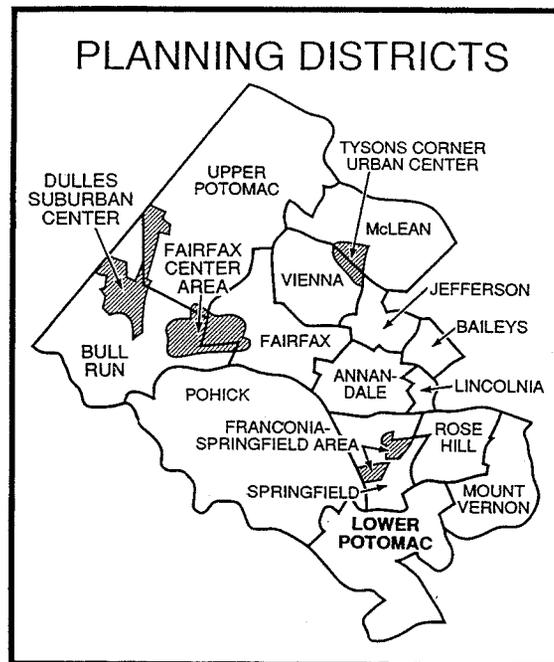


# LOWER POTOMAC PLANNING DISTRICT

*Consisting of:*

- LP1 - D.C. Correctional Facility Community Planning Sector
- LP2 - Lorton-South Route 1 Community Planning Sector
- LP3 - Mason Neck Community Planning Sector
- LP4 - Fort Belvoir Community Planning Sector





## LOWER POTOMAC PLANNING DISTRICT

### OVERVIEW

The Lower Potomac Planning District is generally bounded on the north by the northern property lines of the District of Columbia (D.C.) Department of Corrections site and Fort Belvoir, portions of Pohick Road and Accotink Creek; on the east by the eastern property line of Fort Belvoir, Dogue Creek and the Potomac River; on the south by the Potomac and Occoquan Rivers; and on the west by the western property line of the District of Columbia Department of Corrections site as shown on Figure 4.

The Lower Potomac Planning District contains a variety of land uses. Large institutional land areas include Fort Belvoir and the District of Columbia Department of Corrections site, which consist of approximately 8,300 and 3,000 acres, respectively. Parkland, open space and very low density residential uses characterize the Mason Neck area. Industrial uses are located along portions of the Richmond, Fredericksburg and Potomac (RF&P) Railroad tracks, Lockport Place and Route 1 south of Gunston and Gunston Cove Roads. Townhouses, garden apartments, single-family detached homes and community-serving retail uses, including Gunston Plaza, are found along Route 1 between Telegraph and Gunston Roads.

Population growth decreased in the Lower Potomac Planning District from 21,500 in 1970 to 16,300 in 1980. The population was 24,371 in 1990.

The major transportation corridors of I-95, Route 1 and the Richmond, Fredericksburg and Potomac Railroad provide good regional access to the Lower Potomac Planning District, limited somewhat by the design and physical condition of interchanges and connecting roads.

Regional-serving public facilities located in the Lower Potomac Planning District include the I-95 Landfill/Energy Resource Recovery Facility, Lower Potomac Pollution Control Plant and Occoquan Water Treatment Facility.

### CONCEPT FOR FUTURE DEVELOPMENT

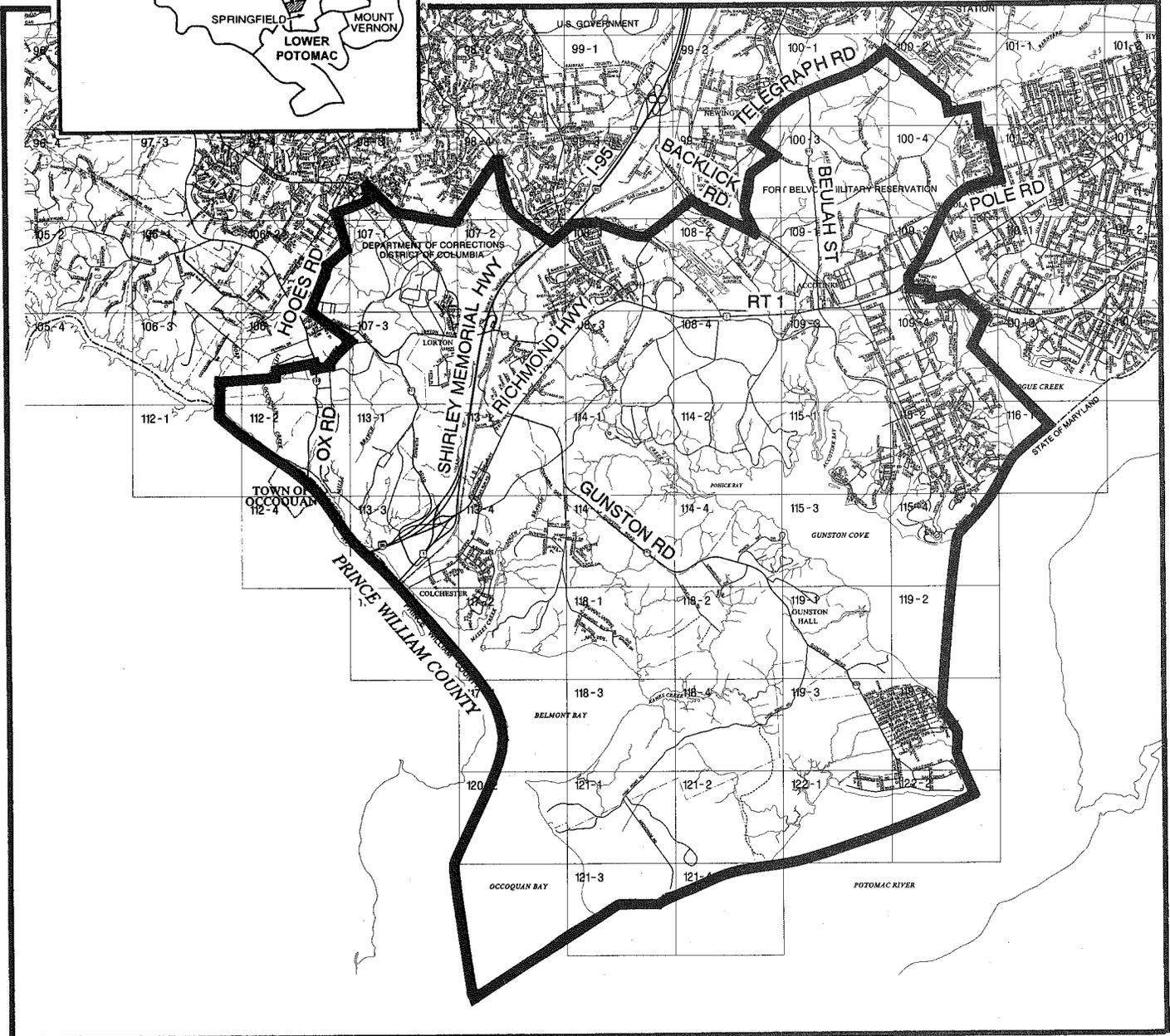
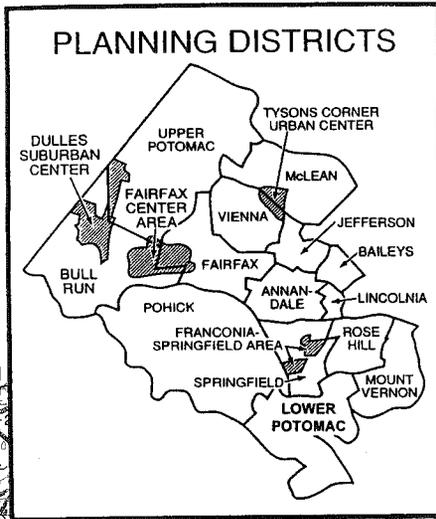
The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use, character and intensity envisioned for land areas within each planning district although within the planning district, 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 large institutional areas 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 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 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 area is Fort Belvoir, approximately 8,300 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.



<b>FAIRFAX COUNTY</b>	<b>LOWER POTOMAC PLANNING DISTRICT</b>	<b>FIGURE 4</b>
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## MAJOR OBJECTIVES

Planning objectives in the Lower Potomac Planning District are:

- Create a focal point of development or "Town Center" which includes retail businesses, office uses, cultural facilities and community services and establishes a strong "sense of place" and positive image for the Lorton-South Route 1 area;
- Preserve stable residential areas through infill development of a character and intensity or density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Encourage pedestrian access to retail and mixed-use areas;
- Encourage the creation of additional parks, open space and recreation areas and acquisition of additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program;
- Preserve significant heritage resources; and
- Provide adequate buffering and screening and appropriate transitional land uses between residential areas and non-residential uses.

### Urban Design Objectives for the Route 1 Corridor

Five urban design objectives are identified for the Route 1 Corridor to implement the overall goal of improving the visual image and efficiency of the Route 1 Corridor. In addition, corresponding urban design guidelines are found after the Plan text on the Fort Belvoir (LP4) Community Planning Sector. These objectives are intended to:

- Establish Visual Continuity - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the Corridor. Place utilities underground in conjunction with all public and private development projects being carried out along the Route 1 Corridor. Place emphasis on signage, landscaping, intersection and service drive definition.
- Provide User Orientation - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the Corridor.
- Establish a Clear Corridor Image - Develop two well-defined vehicular entry point "gateways" to the Corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the Corridor.
- Improve Access and Functional Amenities - Visually improve pedestrian and vehicular traffic systems to enhance intersections, reduce curb cuts, and provide better signage and access to commercial facilities and adjacent, non-commercial uses.
- Reduce Impact on Adjacent Residential Communities - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

Travel within and through the Lower Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 5. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

### **Transportation Goals for the Route 1 Corridor**

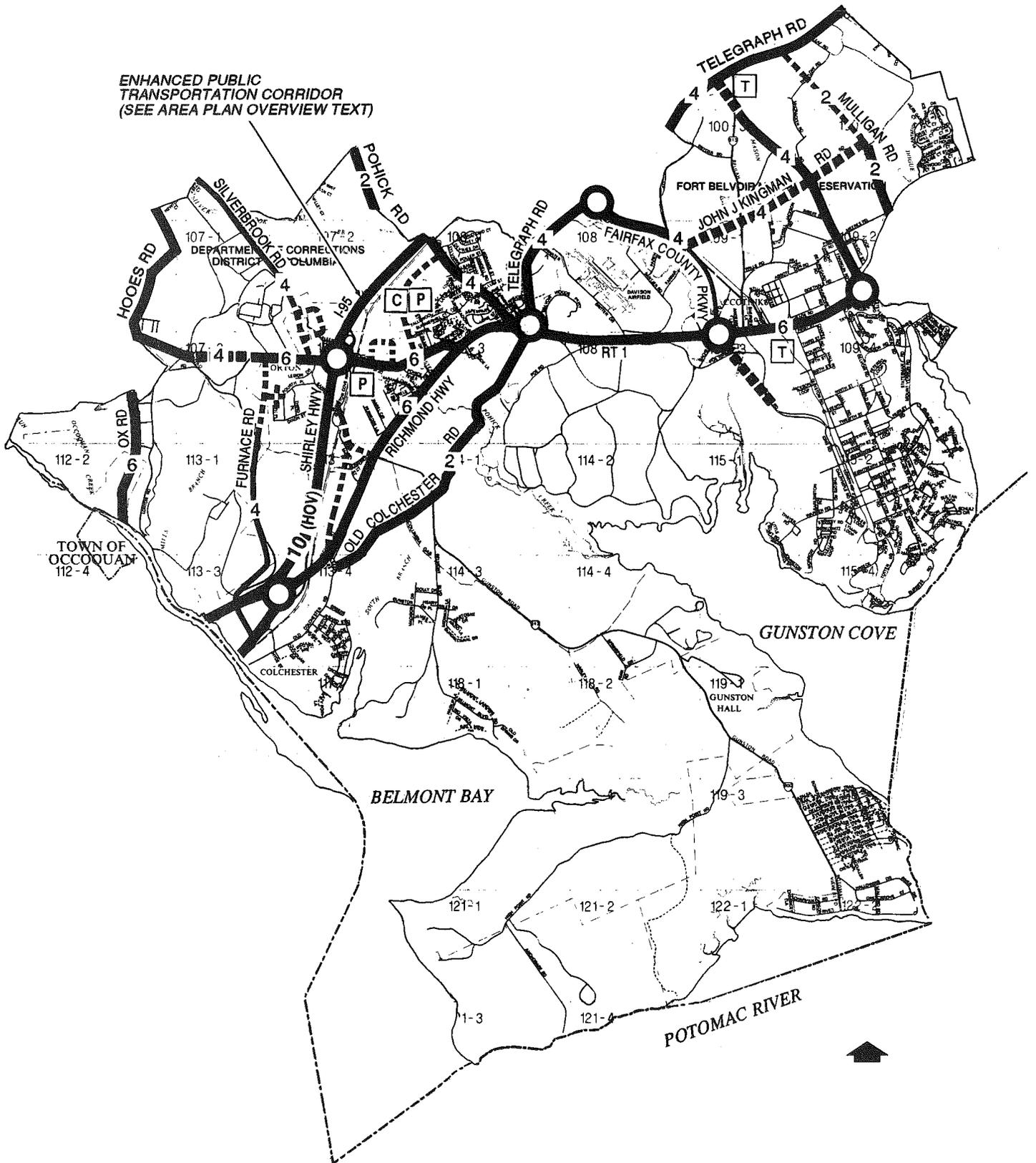
The following goals are intended to guide general transportation decisions in the Route 1 Corridor:

- Route 1 needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; (3) implementing a firm policy concerning service roads along Route 1, with clear design standards for their development; (4) promoting the increased usage of ridesharing and public transportation to reduce reliance on automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

The following changes are recommended for accomplishment within the next twenty years. The changes are listed in order of their importance. Priorities for implementation should be consistent with the importance of the improvement, ease of accomplishment, and availability of funds.

- Access to/from the City of Alexandria - Widen Route 1 to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening Route 1, improving Fort Hunt Road, and implementing HOV lanes south of this point.
- Service Roads - Develop and implement a Service Road Design Plan and Map for Route 1 between the Capital Beltway and the Occoquan River. In developing the Service Road Design Plan, consider the desirability of one-way versus two-way service roads. Develop a Service Road Design Plan which provides for construction of the remaining section of service road where needed to serve commercial and residential development and elimination of perpendicular curb cuts to reduce marginal friction for through traffic, construction of slip ramps between intersections, signalization, and turn prohibitions. Construct service roads which intersect cross streets as far back from the main roadway on Route 1 as practical, and connect directly with Route 1 at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on Route 1 should provide or should dedicate land for a service road, with appropriate setback of the service road from the main roadway at signalized intersections.

- **Public Transportation** - Establish regular shuttle bus service along Route 1 between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Route 1. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Route 1. Evaluate the long-term feasibility of using the median along Route 1 for development of a people mover or light rail mass transit system.
- **Route 1 Widening and Access** - Widen to six travel lanes from the Buckman Road/Route 235 intersection to the Prince William County line. Limit access to the Route 1 main roadway between the Capital Beltway and the Occoquan River to signalized intersections, grade-separated interchanges, and slip ramps from service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with Route 1.
- **Pedestrian/Bicyclist Services** - Provide trails within the public right-of-way along the length of Route 1. Provide sidewalk access to the Route 1 main roadway between the Capital Beltway and the Occoquan River, where needed, to serve adjacent residential and commercial development. Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/bicyclist safety.
- **Traffic Signalization** - Connect all traffic signals to a centrally controlled and performance monitored computer system. Minimize the addition of new traffic signals at any intersection currently without signals and encourage other alternatives for handling access to the main roadway on Route 1. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected Route 1 intersections.
- **High Occupancy Vehicle (HOV) Lanes** - Utilize the curb lanes along Route 1 as HOV lanes for buses, carpools and vanpools during the AM and PM peak hours. Consider, however, HOV operation only if it can be accomplished without adding more travel lanes, because widening the highway from six to eight lanes would be too disruptive to existing commercial and residential development. Implement the first phase of HOV operation from Fort Hunt Road to Buckman Road/Route 235 North in coordination with the widening of Route 1 over the Capital Beltway and the implementation of a Service Road Design Plan. Identify locations for commuter parking lots.
- **Reversible Lanes** - Use reversible lanes to handle peak hour traffic flows south of Fort Belvoir and study the feasibility of reversible lanes on the remainder of Route 1.
- **Interchanges** - Construct grade-separated interchanges to accommodate major turning movements onto and off of Route 1 only where such interchanges will not adversely impact on adjacent commercial or residential development and/or historic areas. Consider such interchanges, when constructed, on a north/south priority after the Fairfax County Parkway interchange is constructed.
- **Funding Mechanism** - In order to pay for the transportation improvements needed to support new development and redevelopment, create an impact fee, contribution formula, a special tax district or other mechanism to assess fees on any new commercial and residential projects along the Route 1 Corridor that involve an increase in density from present levels. South of Fort Belvoir, the creation of any funding mechanism should be coordinated with, or folded into, any Lorton Area Funding Plan being considered or adopted for that area. Develop standard formulas based upon formulas used elsewhere in Fairfax County.



ENHANCED PUBLIC  
TRANSPORTATION CORRIDOR  
(SEE AREA PLAN OVERVIEW TEXT)

REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND  
WHICH APPEARS ON THE ADJACENT PAGE.

<p><b>FAIRFAX COUNTY</b></p>	<p>COUNTYWIDE TRANSPORTATION RECOMMENDATIONS LOWER POTOMAC PLANNING DISTRICT (SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)</p>	<p>FIGURE <b>5</b></p>
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## TRANSPORTATION RECOMMENDATIONS LEGEND

### ● ROAD AND HIGHWAY FACILITIES

ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

### ● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

**T** TRANSIT TRANSFER CENTER (NO PARKING)

**R** RAIL STATION

**P** COMMUTER PARKING LOT

**C** COMMUTER RAIL STATION

**M** METRO STATION

## Housing

A list of existing, under construction, and proposed assisted housing for the Lower Potomac Planning District is shown on Figure 6. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":

- Housing units owned by the Fairfax County Redevelopment and Housing Authority (FCRHA) and managed by the Department of Housing and Community Development under the Federal Public Housing program or the locally funded Fairfax County Rental Program;
- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing. Also, privately owned group homes assisted by grants or loans from the County's Community Development Block Grant or Housing Trust Fund;
- Federal Section 8 project based rent subsidy units;
- Units subsidized under Federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;
- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received;
- Nonprofit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and,
- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the Figure. Also, the housing listed as part of the Section 8 program is that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

## Environment

The Lower Potomac Planning District is located within several major watersheds. The stream valleys and floodplains of Accotink Creek, Pohick Creek, Mill Branch, Kane Creek, and High Point watersheds lace the area. The district is bordered by the Potomac River, and associated tidal wetlands and estuaries are found in Accotink Bay, Pohick Bay, Massey Creek, Kane Creek, Thompson Creek and along the southern edge of Mason Neck.

Because of its location in the Coastal Plain geologic province, part of the district (Sectors LP1 and LP2) is in a sensitive aquifer recharge zone. Most of the district lies in an area of slippage-prone swelling clays, and soils are only marginal or poor for septic tanks. The western edge of the district is located in the Piedmont geologic province. Soils in the Piedmont have a high erodibility potential.

**FIGURE 6  
LOWER POTOMAC PLANNING DISTRICT  
ASSISTED HOUSING**

(Occupied or Under Construction, as of December 31, 1993)

Location	Planning Sector	Number of Assisted Units	Type of Program
Washington Square Pohick Road	LP2	10*	MIDS
Sheffield Village Sheffield Village Lane/ Stana Court	LP2	11	8 Public Housing 3 MIDS
Woods of Fairfax II Lorton Road and Route 1	LP2	60	Section 8 and IDB Financing
Fairfax Affordable Housing	LP2	6*	Nonprofit Rental

**PROPOSED ASSISTED HOUSING**

(As of December 31, 1993)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Program
Lorton VRE Housing Site Lorton Road	107-4((1)) 52,53	LP2	50	Unknown

\* Scattered Sites

Accotink Creek, Pohick Creek, Giles Run, and Mason Neck Environmental Quality Corridors are found in the Lower Potomac Planning District. Open space in the district includes the floodplains, stream influence zones, and tidal wetlands associated with major water courses, including the Potomac River. Large portions of Mason Neck are held in public ownership and serve to protect the endangered southern bald eagles of the area as well as many species of fauna and flora. In addition, there are smaller areas of dense vegetation with diverse animal communities that merit protection. The open space network also includes a number of historic sites and resources identified in a survey by residents.

### Heritage Resources

The Lower Potomac Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 7. The Inventory is open-ended and continues to grow. For information about these and other Historic sites, consult the Fairfax County Heritage Resources Office.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National Register of Historic Places or Virginia Landmarks Register are also shown on Figure 7, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the National Register of Historic Places, the Virginia Landmarks Register and the County's Historic Overlay Districts promote the recognition of architecturally or historically significant property. Designation confers public recognition and can offer incentives for preservation to the property owner.

The County Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the County's History Commission. In addition to architectural or historic significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the County's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Designation does not preclude demolition.

The Virginia Landmarks Register and National Register of Historic Places also officially recognize properties meeting appropriate criteria. Like the County Inventory, recognition does not prohibit demolition. Inclusion on the respective register does, however, require that any State or Federally funded or sanctioned action that would have an adverse effect on a listed property be reviewed by the appropriate State or Federal preservation agency.

The Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the County's Architectural Review Board.

The earliest known political capital of Fairfax County, the 1608 Dogue Indian Village of Tauxenent, was located along the north shore of the lower Occoquan River, possibly near the Town of Colchester. The identification, investigation, and preservation of this resource are essential elements of the County's Heritage Resource Management Policy.

The Lower Potomac Planning District contains some of the better preserved Indian sites covering the last 8,500 years. Of particular importance are the areas adjacent to the Potomac River and nearby bays. Interior watersheds, particularly along lower Accotink, Pohick and Kane Creeks, contain other important resources.

During the 1600s, the first permanent non-Indian settlements in the County were most likely established in this district. The relatively undeveloped nature of much of the district has helped preserve important evidence of all periods of the area's history. Undeveloped areas in the district have the potential for important heritage resources.

**FIGURE 7**  
**INVENTORY OF HISTORIC SITES**  
**LOWER POTOMAC PLANNING DISTRICT**  
(Inventary as of 1994)

<b>Name</b>	<b>Address</b>	<b>Parcel Number</b>	<b>Date</b>
Arch Hall	10814 Belmont Bay Lorton	117-2 ((1)) 7	c. 1790 + 1940
Belmont (Cocke- Washington House)	10913 Belmont Boulevard Lorton	118-1 ((2)) 126	c. 1730
Belvoir Ruins N,V	Fort Belvoir	115-2 ((1)) 1	c. 1741
Colchester Town Archaeological Site	Old Colchester Road Colchester	113-3	1753
Cranford Memorial Methodist Church	9912 Old Colchester Road Lorton	114-1 ((1)) 1	1900
Fairfax Arms N,V (Colchester Inn)	10712 Old Colchester Road Lorton	113-3 ((1)) 25	c. 1760
Gunston Hall N,V	10709 Gunston Road Lorton	119-1 ((1)) 1	1755-58
Indian Spring Farm	9829 Gunston Road Lorton	113-2 ((1)) 11	c. 1810
LaGrange*	9501 Old Colchester Road Lorton	108-3 ((1)) 21	c. 1867
Laurel Hill	D.C. Correctional Facility Lorton	106-4 ((1)) 54	c. 1766
Lebanon	10301 Gunston Road Lorton	114-1 ((1)) 16	c. 1850 + 1942
Mason Boundary Stone (A)	10809 Harley Road Lorton	118-2 ((1)) 5	1783
Mason Boundary Stone (B)	10816 Harley Road Lorton	118-2 ((1)) 6	1783
Metzger House	10720 Old Colchester Road Lorton	113-3 ((1)) 27	1759 + c. 1920
Occoquan Iron Bridge*	Rt. 123 & Occoquan River Occoquan	112-2 ((1)) 9	1878
Overlook (Benvenue)	10711 Gunston Road Lorton	119-1 ((1)) 2	c. 1850
Pohick Church N,V,H	9315 Richmond Highway Lorton	108-1 ((1)) 27	1769-1774
Springfield-Cockburn	10650 Gunston Road Lorton	114-4 ((3)) 01-1	
Woodlawn Friends H Meeting House	Franklin Road Fort Belvoir	109-2 ((1)) 38	c. 1853

\* Indicates demolition: potential remains for archaeological site.  
N National Register of Historic Places  
V Virginia Landmarks Register  
H Historic Overlay District

The major heritage resource preservation guidelines for the Lower Potomac Planning District are:

- Consider heritage resources at the earliest planning stages of development;
- Continue dedication of undeveloped land as open space (e.g., environmental quality corridors, Agricultural and Forestal Districts, parks) to preserve important heritage resources and maintain visual and cultural evidence of the County's past; and
- Preserve significant resources.

### Public Facilities

Existing public facilities located within the Lower Potomac Planning District and those for which a future need has already been identified are included on Figure 8. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities has been identified as future needs in this planning district. These projects are included for informational purposes and in most cases will require a 456 Review public hearing before the County Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector recommendations and are considered a feature and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 456 Review public hearing. The following public facilities are identified as future needs in the Lower Potomac Planning District.

1. In order to meet the growing need for public utilities, additional electrical sub-stations and transmission lines will be required by Virginia Power in Sectors LP1 and LP2.
2. Locate an electrical sub-station by Virginia Power on Parcel 107-2((1))8 in Sector LP2.
3. Construct a methane electric generator facility at the I-95 Landfill in Sector LP1.
4. Locate a senior center and offices of County support agencies providing services to the elderly and relocate the Lorton Community Action Center to be part of the senior center on Parcel 107-4((1))34 in Sector LP2.
5. Locate a permanent site for the South County's Visitors' Center, which is currently in leased space.
6. Assess the need for a police station in the vicinity of the Lorton Fire Station in Sector LP2 to serve the southeastern part of the County.
7. May extend the Integrated Sewer Service Area only to the areas recommended in Sectors LP2 and LP3.
8. May include in the County's Approved Sewer Service Area only lots with existing legally established dwelling units as of March 21, 1994 and allow connections to a pump and haul sewer system only to dwelling units which have failing septic systems (or have a history of failure) or privies in Section 1 of the Gunston Heights subdivision and the Wiley subdivision on Mason Neck to remedy public health hazards. (See Sector LP3, Public Facilities section for detailed recommendations.)

**FIGURE 8**  
**LOWER POTOMAC PLANNING DISTRICT**  
**EXISTING PUBLIC FACILITIES**

	<b>Schools</b>	<b>Libraries</b>	<b>Public Safety</b>	<b>Human Services</b>	<b>Public Utilities</b>	<b>Other Public Facilities</b>
LP1					FCWA Water Treatment Plant, I-95 Landfill, I-95 Resource Recovery Facility, Recycling Drop-off	*D.C. Depart. of Corrections
LP2	Lorton Admin. Center	Lorton Community	Lorton Fire Station Co. 19	Lorton Community Action	Lower Potomac Pollution Control Plant	*Lorton P.O.
LP3	Gunston Elementary		Gunston Fire Station Co. 20		Underground Wastewater Holding Tanks	
LP4	*Markham, *Cheney and *Barden Elementary Schools		*Ft. Belvoir Fire Station, *Davison Crash and Rescue Station, *Ft. Belvoir Military Police Station	Eleanor U. Kennedy Shelter for the Homeless	Va. Power Belvoir Substation, Sewage Pumping Station	*Dewitt Army Hospital, *Ft. Belvoir P.O.

\*Federal and State facilities are not subject to the 456 Review process.

9. May include in the County's Approved Sewer Service Area Tax Map 113-4((4))13 and 14 and Tax Map 114-3((2))(3)6 and 7 for the location of **underground wastewater holding tanks** required to implement the pump and haul sewer system for those existing dwelling units described in the above Recommendation #8.
10. Locate County offices responsible for **environmental monitoring and zoning enforcement** in Sector LP2.
11. Locate a residential facility for adults with mental illness who also need substance abuse services. This facility is needed in Planning Area IV.
12. Locate a recovery women's center in Planning Area IV which will provide outpatient treatment to women recovering from alcohol and drug addiction with the benefit of a child care center on site. The center should be located in a commercial area which is served by public transportation.
13. Provide an alcohol and drug residential treatment/detoxification program in Planning Area IV.
14. Locate an animal shelter satellite facility in Planning Area IV.
15. Construct a new elementary school on Fort Belvoir to replace the existing Fort Belvoir schools.

#### Parks and Recreation

Public parks located within the Lower Potomac Planning District are listed on Figure 9. Additional recreational facilities are provided at County public school sites. The Lower Potomac Planning District contains major parklands encompassing nationally significant natural and cultural resources and providing diversified recreational opportunities.

Federal, State and Regional agencies all have holdings concentrated in Mason Neck. The Mason Neck National Wildlife Refuge, State Park and Regional Park Authority land holdings on the southern and western portions of the peninsula are primarily managed for the protection of critical wildlife habitats and wetlands, with public recreation as a secondary use.

The Fairfax County Park Authority is responsible for upstream public parklands in the Pohick, Accotink, Dogue Creek and South Run Stream Valleys in addition to four smaller parks intended to serve local residents.

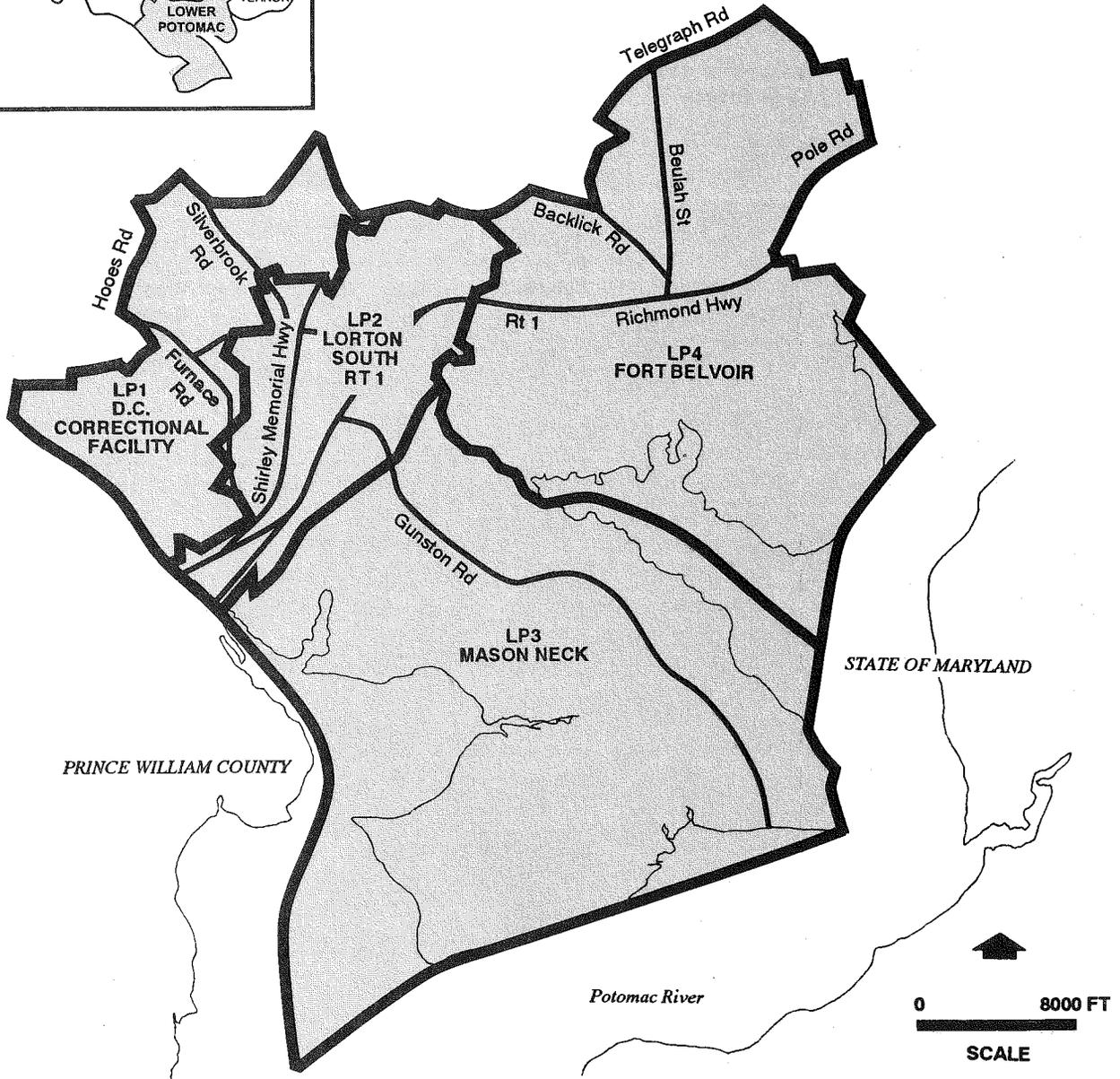
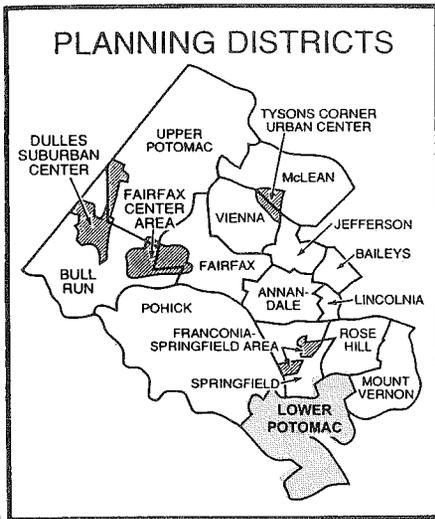
Pohick Bay Regional Park on Gunston Cove offers a variety of water-oriented and other developed recreational facilities which attract users from the entire Northern Virginia and Washington D. C. areas.

A combination of land acquisition methods including dedication, donation of conservation, trail and scenic easements, and purchase should be pursued to provide continuity of bicycle and pedestrian public access to link the significant park and recreation resources of the Planning District. Preservation easements should also be sought for selected sites. Local, Regional, State and Federal governmental agencies should coordinate their resource management planning to ensure maximum protection of natural resources.

There is also an unmet demand for additional active recreation facilities, especially athletic fields, to serve local residents.

**FIGURE 9**  
**LOWER POTOMAC PLANNING DISTRICT**  
**EXISTING PUBLIC PARKS**

NEIGHBORHOOD	COMMUNITY	COUNTYWIDE	REGIONAL	STATE/ FEDERAL
LP1		South Run S.V.	Occoquan	
LP2	Lorton Southgate	Mason Neck West Pohick Estates	Accotink S.V. Pohick S.V.	
LP3		Pohick S.V.	Pohick Bay Mason Neck	Mason Neck State Park Mason Neck Wildlife Refuge (USFWS)
LP4		Accotink S.V. Dogue S.V. Pohick S.V.		Jackson Niles Abbott Wetlands Wildlife Refuge (USA) Accotink Bay Wildlife Refuge (USA)



<b>FAIRFAX COUNTY</b>	<b>COMMUNITY PLANNING SECTORS LOWER POTOMAC PLANNING DISTRICT</b>	FIGURE <b>10</b>
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## **LP1 DISTRICT OF COLUMBIA CORRECTIONAL FACILITY COMMUNITY PLANNING SECTOR**

### **CHARACTER**

Sector LP1 contains approximately 3,200 acres. It is generally bounded by the Occoquan River to the south and the D.C. Department of Corrections property lines to the north, east and west.

Most of the area in the sector is utilized by the D.C. Department of Corrections. Besides the correctional facility, the D.C. Department of Corrections property contains the I-95 Landfill and the Energy/Resource Recovery Facility. Other land uses in the sector include an active rock quarry, the Fairfax County Water Authority Occoquan Water Treatment Facility and the Occoquan Regional Park.

Ox Road, Lorton Road, Furnace Road, Silverbrook Road, and Hooes Road are the major roads traversing Sector LP1. Other roads are private roads associated with the D.C. Correctional Facility. The D.C. City Council has stated its intention to build a perimeter road around the prison to improve security.

Fire and Rescue services to Sector LP1 have been provided by the Lorton Station, Company #19, and in the future may be based on a contractual agreement between Fairfax County and the District of Columbia.

Particularly significant heritage resources are located along the north bank of the Occoquan River and Reservoir and can be expected in the area northeast of Silverbrook Road. Similar quality resources can be expected in undisturbed areas in the southeastern portion of the sector, northeast of the Occoquan River.

Heritage resources located on the D.C. Department of Corrections site are protected by the National Historic Preservation Act and appropriate implementing Federal regulations.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The D.C. Correctional Facility Community Planning Sector is defined in the Concept for Future Development as a Large Institutional Land Area. The boundaries of the designation of the Large Institutional Land Area are coincidental with the planning sector boundaries. 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.

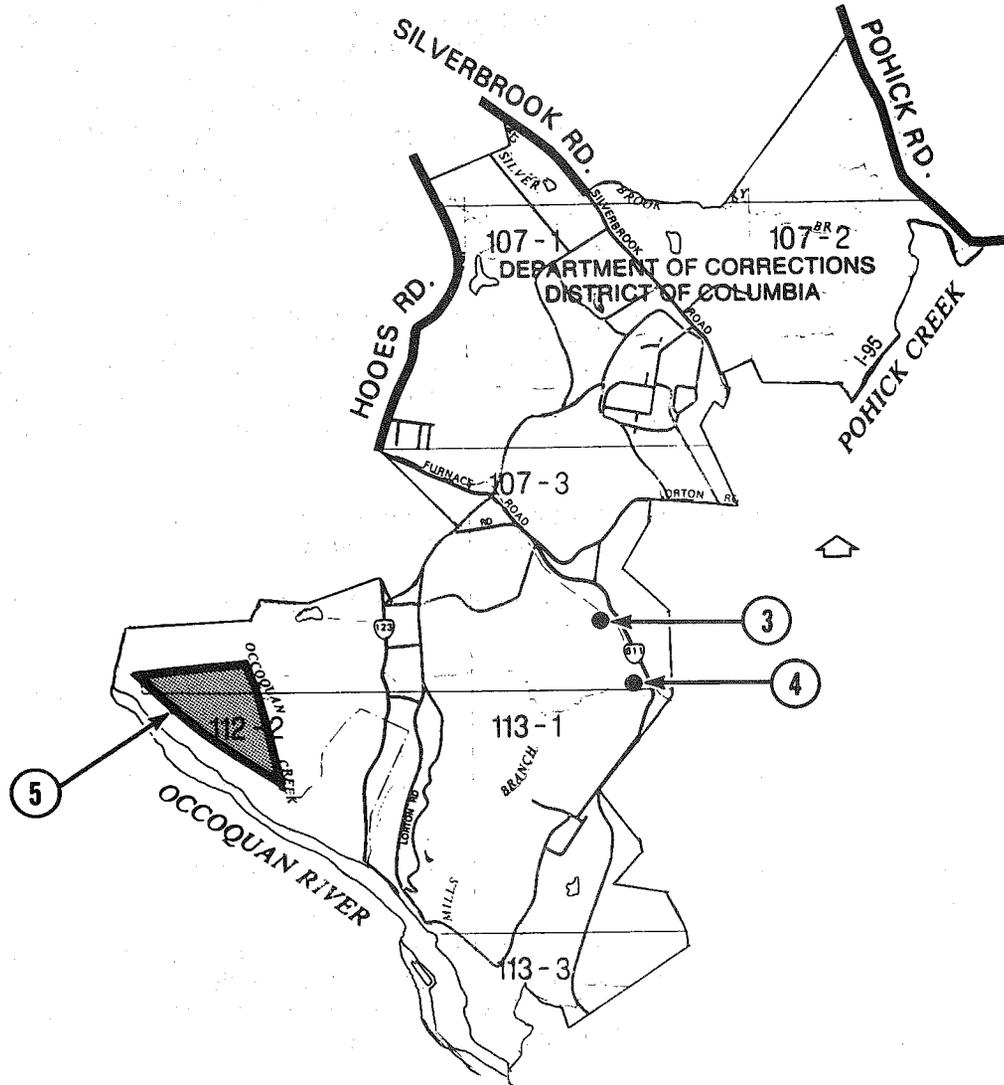
### **RECOMMENDATIONS**

#### Land Use

Figure 11 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Any development within the I-95 and Ox Road corridors along the southern boundary to Fairfax County should contribute to an attractive "Gateway to Fairfax County." All future development should be located, designed, accessed, buffered, and screened, where necessary, to help further the attainment of the "gateway" concept. Well-designed private and public development should be sought and encouraged. Special emphasis should be placed on preserving or restoring landscaped or natural treed open space along major roadways. [Not shown]

# LP1 D.C. CORRECTIONAL FACILITY COMMUNITY PLANNING SECTOR



2. 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. The re-use of the site should be planned as a unit. Development or redevelopment of the site should provide a planned mixed-use residential, educational, employment, recreational community with a variety of housing and employment opportunities, sufficient off-site transportation improvements including mass transportation to insure a zero or minimal transportation impact on the adjacent region (including primary arteries, but in any event, creating an impact no worse than Level of Service D) environmental safeguards, sufficient recreation, and significant participation by the adjacent community in further development planning and implementation. Efforts should be made to secure dedication to the County's open space system for land which is owned by the Federal government that is at a distance of approximately 500 feet from the edge of privately held parcels. Additionally, in any development proposal, adequate transportation and public facilities improvements, recreation and open space must be provided, and sensitivity to the environment ensured. [Not shown]
3. The I-95 Energy/Resource Recovery Facility is located in this community planning sector. Also located in proximity to this sector are a primary source of water, and one of the more fragile wildlife sanctuaries on the eastern coast, the bald eagle refuge on Mason Neck. The County should continue to monitor the facility to ensure the highest feasible level of toxic pollutant removal using proven technology. The project should provide for continuous monitoring of technology updates on:
  - The use of scrubbers, filters, and similar physical means to remove ash particulates and solid pollutants from the stack prior to discharge into the environment.
  - State-of-the-art stack monitoring equipment to detect excessive levels of any toxic pollutants prior to their discharge.
  - Physical separation of certain materials such as paper, heavy metals and polychlorinated vinyl from the waste stream prior to combustion.
  - The means to maintain optimal temperatures and pressures throughout the combustion process.

The results of such monitoring should be periodically reported to the Board of Supervisors for further action.

Traffic volumes should not exceed acceptable levels of service. Methods to effectively mitigate traffic impacts should include emphasizing off-peak use of the facility and providing for appropriate roadway improvements in the area. In order to maximize the aesthetic value of the facility, landscaping should be provided and maintained on the site.

4. The County is encouraged to construct and lease a convenience food store/delicatessen at the entrance of the I-95 Landfill provided such a facility is determined to be economically feasible. The use would be intended to serve employees and users of the I-95 Landfill and minimize vehicle trips resulting from travel to similar establishments in the surrounding area.
5. If extraction continues to be permitted on the property west of Ox Road near the Occoquan River (presently the Vulcan Quarry), extraction should be predicated on the assumption that severe slopes, especially adjacent to swales and streams, will not be disturbed so as to pose a direct threat to stream water quality. Consequently, limits of clearing for proposed extraction sites should not encroach on severe slopes in such a manner as to render impossible sediment control and/or visual buffering for nearby residents. Further, sediment control measures should be adequate to control sheet, rill, or gully erosion in conformance with the guidelines of the County sediment and erosion control inspectors and/or ordinance, whichever measures are more stringent. A natural buffer of at least one hundred feet along the southwest line of the property parallel to the Occoquan Creek should be maintained.

Within six months of final fill grade, or as soon thereafter as possible, the visual berm areas along the southwesterly property line, the northwest and southern corners of the property and at the creek entrance to the property along the northern property line should be planted. The plantings should consist of ground cover and evergreen trees. Upon completion of operations, the land should be left in a safe and stabilized condition so that the area can be developed for public park or private recreation uses as shown on the Comprehensive Plan map.

### Transportation

Transportation recommendations for this sector are shown on Figure 12. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Direct access should be provided from I-95 to the landfill and incinerator subject to the availability of funds and approval from State and Federal transportation authorities.

### Public Facilities

The most up-to-date technology should be used at the I-95 Landfill to assure that the waste management system does not endanger the County's environmental quality. Areas of environmental sensitivity should be avoided for ash landfill operations and all ash fill disposal areas should be separated at a minimum of 500 feet from areas planned for residential development or public parks.

The following public facilities are identified as future needs in the LP1 Community Planning Sector:

- In order to meet the growing needs for public utilities, additional electrical sub-stations and transmission lines will be required by Virginia Power in Sector LP1.
- Construct a methane electric generator facility at the I-95 Landfill.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 13. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

### Trails

Trails planned for this sector are delineated on Figure 14 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.



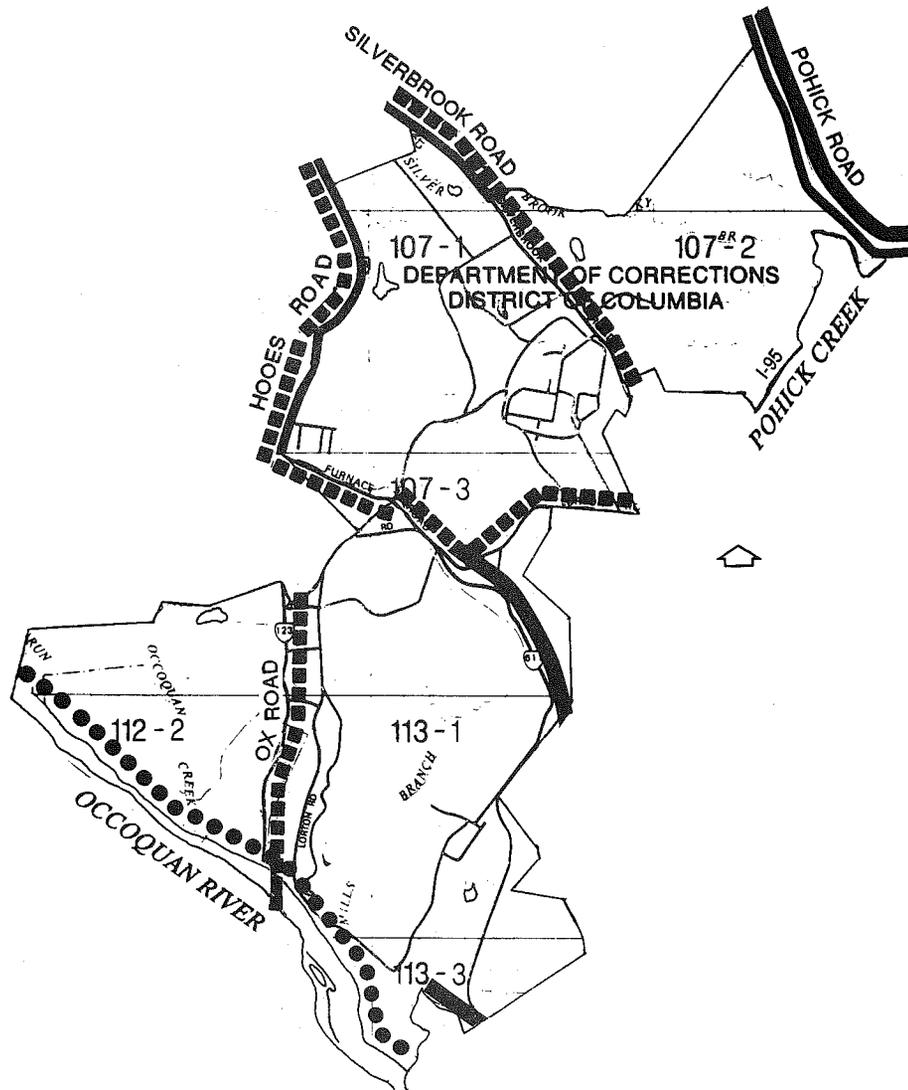
**FIGURE 13**

**PARK AND RECREATION RECOMMENDATIONS**

**SECTOR LP1**

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	Community Park facilities are available in adjacent sectors at Lorton and Mason Neck West Parks.
DISTRICT PARKS:	<p>This sector lies on the perimeter of the South Run District Park service area.</p> <p>If the Newington Heights Park is expanded as proposed in the Pohick Planning District, it would serve this sector.</p> <p>In the future when private landfill operations cease, the area should be developed with active recreation uses.</p>
COUNTYWIDE PARKS:	<p>South Run Stream Valley</p> <p>Ensure protection of the Environmental Quality Corridor and public access to the stream valley park through acquisition and/or donation/dedication of land or open space easements to the Fairfax County Park Authority. Complete development of countywide stream valley trail.</p> <p>If the D.C. Department of Corrections site is ever developed by the private sector, land should be dedicated to the Fairfax County Park Authority for Environmental Quality Corridor protection and continuity of trail access.</p>
REGIONAL PARKS:	<p>Occoquan</p> <p>Complete development in accordance with approved master plan. In the future, when the adjacent I-95 Landfill operations cease, that area should be restored for public park use and operated by the Northern Virginia Regional Park Authority.</p>

# LP1 D.C. CORRECTIONAL FACILITY COMMUNITY PLANNING SECTOR



**KEY**

**PRIMARY TRAIL FUNCTION:**

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FPCA). The specific type and function of these Stream Valley Trails will be determined through the FPCA.

## **LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR**

### **CHARACTER**

The Lorton-South Route 1 Community Planning Sector consists of approximately 3,200 acres. The sector is generally bounded on the north by Accotink Creek and Fort Belvoir; on the east by Old Colchester Road; on the west by the eastern boundary of the D.C. Department of Corrections site and on the south by the Fairfax/Prince William County line (see Figure 15).

The Lorton-South Route 1 Planning Sector contains a variety of land uses and patterns ranging from very low density residential uses to heavy industrial uses.

The portion west of Shirley Highway and east of the D.C. Department of Corrections site includes a few low density residential subdivisions and a private debris landfill. Much of the other land in this area is undeveloped or contains single-family dwellings on large lots, thereby creating a semi-rural character.

Properties adjacent to the RF&P Railroad tracks are generally vacant or developed with warehousing and manufacturing uses. Another industrial area is generally located south of Gunston Cove and Gunston Roads along Route 1 and Giles Run Road. Existing and proposed uses in this area include junkyards, warehouses, storage yards for heavy equipment, cars, boats and lumber, a recycling facility, concrete batching plant and truck terminal. Industrial uses, mostly warehouse/wholesale activities are present in the northeastern portion of the sector around Lockport Place.

The central portion of the sector fronting on the western side of Route 1 generally between Pohick Road and Gunston Cove Road has a large residential component. Housing types include single-family attached and detached dwelling units and garden apartments. A shopping plaza, scattered commercial uses and public and institutional uses serve these area residents as well as others.

A large portion of the area east of Route 1 between Old Colchester and Gunston Roads contains the Lower Potomac Pollution Control Plant site and its expansion site. Other uses include institutional, single-family dwelling units, a developing townhouse project and neighborhood-serving retail uses.

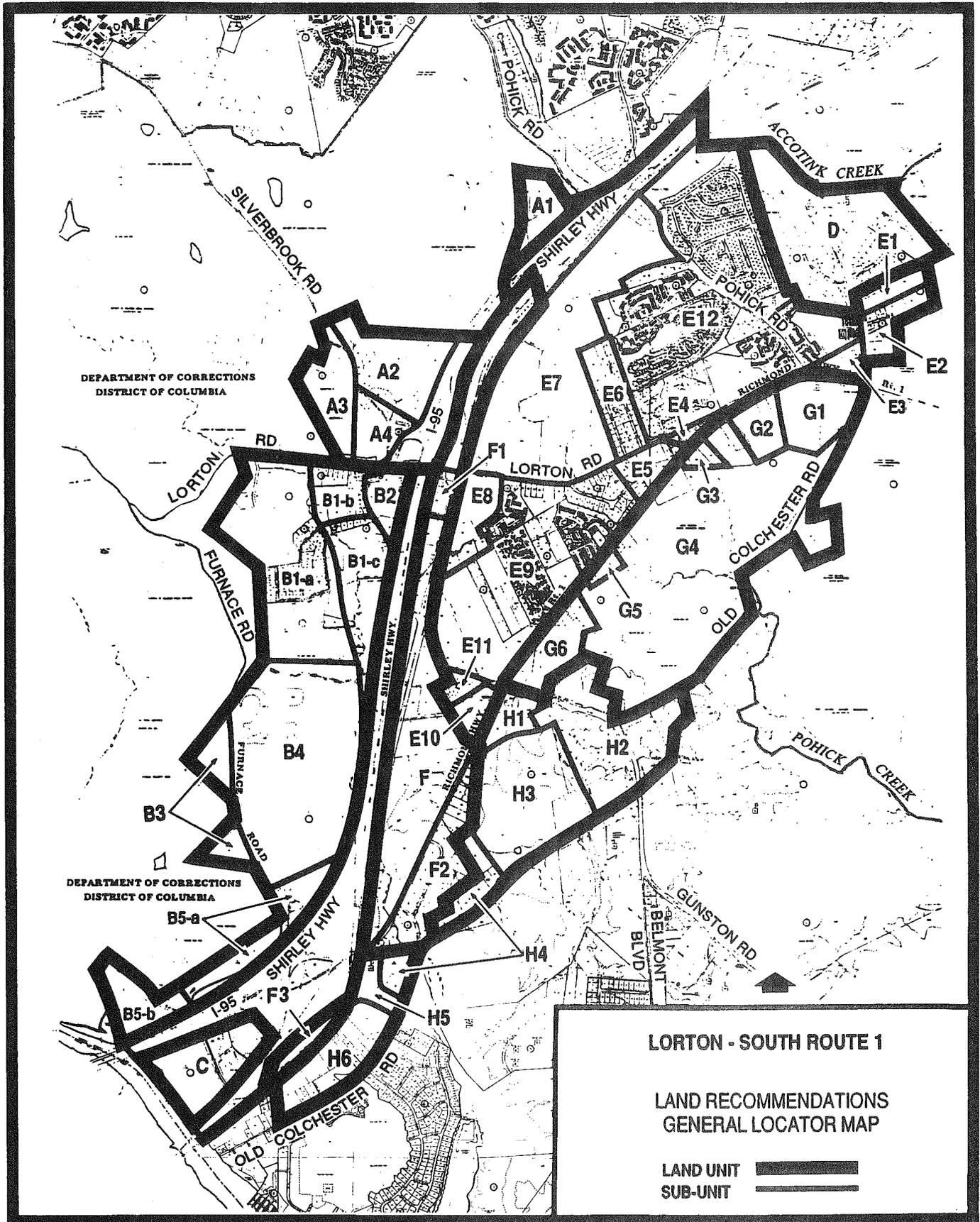
The portion of the sector which lies south of Gunston Road, west of Old Colchester Road and east of the properties fronting on Route 1 and Giles Run Road contains both vacant properties and developed parcels with single-family detached houses. Neighborhood-serving retail uses are located at the southeast corner of Gunston Road and Route 1.

The area of the sector that lies between the I-95 and Route 1 interchange is developed with a dinner theatre restaurant, a golf driving range and a miniature golf course.

The general low density development in this sector and the presence of significant heritage resources, particularly between Old Colchester Road and Route 1, in the Pohick Creek drainage shed, and in undeveloped areas west of I-95, indicate a high potential for additional unidentified heritage resources. These resources can be expected to date from the earliest known human habitation of the region, some 11,000 years ago, through the seventeenth century "Frontier" period, to the early twentieth century.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that the Lorton-South Route 1 Community Planning Sector develop as a Suburban Center and Low Density Residential Area. Land classified as a Low Density Residential Area is located on the west side of Old Colchester Road and south of the Lower Potomac Pollution Control Plant and is designated as Sub-units H2, H3, H4, H5 and H6. All other land in the sector is classified as a Suburban Center.



## MAJOR OBJECTIVES

### Land Use

Develop a strong "sense of place" and positive image for the Lorton-South Route 1 area:

- Implement the positive image and sense of place through the "Town Center" concept and provide for retail, governmental offices, cultural facilities, and community services at the Center and at other key sub-units;
- Reinforce the "Town Center" land use concept with a transit center for local and regional bus service and the future Lorton commuter rail station. Such transportation services should be connected to neighborhoods by vehicular, bicycle and pedestrian access;
- Strengthen the concept that the planning area is the southern "gateway" to the National Capital Area through encouraging "gateway" land uses and roadside visual improvements; special emphasis should be placed on preserving or restoring landscaped or natural treed open space along major roadways;
- Proposed land uses should be limited to those uses which will promote an improvement in the image of the area;
- Add vegetation and other landscape and streetscape elements to the Route 1 Corridor;
- Provide access into the core of large parcels of industrial use, so that these operations are shielded from view;
- Locate heavy industrial uses away from the roadways; add extensive landscaping and/or other buffering at the roadway edges;
- Construct a comprehensive, understandable, and attractive signage system;
- Encourage public facilities and private development to exhibit exemplary design excellence in terms of architecture, siting, and landscaping through use of an architectural code or appearance code; and
- Encourage the development of a mix of housing at varying densities and costs near employment centers and mass transportation facilities. By-right industrially zoned land should be encouraged to develop as positive community uses in these areas where public sewer service areas may be expanded.

Preserve and protect existing, stable residential neighborhoods:

- Buffer residential areas from abutting and otherwise intrusive, adjacent, non-residential uses that have odor, noise and visual impacts;
- Protect stable neighborhoods from encroachment by commercial, industrial or other disruptive land uses such as landfills, incinerators, institutions, etc.;
- Develop infill of residential areas with residential uses of compatible densities;
- Develop a broad range of land use types to provide for the housing, employment, retail and social service needs of all residents;
- Develop housing at varying densities and costs;
- Locate land uses such as adult and child day care facilities and nursing homes;
- Develop low intensity office and light industrial uses to both employ and serve area residents; and

- Develop and focus shopping facilities in the area for area residents, conveniently located for auto, bicycle or pedestrian access and limit their "sprawl."

#### Natural and Heritage Resources

Protect and enhance the natural and historic uniqueness of the Lorton-South Route 1 area:

- Protect the historic and archaeological value of the area, especially the Town of Colchester, through creation of a Colchester Historic District or other such legislative protections;
- Preserve the rural/residential character of the land along Old Colchester Road by permitting only low density residential development on both sides of the road thus helping to protect and preserve the rural and open space character of Mason Neck;
- Preserve the historic character of Old Colchester Road by discouraging heavy traffic and maintaining its rural, bucolic atmosphere;
- Locate and preserve several of Rochambeau's Revolutionary War French Army camps along Old Colchester Road, which are of national importance; and
- Preserve green space, through County acquisition of additional parkland and environmental quality corridors, and through promoting clustering of development and encouraging greater set-asides of open space, particularly in areas containing significant ecological and archaeological resources.

#### Environmental Quality

Protect the environmental resources and assets of the Lorton-South Route 1 area:

- Discourage development on steep slopes (greater than 15 percent), areas of low bearing strength, areas of marine clay and other unstable soils, and areas of high erosion potential;
- Discourage development within the 100-year floodplain;
- Identify and protect areas of significant vegetation and wildlife habitat and migratory corridors;
- Consider noise and air quality impacts in the assignment of land use to abutting or neighboring parcels and in consideration of traffic to be generated by such use;
- Identify possible current hazardous waste disposal and hazardous substance storage sites and plan for their removal or most appropriate eventual use;
- Recommend that environmental assessment be required for all new development;
- Minimize impacts of proposed new development on important ground water resources, especially in areas dependent on wells for water supply; and
- Recommend appropriate measures for the protection of stream water quality, particularly as affected by non-point source pollution (such as the sewage plant and landfills) and stream bank erosion.

#### Transportation

Implement an effective, safe and efficient transportation system that meets local and regional needs:

- Implement a transportation plan which complements the land use plan through the use of a full range of transportation modes and services for the movement of people and goods to, from and through the area;
- Implement a coordinated program of transportation system management strategies which increase the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes and direction more evenly, and increasing pedestrian and bicycle travel;
- Encourage land uses consistent with planned densities which will support a level of mass transportation high enough to promote optimal and efficient utilization of mass transit services;
- Implement bus and rail transit services and non-motorized facilities which reduce the reliance of employees and residents on the automobile;
- Implement a balanced and realistic roadway network (within economic and environmental constraints) which achieves at least a Level of Service "D" if feasible through the use of both capacity and operation improvements;
- Implement timely road improvements which facilitate access and circulation in the area and which provide alternative routes for through traffic around the area;
- Develop rail-oriented land uses and utilize rail at existing land uses, as appropriate, to minimize the amount of truck traffic; and
- Implement adequate and safe truck access and management which is appropriate for the type and density of development within the area. Orient heavy truck traffic away from the Lorton residential community through the provision of a separate truck access road to the Energy Resource Recovery Facility and public landfill uses in Lorton.

## RECOMMENDED LAND USE PLAN

The land use plan in the Lorton-South Route 1 area includes: "gateway" site and building design; low and high density residential areas; industrial areas; "Town Center" and related uses; public facility use; recreational area; and environmentally sensitive areas. Although these uses are generally contained in one or two distinct subareas of the sector, it is envisioned that they will work in concert to create a comprehensive and interrelated community. Descriptions of the general concepts and recommendations are summarized below.

### "Gateway" Uses

The Lorton-South Route 1 area is a southern "gateway" to the Nation's Capital, Fairfax County and the community. Therefore, any development within the I-95 corridor along its southern entrance to Fairfax County and along Route 1 and I-95 from the Occoquan River to Fort Belvoir is envisioned to contribute to an attractive "Gateway to Fairfax County and to the National Capital Area." Areas of particular attention include Route 1 and I-95 from the Occoquan River to Fort Belvoir; the I-95/Lorton Road interchange area; the Route 1/I-95 interchange area; and the Route 1/Gunston Road intersection. All future development should be located, designed, accessed, buffered, and screened, where necessary to help further the attainment of the County's "gateway" concept. Well-designed private and public development should be encouraged.

### Low Density Residential Areas

There are two predominantly low density residential areas planned in the Lorton-South Route 1 area. One is found west of I-95 and east of the D.C. Department of Corrections site. The other area generally includes those properties near Old Colchester Road north and south of Gunston Road. The

Lorton-South Route 1 Land Use Plan envisions that the existing stable low density residential uses in these areas will be preserved and protected through compatible residential infill. Residential infill in the area west of I-95 which includes the Shirley Acres and Curtis subdivisions should be limited to single-family detached dwelling units at a density not to exceed 2 dwelling units per acre. To be compatible with existing residential uses and to protect and preserve environmentally sensitive areas, residential infill is planned in Sub-unit H2 at a density of .2-.5 single-family detached dwelling unit per acre.

### High Density Residential Area

A high density residential area is planned for the area west of I-95, east and south of the D.C. Department of Corrections site, and north and south of Lorton Road. This area may be generally developed up to 20 dwelling units per acre contingent upon meeting site-specific conditions, including the provision of substantial transportation improvements.

### Recreational Area

The largest area planned for recreation or public park uses in the sector is located south of Dixon Street, west of I-95 and east of Furnace Road. While the area currently contains a large private debris landfill, it is envisioned that when landfill operations cease that this area will be developed with private or public recreational uses such as a golf course.

### Industrial Areas

The Plan for the Lorton-South Route 1 area recognizes three areas appropriate for industrial uses. The industrial area in the north central portion of the sector near Lockport Place contains warehouse/wholesale activities. The Plan recommends that infill and new development in this area be in industrial uses of a compatible scale and character and at a floor area ratio up to .35.

The second industrial area is adjacent to the RF&P Railroad tracks to the west and continues south of Mims Street to Hassett Street, incorporating properties fronting on both sides of Route 1. This area contains outdoor storage yards, warehouse activities, a concrete batching plant and a metals recycling center. A portion of the area remains undeveloped and provides an opportunity for future industrial uses. Infill, redevelopment and new development in this area should be industrial flex/office and related commercial uses at a floor area ratio up to .35 which are compatible with the overall land use objectives of the Lorton Plan and which will promote an improvement in the image of Lorton.

The third industrial area is planned south of Lorton Road, west of the Giles Run Environmental Quality Corridor, and north of the Lorton Landfill. The area currently contains the Shirley Acres and Green Ridge residential subdivisions. As long as these subdivisions are in residential uses, they should be preserved and protected. However, in the event that there is a change in circumstance making residential uses no longer viable, then industrial/flex space uses up to .35 FAR are planned. The generally vacant areas (tax map 107-3((1))1, 2 and 3A and portions of 13, 14, 15 and 16) which are located north and south of the Shirley Acres residential subdivision are planned for industrial/flex uses only and may be developed independently of the redevelopment of the Shirley Acres residential subdivision.

### "Town Center" and Related Uses

A "Town Center" concept is proposed to fulfill the objective of establishing "a sense of place" and focal point for development. It is recommended that the area generally bounded by Pohick Road, Route 1 and Mims Street contain a variety of land uses so that people have the opportunity to work, live and shop in the same area. With a large component of existing residential uses and community-serving retail and public uses such as the Gunston Plaza Shopping Center, a post office, a fire station and a library, some elements are already in place to contribute to the "Town Center" concept. However, it is envisioned that these uses will become more interrelated with the provision of pedestrian and bicycle

paths and vehicular connections. A commuter rail station is planned south of Lorton Road. The development of a mixed-use project is planned on the undeveloped area between the railroad tracks and existing residential uses. It is envisioned that the mixed-use project will include commercial, office, residential and open space components. These uses, as well as any future development, should be compatible with and complement existing uses.

#### Public Facility Use

The Lower Potomac Pollution Control Plant functions as a regional facility. It is located on the east side of Route 1 between Pohick and Old Colchester Roads and contains approximately 300 acres for its existing plant and expansion site.

Because of the proximity of this facility, plus the I-95 Resource Recovery Facility, the I-95 Sanitary Landfill and several private landfills to the Lorton community and the high concentration of heavy industrial zoning in the area, it would be appropriate to locate offices of the County's environmental monitoring and zoning enforcement agencies in this area.

#### Environmentally Sensitive Areas

The overall Plan for the Lorton-South Route 1 area identifies and protects environmentally sensitive areas by recommending that such areas generally be used for open space or limited to large lot residential development. Environmentally sensitive areas are dispersed within the Lorton-South Route 1 area with significant areas following the Giles Run and Pohick Creek Environmental Quality Corridors. The areas that have been or are being used for landfill operations should be restored upon completion of the landfilling to a state, where in the long term, these features would contribute positively to the environment.

Historically sensitive areas containing the archaeological remains of significant Native American, Colonial, and early American period sites can be expected in and adjacent to the above environmentally sensitive areas. In cases where they are adjacent, efforts should be made to incorporate them into the open space protection. Undeveloped upland areas can also be expected to contain similar kinds of resources which should be evaluated before development and preserved or recovered and recorded for the benefit of present and future County residents.

### RECOMMENDATIONS

For ease of reference, this sector has been divided into land units and sub-units as shown on Figure 15. The delineation of land unit boundaries is based upon such factors as geographic proximity, similar existing land uses and Plan recommendations and physical boundaries. Some land units have been further divided into sub-units in order to provide additional guidance.

#### Land Use

The Lorton-South Route 1 Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance in the Policy Plan under Land Use Objectives 8 and 14.

Where substantial consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Plan.

#### **Land Unit A**

This 135-acre land unit is located north of Lorton Road between I-95 and the D.C. Department of Corrections site. There are a few scattered homes within Land Unit A but the area is largely undeveloped.

### Sub-unit A1

This 26-acre sub-unit is west of I-95, bounded by Pohick Creek and the D.C. Department of Corrections site and undeveloped. Development of the site is limited by environmental constraints and poor road access. The County should consider acquiring these parcels for public park use. If public acquisition does not occur, the sub-unit is planned for residential use at .1-.2 dwelling unit per acre.

### Sub-unit A2

Sub-unit A2 is generally located east of realigned Silverbrook Road, south of the D.C. Department of Corrections site and north of Fleenor Lane. Sub-unit A2 is planned for residential use at 16-20 dwelling units per acre provided that the following site-specific conditions are met:

- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site;
- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; and
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass.

### Sub-unit A3

Sub-unit A3 is located east of the D.C. Department of Corrections site and north of Lorton Road. Sub-unit A3 includes Tax Map 107-1((1))3, 4 and 5A; Tax Map 107-3((1))17 and 17A. This sub-unit is planned for multi-family housing at 16-20 dwelling units per acre provided that the following site-specific conditions are met:

- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site to buffer the residential uses from the prison property;
- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;
- Effective screening to mitigate visual impacts on lower density residential uses should be provided along all property lines adjacent to existing and planned lower density residential uses;
- Tax Map 107-1((1))5A and Tax Map 107-3((1))17 and 17A make up the majority of the sub-unit. It is desirable, although not required, that these parcels be consolidated with Tax Map 107-1((1))3 and 4 to ensure that the sub-unit is developed in a unified manner. If Parcels 3 and 4 are not consolidated with Tax Map 107-1((1))5A and Tax Map 107-3((1))17 and 17A, then Parcels 3 and 4 should be consolidated and developed as one project with multi-family housing at 16-20 dwelling units per acre to facilitate good design;
- Access to the sub-unit may allow a temporary left-turn access to or from Lorton Road until Lorton Road reaches its ultimate 6-lane configuration;
- Trails should be provided in accordance with the Countywide Trails Map; and
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass.

#### Sub-unit A4

Sub-unit A4 is located north of Lorton Road and west of I-95. Sub-unit A4 contains Tax Map 107-3((1))17B; Tax Map 107-4((1))1A, 2, 4, and 5 and Tax Map 107-4((10))8, 9, 10, 11, 12, 13, 14, 15 and 16. Sub-unit A4 is planned for community-serving retail uses provided that the following site-specific conditions are met:

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;
- Community-serving retail uses up to .15 FAR are planned;
- Effective screening to residential uses should be provided along all property lines adjacent to existing and planned residential uses;
- Smaller parcels should be consolidated and developed with adjacent land to facilitate a well-designed and efficient project and provide for the development of any unconsolidated properties in conformance with the Plan for community-serving retail uses up to .15 FAR;
- Trails should be provided in accordance with the Countywide Trails Map;
- Building heights should not exceed forty feet; and
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass.

As an option, Sub-unit A4 is planned for multi-family housing at 16-20 dwelling units per acre provided that the following site-specific conditions are met:

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass;
- Substantial buffering and screening should be provided between adjacent non-residential and residential uses;
- Trails should be provided in accordance with the Countywide Trails Map; and
- Noise from I-95 should be satisfactorily mitigated in accordance with Policy Plan recommendations.

As another option, Sub-unit A4 may be developed in both residential use at 16-20 dwelling units per acre and community-serving retail uses up to .15 FAR provided that the following site-specific conditions are met:

- Both types of developments provide substantial land consolidation to function in a well-designed and efficient manner and provide for the development of any unconsolidated properties in conformance with the Plan;
- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass;
- Substantial buffering and screening should be provided between adjacent non-residential and residential uses;
- Trails should be provided in accordance with the Countywide Trails Map;
- Building heights should not exceed forty feet for non-residential development; and
- For residential development, noise from I-95 should be satisfactorily mitigated in accordance with Policy Plan recommendations.

### **Land Unit B**

Land Unit B contains approximately 500 acres. It is bounded by I-95 to the east, Lorton Road to the north, the D.C. Department of Corrections to the west and the Occoquan River to the south. Shirley Acres, Green Ridge and Curtis subdivisions are located north of Dixon Street. A private debris landfill is located south of Dixon Road and east of Furnace Road on approximately 260 acres. The former Lorton school site, which is located in the northeastern section of the sector, now houses the Fairfax County School Board Transportation Department. The remaining areas in Land Unit B are vacant or contain single-family homes on large lots.

Several environmental issues and factors should be considered in the development of this area including: an extensive floodplain associated with the Giles Run Stream Valley; steep slopes (greater than 15 percent); unstable soils; widely distributed quality vegetation resources; and the highway noise impact zone associated with I-95. The Lorton Road/I-95 interchange is planned to be improved.

### **Sub-unit B1**

Sub-unit B1 contains the Shirley Acres, Green Ridge and Curtis residential subdivisions and two large vacant parcels, one north and one south of Shirley Acres, both planned for industrial uses. At the present time, the residential subdivisions should be maintained as single-family residential use. As long as these subdivisions are in residential uses they should be preserved and protected. To be compatible with these subdivisions, new or infill residential development within the subdivisions should be at 1-2 dwelling units per acre and should meet the following site-specific conditions:

- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development;
- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;
- Development should retain the wooded appearance which will be maintained in part by tree preservation;
- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site;
- Subdivision layout should occur so that no dwelling unit is located closer than 500 feet from the actual landfill surface of the I-95 Landfill; and
- The Giles Run Environmental Quality Corridor should be protected.

However, in the event that there is a change in circumstance making residential uses no longer viable (such as an expansion of the D.C. Department of Corrections, widening of Lorton Road and/or impacts from surrounding industrial development), an option for industrial/flex space uses up to .35 FAR may be considered for the area west (Sub-unit B1-a) of the Giles Run Environmental Quality Corridor provided that the following site-specific conditions are met:

- Substantial and logical consolidation should be provided so that the area may be developed as one unified project to provide for high quality design. The development of the areas north and south of Shirley Acres may be done independently of the redevelopment of the residential area but must be planned so that the ultimate development is a unified project. Redevelopment of the residential area to industrial uses should only be allowed when the property owners determine that single-family residential use is no longer viable and provided that the owners of the area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation in the Policy Plan;
- Substantial contribution towards transportation improvements should be provided including improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass;
- Flex space uses may include office uses, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area;
- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development;
- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;
- Development should retain the wooded appearance which will be maintained in part by tree preservation;
- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams;
- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site;
- The Giles Run Environmental Quality Corridor should be protected;
- Access to the areas north and south of Shirley Acres, if industrially developed, should not be permitted through the residential community; and
- Substantial buffering should be provided along the common boundary between any industrial use and the residential areas.

The portions of Sub-unit B1-a which are located north and south of the Shirley Acres residential subdivision, generally west of the Giles Run Environmental Quality Corridor, south of Lorton Road and north of the Lorton Landfill (tax map 107-3((1))1, 2, 3A, 13, 14, 15 and 16) are planned for industrial/flex space uses up to .35 FAR provided the following site-specific conditions are met:

- These areas may be developed independently of any redevelopment of the Shirley Acres subdivision but must be planned so that the final development of the entire area functions as a unified whole and related project;
- Substantial contribution towards transportation improvements should be provided including improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass;

- Development should take advantage of the possible positive visual orientation to swales and floodplains which are unsuitable for development;
- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;
- Development should retain the wooded appearance which will be maintained by tree preservation;
- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams;
- Substantial buffering should be provided along the common boundary between any industrial use and residential use;
- The Giles Run Environmental Quality Corridor should be protected; and
- Traffic involved in the development of Sub-unit B1-a that is generated by future industrial uses shall be restricted from using the internal residential streets of the Shirley Acres or Curtis subdivisions. The principal access to this sub-unit should ultimately be from Furnace Road.

Sub-units B1-b and B1-c are generally located south of Lorton Road, east of the Giles Run Environmental Quality Corridor, west of Sanger Street and I-95 and north of the Lorton Landfill. Sub-unit B1-b contains the Curtis subdivision while Sub-unit B1-c encompasses that portion of the Shirley Acres subdivision east of Giles Run. The boundary between Sub-unit B1-b and B1-c is Cooper Road. At the present time, these sub-units should be maintained as single-family residential use. As long as these subdivisions are in residential uses, they should be preserved and protected. To be compatible with these subdivisions, new or infill residential development should be at 1-2 dwelling units per acre and should meet the following site-specific conditions:

- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development;
- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;
- Development should retain the wooded appearance which will be maintained in part by tree preservation; and
- The Giles Run Environmental Quality Corridor should be protected and preserved.

As an ultimate planned land use, Sub-units B1-b and B1-c may be considered for redevelopment of residential use at 16-20 dwelling units per acre when the single-family residential use is no longer viable and provided that the owners of the area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation in the Policy Plan. Consideration for residential use at 16-20 dwelling units per acre is appropriate provided that the following site-specific conditions are met:

- Substantial and logical consolidation should be provided so that the area is developed as one unified project to provide for high quality design;
- Substantial contribution towards transportation improvements should be provided including improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass;
- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development;

- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;
- Development should retain the wooded appearance which will be maintained in part by tree preservation;
- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams; and
- The Giles Run Environmental Quality Corridor should be protected.

#### Sub-unit B2

Sub-unit B2 is located south of Lorton Road between I-95 and Sanger Street and contains the former Lorton School site. The area contains approximately 20 acres and is planned for public facilities, governmental and institutional uses and private open space. The Lorton Road/I-95 interchange is planned to be improved. The former Lorton Elementary School structure should remain in public ownership and additional intensity on the site should not be allowed.

#### Sub-unit B3

These two triangular-shaped pieces of property west of Furnace Road together contain about 27 acres and are planned for industrial use for a recycling center and/or recycling-related industries with an option in the long range for public open space when the adjacent landfills are covered.

#### Sub-unit B4

Sub-unit B4 contains a private debris landfill. To help mitigate any visual impacts upon the surrounding area, buffers should be maintained around the landfill. When the landfill is built-out, it is recommended that the site ultimately be developed with active recreational uses such as a golf course.

#### Sub-unit B5-a & b

Sub-unit B5-a & b is located north of the Occoquan River, west of I-95 and east of the D.C. Department of Corrections site. This is a "gateway" site and special attention should be employed in the use and development of this sub-unit.

Sub-unit B5-a & b and Land Unit C are planned for mixed-use development to include but not limited to office, industrial, industrial/flex uses with ancillary restaurant and child care facility uses up to .25 FAR in keeping with their riverfront and gateway locations, under the following conditions:

- Substantial consolidation of the property in both Sub-unit B5-a & b and Land Unit C should be provided to allow for a high-quality, integrated development;
- If portions of land on Sub-unit B5-a & b are undevelopable due to sensitive environmental conditions, then those areas should be preserved and development should be located and transferred to Land Unit C. Development intensity on Land Unit C is planned up to .25 FAR; however, the FAR may be increased up to .27 to accommodate the transfer of development from Sub-unit B5-a & b if the transfer is provided under one unified development and rezoning action;
- Development on steep slopes (in excess of 15 percent) should not be allowed;
- Adequate access with minimization of access points should be provided. A right-turn only ingress and egress on Route 1 may be considered between Furnace Road and the Occoquan River Bridge;

- Effective landscaping, possibly including berms along Route 1, should be provided;
- A thorough heritage resources survey should precede and, if appropriate, accompany development and the recovery of significant heritage resources should be undertaken with development;
- No outdoor storage uses should be permitted;
- High-quality design that is in keeping with the "gateway" concept which incorporates substantial on-site landscaping should be provided throughout the site;
- Any area identified as an Environmental Quality Corridor should be preserved;
- Flex space uses may include office uses, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area of the office/industrial/flex space use; and
- No fast-food restaurants or quick-service food stores should be allowed.

As an alternative use, Sub-unit B5-a & b and Land Unit C are planned for hotel/motel conference center and office complex uses up to .25 FAR, provided that the above site-specific conditions are satisfied except for the recommendation on flex space uses.

### **Land Unit C**

Land Unit C is located north of the Occoquan River and between the I-95 and Route 1 interchange. This is a "gateway" site and special attention should be employed in the use and development of this land unit.

Sub-unit B5-a & b and Land Unit C are planned for mixed-use development to include, but not limited to, office, industrial, industrial/flex uses with ancillary restaurant and child care facility uses up to .25 FAR in keeping with their riverfront and gateway locations, under the following conditions:

- Substantial consolidation of the property in both Sub-unit B5-a & b and Land Unit C should be provided to allow for a high-quality, integrated development;
- If portions of land on Sub-unit B5-a & b are undevelopable due to sensitive environmental conditions, then those areas should be preserved and development should be located and transferred to Land Unit C. Development on Land Unit C is planned up to .25 FAR; however, the FAR may be increased up to .27 to accommodate the transfer of development from Sub-unit B5-a & b if the transfer is provided under one unified development and rezoning action;
- Development on steep slopes (in excess of 15 percent) should not be allowed;
- Adequate access with minimization of access points should be provided. A right-turn only ingress and egress on Route 1 may be considered between Furnace Road and the Occoquan River Bridge;
- Effective landscaping possibly including berms along Route 1 should be provided;
- A thorough heritage resources survey should precede and, if appropriate, accompany development and the recovery of significant heritage resources should be undertaken with development;
- No outdoor storage uses should be permitted;
- High-quality design that is in keeping with the "gateway" concept which incorporates substantial on-site landscaping should be provided throughout the site;

- Any area identified as an Environmental Quality Corridor should be preserved;
- Flex space uses may include office uses, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area of the office/industrial/flex space use; and
- No fast-food restaurants or quick-service food stores should be allowed.

As an alternative use, Sub-unit B5-a & b and Land Unit C are planned for hotel/motel conference center and office complex uses up to .25 FAR, provided that the above site-specific conditions are satisfied except for the recommendation on flex space uses.

#### **Land Unit D**

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

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

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

#### **Land Unit E**

Land Unit E is generally bounded by the RF&P Railroad tracks to the west; Mims Street to the south; Route 1 to the east and Pohick Estates to the north. This land unit has the largest residential component in the LP2 Sector. At the north central portion of the land unit are Pohick Estates and Summerhill, which are subdivisions containing a large number of single-family detached homes. Near Pohick Road and west of Route 1 is a concentration of townhouse developments, including: Worthington Woods, Southgate Woods, Washington Square, and Pohick Village. The Woods, garden apartments, is also located in this vicinity. To the south and along Route 1 is Gunston Plaza, which provides both neighborhood- and community-serving retail uses. To the north and west of Gunston Plaza are Wildwood and Pohick River Pines subdivisions consisting of single-family detached units. Further south and generally along Route 1 are established (Williamsburg Square, Pohick Square and the Highlands Terrace Townhomes of Gunston and Gunston Square) and developing townhouse projects. The area between these residential uses and the RF&P Railroad tracks is largely undeveloped and includes the 232-acre RF&P site (tax map 107-2((1))10, 41 and 41A; 107-4((1))15B, 15C, 16 and 17).

The need for at least one additional elementary school is anticipated to accommodate increased school membership from planned residential development in the "Town Center" and surrounding area. A school site feasibility study should be initiated to identify an appropriate school site in the area.

Most residential uses are stable and established. They should be preserved and protected. Any new or infill development should conform with the planned residential density as shown on the Plan map and be of a compatible use, type and intensity to surrounding existing residential developments.

A portion of Sub-unit E2 and all of Sub-unit E3 are located in the Pohick Church Historic District and any development should conform to all applicable recommendations identified in Sub-unit G1.

#### Sub-unit E1

The area on the east side of Telegraph Road south of Lockport Place (tax map 108-1((1))8A, 8B, 10 and 11) is planned for wholesale/warehouse industrial uses up to .35 FAR. New or infill development should be compatible with existing industrial uses and should provide for substantial buffering when located adjacent to planned or existing residential uses.

As an option, Sub-unit E1 may be appropriate for residential use at 8-12 dwelling units per acre. To achieve development above the low end of the planned density range, substantial parcel consolidation should be provided and must include Parcel 8B which is currently in industrial use. Extensive screening should be provided along any portion of the site adjacent to planned or existing industrial use. Residential use higher than one dwelling unit per acre should not be considered if any portion of Sub-unit E1 is developed in industrial use.

#### Sub-unit E2

Sub-unit E2 is located on the east side of Telegraph Road near its intersection with Route 1 (tax map 108-1((1))12, 13, 14, 15, 16, 17 and 18; ((3))1, 2 and 2A). Sub-unit E2 is planned for residential use at 8-12 dwelling units per acre. Development should provide an effective transition from the area planned for industrial uses to the north and the area planned for an elderly housing project at 4-5 dwelling units per acre to the south and southeast. To achieve development above the low end of the planned density range, substantial parcel consolidation should be accomplished and landscaped berms or other effective screening should be provided along any portion of the site adjacent to planned or existing industrial uses.

#### Sub-unit E3

Sub-unit E3 is located within the Pohick Church Historic District at the northwest quadrant of Route 1 and Telegraph Road (tax map 108-1((1))19, 20, 21, 22A, 24, 25, 26, 28 and 29) and planned for residential use at 5-8 dwelling units per acre provided that the following site-specific conditions are met:

- Development above the low end of the density range should provide substantial consolidation of Sub-unit E3;
- Provision of buffers along any property line adjacent to non-residential use, both existing and planned; and
- Provision of high quality design which is compatible with Pohick Church.

As an option, Sub-unit E3 may be appropriate for residential use at 8-12 dwelling units per acre provided that the following site-specific conditions are met:

- Provision of parcel consolidation of the entire Sub-unit E3;
- Provision of high quality design which is compatible with Pohick Church; and
- Provision of buffers along any property line adjacent to a non-residential use, both existing and planned.

#### Sub-unit E4

This 4.12-acre sub-unit (tax map 108-3((1))2 and 3 ((2))2, 3, 4, 5, 6, 7 and 8) is planned for retail and related uses up to .25 FAR, as long as all the parcels in the sub-unit are consolidated. Absent full consolidation no development should exceed .15 FAR. Any development on the site should recognize site and access constraints. Auto-oriented uses are not appropriate. Efficient circulation should be provided and curb cuts should be minimized. Buffering and screening of adjacent

residential development should be provided. Dedication for the widening of Route 1 and Lorton Road should be provided with primary access to the site from Lorton Road. Secondary access may be provided from Route 1, but must be restricted to right turns in and out. Internal vehicular circulation and locations of entrances and median breaks should be arranged to minimize conflicts with traffic on the adjacent arterial roadways.

#### Sub-unit E5

The Gunston Plaza Shopping Center has been developed in the vicinity of Lorton Road, Armistead Road and Route 1. This area is planned for community-serving retail and other commercial uses up to .30 FAR. Additional drive-through uses on the site should be reviewed on a case-by-case basis.

#### Sub-unit E6

Sub-unit E6 is planned for residential use at 1-2 dwelling units per acre south of Midway Place and 2-3 dwelling units per acre north of Midway Place. As an option, the area may be considered for residential use at 5-8 dwelling units per acre if the owners of the area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation in the Policy Plan. To be considered for residential use at 5-8 dwelling units per acre, the development should be compatible with the adjacent townhouses and "Town Center" uses; substantial parcel consolidation should be achieved and dedication for road widenings should be provided. No commercial uses should be allowed.

#### Sub-unit E7

Sub-unit E7 is located east of the RF&P Railroad tracks generally between Pohick and Lorton Roads and includes the 232-acre RF&P site {tax map 107-2((1))10, 41, and 41A; 107-4((1))15B, 15C, 16 and 17} and smaller-sized parcels adjacent to the RF&P site {tax map 107-2((1))8, 9 and 13}. Owners of the smaller-sized parcels are encouraged to consolidate their land with the RF&P property in order to develop as part of the "Town Center" area. This area remains largely undeveloped and contains significant wetlands associated with the Pohick Creek Environmental Quality Corridor and represents a unique opportunity to create a focal point for the Lorton-South Route 1 area. Sub-unit E7 is planned for the development of a mixed-use project to include opportunities for a mix of research and development, professional business incubator, education and training, operations center, office, townhouses and multi-family housing, open space, retail, cultural center, and hotel/motel uses to further the attainment of the "Town Center" concept. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses in keeping with the "Town Center" concept (consolidation of the entire RF&P site will satisfy this condition);
- A thorough heritage resource survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;
- An overall floor area ratio including both non-residential and residential uses of up to .25 FAR which would provide up to approximately 2.5 million square feet of building space on the 232-acre RF&P site exclusive of parking is appropriate;
- The land use mix between non-residential and residential uses should be maintained so that the residential use component accounts for at least one-fourth of the total development and such a mix should be employed after the occupancy of 300,000 square feet of non-residential building space along the "spine road";

- Active recreational uses should be provided or a contribution for recreational uses appropriate to the residential development on-site should be provided. Recreational uses consistent with the Chesapeake Bay Preservation Ordinance may be considered in the EQC;
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass;
- A "spine road" should be provided to connect Lorton Road at Armistead Road from the south to Pohick Road from the north. This road will have a maximum right-of-way of 120 feet. The alignment of this connection should be determined after additional studies are undertaken. One option to be considered is the realignment of Pohick Road from the north to connect directly to the "spine road," thereby making the north-south connection the primary movement, and connecting existing Pohick Road from the southeast to the spine road by means of a "Tee" intersection. The extension of the spine road to Pohick Road should be provided as deemed necessary by the County, following further traffic analyses in conjunction with either the expansion of the VRE parking lot or development of the RF&P site.
- Uses and intensities should generally be arranged so that new residential uses are situated next to existing or planned residential uses and compatible in height and scale;
- Good design principles should be employed including the provision of pedestrian and vehicular circulation systems within and to this sub-unit with special attention given to the linkages to the commuter rail station;
- Landscaping and trees should be used in parking lots, plazas and streetside areas and medians along major roads in the "Town Center", including the "spine road" to create "boulevard-like effects";
- Architectural design features such as variations of window materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;
- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building mounted and ground mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged;
- Safe pedestrian access to the commuter rail station from adjacent recreational areas and from across Lorton Road, Pohick Road and the RF&P Railroad should be provided; and
- Interparcel pedestrian access should be provided to the adjacent existing residential areas to the "Town Center" areas.
- Provision of a minimum of 7 acres of land for a commuter rail station, which would provide approximately 200 parking spaces initially and would be able to accommodate an additional 500 parking spaces, if needed, in the future. The commuter rail facility should be designed so as not to preclude construction of an enclosed station structure to accommodate increased passenger traffic and other public and accessory uses in the future.

#### Sub-unit E8

Sub-unit E8 is located east of the RF&P Railroad tracks south of Lorton Road and includes Parcels 107-4((1))44, 52, 53, 55 and 57. Sub-unit E8 is planned for a mix of uses such as office, townhouse units and multi-family housing, open space, retail, cultural center, and hotel/motel uses to further the attainment of the "Town Center" concept. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses in keeping with the "Town Center" concept;
- A thorough heritage resources survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;
- The overall floor area ratio including both non-residential and residential uses is appropriate up to .25 FAR overall;
- Active recreational uses should be provided or a contribution for recreational uses appropriate to the residential development on site should be provided;
- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass;
- Uses and intensities should generally be arranged so that new residential uses are situated next to existing or planned residential uses and compatible in height and scale;
- Good design principles should be employed including the provision of pedestrian and vehicular circulation systems within and to the sub-unit with special attention given to the linkages to the commuter rail station;
- Landscaping and trees should be used in parking lots, plazas, and streetside areas and medians along major roads in the "Town Center" to create boulevard-like effects;
- Architectural design features such as variations of window materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;
- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building mounted and ground mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged; and
- Safe pedestrian access to the commuter rail station from adjacent recreational areas and from across Lorton Road, Pohick Road and the RF&P Railroad should be provided.

#### Sub-unit E9

Sub-unit E9 is generally located south of Lorton Road, west of Route 1, north of Gunston Cove Road and east of the RF&P Railroad tracks. This sub-unit contains stable residential uses which are planned for 8-12 dwelling units per acre and 12-16 dwelling units per acre, as shown on the Plan map, and should be preserved and protected. Any new or infill development should conform with the planned residential density as shown on the Plan map and be of a compatible use, type and intensity to surrounding existing residential developments.

#### Sub-unit E10

Sub-unit E10 is bounded by Mims Street, Cranford Street and Route 1. It is adjacent to Lorton Valley, a residential subdivision, and industrial property. Sub-unit E10 is planned for neighborhood-serving retail uses up to .15 FAR. Automobile-oriented uses should not be allowed. Substantial buffering should be provided along any portion of this sub-unit which is adjacent to residential use.

As an option, this sub-unit is planned for residential use at 4-5 dwelling units per acre to provide a transition between the industrial and low density residential uses. Development should be contingent upon the satisfactory achievement of the following site-specific conditions:

- More intense residential development should be clustered;
- Provision of substantial buffering along all portions of property lines adjacent to planned or existing industrial uses; and
- Substantial parcel consolidation.

#### Sub-unit E11

The Lorton Valley subdivision should be preserved and protected. It is planned for residential use at 1-2 dwelling units per acre.

#### Sub-unit E12

Sub-unit E12 is generally located north and west of Route 1 and traversed by Pohick Road. This sub-unit contains stable residential uses which are planned for 2-3 dwelling units per acre, 5-8 dwelling units per acre and 8-12 dwelling units per acre, as shown on the Plan map, and should be preserved and protected. Any new or infill development should conform with the planned residential density as shown on the Plan map and be of a compatible use, type and intensity to surrounding existing residential developments.

#### Land Unit F

Land Unit F includes established and developing industrial uses adjacent to the RF&P Railroad tracks and continues south of Mims Street to Hassett Street, incorporating properties fronting on both sides of Route 1. Existing uses include storage yards, warehouse/wholesale activities, a concrete batching plant and a metals recycling facility.

Future industrial development should complement the goals and objectives of the Lorton Plan, especially those with respect to upgrading the image of Lorton. Uses envisioned for this area include industrial/flex space uses, retail and other related business and employment uses. Industrial development should be of a type appropriate to specific sites in the areas; i.e., rail-using industries adjacent to rail siding tracks, vehicular-oriented industrial parks proximate to Route 1. Industrial uses adjacent to residential and other non-industrial uses should be enclosed, effectively buffered and set back to minimize use conflicts. Maximum FARs should not exceed .35. Intensities and uses should generally transition down from the railroad tracks to Route 1. Further expansion of industrial uses beyond the planned designation should not be allowed.

The area on the west side of Route 1 south of Mims Street is planned as a mixed industrial/office park developed as a single architectural whole to avoid the appearance of strip development. The total area should be consolidated and access to Route 1 should be limited by use of a service drive to a signalized intersection at Giles Run Road.

Strip development, free-standing retail uses, and/or automobile-oriented uses should not be allowed.

#### Sub-unit F1

Sub-unit F1 is located south of the Lorton Road/I-95 interchange, which is planned to be improved. Current uses include a gasoline station, convenience store and warehouses. Any new development should be for retail and industrial uses as shown on the Plan map. Retail uses should be neighborhood-serving and up to .15 FAR. Industrial uses should be up to .35 FAR.

#### Sub-unit F2

Sub-unit F2 is located on the east side of Route 1 and south of Gunston Road. The area is generally planned for industrial uses. General recommendations identified for Land Unit F apply to this sub-unit.

As an option, industrial/flex space uses should be considered up to .25 FAR. Uses may include warehousing, wholesaling and offices, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area. The development should be well-designed, set back and extensively buffered from adjacent residential uses in order to be compatible with the adjacent low density, existing and planned residential uses.  
Sub-unit F3

Sub-unit F3 is located between Route 1 and the RF&P Railroad tracks (tax map 113-3((1))9). General recommendations identified for Land Unit F apply to this sub-unit.

As an option, industrial/flex space uses should be considered up to .25 FAR. Uses may include warehousing, wholesaling and offices, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area. The development should be well-designed, set back and extensively buffered from adjacent residential uses in order to be compatible with the surrounding low density existing and planned residential uses, "gateway" development in Land Unit C and the proposed Town of Colchester Historic District. A thorough heritage resources survey should precede development and the recovery of significant heritage resources should be undertaken with development. Development of the site should not rely on the provision of public sewer service, which is not planned for extension to this sub-unit.

### **Land Unit G**

Land Unit G is generally bounded by Route 1 to the north and west; Old Colchester Road, Fort Belvoir and the Northern Virginia Regional Park Authority property to the east; and Gunston Road to the south. A large portion of the area is occupied by the Lower Potomac Pollution Control Plant site and its expansion site. Other uses include scattered retail development, single-family detached homes and a developing townhouse project.

### **Sub-unit G1**

Sub-unit G1 contains the Pohick Church site and a portion of the Pohick Church Historic District. Property located within this district should be developed in accordance with the following recommendations:

- The area should remain residential in character;
- This sub-unit is planned for residential development at a density of 4-5 dwelling units per acre. Substantial landscaped buffers should be provided along Route 1, Old Colchester Road and Telegraph Road preserving as much existing vegetation as possible. Housing for the elderly would also be appropriate within this area. In order to further protect the Pohick Church Historic District, substantial screening should be provided adjacent to the treatment plant storage facility, which is located on Old Colchester Road;
- Industrial uses should not be allowed. The Lower Potomac Pollution Control Plant property should provide substantial buffers along its boundary with Old Colchester Road;
- Buildings taller than Pohick Church (39.5 feet) should not be allowed and freestanding signs should not exceed 10 feet in height;
- All improvements, to include public facilities, parking lots, structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed and installed to be compatible with the Pohick Church in terms of mass, scale, height, color, type of material and visual impact. Any widening of Route 1 should be accomplished only by taking land on the north side of the existing roadway. All development within the historic district should be reviewed by the Architectural Review Board. No incompatible development should encroach upon the district; and

- Private/public service and institutional uses such as nursing homes and churches are appropriate.

#### Sub-unit G2

Sub-unit G2 {tax map 108-1((1))27A and 27B; 108-3((1))16} is located on the east side of Route 1 and south of Pohick Road. It is also located within the Pohick Church Historic District. The area is planned for housing for the elderly at a density of 4-5 dwelling units per acre. Churches or other semi-public uses may be appropriate. All uses should be compatible with the Pohick Church Historic District. Substantial buffering should be provided along any portion of a property line which is adjacent to the Pohick Church or Lower Potomac Pollution Control Plant properties.

#### Sub-unit G3

Located southwest of the Woodside Apartments and on the east side of Route 1 across from Gunston Plaza {tax map 108-3((1))12A, 13A and 14}, this 8-acre sub-unit contains a restaurant. The sub-unit is planned for development of a residential facility for persons requiring special needs housing, multi-family residential use or as neighborhood-serving retail uses up to .15 FAR that complement Gunston Plaza may be appropriate, provided the entire area is developed as a single project. Any development should be designed to recognize site constraints such as environmental conditions. Development should be substantially buffered from the Lower Potomac Pollution Control Plant. Auto-oriented and drive-through uses should not be allowed. The County should also consider acquiring this area for a buffer to the Lower Potomac Pollution Control Plant. The adjacent Woodside Apartments should be provided access through this sub-unit at Lorton Road.

#### Sub-unit G4

Sub-unit G4 is planned for public facilities, governmental and institutional uses and contains the Lower Potomac Pollution Control Plant. Permanent ballfields are located on the southwest portion of this sub-unit. The Lower Potomac Pollution Control Plant is to be expanded on approximately 160 acres generally south of the existing plant as approved under a 456 Review in 1988. Development of this area for the expanded plant should recognize the following factors:

- Since a portion of the site involved is floodplain, it must be assured that any development, including site grading or channeling of Pohick Creek, meets appropriate environmental standards and guidelines for protection of the Pohick Creek Environmental Quality Corridor and the stream valley in the vicinity, and adequately responds to the general County policy that such a valley contain a Countywide trail;
- There should be no additional access to Old Colchester Road and/or Gunston Road which south of Pohick Creek serves no land planned for commercial or industrial uses. However, if the County acquires Parcel 114-1((1))6 for public use, then the portion of Old Colchester Road between the existing plant and recently acquired plant property may be accessed (see land use recommendations in Mason Neck Community Planning Sector). There should be heavily landscaped buffers next to these roads, and development planned adjacent to this facility and also next to Route 1 if the plant expansion utilizes parcels fronting on Route 1;
- The plant expansion should be sufficiently buffered to minimize off-site odor, visual, noise and traffic impacts and should ensure that the plant does not hinder development of surrounding areas in accord with the Plan;
- If heavy truck traffic between the existing plant and the expansion is required, the traffic should be accommodated entirely on-site; and

- This sub-unit possesses a high potential for significant Late Native American and early Colonial period heritage resources. A thorough heritage resource survey should precede any development and the preservation and recovery of significant heritage resources should be incorporated into development plans.

#### Sub-unit G5

This 10-acre sub-unit {tax map 107-4((1))30 and 32} is located on the east side of Route 1 across from the Williamsburg Square townhouse development. It is planned for development of a residential facility for persons requiring special needs housing. As an option, residential use at 5-8 dwelling units per acre is planned provided the entire area is consolidated and developed as one project. Development should be extensively buffered from the Lower Potomac Pollution Control Plant. The County should also consider acquiring this property for buffers to the plant.

#### Sub-unit G6

Sub-unit G6 {tax map 107-4((1))36A, 38 and 39; 113-2((1))7, 8, 9, 10 and 15} is located on the east side of Route 1 and north of Gunston Road. This sub-unit is planned for residential townhouse development at a density of 5-8 dwelling units per acre. Development is contingent upon the following site-specific conditions:

- Provision of high quality design;
- A 50-foot buffer along the south boundary adjacent to Gunston Road;
- Interparcel access via a service road to the north to provide access to the ballfields opposite the library; and
- A 50-foot buffer between the townhouse use north of Gunston Road and the Lower Potomac Pollution Control Plant right-of-way west of the Indian Springs farm.

#### Land Unit H

Land Unit H is generally located on the east side of Route 1 between Gunston Road and Furnace Road. The area is characterized by low density residential use. A private debris landfill is located on the south side of Gunston Road and east of Route 1.

#### Sub-unit H1

Sub-unit H1 is located on the southeast corner of Gunston Road and Route 1. Neighborhood-serving retail use up to .15 FAR is planned for Parcels 113-2((1))23, 24 and 25. No further commercial expansion should be allowed. The remaining portion of the sub-unit {tax map 113-2((1))22, 26 and 27} is planned for residential use at 5-8 dwelling units per acre provided the following site-specific conditions are met:

- More intense residential development should be clustered;
- Provision of substantial buffering along Gunston Road and all portions of property lines adjacent to planned or existing non-residential uses; and
- Substantial parcel consolidation is achieved.

#### Sub-unit H2

Sub-unit H2 and Sub-unit H4 are generally located along Old Colchester Road. This area should provide a transition between higher intensity uses along Route 1 and very low residential uses, parkland and open space on Mason Neck. Much of the land in Sub-unit H2 and Sub-unit H4 is also heavily impacted by environmental constraints. To recognize the character and protect environmentally sensitive areas, low density residential uses that are well buffered from adjacent industrial or non-residential uses or higher density residential uses to the west are planned as follows:

Sub-unit H2 is located along Gunston Road west of Old Colchester Road. Sub-unit H2 is planned for residential use at .2-.5 dwelling unit per acre to provide a transition between the Route 1 Corridor and Mason Neck. Residential development may be clustered in order to preserve environmentally sensitive areas such as steep slopes.

#### Sub-unit H3

Sub-unit H3 contains a private debris landfill. The landfill should be extensively buffered from the surrounding residential uses. When the landfill is built-out, it is recommended that the site be developed with a golf course or other active recreational use. The undisturbed portion is planned for residential use at .2-.5 dwelling unit per acre. No transfer of density credits from the area used for landfilling and planned for private recreation to adjacent areas planned for residential uses should be allowed.

#### Sub-unit H4

Sub-unit H2 and Sub-unit H4 are generally located along Old Colchester Road. This area should provide a transition between higher intensity uses along Route 1 and very low residential uses, parkland and open space on Mason Neck. Much of the land in Sub-unit H2 and Sub-unit H4 is also heavily impacted by environmental constraints. To recognize the character and protect environmentally sensitive areas, low density residential uses that are well buffered from adjacent industrial or non-residential uses or higher density residential uses to the west are planned as follows:

Sub-unit H4 is located west of Old Colchester Road and south of Gunston Road. Sub-unit H4 is planned for residential use at .2-.5 dwelling unit per acre to provide a transition between the Route 1 Corridor and Mason Neck. Most of the properties within Sub-unit H4 are adjacent to existing or planned industrial/flex uses; therefore, substantial buffering and screening should be provided between these different land uses in order to minimize potential use conflicts.

#### Sub-unit H5

The County has acquired Sub-unit H5. It is planned for public park use and should be developed as Mason Neck Park West with appropriate amenities. The Giles Run Environmental Quality Corridor should be preserved. A pedestrian trail between Giles Run and the Harbor View and Old Colchester areas should be provided.

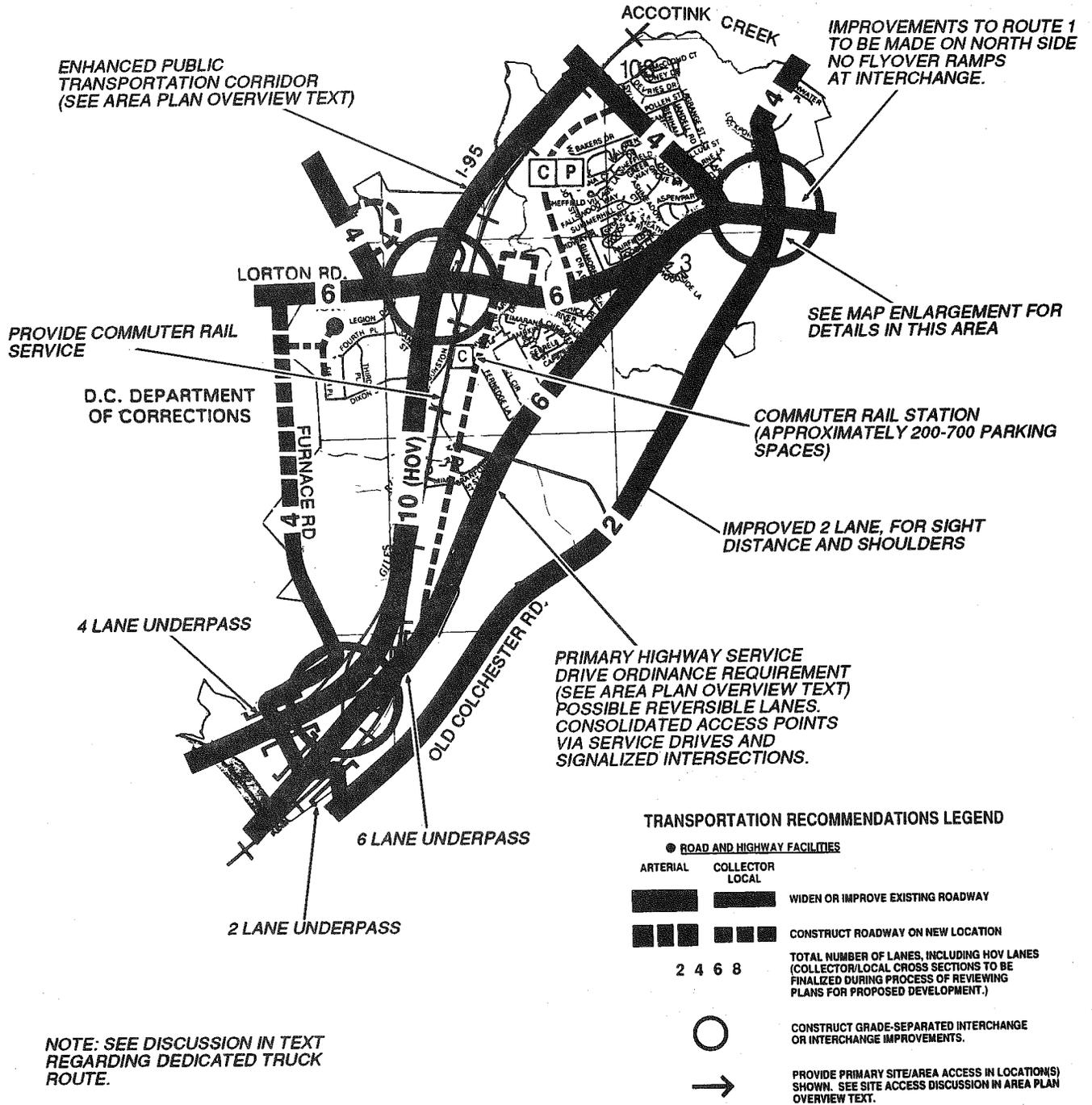
#### Sub-unit H6

Sub-unit H6 is planned for residential use at .2-.5 dwelling unit per acre. The area is adjacent to the Town of Colchester and may contain important historic and archaeological resources. A study should be undertaken to determine whether an historic overlay district should be established in this area and, if so, where its boundaries should be. If an historic district is considered appropriate, this area should be designated as an Historic Resource Park and action taken to acquire the land through public/private financing.

### Transportation

Transportation recommendations for this sector are shown on Figures 16 and 17. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

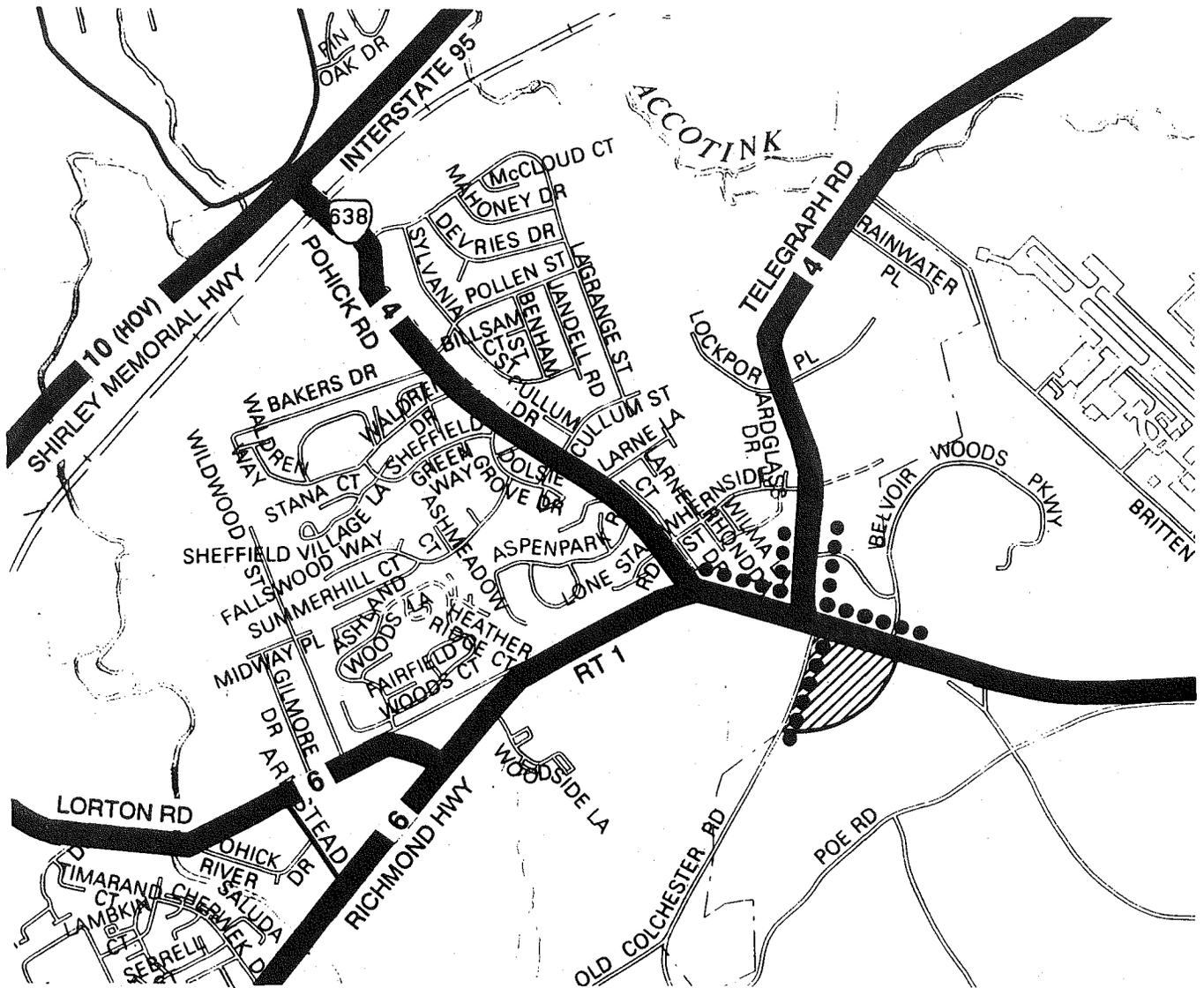
# LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR



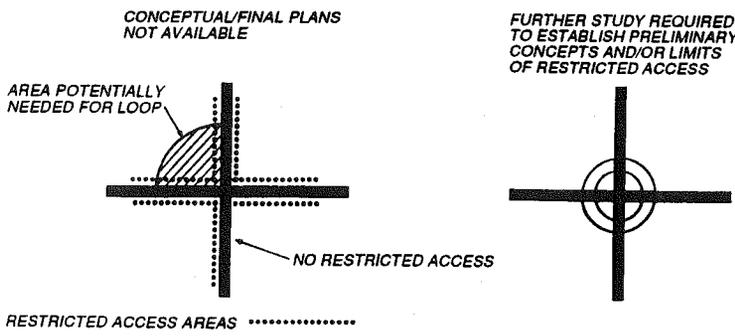
NOTE: SEE DISCUSSION IN TEXT REGARDING DEDICATED TRUCK ROUTE.

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

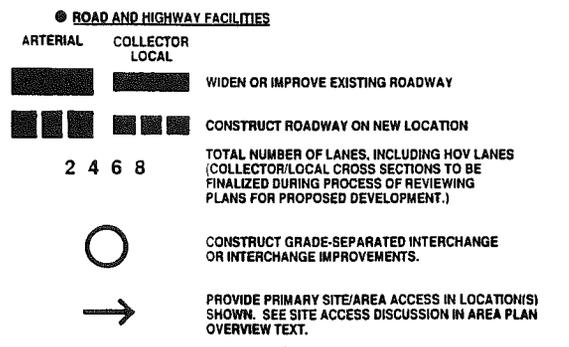
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.



**KEY TO INTERCHANGE ENLARGEMENTS**



**TRANSPORTATION RECOMMENDATIONS LEGEND**



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

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

The southeastern portion of Fairfax County contains unusually large areas of industrial land uses which generate a disproportionate amount of truck traffic. A dedicated truck by-pass from I-95 to the vicinity of the County's Resource Recovery Facility and debris landfill should be in place and/or funded as soon as possible in order to alleviate heavy truck traffic on the local road network. Therefore, a study to determine the alternative methods to accommodate the truck traffic must be undertaken promptly. The study should examine the following options:

1. Conversion of the abandoned O&L Railroad right-of-way from north of the Lorton exit through the prison complex into the two-lane road; or
2. Direct limited access from I-95 to Furnace Road just north of the Furnace Road underpass where these roads come close to each other at grade; or
3. A direct route from I-95 to Furnace Road just north of the pipeline easement along the southern boundary of the Lorton Consortium property with the property owner dedicating right-of-way in exchange for industrial zoning.

The alternatives should be examined with the intent of satisfying the following objectives:

- Separate truck traffic from other traffic through methods which include operational aspects (such as truck prohibitions/restrictions, off-peak use, etc.) and/or new facility construction (such as dedicated truck routes);
- Minimize use of local streets by heavier and larger vehicles that would impact residential uses; and
- Minimize environmental impacts relative to noise and air quality.

In addition, alternative financing mechanisms should be examined such as road user fees or landfill tipping fees.

Phased development should be required so that the anticipated impact of new development will be coordinated with needed transportation improvements.

The complete "build-out" development of the land uses planned in Sub-units A2, A3, A4, B1, B2, E6, E7, E8, F west of the railroad and sub-unit F1 adjacent to the Lorton Road interchange as well as other areas that will benefit from Lorton area improvements will create transportation needs which are regional in nature, the specific characteristics of which need extensive detailed analysis. The provision of the following transportation improvements which will provide regional benefits, based on preliminary analysis, would address these needs:

- Commuter rail service, with a station within the "Town Center";
- Improvement for east-west vehicular flow, such as the widening of Lorton Road and the underpass of the railroad as well as improvements to ramps of the existing I-95 interchange; and
- Improvements for north-south vehicular flow, including the Armistead Road extension to Pohick Road and New Gunston Cove Road between Gunston Road and Lorton Road.

As a result of this regional impact, traditional methods of financing these improvements will be inadequate. The financial environment, market demand and the "non-phasable, up-front" nature of some of the improvements (i.e., the underpass of the railroad) mandate the need for transportation phasing and financing studies to identify the specific transportation improvements needed; to define the area(s) which will benefit from such improvements, to assign and allocate specific values to these benefits and to each beneficiary; and to determine a fair and equitable method for payment of funds in accordance with appropriate phasing of development. It is recognized that transportation improvements and strategies identified in these studies need to be implemented in such a way as to ensure that transportation needs created by new development are met during all phases of development.

It is recognized that some transportation improvements, such as the widening of the Lorton Road underpass below the railroad and the I-95 interchange improvements will need to be provided by the public sector, combined private interests, or jointly by public-private efforts. Private development alone probably cannot provide all of the funds necessary to pay for these key improvements. Therefore, public funds will be necessary along with a system for equitably sharing a portion of the total costs among the appropriate property owners. It is further recognized that it is in the interests of the private sector and the public sector to hasten the implementation of the planned transportation improvements. The private and public sectors should actively participate in providing the transportation improvements through cooperative private or private and public efforts. High priority should be assigned to these key improvements by both public and private sectors in order to facilitate the realization of the Lorton "Town Center".

Finally, to focus traffic away from Route 1 and to provide additional access from Mason Neck to the west, consider the realignment of Hassett Street from Route 1 on the south to intersect with the planned extension of Gunston Cove Road along the east side of the RF&P Railroad from Route 1 on the south to Lorton Road on the north.

### Public Facilities

The following public facilities are identified as future needs in the LP2 Community Planning Sector:

- In order to meet the growing need for public utilities, additional electrical sub-stations and transmission lines will be required by Virginia Power;
- Locate an electrical sub-station by Virginia Power on Parcel 107-2((1))8;
- Locate a senior center and offices of County support agencies providing services to the elderly and relocate the Lorton Community Action Center to be part of the senior center on Parcel 107-4((1))34;
- Assess the need for a police station in the vicinity of the Lorton Fire Station to serve the southeastern part of the County;
- Because of the high concentration of heavy industrial uses in Lorton, e.g., the Lower Potomac Pollution Control Plant, the I-95 Sanitary Landfill, the Resource Recovery Facility, and several debris landfills, it is appropriate to locate in the LP2 area County offices responsible for environmental monitoring and zoning enforcement in the LP2 area.
- Extend the County's Integrated Sewer Service Area to include only the following Sub-units B1-a, B1-b, B1-c, B2, B3, B4, B5-a, B5-b, C, E10, E11 and F.

Only extend the County's Integrated Sewer Service Area on the east side of Route 1 and south of Gunston Road as follows:

Subject to the proviso below, the sewer service area shall be extended from the current center line of the existing right-of-way of Route 1, 400 feet to the east from the intersection of Route 1 and Gunston Road south to the intersection of Route 1 and Giles Run; provided, however, in no event will this sewer service area be extended to include any land which is within 400 feet of the existing western edge of the right-of-way of Old Colchester Road. Portions of Sub-units F2, H1 and H3 are included in this expansion of the sewer service area.

In addition, as further limitation on the extension of the Integrated Sewer Service Area east of Route 1 and south of Gunston Road, the County's administrative policy established July 2, 1979, which permits the extension of sanitary sewer lines, under certain circumstances, up to 400 feet beyond the approved sewer service area boundary shall not apply. Therefore, no structure or use which is located outside the approved sewer service area shall be permitted to connect to public sanitary sewer.

Any pumping station(s) required to implement the expansion of the Integrated Sewer Service Area in the LP2-Lorton Route 1 South Community Planning Sector will be sited on the west side of Route 1 only and sized to accommodate only the portions of the land use plan for LP2 adopted by the Board of Supervisors on September 23, 1991 for which the extension of the sanitary sewer service area is approved.

The limitation on the extension of the Integrated Sewer Service Area along the east side of Route 1 expresses the clear policy of the Board to upgrade and encourage positive development and to change the industrial character of properties along Route 1. However, it is also the clear policy of the Board that, with the exception of portions of Section 1 of the Gunston Heights subdivision and portions of the Wiley subdivision, no public sewerage will occur in the LP3 Mason Neck Community Planning Sector nor within the area west of Old Colchester Road not planned for public sewer because of the historic, archeological, scenic, environmental and heritage resources characteristics of this area.

The County's Approved Sewer Service Area may include lots with existing legally established dwelling units as of March 21, 1994 and allow connections to a pump and haul sewer system only for dwelling units which legally existed on March 21, 1994, and which have failing septic systems (or have a history of failure) or privies in Section 1 of the Gunston Heights subdivision and the Wiley subdivision on Mason Neck in order that public health hazards can be addressed and corrected. The County's Approved Sewer Service Area may also include Tax Map 113-4((4))13 and 14 and Tax Map 114-3((2))(3)6 and 7 for the location of underground wastewater holding tanks for the implementation of the pump and haul sewer system. (See Sector LP3 Public Facilities section for detailed recommendations.)

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 18. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

### Trails

Trails planned for this sector are delineated on Figure 19 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

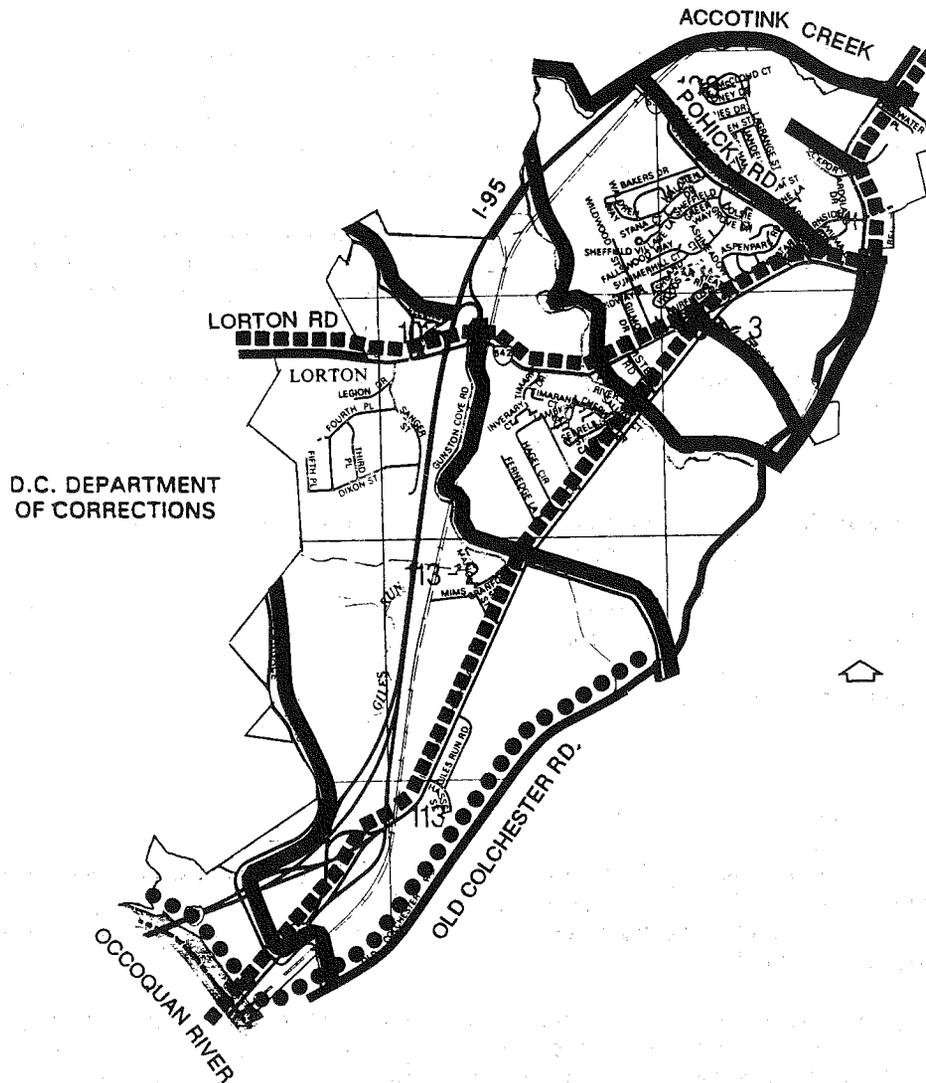
**FIGURE 18**  
**PARK AND RECREATION RECOMMENDATIONS**  
**SECTOR LP2**

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PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Lorton Southgate	Neighborhood Park facilities should be provided in conjunction with the development planned for the "Town Center" area.
<b>COMMUNITY PARKS:</b>	
Pohick Estates Mason Neck West	Expand park through acquisition of adjacent property to the east for development of additional active recreation facilities. Plan and develop improved public access via Giles Run trail.  Permanent athletic fields have been developed at the Lower Potomac Pollution Control Plant Ballpark to serve the active recreation needs of this sector.
<b>DISTRICT PARKS:</b>	
	This sector is not served by an existing District Park. If the Newington Heights Park is expanded as proposed in the Pohick Planning District, it would serve this sector.
<b>COUNTYWIDE PARKS:</b>	
Accotink Stream Valley Pohick Stream Valley	Ensure protection of the Environmental Quality Corridor and public access to stream valley parks through acquisition and/or donation/dedication of land or open space easements to the Fairfax County Park Authority. Complete development of countywide stream valley trails.
<b>HISTORIC RESOURCE PARKS:</b>	
	Designate the Town of Old Colchester as an Historic Resource Park.

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# LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR



**KEY**

**PRIMARY TRAIL FUNCTION:**

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

## LP3 MASON NECK COMMUNITY PLANNING SECTOR

### CHARACTER

Sector LP3 is generally bounded to the south by the Occoquan River, Massey Creek, Belmont Bay and Occoquan Bay; to the east by the Potomac River and Gunston Cove; to the north by Pohick Bay and Pohick Creek and to the west by Old Colchester Road. The character of the Mason Neck area is largely rural due to a land use pattern that consists of areas dedicated to public uses to protect rare ecological areas and marshes; Agricultural and Forestal Districts; and scattered low density residential uses.

The distinguishing land use feature in this sector is the large proportion of land, about 5,000 acres, committed to park or open space with an additional 1,400 acres of land in Agricultural and Forestal Districts. The sector includes the Pohick Bay Regional Park, Mason Neck National Wildlife Refuge, and Mason Neck State Park.

The Northern Virginia Regional Park Authority has developed the Pohick Bay Regional Park with nature trails, camping and boating facilities and a large public swimming pool. Because of its recreational facilities and its close proximity to Washington, D.C., the park's campgrounds are in strong demand.

Mason Neck State Park, owned by the Commonwealth of Virginia, has as its objectives protection of the bald eagle, environmental education, and passive recreation.

The U.S. Department of the Interior has established the Mason Neck National Wildlife Refuge as a natural habitat for the American bald eagle. Established under the 1966 Endangered Species Act, this National Wildlife Refuge was established expressly for the protection of the Southern bald eagle. Created to protect nature from man, and administered by the U.S. Fish and Wildlife Service, the refuge is approximately 2,275 acres.

The Mason Neck Community Planning Sector has an extraordinary diversity of ecological attributes. It is an important resting place for waterfowl migrating down the Atlantic flyway. It has the fourth largest concentration of eagles in Virginia. On Mason Neck is the largest great blue heron rookery in Virginia, with approximately 500 nests. Mason Neck is also the site of the southernmost stand of eastern hemlock on the Potomac River and includes the 260-acre Great Marsh, the largest in Northern Virginia. There are several species of orchids and other rare plants, many species of migratory waterfowl, songbirds, and mammals.

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

Another prominent feature of the Mason Neck Community Planning Sector is the large amount of land, about 1,400 acres, in Agricultural and Forestal Districts. The purpose of the Agricultural and Forestal District is to protect and encourage the development and improvement of lands for the production of food and other agricultural and forestal products. It is also the intent of the Agricultural and Forestal District to conserve land as valued natural and ecological resources to provide open spaces for clean air sheds as well as for aesthetic purposes.

Old Colchester Road and Gunston Road are the major roadways within this planning sector.

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

The eighteenth century town of Colchester, which was Fairfax County's first planned community and an important colonial period port rivaling Alexandria, contains important historic and archaeological resources. These resources extend outside the original town boundaries and include the Colchester Church and cemetery.

Another distinguishing feature of the Mason Neck Community Planning Sector is Gunston Hall. The historic structure was the residence of George Mason, originator of the Virginia Bill of Rights, and is listed on the National Register of Historic Places.

#### Wiley-Gunston Heights Conservation Area

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

### CONCEPT FOR FUTURE DEVELOPMENT

The entire Mason Neck Community Planning Sector is recommended in the Concept for Future Development as a Low Density Residential Area. The Concept envisions that Low Density Residential Areas will achieve environmental protection primarily by limiting residential growth to large lot residential development with typical densities of .1 dwelling unit per acre. Given the unique character of Mason Neck, the Concept for this area also includes recognition of the rural character, extensive public parkland, sensitive environmental areas and agricultural and forestal environments.

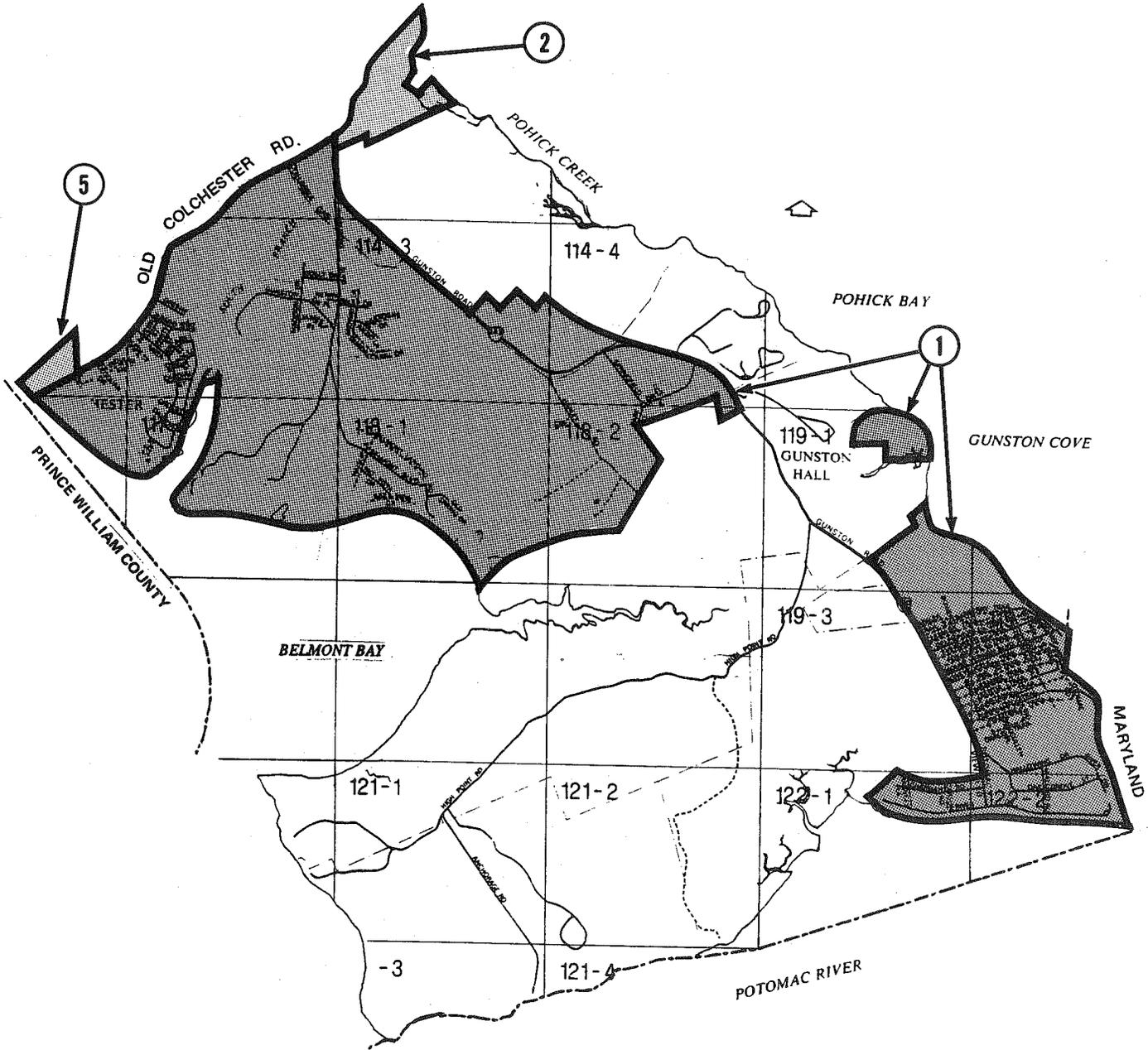
The Mason Neck Community Planning Sector is planned for .1 dwelling unit per acre, public park, public facilities, governmental and institutional uses and private open space in order to maintain the rural character of the area and protect environmentally sensitive areas, such as the national wildlife refuge which includes the rare eagle nesting grounds, and historically significant sites. To promote the rural character of the area, retaining the existing, and promoting additional, agricultural districts should be encouraged. There are no sites in the sector that are planned for commercial use. These planned land uses do not require public sewer service; therefore, the integrated sewer service area should not be extended to the Mason Neck Community Planning Sector. Notwithstanding, the Approved Sewer Service Area may include lots with existing legally established dwelling units as of March 21, 1994 in Section 1 of the Gunston Heights subdivision and the Wiley subdivision to allow connections to a pump and haul sewer system only for those existing dwelling units which have failing septic systems (or have a history of failure) or privies to remedy public health hazards. The County's Approved Sewer Service Area may also include Tax Map 113-4((4))13 and 14 and Tax Map 114-3((2))(3)6 and 7 for the location of underground wastewater holding tanks for the implementation of the pump and haul sewer system. (See Public Facilities section for detailed recommendations.)

### RECOMMENDATIONS

#### Land Use

Figure 20 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

# LP3 MASON NECK COMMUNITY PLANNING SECTOR



<b>FAIRFAX COUNTY</b>	<b>LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP</b>	<b>FIGURE 20</b>
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1. Any new or infill residential development in this sector should be permitted only on large acreage lots and should not exceed .1 dwelling unit per acre, as shown on the Comprehensive Plan map. Some existing residential lots have higher densities than the planned residential density range; infill development or any redevelopment in these areas should not be allowed to continue to exceed the planned residential range.

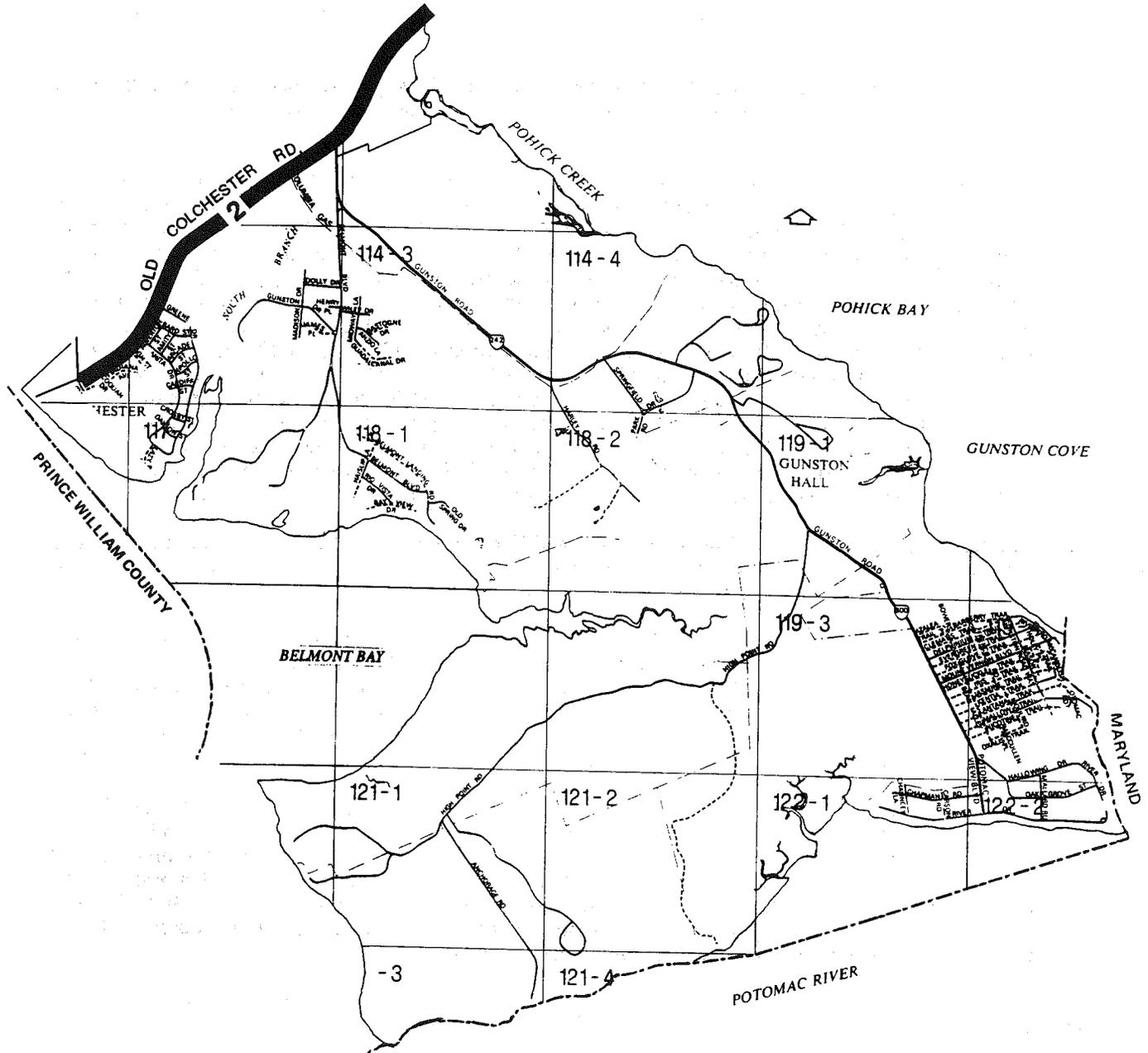
Any additional residential development above the planned density range may undermine the rural character of the sector and exacerbate septic system problems which are being experienced on some properties.

2. The area located east of Old Colchester Road, north of the Pohick Bay Regional Park and west of Fort Belvoir is planned for residential use at .2-.5 dwelling unit per acre. Within this area, a 23-acre property (Parcel 114-1((1))6) is located adjacent to the Lower Potomac Pollution Control Plant property separated only by Old Colchester Road. The County owns this property and the portion of Old Colchester Road which traverses the property should continue to be regulated to encourage public use of the roadway in a manner which does not conflict with the operational use of the road for the wastewater treatment activities. This will enable access between the existing plant and the more recently acquired 175-acre plant property (Tax Maps 107-4((1))31 (portion), 108-3((1))24; 113-2((1))12 and 13) via this portion of Old Colchester Road with no adverse impact to adjacent property owners. Access via Old Colchester Road in support of plant operations from the original plant site to the 175-acre parcel recently acquired is in accord with the Plan. Parcel 114-1((1))6 provides an additional area for plant expansion or similar public uses and buffer area. Fifty feet of substantial and effective screening and buffering should be provided on this property along Old Colchester Road to maintain the rural character of this area.
3. The establishment and renewal of Agricultural and Forestal Districts should be encouraged because such lands under these districts complement and enhance existing and planned land uses of very low density residential uses and parkland in the sector. [Not shown]
4. An overlay district should be created for that portion of the LP3 Mason Neck Planning Sector, generally bounded to the south by the Occoquan River, Massey Creek, Belmont Bay and Occoquan Bay; to the east by the Potomac River and Gunston Cove; to the north by Pohick Bay and Pohick Creek and to the west by Old Colchester Road. The purpose of the district is to preserve the historic, archaeological, scenic, environmental and heritage resources of this area by provision of proper density and development guidelines. [Not shown]
5. The area bounded by Furnace Road, the railroad right-of-way, Occoquan River and Old Colchester Road (Tax Map 113-3((1))20, 21, 22, 23, 24, 24A, 25, 26, 27, 28, 29 and 30) is planned for residential use at .2-.5 dwelling unit per acre. The area may contain important historic and archaeological resources. A study should be undertaken to determine whether an historic overlay district should be established in this area and, if so, where its boundaries should be. If an historic district is considered appropriate, this area should be designated as an Historic Resource Park and action taken to acquire the land through public/private financing.

### Transportation

Transportation recommendations for this sector are shown on Figure 21. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

# LP3 MASON NECK COMMUNITY PLANNING SECTOR



**TRANSPORTATION RECOMMENDATIONS LEGEND**

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

- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
- ➔ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

## Environment

The Mason Neck Community Planning Sector is characterized by an arrangement of habitats, soils, and landforms that is unique within Fairfax County. The significance of the ecological resources of Mason Neck has been recognized by both Federal and State governments, which have set aside large areas (Mason Neck State Park and Mason Neck National Wildlife Refuge) devoted to the preservation of these resources. The very low density character of the remainder of Mason Neck has resulted in the preservation of a major wildlife corridor that extends from the State and Federal lands on the peninsula through undeveloped portions of Fort Belvoir and into Huntley Meadows Park.

Mason Neck contains extensive tidal and nontidal wetland systems associated with Kanawha Creek, Belmont Bay, Massey Creek, Pohick Bay, Gunston Cove, and the Potomac River. These wetland systems are integral components of the peninsula's extensive EQC network. Extensive wetland areas are present both within and outside floodplains.

The southern half of the Mason Neck peninsula is characterized by gentle terrain and poorly drained soils, while the northern half of the peninsula is characterized by unstable, steeply sloping, highly erodible bluffs adjacent to tidal waters and streams. A relatively flat plateau area generally containing soils with marginal subsurface drainage characteristics is present along Gunston Road. Potentially unstable marine clay soils occur frequently throughout much of Mason Neck.

The widespread distribution of severe development constraints, the presence of extensive areas of wetlands and other high quality wildlife habitats, the proximity to sensitive water resources including the Potomac River and other large tidal bodies of water, and the role of Mason Neck as a component of a major wildlife corridor require Mason Neck be managed to remain as an area of unique environmental sensitivity within Fairfax County.

## Heritage Resources

1. Colchester and its environs should be included in an historic district in order to preserve the area and discourage development.
2. Gunston Hall should be considered for inclusion in an historic district in order to further protect its approach and environs.
3. The Lexington archaeological site, on State land, should be nominated to the National Register of Historic Places.
4. The character of the area should remain rural to preserve its historic sense of place.

## Public Facilities

This sector is predominately rural in character and public sewer should not be extended to it. The extension of public sewer would cause significant disruption to stream valleys and would be contrary to the need to preserve the environmental integrity of the areas of habitat to further the existence of rare species of plants, birds and animals. In addition, sewerage of the area would not be an efficient or economical use of public funds because of the expense associated with providing sewer to a rural environment, which would include extensive costs associated with force mains and pump stations.

However, a pump and haul sewer system may be necessary to provide a localized solution to the existing public health hazards in Section 1 of the Gunston Heights subdivision and Wiley subdivision without introducing public sewer to the larger Mason Neck area and without contravening important overall land use, environmental and public facility objectives.

The Gunston Heights (Section 1) and Wiley communities are adjacent subdivisions, consisting of vacant and developed lots within an approximate 82-acre area. Most of the 77 houses were built in the 1940s and 1950s and are located on lots ranging from one-half to three-quarters acre in size. As of November 4, 1993, 62 homes or 80 percent of the homes in the two subdivisions, had septic systems at some stage of failure or privies. The extensive concentration of system failures with dwelling units in close proximity to each other is a public health hazard to the residents of the Gunston Heights (Section 1) and Wiley communities. Because the intent is to permit a limited expansion of the Approved Sewer Service Area only to solve a public health hazard, a pump and haul sewer system that provides sewer service to existing legally established dwelling units as of March 21, 1994 which have failing septic systems (or have a history of failure) or privies is an appropriate alternative to the existing individual disposal systems in the Gunston Heights (Section 1) and Wiley subdivisions only under the following conditions:

- All existing legally established dwelling units constructed before March 21, 1994 which have privies will be required to use the pump and haul sewer system at its inception.
- All existing legally established dwelling units constructed before March 21, 1994 which have failing septic systems as certified by the Health Department will be required to use the pump and haul sewer system at its inception.
- Existing legally established dwelling units constructed before March 21, 1994, as identified on Figure 1, which experience septic system failures after this date as certified by the Health Department will be required to use the pump and haul sewer system after its inception. This will be an administrative action and will not require additional approval by the Board of Supervisors of a Comprehensive Plan Amendment or Approved Sewer Service Area Expansion.
- No use other than residential use should be authorized for dwelling units connected to the pump and haul sewer system.
- Prior to connection to the pump and haul sewer system, dwelling units should be equipped with water conservation devices. Dwelling units will be inspected by the County prior to connection to the pump and haul sewer system for water conservation devices.
- Given the relative expense of a pump and haul sewer system, which necessitates the introduction of tanker trucks to a residential neighborhood, based on the quantity of effluent generated, expansions to and/or replacements of existing legally established dwelling units constructed before March 21, 1994, which utilize the pump and haul sewer system, should be limited to expansions and/or replacements which do not increase the number of bedrooms.
- Underground wastewater holding tanks may be located on Tax Map 113-4((4))13 and 14 and Tax Map 114-3((2))(3)6 and 7 for the implementation of the pump and haul sewer system.
- The County's administrative policy which permits the extension of sanitary sewer lines, under certain circumstances, up to 400 feet outside the approved sewer service area boundary should not apply.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 22. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

**FIGURE 22**  
**PARK AND RECREATION RECOMMENDATIONS**  
**SECTOR LP3**

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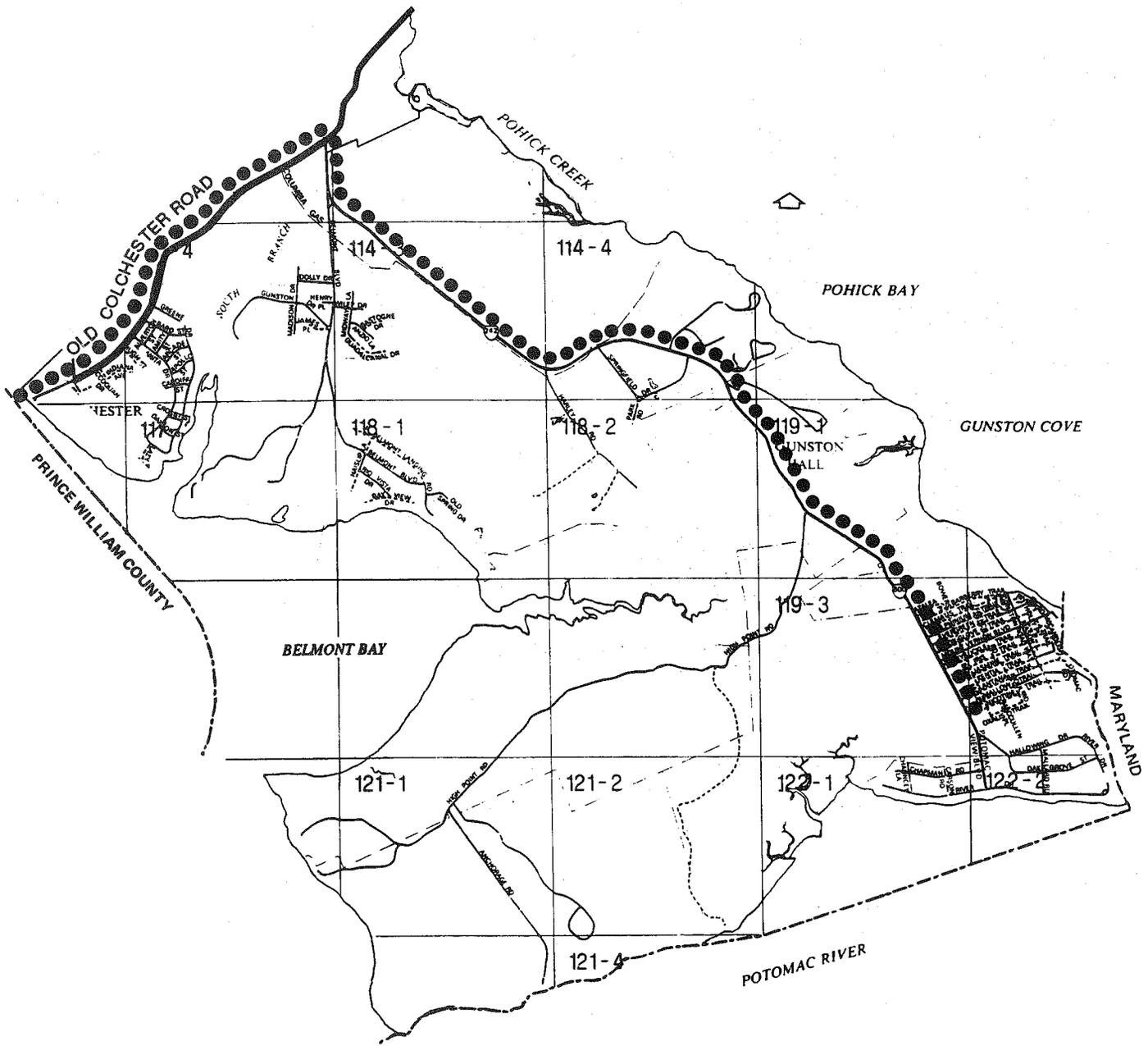
PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	Neighborhood Park facilities are not recommended in Low Density Residential Areas.
<b>COMMUNITY PARKS:</b>	This sector is not currently served by a Community Park. However, active recreation facilities are available at Mason Neck Park in the adjacent sector.
<b>DISTRICT PARKS:</b>	The sector is not served by an existing District Park; however, it would be on the perimeter of the expanded Newington Heights Park proposed in the Pohick District Plan. Additionally, diversified active recreation facilities and significant amounts of open space are provided in this sector by Regional, State and Federal landholdings.
<b>COUNTYWIDE PARKS:</b>	
Pohick Stream Valley	Ensure protection of the Environmental Quality Corridor and public access to stream valley park through acquisition and/or donation/dedication of land or open space easements to the Fairfax County Park Authority. Complete development of countywide stream valley trail.
<b>REGIONAL PARKS:</b>	
Pohick Bay	Complete development in accordance with master plan.
Mason Neck	Continue to manage as part of the adjacent wildlife refuge under the lease agreement with the U.S. Fish and Wildlife Service.
<b>STATE/FEDERAL:</b>	
Mason Neck State Park	
Mason Neck Wildlife Refuge	
<b>HISTORIC RESOURCE PARKS:</b>	
	Designate the Town of Colchester as an Historic Resource Park.

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## **Trails**

Trails planned for this sector are delineated on Figure 23 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# LP3 MASON NECK COMMUNITY PLANNING SECTOR



**KEY**

- PRIMARY TRAIL FUNCTION:**
- PEDESTRIAN
  - BICYCLE
  - EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

## LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

### CHARACTER

Most of the land in Sector LP4, approximately 8,300 acres, consists of Fort Belvoir and the Humphreys Engineer Center. The sector is located between Accotink Creek and Old Colchester Road and between Telegraph Road and Pole Road and is generally coincidental with Fort Belvoir property lines and Humphreys Engineer Center property.

Fort Belvoir is one of the largest employers in Fairfax County. The current work force at the fort totals approximately 12,000 employees, including both civilian and military personnel. About 5,000 military personnel live in on-post housing, although some are employed at other military facilities within the metropolitan area. Military facilities at Fort Belvoir include a hospital and a commissary. The Belvoir Research, Development and Engineering Command, the U.S. Army Intelligence and Security Command, the Defense Systems Management College, the Defense Mapping School, and the John S. Mosby U.S. Army Reserve Center are tenant organizations on the fort.

With the departure of the United States Army Engineer School in 1988, Fort Belvoir began to evolve from a training center to an administrative and support center for Army activities in the National Capital Area. The Base Realignment and Closure Act of 1988 directed the Defense Logistics Agency, the Criminal Investigation Division Command and several small agencies to relocate to Fort Belvoir. The Army Community and Family Support Center, the Department of the Army Inspector General School and the Army Management Staff College are relocating to the facilities vacated by the departure of the U.S. Army Engineer School. Agencies already at the Humphreys Engineer Center include the Engineer Studies Center, the Engineering and Housing Support Center, the Engineer Topographic Laboratories and the U.S. Army Force Integration Support Agency.

Sector LP4 includes the Village of Accotink which has a wide variety of land uses: single-family homes, garden apartments, commercial and institutional uses. It is located at the juncture of Backlick Road and Route 1.

Fort Belvoir is one of the major traffic generators within the Lower Potomac Planning District. Route 1, Telegraph Road, Backlick Road, Beulah Street, and Woodlawn Road are the major roadways traversing this sector.

Fort Belvoir has conducted a thorough heritage resource survey and assessment of its sensitivity areas. Although the numerous resources recorded are on Federal property, they are a significant part of Fairfax County's heritage. Fort Belvoir's managers are pursuing an aggressive preservation effort concerning its heritage resources which is consistent with County policy.

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

Sector LP4 contains Cheney, Barden and Markham Elementary Schools. These three schools were constructed by the Department of Health, Education and Welfare on Fort Belvoir property, but are operated by the County under a special agreement between Fort Belvoir and the County School Board. Other facilities such as parks, fire stations and on-post roads are provided by the U.S. Army. Mutual aid agreements between the fort and the County provide for police and fire support to be provided to each other in times of emergency.

Fort Belvoir has designated two sites as wildlife preserves for a total of approximately 1,250 acres. The larger site, the Accotink Bay Wildlife Refuge, straddles the Accotink Creek and its delta into Accotink Bay. The second site, which includes most of the wetlands between Pole and Telegraph Roads, east of Woodlawn Road, is the Jackson Miles Abbott Wetland Refuge.

## CONCEPT FOR FUTURE DEVELOPMENT

The Fort Belvoir Community Planning Sector is recommended in the Concept for Future Development as a Large Institutional Land Area. The boundaries of the designation of Large Institutional Land Area is coincidental with the planning sector boundaries. 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.

## RECOMMENDATIONS

### Land Use

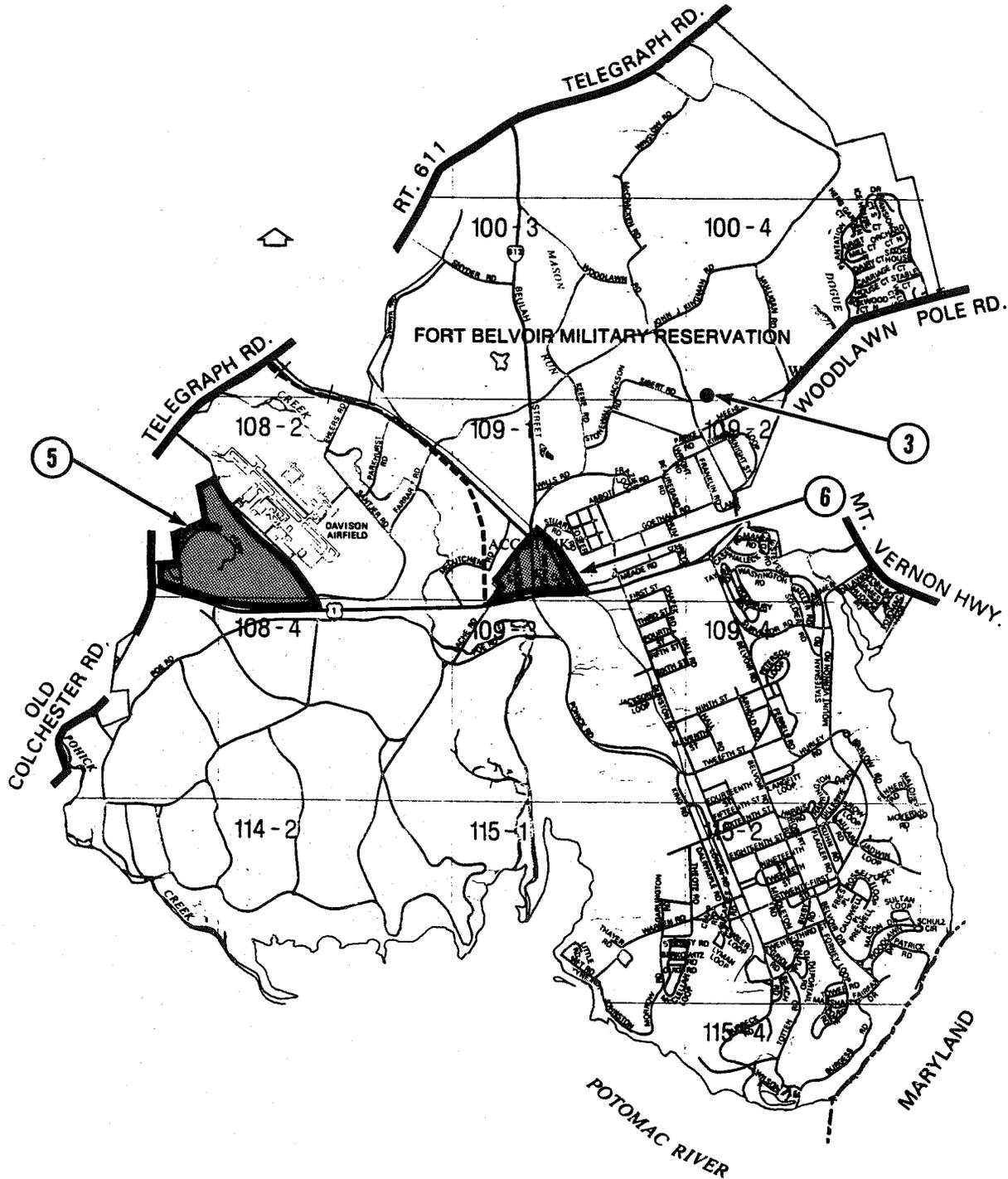
Figure 24 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Proposed development or redevelopment on Fort Belvoir should be undertaken in cooperation with the County. Development or redevelopment plans should be supported only if they are consistent with the County goals and Comprehensive Plan. [Not shown]
2. In the event that parts or all of the land area now owned by the Federal government should be declared excess, a task force should be formed that includes Federal government representatives to comprehensively plan for future uses, and to preclude piecemeal consideration of new land uses. Some portions should be considered for acquisition and conversion to park use, possibly by the Fairfax County Park Authority. It is recommended that, prior to any disturbance or improvement to the historic site, the Fairfax County historic preservationist and archaeologist be consulted and provide comments regarding the protection of existing historic materials and artifacts. [Not shown]
3. The Fairfax County Board of Supervisors approved in principle the use of a 15-acre site on Fort Belvoir near Cheney Elementary School for the purpose of building a new elementary school.
4. Consideration should be given to the construction of on-post housing to meet the needs of military families in southern Fairfax County. On-post housing for military families reduces the competition for affordable housing in the County. The on-post homes should be well-designed and buffered, and not located near the frontage of Route 1. [Not shown]
5. The 107-acre area of land located on the northeast corner of Route 1 and Telegraph Road (tax map 108-1((01))47, 47A and 47B) is planned for housing for the elderly (not to exceed 700 units), nursing care facility (limited to 93,695 square feet) and low-rise office buildings (at a maximum overall FAR of .21 or 495,000 gross square feet).

A substantial buffer utilizing existing tree cover along Route 1 and Telegraph Road should be part of the site design.

6. The non-military area known as the Village of Accotink is planned to generally maintain its current uses and densities/intensities as follows:
  - A. Neighborhood-serving commercial use is planned along Route 1 (tax map 109-1((1))3, 11, 12, 32 and 40). There should be no expansion or intensification of the existing commercial uses.
  - B. Residential use at 2-3 dwelling units per acre is planned generally along Backlick Road as shown on the Plan map.

# LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR



- C. Residential use at 5-8 dwelling units per acre is planned generally east of Shepherd Lane {tax map 109-1((1))35, 36, 37, 38 and 39} provided that the development achieves good design, substantial parcel consolidation, and buffering and screening along any portion of the property line adjacent to an existing commercial use or single-family detached dwelling unit.
- D. Residential use at 12-16 dwelling units per acre is planned along Route 1 and east of Shepherd Lane {tax map 109-1((1))41 and 42}. Affordable housing at 16-20 dwelling units per acre is planned east and west of Anderson Lane {tax map 109-1((1))1, 2, 8, 9 and 10} and along Route 1 west of Shepherd Lane {tax map 109-1((1))31}. These planned land uses generally reflect existing uses and densities, except for the area adjacent to Anderson Lane to the east {tax map 109-1((1))8, 9 and 10} which contains single-family dwelling units. Parcels 8, 9 and 10 may be redeveloped at 16-20 dwelling units per acre, if the development provides good design, substantial parcel consolidation and buffering and screening between any property line which is adjacent to an existing commercial use or a single-family detached dwelling unit.
- E. The Methodist Church in the Village of Accotink and environs is a local landmark and should be considered for inclusion in an historic district. Any future development or redevelopment in the area should be compatible with the church in terms of design, mass, scale, height, color, type of material and visual impact.
- F. Protective landscape buffer treatment should be utilized in those cases where commercial development could alter the residential character within the Village of Accotink.

### Transportation

Transportation recommendations for this sector are shown on Figures 25, 26, 27 and 28. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

The two Transit Transfer Centers shown in Figures 27 and 28 are not site specific. Rather, they are meant to take advantage of the rail service between the fort and the Springfield Transportation Hub that Fort Belvoir is planning to establish over the existing military railroad. The Board of Supervisors should enter into agreements with the fort to establish the transit centers when the rail service is initiated.

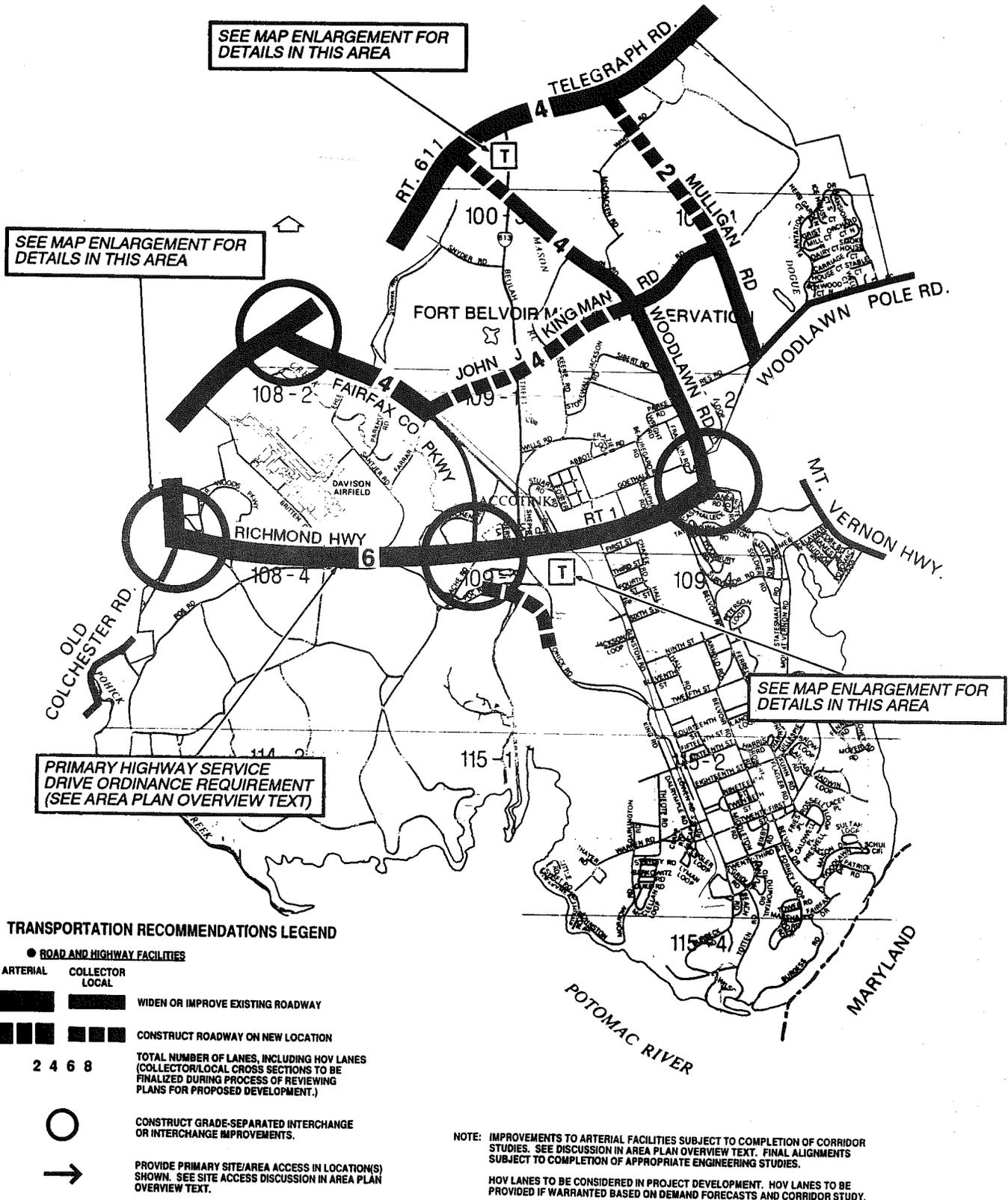
### Heritage Resources

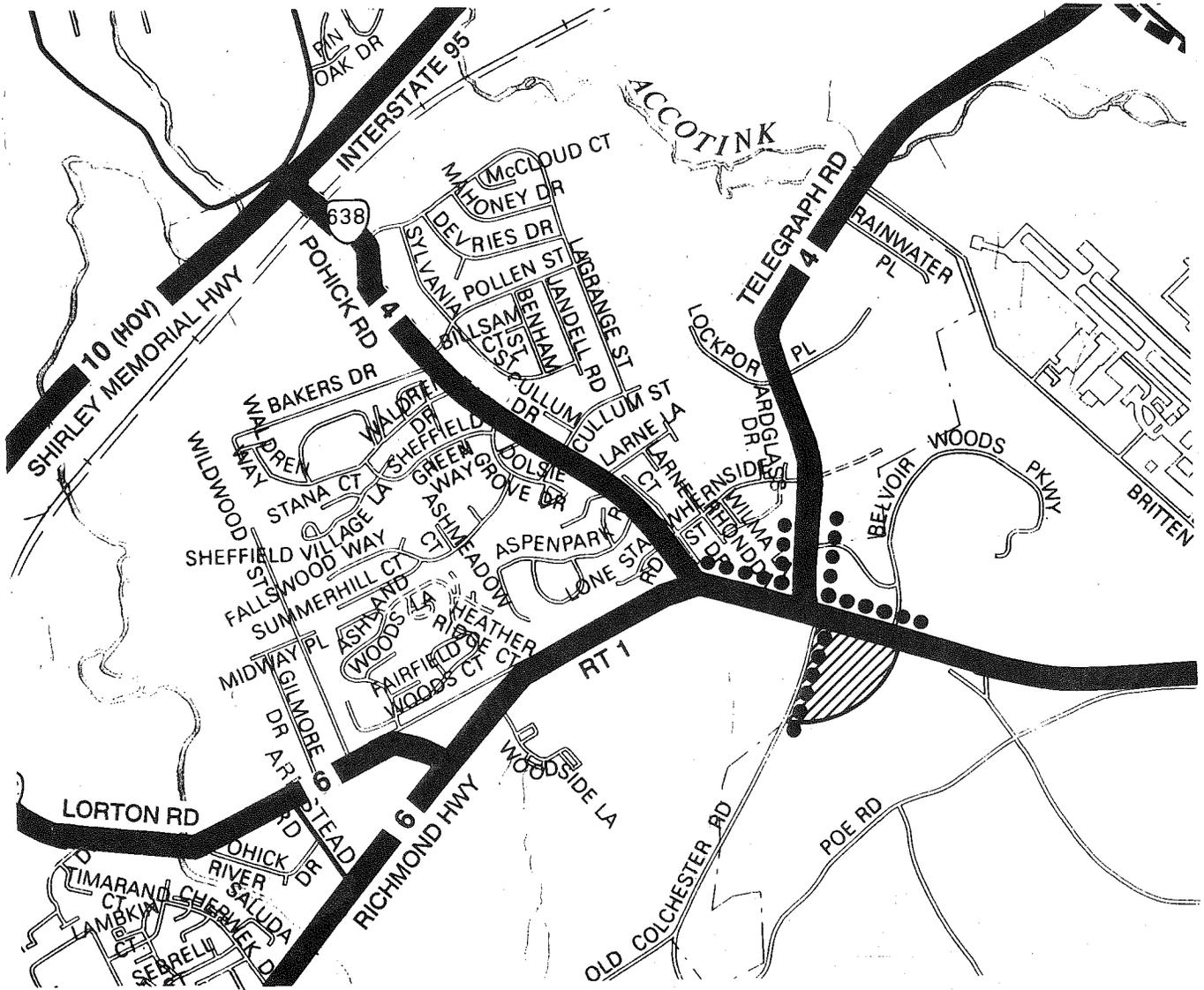
1. Part of the Pohick Church Historic District lies within this area. Recommendations for this area are discussed in Sector LP2.
2. The remains of the Belvoir site, which is located in the southern region of Fort Belvoir near the Potomac River, continue to reflect an important element of local heritage and should be protected.
3. Pohick Church, Mount Air and Woodlawn Historic Districts abut Fort Belvoir. Protection of these historic resources should be considered in any redevelopment of the Fort Belvoir property.

### Public Facilities

1. Construct a new elementary school on Fort Belvoir to replace the existing Fort Belvoir schools.

# LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

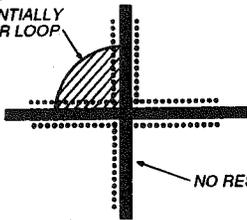




**KEY TO INTERCHANGE ENLARGEMENTS**

CONCEPTUAL/FINAL PLANS  
NOT AVAILABLE

AREA POTENTIALLY  
NEEDED FOR LOOP

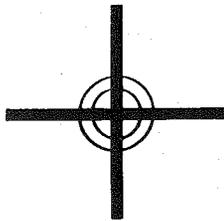


NO RESTRICTED ACCESS

RESTRICTED ACCESS AREAS .....

CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN  
IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

FURTHER STUDY REQUIRED  
TO ESTABLISH PRELIMINARY  
CONCEPTS AND/OR LIMITS  
OF RESTRICTED ACCESS

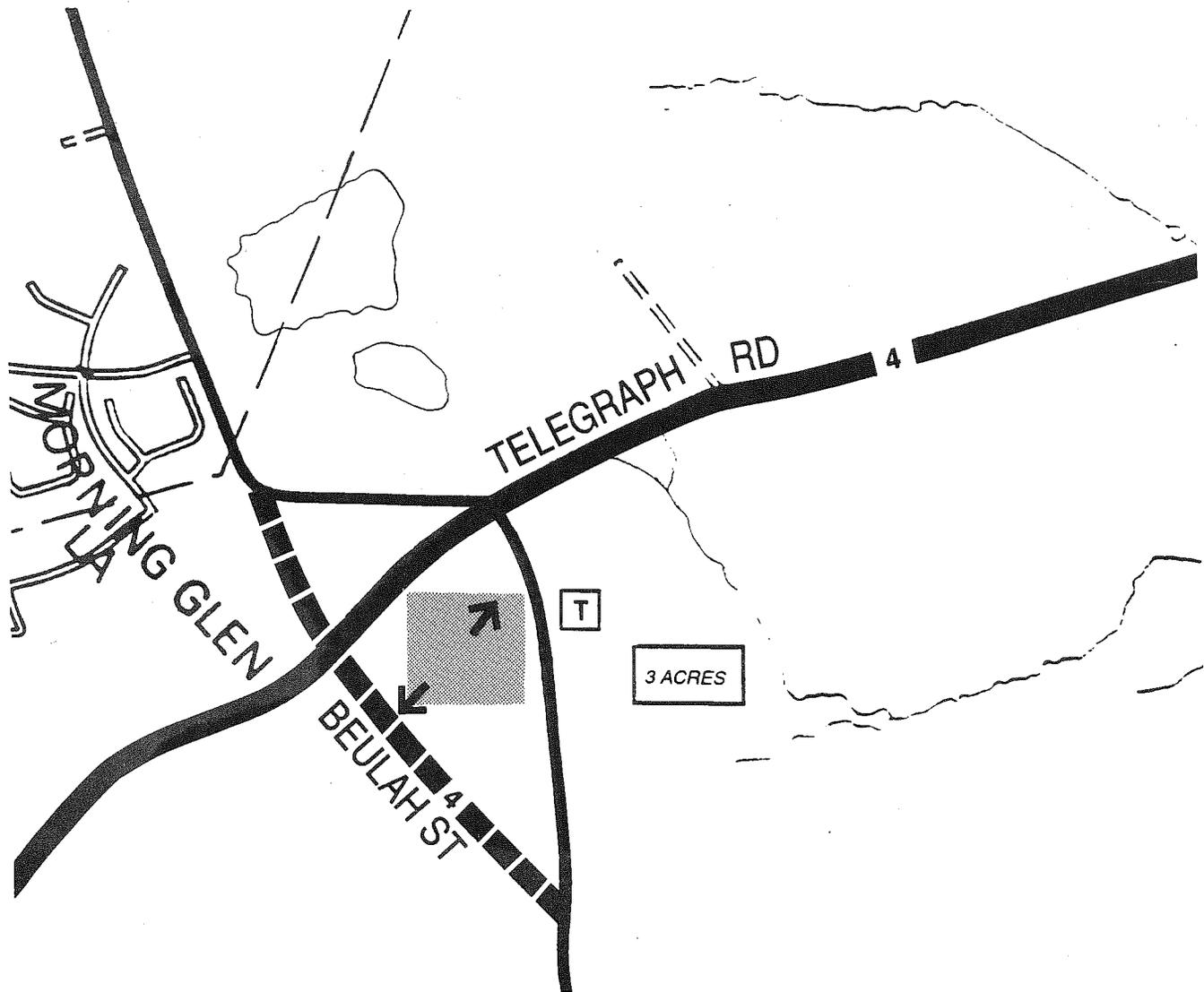


**TRANSPORTATION RECOMMENDATIONS LEGEND**

- ROAD AND HIGHWAY FACILITIES
- ARTERIAL COLLECTOR LOCAL
- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8
- TOTAL NUMBER OF LANES, INCLUDING HOV LANES  
(COLLECTOR/LOCAL CROSS SECTIONS TO BE  
FINALIZED DURING PROCESS OF REVIEWING  
PLANS FOR PROPOSED DEVELOPMENT.)
- CONSTRUCT GRADE-SEPARATED INTERCHANGE  
OR INTERCHANGE IMPROVEMENTS.
- ➔ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S)  
SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN  
OVERVIEW TEXT.

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

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



**TRANSPORTATION RECOMMENDATIONS LEGEND**

● **PUBLIC TRANSPORTATION FACILITIES** (SEE PLAN OVERVIEW TEXT)

- T** TRANSIT TRANSFER CENTER (NO PARKING)
- R** RAIL STATION
- P** COMMUTER PARKING LOT
- C** COMMUTER RAIL STATION
- M** METRO STATION

● **ROAD AND HIGHWAY FACILITIES**

ARTERIAL	COLLECTOR LOCAL	
[Solid thick line]	[Dashed thick line]	WIDEN OR IMPROVE EXISTING ROADWAY
[Dashed thin line]	[Dashed thin line]	CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
○		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
→		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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



**TRANSPORTATION RECOMMENDATIONS LEGEND**

● **PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)**

- T** TRANSIT TRANSFER CENTER (NO PARKING)
- R** RAIL STATION
- P** COMMUTER PARKING LOT
- C** COMMUTER RAIL STATION
- M** METRO STATION

**TRANSPORTATION RECOMMENDATIONS LEGEND**

● **ROAD AND HIGHWAY FACILITIES**

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8

TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)



CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.



PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 29. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

### Trails

Trails planned for this sector are delineated on Figure 30 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 29**  
**PARK AND RECREATION RECOMMENDATIONS**  
**SECTOR LP4**

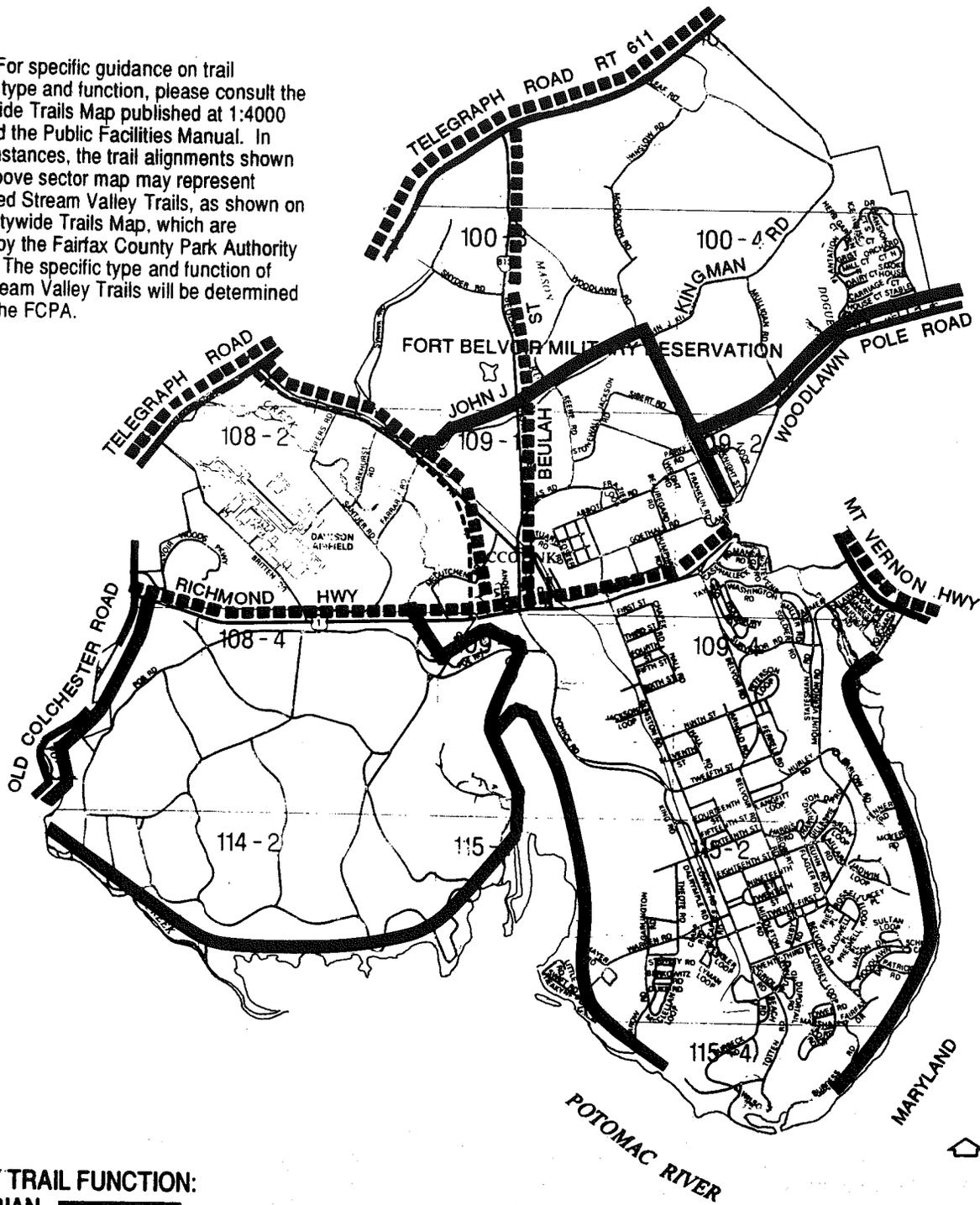
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<b>PARK CLASSIFICATION</b>	<b>RECOMMENDATIONS</b>
<b>COMMUNITY PARKS:</b>	Active recreation facilities are available in adjacent sectors at Mason Neck West Park and the Lower Potomac Pollution Control Plant Ballpark.
<b>DISTRICT PARKS:</b>	This sector lies within the service area of the Grist Mill District Park, which is in the Mount Vernon Planning District.
<b>COUNTYWIDE PARKS:</b>  Accotink Stream Valley Pohick Stream Valley Dogue Creek Stream Valley	Ensure protection of the Environmental Quality Corridor and public access to stream valley parks through acquisition and/or donation/dedication of land or open space easements to the Fairfax County Park Authority. Complete development of countywide stream valley trail.
<b>STATE/FEDERAL:</b>	Protect the Accotink Bay shore line by developing the former float bridge training area as the Tompkins Basin National Capital Region Recreation Area.  Develop the Fort Belvoir trail system in concert with the Fairfax County trail system.

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# LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.



**KEY**

**PRIMARY TRAIL FUNCTION:**  
 PEDESTRIAN   
 BICYCLE   
 EQUESTRIAN

## **ROUTE 1 CORRIDOR URBAN DESIGN GUIDELINES**

The following performance criteria are guidelines for the evaluation of development plans within the Route 1 Corridor. Acceptable prescriptive examples that may satisfy these performance criteria have been drafted as a dynamic report with Route 1 Urban Design Guidelines for approval and amendment by the Fairfax County Board of Supervisors from time to time.

### Site Planning Checklist

- **General**
  - Integrate new development with existing and future adjacent land uses appropriately; ensure that new development provides adequate safe auto and pedestrian access.
  - Encourage type and scale of commercial office uses which will serve local area needs.
  - Utilize criteria for shared parking and open space between uses in site development, if feasible.
  - Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
  - Preserve or recover and record significant heritage resources.
  
- **Access/Roads/Parking**
  - Provide adequate, safe auto access.
  - Provide well-screened off-street parking areas; keep these parking lots in scale with the development and neighborhood.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive parking and building design/construction.
  - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
  - Reduce impervious surfaces as much as possible (drives, parking, buildings, etc.) through use of cluster design or other techniques.
  - Provide an attractive appearance oriented toward the street, through use of screening, landscaping and/or buffering service areas from public view.
  
- **Open Space/Community Facilities**
  - Integrate natural open space amenities into overall site design and utilize natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.
  - Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
  - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.).
  - Design safe pedestrian systems on-site; incorporate handicapped-access elements, such as ramps, into system design.
  
- **Buffers**
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhoods and centers.
  - Utilize architectural and landscape elements (such as walls, buildings, berms, trees, etc.) as visual and roadway noise buffers.
  
- **Utility/Service Areas**
  - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Screen all service/maintenance areas from public view.

### Architectural Design Checklist

- **Scale/Mass/Form**
  - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/office complex scale.
  - Create interest through sensitive detailing.
  - Utilize varied building facades to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reinforce neighborhood scale, where appropriate.
- **Functional Relationships/Facade Treatment**
  - Site buildings with respect to natural topography.
  - Establish consistent architectural themes within CBCs or Development Centers utilizing similar architectural materials.

### Landscape Architectural Checklist

- **Landscaping**
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
  - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
  - Utilize special landscape treatments to identify and reinforce entry areas.
  - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.
- **Site Furnishings/Signing and Lighting/Walls**
  - Provide well-designed commercial and residential development entry signs.
  - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) should have consistent signs and visible building numbers.
  - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.
  - Ensure architectural theme and light fixture style consistency.
  - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.

