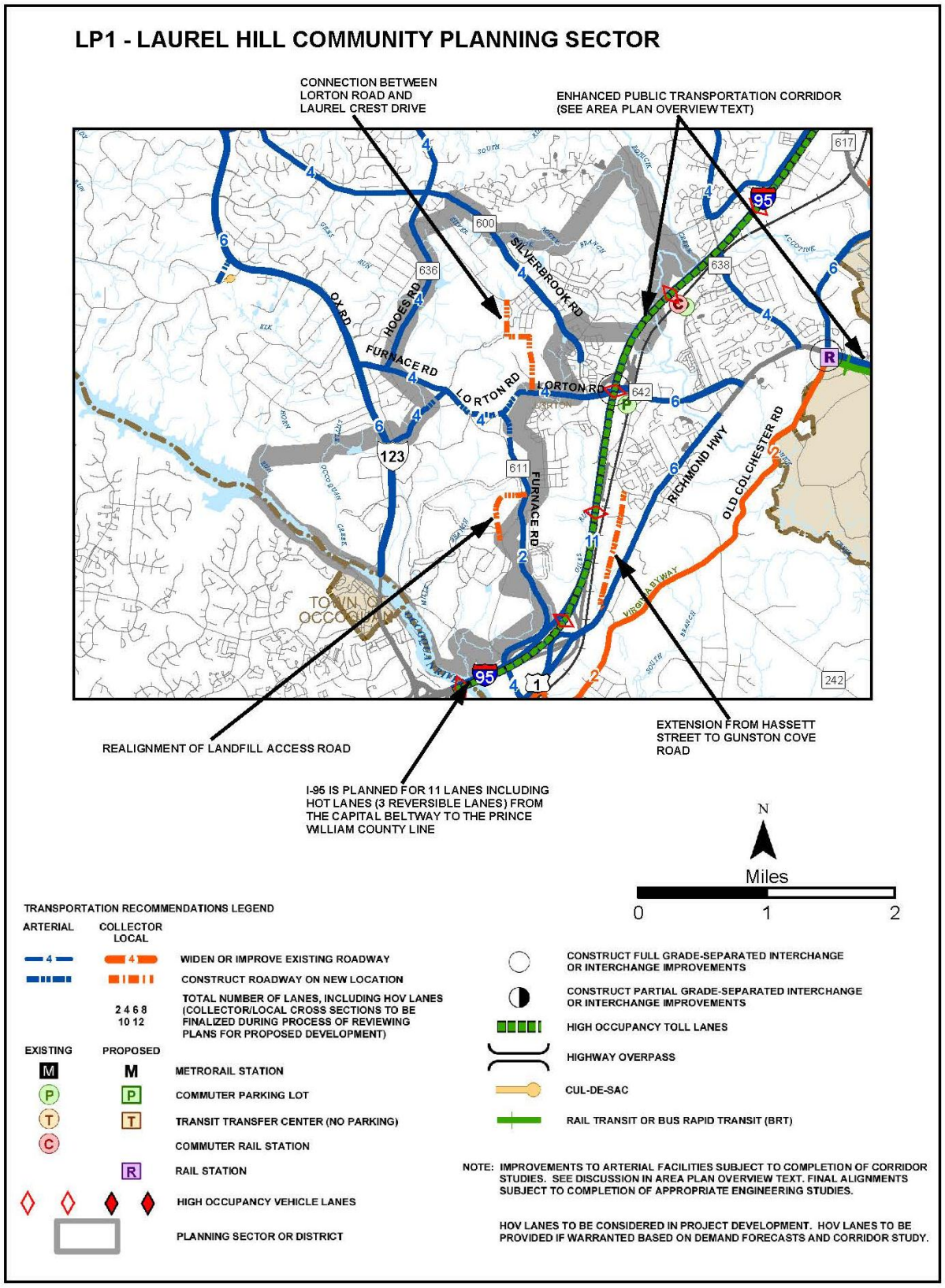
- The EQC areas and associated stream valleys should be preserved as open space with clearing and grading on abutting areas done in a manner to minimize the negative impacts of erosion and siltation on adjacent EQCs and the associated streams.

TRANSPORTATION

The Laurel Hill Community Planning Sector is served by an extensive transportation network. Primary highway access into the area is provided by Interstate 95 and Richmond Highway, both located to the east and south of Planning Sector LP1, and Virginia Route 123, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 13 shows the recommended Transportation Plan.

This sector's proximity to Shirley Highway (I-95), Route 123, and Route 1, will subject it to increasing levels of through traffic. Commuting demand is forecasted to grow substantially across the Occoquan River and in the I-95 corridor, and will affect facilities in this area. For these reasons, several improvements to the existing arterials within or adjacent to this planning sector are needed to accommodate both through-travel demand as well as traffic generated by development of Laurel Hill Park and related uses.

To implement the land use concept for this planning sector, the following transportation recommendations need to be implemented. These recommended improvements are supported by a series of policy guidelines intended to ensure that the provision of transportation facilities is



TRANSPORTATION RECOMMENDATIONS **FIGURE 13**

concurrent with or in advance of redevelopment of the former Corrections Property and that there is adequate funding. These recommendations and guidelines are divided into the following categories: Transportation Needs, Roadways and Circulation and Public Transportation.

Transportation Needs - Policy Recommendations and Guidelines: A central transportation planning issue is the basic need to appropriately sequence transportation improvements with planned development. The following guidelines have been developed to set the framework and guide future redevelopment of the former Corrections Property:

- Optimize utilization of public transportation to serve travel demand - With the proximity of public transportation and HOV facilities in adjacent areas, measures should be identified in the development application process indicating how these facilities and services will be utilized to reduce travel demand.

- Maintain an acceptable level-of-service (LOS) on the roadway system - A traffic LOS D standard has been applied within the County's Suburban Neighborhoods. At this service level, significant delay is experienced at intersections during the peak hours of travel, and congestion becomes more noticeable. The development application should include analyses that demonstrate that the proposal can maintain a LOS D or better standard, and provide commitments to mitigate traffic in instances where it cannot.

- Provide adequate funding for transportation improvements - A combination of public and private sector funding will be necessary to cover the costs of transportation improvements to serve this area.

Roadways and Circulation Recommendations and Guidelines: Roadway and circulation recommendations address needed improvements to the arterial roadway network, collector streets, and pedestrian system. Arterial roadways on the site consist of major and minor arterials. Major arterials provide some access to abutting land, although the primary function is to carry through traffic. Minor arterials carry a mix of local and through traffic, with partial control of access. Collector streets are designed to route traffic to and from local streets to the arterial road system. Collector streets generally are not intended to attract through trips, but instead provide for internal traffic circulation, including transit service. For the most part, collector and local street improvements are provided in conjunction with development activity. The following recommendations are provided with respect to roadway and circulation improvements:

- A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the Laurel Hill area, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road interconnecting Route 123, I-95, and Richmond Highway. The eastern portion of Lorton Road that extends from the east side of LP1 west to the existing Lorton Road and Furnace Road junction, should be constructed as a 4-lane section. This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes.

- Future improvements to the I-95/Lorton Road interchange will be necessary to accommodate the substantially increased traffic expected to enter Shirley Highway from LP1.

- Improvements to Hooes Road, between Route 123 and the Fairfax County Parkway, are needed to accommodate current and future traffic loads. Improvements to Hooes Road should be phased as follows:

- Phase 1: Hooes Road from Silverbrook Road to Fairfax County Parkway: Improvement is needed to handle the traffic generated by the existing communities and this portion of Hooes Road should be improved to 4 lanes.

- Phase 2: Hooes Road from Furnace Road to Silverbrook Road: In conjunction with any development of the Corrections Property, right-of-way should be reserved for a future 4-lane improvement. Improvement to 4 lanes for this section of Hooes Road should only be considered after the completion of other planned major arterial improvements in the area, and if recommended in a transportation study for the purpose of providing capacity for through traffic. Prior to redevelopment, consideration should be given to improving the existing substandard 2-lane road to VDOT standards

- Collector roadway improvements identified in the Transportation Plan Map (Figure 13) should be fully constructed in conjunction with the proposed redevelopment as well as designed as the primary access to arterial roads. Collector roads should be aligned to discourage use by through traffic. Construction of local streets which directly access arterial roads should be discouraged.

- All roadways should include sidewalks or trails in the initial construction to facilitate pedestrian circulation throughout this area, in accordance with the Open Space/Pedestrian Systems Guidelines.

- Along major commuter routes, separate bicycle lanes or trails should accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally be along Lorton Road and Route 123.

Public Transportation Recommendations and Guidelines: Public transportation service improvements within LP1 need to take advantage of the proximity of the site to the Virginia Railway Express (VRE) Commuter Rail Station in Lorton, the existing park-and-ride facility located south of Lorton Road near the I-95 interchange, and the Shirley Highway I-95 high-occupancy vehicle (HOV) lanes. The availability of these facilities for commuting to and from this area provides opportunities for future enhancement of transit and HOV usage. The following guidance is provided with respect to public transportation:

- Employer and residential-based programs should be encouraged in order to maximize utilization of the nearby Lorton VRE station, Lorton park-and-ride lot, and I-95 HOV lanes during commuting periods.

- As residential development is established along Silverbrook Road, bus transit services to nearby transit facilities and appropriate destinations should be provided, to the extent that funding levels and other Countywide transit needs allow.

OPEN SPACE/PEDESTRIAN SYSTEMS

As indicated previously, the southern part of the LP1 Community Planning Sector is dominated by uses such as the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, Fairfax Water Facility, the Occoquan Regional Park and the Vulcan Quarry which are all planned to be retained over the long term. The area south of the I-95 Landfill and north of the Occoquan Regional Park is planned for park use, ultimately encompassing the former Youth Correctional Facility.

The northern part of LP1 is planned to be predominately developed with open space/pedestrian systems and recreational facilities. There are several EQC and heritage resources located within the northern part of LP1, which are envisioned to serve as major resources in new County parks. Some of the EQC and heritage resources are planned to be linked by a public golf course, which is between Silverbrook Road and Giles Run, linking the Rocky Branch EQC with the Giles Run EQC, thus providing for both recreation and environmental linkage to the greenway system. A major greenway trail is planned to utilize the old rail bed that traverses LP1 from the northeastern corner and ultimately connect with the Occoquan Regional Park, thus forming an interconnected open space system within LP1, enhancing wildlife habitats and heritage resources, as well as providing pedestrian linkages.

The new parks, which are envisioned to include one Local Park, two District Parks, one Countywide Park, one Resource-based Park, and one Regional Park, will be of the character as generally set forth in the Land Use Recommendations and will be planned for multiple recreational and leisure uses. The appropriate facilities and design for each park will be in accordance with the Fairfax County Park Authority's Laurel Hill Park Master Plan and the Park Authority's phasing and development process. Park use and development in each of the park areas will be sensitive to the preservation and interpretation of natural and heritage resources identified within each area. See Figure 14 which presents the major open space and pedestrian system for LP1.

Open Space/Pedestrian Systems Recommendations and Guidelines: The following guidance to implement the open space and pedestrian system concept is provided:

- The abandoned railroad bed running through Planning Sector LP1 should be developed as a major linear open space feature to be known as the Laurel Hill Greenway. The Greenway corridor will generally be 80 to 100 feet in width unless constrained by the location of existing facilities suitable for preservation and/or reuse. The trail within the Laurel Hill Greenway will be planned and developed for multipurpose non-motorized usage, (i.e., pedestrian, equestrian and bicycle) and should link the residential neighborhoods north of Silverbrook Road with the former Central Facility and Occoquan Workhouse and recreational amenities. The Greenway will also provide pedestrian linkages between the South Run/Pohick Greenway and the Occoquan Regional Park.

- The Laurel Hill Greenway, which is planned to be the major linear open space feature within LP1, should be developed in phases as the redevelopment of the former Corrections Property occurs.

- The EQC areas and associated stream valleys such as Pohick Creek, South Run, Rocky Branch, Silverbrook Run, Giles Run and Mills Branch should be preserved as open space with public access. Clearing and grading adjacent to these areas should be done in a manner that minimizes the negative impacts of erosion and siltation on EQCs and the associated streams.

- An-18 hole golf course and related facilities are located within the Countywide Park south of Silverbrook Road. The golf course physically links the adjacent EQC areas and greenways and will link the Rocky Branch EQC area with the Occoquan Regional Park.

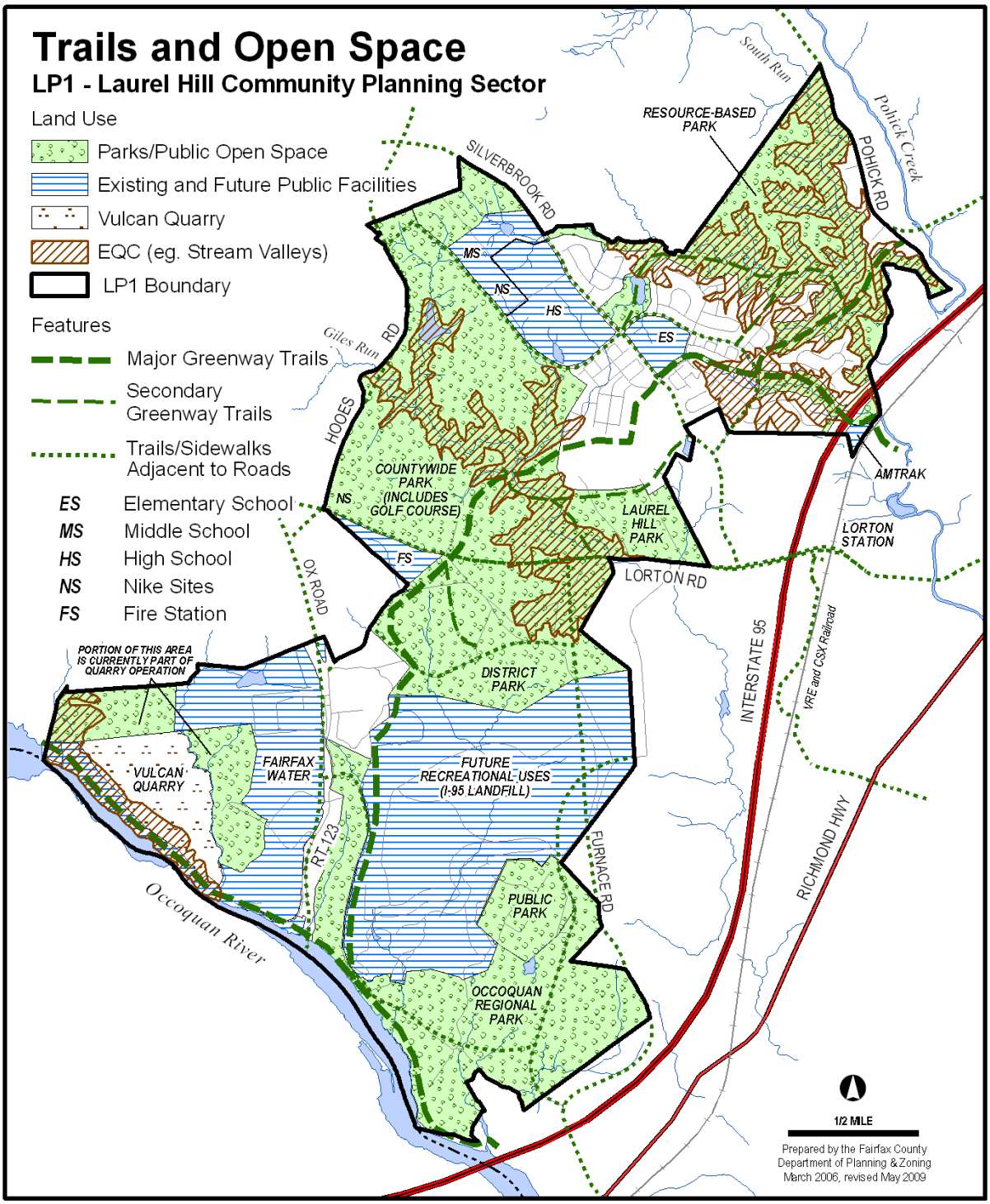

Trails and Open Space
LP1 - Laurel Hill Community Planning Sector
Land Use
Parks/Public Open Space
Existing and Future Public Facilities
Vulcan Quarry
EQC (eg. Stream Valleys)
LP1 Boundary
Features
Major Greenway Trails
Secondary Greenway Trails
Trails/Sidewalks Adjacent to Roads
ES Elementary School
MS Middle School
HS High School
NS Nike Sites
FS Fire Station
South Run
Pohick Creek
RESOURCE-BASED PARK
POHICK RD
SILVERBROOK RD
MS
NS
HS
ES
Giles Run
HOOES RD
COUNTYWIDE PARK (INCLUDES GOLF COURSE)
NS
FS
LAUREL HILL PARK
AMTRAK
LORTON STATION
LORTON RD
OX ROAD
INTERSTATE 95
VRE and CSX Railroad
PORTION OF THIS AREA IS CURRENTLY PART OF QUARRY OPERATION
DISTRICT PARK
VULCAN QUARRY
FAIRFAX WATER
FUTURE RECREATIONAL USES (I-95 LANDFILL)
RT. 123
FURNACE RD
PUBLIC PARK
RICHMOND HWY
Occoquan River
OCCOQUAN REGIONAL PARK
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
March 2006, revised May 2009

FIGURE 14

- Pedestrian and bicycle circulation systems (trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road), thus becoming integral elements of the overall transportation network. These trails should provide linkages with the new residential neighborhoods north of Silverbrook Road, the adaptive reuse areas, the EQC areas and the Occoquan Regional Park.

- The pedestrian and bicycle circulation systems should be constructed with private and public resources. Responsibility for maintenance would be as follows: trails on the Countywide Trail System such as Pohick Stream Valley, Lorton Road, Furnace Road, Route 123, Hooes Road and Silverbrook Road and additional trails constructed within land to be dedicated as public park should be maintained by Fairfax County or the Commonwealth of Virginia. Other trails (except sidewalks) located primarily along local residential streets and some collector roads as well as private open space should be maintained by the respective community Associations.

- Grade-separated trail crossings should be provided at major roads, such as Lorton Road. The crossings should be designed to work with the topography utilizing the stream valleys to provide crossings for both pedestrians and wildlife. In addition, the Barrel Bridge on Furnace Road should be preserved and incorporated into the Laurel Hill Greenway where it runs parallel with the realignment of Furnace Road (See Land Unit 4).

- Along the major commuter routes, separate bicycle lanes or trails should be encouraged to accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally run along Lorton Road and Route 123.

- Schools should be encouraged to co-locate with park uses to further integrate recreational amenities and the utilization of open space.

- The Laurel Hill H~~h~~ouse should be preserved as a heritage resource area within a public park to ensure conservation.

- Within the proposed residential neighborhoods, recreational facilities should be provided that are sufficient to serve the neighborhood recreational needs of the residents.

- The Nike Launch area located at the corner of Hooes and Furnace Road should be incorporated into a Local or Countywide Park as a heritage resource site to ensure that this heritage resource is adequately conserved and protected. The Nike Administrative Site located on Laurel Crest Drive is planned for and developed with a Middle School. On-site cultural interpretation should be included with development of that site.

- The former Dairy Farm facility site is located immediately to the north of the I-95 Resource/Recovery Facility and the I-95 Landfill. The site should become a County Park with special purpose areas; for example, a farm park, horticultural center, athletic field complex or other recreation facilities, and/or an equestrian center may be appropriate.

- The area south of the I-95 Landfill and north of the Occoquan Regional Park, to include the former Youth Correctional Facility is planned for public park use in order to expand both passive and active recreational opportunities for the Northern Virginia area and to preserve substantial open space and EQC areas.

- The portion of the I-95 Landfill currently under closure procedures should be considered for adaptive reuse for active and passive recreational purposes.

- The area west of Route 123, which includes the Fairfax Water Facility and the Vulcan

Quarry, should provide for recreational amenities and buffering for the residential communities abutting to the north and should include the trail connections to the Regional Park System.

- An equestrian trail link from the proposed equestrian trail in the Occoquan Regional Park to the former Dairy Farm facility site should be considered if compatible with other recreational uses in this area.

PUBLIC FACILITIES

The LP1 Planning Sector has several major Countywide public facilities other than parks which are covered under Open Space/Pedestrian Systems. These include the I-95 Landfill, the I-95 Energy/Resource ~~/~~Recovery Facility and the Fairfax Water Facility. These public facilities will remain with the redevelopment of the former Corrections Property. The I-95 Landfill and the I-95 Energy/Resource Recovery Facility are planned to be retained for the long term. Once ~~The~~ the I-95 Landfill stops receiving material it will enter a post-closure care period of 30-years duration. ~~is currently under closure procedures that have 30-year duration.~~

The I-95 Energy/Resource Recovery Facility is under contract until 2016~~1~~, but anticipated to operate at least until 2031, if not beyond. ~~with additional capacity for several decades beyond 2011.~~ The Fairfax Water Facility has capacity to meet the long-term water treatment needs for Fairfax County. These existing public facilities should adhere to the following guidance:

- The portions of the I-95 Landfill ~~currently under closure procedures~~that no longer receive material should be considered for adaptive reuse for active and passive recreational purposes and should be part of the long-term expansion program for the Occoquan Regional Park or the Fairfax County Park Authority to further serve the needs of the Northern Virginia area.

- The Fairfax Water Facility should be buffered and screened along Route 123 and the northern boundary. The existing ponds north and south of the treatment facility should be preserved as natural resource areas. As an interim use, land not needed for the expansion should be used by the Fairfax County Park Authority for athletic fields. A new 42-inch water main is planned to replace the existing main that crosses the former Corrections Property.

With redevelopment of the former Corrections Property, additional public facilities and utilities will be needed to serve the property as well as the surrounding community. These uses include an elementary school, a middle school, and a potential fire station which will serve the surrounding area as well the new residential development.

Public Facilities Recommendations and Guidelines: The following recommendations and guidelines to implement the public facility and utility needs of any redevelopment of the former Corrections Property are provided:

- ~~An elementary school site and a middle school site have been provided to serve both the needs of the planned residential development and the surrounding residential areas. The provision of these school sites should be coordinated with Fairfax County Public Schools~~.

- If a site for Fire and Rescue has not been located off-site to serve this area, then a site of approximately five acres should be provided on the former Corrections Property. The location of that site may be on the south side of Furnace Road between Hooes Road and Lorton Road as shown on Figure 11, with the specific site location to be coordinated with Fire and Rescue. In addition, there should be the potential for a future police substation,

which may collocate with the fire and rescue station.

- Adaptive reuse of existing buildings for public facilities should be provided as indicated in the Land Unit Recommendations.

- Utility easements and right-of-ways will be necessary as older lines are replaced or new ones are needed to provide utility services to future development in the area.

LAND UNIT RECOMMENDATIONS

In order to provide more specific guidance, Planning Sector LP1 has been divided into six land units most of which are further divided into 'sub-units' (see Figure 15: Land Unit Locator Map). Within each of the following land unit descriptions, the Plan reiterates the overall vision for the area and makes recommendations that will facilitate the implementation of that vision. Within each sub-unit, the Plan provides for specific recommendations that help establish the planned land uses and densities, conservation/preservation areas, and the related public improvements necessary to facilitate the development of the property in accordance with the overall Plan. Since the areas planned for residential development include large expanses of EQC areas, all density range guidance in this section pertains to developable residential land and excludes EQC and other planned open space and public facility land areas.

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District, as amended through 6-19-2012, Overview, pages 1-3:

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each Planning District although within the planning districts, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

As envisioned in the Concept for Future Development, the Lower Potomac Planning District includes the Lorton-South Route 1 Suburban Center, ~~two~~ one large institutional area~~s~~, and a low density residential area.

The Lorton-South Route 1 Suburban Center is generally bounded by Accotink Creek on the north; Old Colchester Road on the east; the eastern boundary of the LP1-Laurel Hill Community Planning Sector (former D.C. Department of Corrections site) on the west; and the Fairfax/Prince William County line on the south.

~~Large institutional land areas in the Lower Potomac Planning District include the former District of Columbia Department of Corrections site, approximately 3,000 acres, generally bounded by the Occoquan River to the southwest, Little Occoquan Creek and Hooes Road to the west, Silverbrook Estates, Green Ridges, Cozzo's Addition, Newington Heights, Newington Forest, Covered Bridge and Laurelwoods residential subdivisions to the north and Furnace Road (south of Lorton Road), Silverbrook Road and the RF&P Railroad tracks (north of Lorton Road) to the east.~~

The ~~other~~ large institutional land area in the Lower Potomac Planning District is Fort Belvoir, approximately ~~8,300~~ 9,530 acres, which is generally bounded by Pohick Creek to the south, Telegraph Road to the west, and the Hayfield Farm, Timothy Park, Woodlawn Acres, Pinewood Lawns, Woodlawn Mews, Olde Mill residential subdivisions and Dogue Creek to the northeast and Pohick Bay, Accotink Bay, Gunston Cove and the Potomac River to the southeast.

A large low density residential area, known as Mason Neck, is planned and located generally east of Old Colchester Road bordered by Fort Belvoir to the northeast; Pohick Bay, Gunston Cove, and the Potomac River to the east and south; and Occoquan Bay, Belmont Bay, Massey Creek, Occoquan River and the Prince William/Fairfax County line to the south.