POHICK PLANNING DISTRICT

OVERVIEW

The Pohick Planning District is located in the southwest portion of Fairfax County. It is bounded on the north by Braddock Road, on the east by Rolling Road, on the southeast by the District of Columbia Department of Corrections facility, and on the southwest by the Occoquan River, Bull Run, Centreville Road, Compton Road, and Union Mill Road. (See Figure 1.)

Major road access in the Pohick Planning District is via Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road (Route 123), Hooes Road, Pohick Road, and Clifton Road. The Virginia Railway Express (VRE) Commuter Rail System carries passengers between Manassas and Alexandria and Union Station in Washington, DC. In the Pohick Planning District, VRE operates along the Southern Railroad line. Commuter rail stations in Pohick are located in Burke Centre at Roberts Parkway and at Burke Road west of Rolling Road. In the future, another station may be added to serve the Fairfax Station-Clifton area.

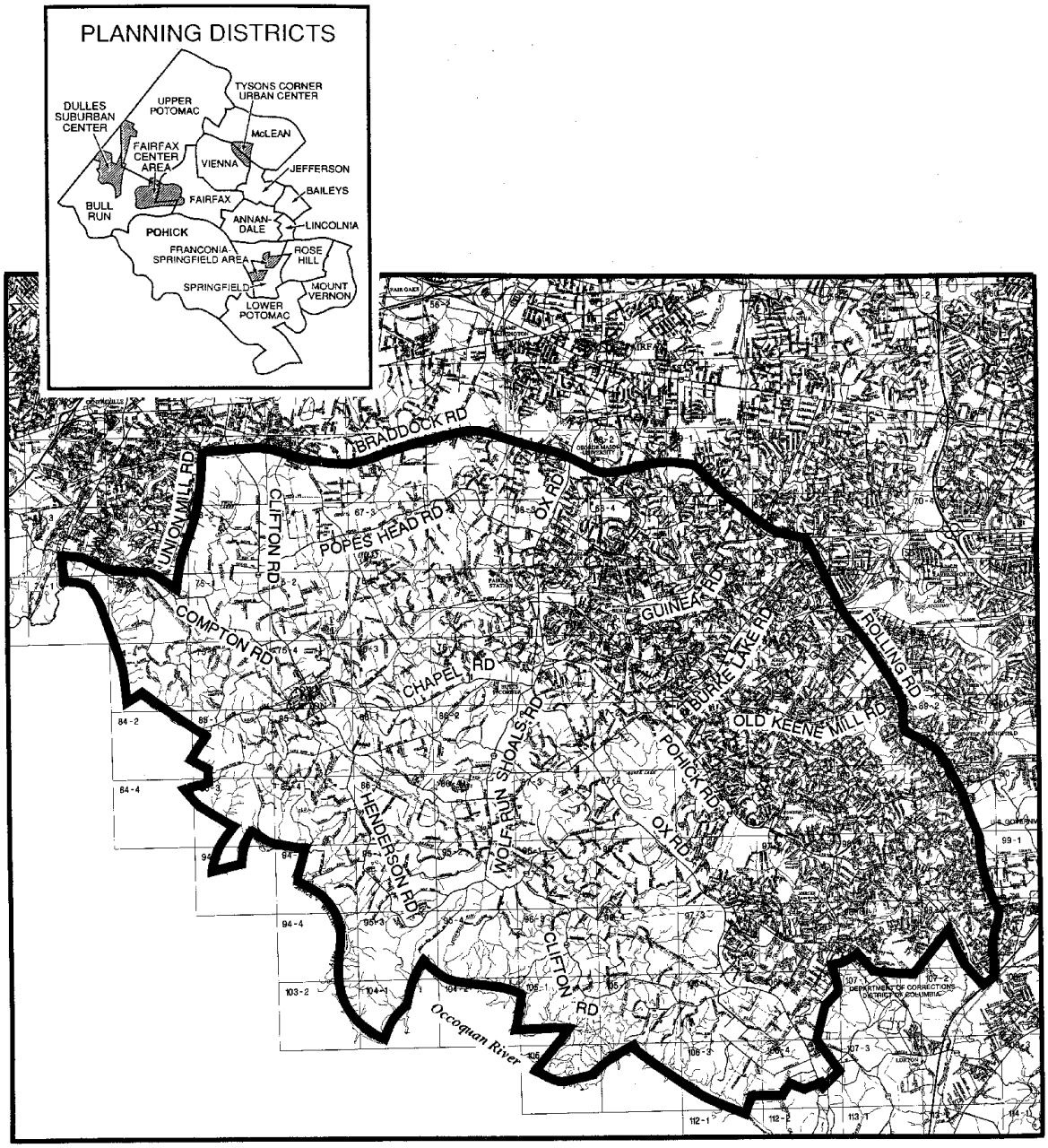
The Pohick Planning District is composed of two important watersheds. These are the Occoquan River, with tributaries draining west from Ox Road, and Pohick Creek, with tributaries draining east from Ox Road. Both watersheds drain to the Potomac River and Chesapeake Bay.

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

The Comprehensive Plan for the Occoquan watershed within the Pohick Planning District provides for a rural character by maintaining a very low density development pattern. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP) to manage, in conjunction with stormwater management facilities (structural BMPs), the quality of water that ultimately enters the Occoquan Reservoir, thereby positively contributing to the quality of water in the reservoir. The reservoir is a major source of drinking water for the County and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

Preservation of the water quality is of significant value to the public health and welfare. In addition to water quality benefits, very low density residential development (.1-.2 dwelling unit per acre or five- and ten-acre lots), when applied to the general Occoquan area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the County to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the County planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers that are expected to provide for employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The County has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Each of the following sectors within the Pohick Planning District, Twin Lakes (P1), Johnny Moore (P3), Clifton (P4), and Dominion (P5), have either part or all of their land



0 8000 FT
SCALE

area which is not shown within the approved sewer service area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in non-residential uses which do not require public sewer service.

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 Pohick 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 Pohick Planning District includes both Suburban Neighborhoods and Low Density Residential Areas. Existing development in this district is generally consistent with the Concept.

The Low Density Residential portion of this Planning District generally includes the area west of Ox Road, with the exception of the North Hill subdivision located in the southwest quadrant of the Braddock Road and Ox Road intersection. In addition, the area east of Ox Road, west of the future Fairfax County Parkway, and north of Burke Lake Road, is designated as a Low Density Residential Area.

These areas are designated as such in order to protect them from more intensive development. Low Density Residential Areas may include environmentally sensitive parts of the County that require special measures to ensure their protection. In the Pohick Planning District, these environmentally sensitive areas include the Occoquan Reservoir and South Run watersheds. Development in these areas is generally limited to residential uses at densities of .1-.2 dwelling unit per acre and .2-.5 dwelling unit per acre, depending upon location; limited commercial and institutional uses may also be appropriate for these areas.

The remainder of the Pohick Planning District is designated as Suburban Neighborhoods. These areas are planned to include a wide range of housing types, depending upon location, and should be protected by ensuring compatibility between land uses. In addition to these residential areas, there is land planned for supplemental neighborhood-serving commercial uses, public facilities, and institutional uses.

MAJOR OBJECTIVES

The primary planning objectives in the Pohick Planning District are the following:

- Protect the Occoquan Reservoir and South Run watersheds;
- Preserve the rural and semi-rural character of the Occoquan Reservoir watershed through careful review of non-residential uses requiring special exception or special permit approval;
- Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential areas;
- Preserve significant heritage resources;

- Protect the Pohick Creek watershed and its tributaries, the Sideburn and Rabbit Branches; and

- Preserve the existing semi-rural, treed suburban character of residential areas in the Pohick watershed.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Transportation in the Pohick Planning District is characterized by an extensive roadway network carrying high levels of traffic during peak periods of commuter travel. While many improvements have taken place, particularly in the developed eastern section of the district, inadequate road capacity continues to inhibit provision of an adequate level of traffic service. Primary access is provided via Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road, Hooes Road, Pohick Road and Clifton Road. Public transportation, primarily Metrobus service, is provided in the developed section of the planning district east of Ox Road. Pohick is also served by park-and-ride lots at Old Keene Mill Road east of Shiplett Boulevard, and at Roberts Parkway south of the Southern Railroad tracks.

Travel within and through the Pohick 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 2. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Pohick Planning District, a map is provided that depicts the Transportation Plan recommendations for that sector. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to 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.

Ox Road, between Braddock Road and the Fairfax County Parkway is built to four lanes and planned for six lanes. Given the construction of the Fairfax County Parkway, the extension of the Burke Centre Parkway, the widening of Braddock Road west of Ox Road and the planned extension of Shirley Gate Road to the Fairfax County Parkway, the need for six lanes should be reevaluated. A corridor study, conducted by an independent transportation firm in ongoing consultation with the affected neighboring communities should be commissioned to determine the need for expansion before considering this segment for inclusion in the Virginia Department of Transportation's Six Year Plan. The study should explore not only alternative routes, but also transit service and car pooling incentives.

Housing

A list of existing, under construction, and proposed assisted housing for the Pohick Planning District is shown in Figure 3. This list includes housing developments which, to the County's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from Federal, State, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local 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;

- Federal Section 8 project based rental subsidy units, which are usually privately owned;

- Units subsidized under Federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

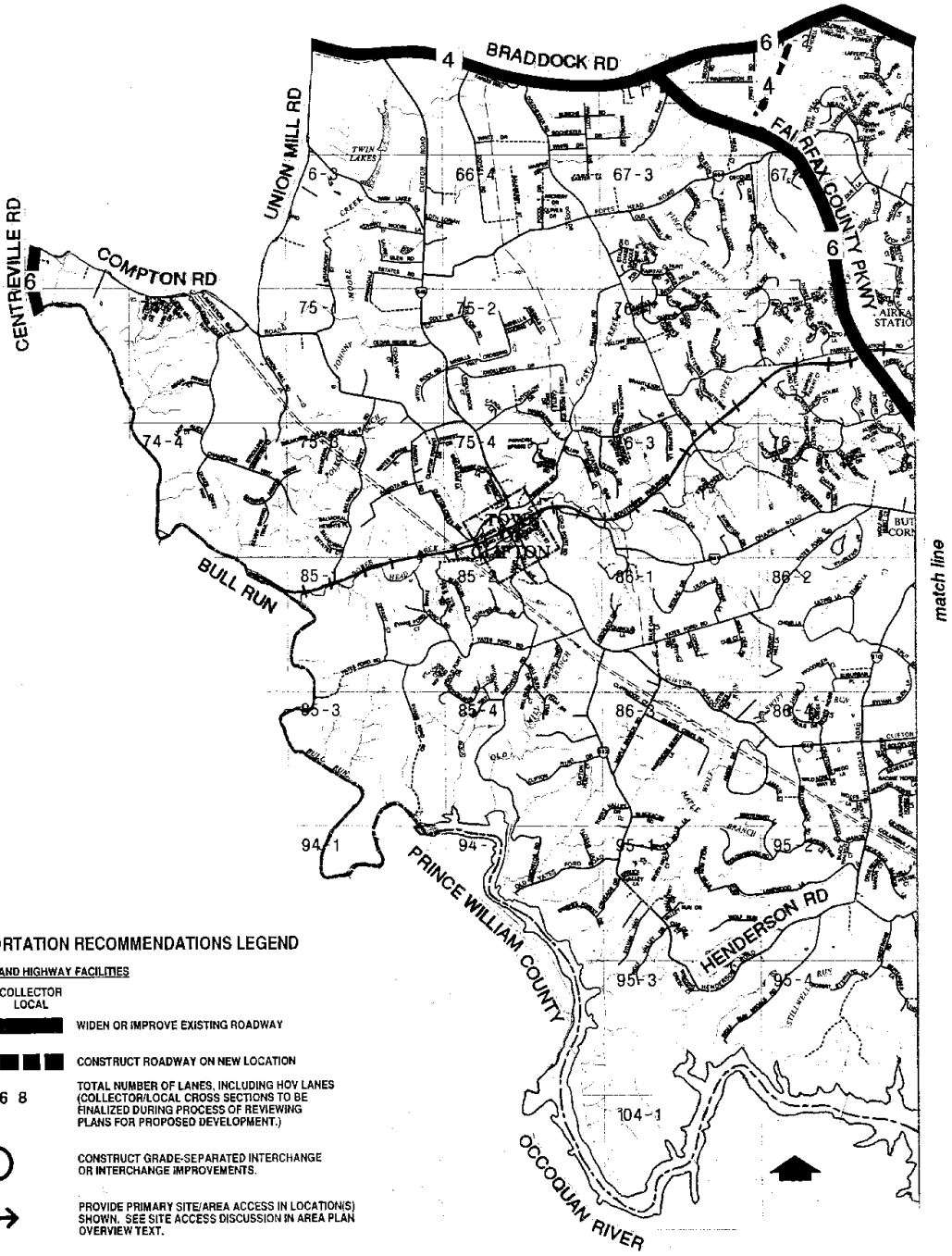
- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

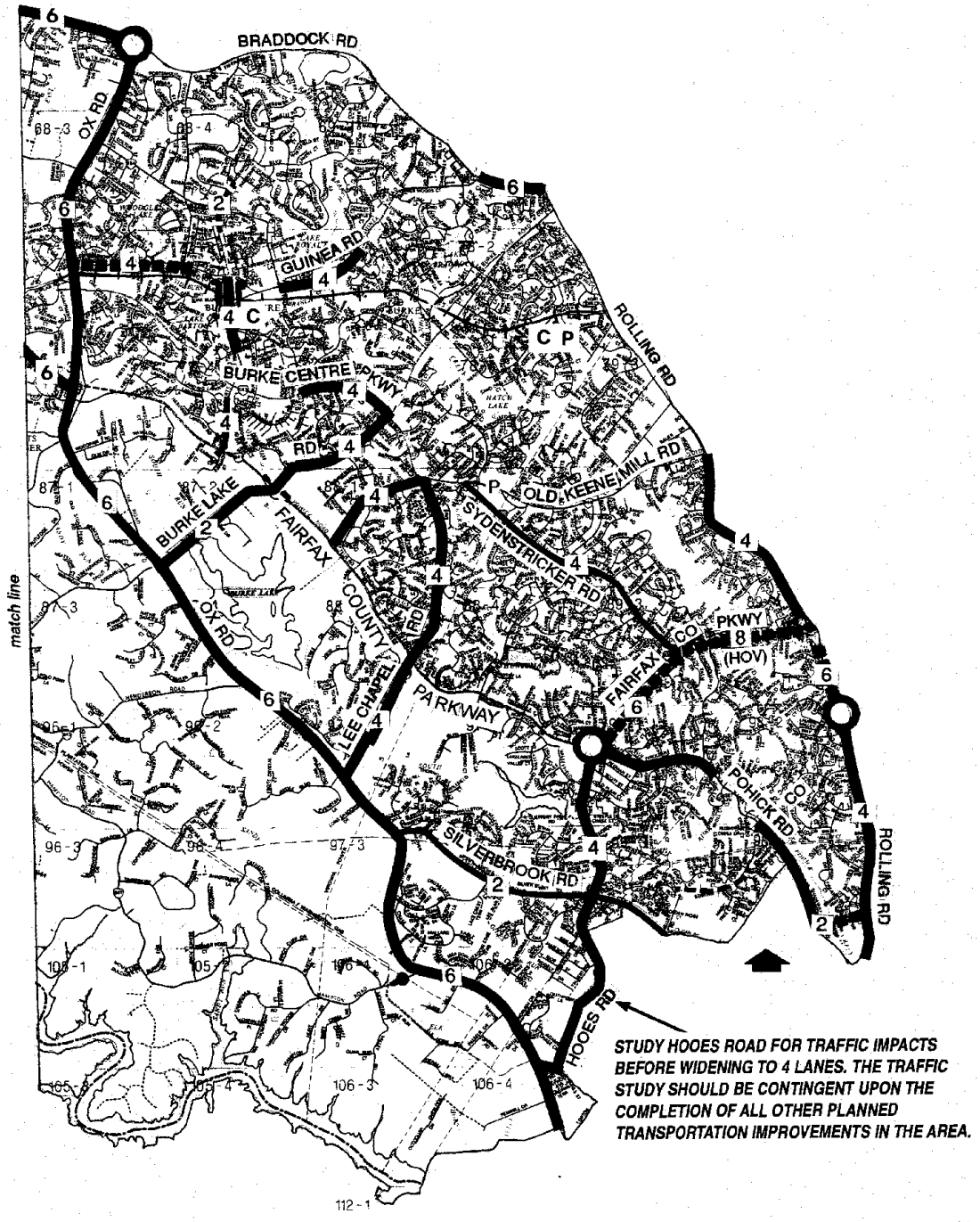
- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- 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; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.


BRADDOCK RD
UNION MILL RD
CENTREVILLE RD
COMPTON RD
FAIRFAX COUNTY PKWY
BULL RUN
PRINCE WILLIAM COUNTY
HENDERSON RD
OCCOQUAN RIVER
match line
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.



COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
POHICK PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

FIGURE 3
POHICK PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Braddock Crossing, Braddock Road	P1	8 beds	Group Home
Newington Station Rolling Rd./Northumberland	P2	36*	Public Housing
Rolling Road Site, Rolling Road	P2	5 beds	Group Home
Chatham Towne, LaCross Street	P2	10*	Fairfax County Rental
Burke Lake Gardens, Old Keene Mill Road	P6	99	Private/Section 202/8 (Elderly)
Burke Shire Commons, Burke Commons Road	P6	72	Private/FCRHA Bond Financing
Crevenna Oaks, Crevenna Oak Drive	P6	50	Private/Section 8
Summit Oak, Summit Oak Way	P6	50	Private/Section 8
Westminster Oaks, Maple Leaf Court	P7	50	Private/Section 8
Homeownership			
		144*	MIDS, First Time Home Buyers, or Affordable Dwelling Units
Burke Centre Station Burke Commons Road	P6	22	Cooperative/Section 8

*Scattered Units

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 only 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 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. 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 Pohick Planning District contains much of the wildlife habitat and rural landscape that remains in Fairfax County. Past actions taken by the governing body to protect water quality in the Occoquan Reservoir by restricting development to very low densities will help to perpetuate this character.

The portion of the District that does not drain into the reservoir is also environmentally significant. The South Run Stream Valley in the Burke Lake Community Planning Sector retains an attractive stream valley and remnants of a climax successional stage oak-beech forest. Burke Lake is an irreplaceable water resource for Northern Virginia. The lake supports the only population of muskellunge game fish in Northern Virginia. Good water quality in the lake is protected in part by land use policies that encourage low densities in the drainage area for Burke Lake and encourage clustering and environmentally-sound subdivision design principles in the remainder of the watershed. Despite these policies, the rate of siltation in the area increased in the 1980s. Nonpoint source pollution from development remains a threat to the viability of this natural resource.

Environmental policies for these two areas are slightly different than for other areas of the County in recognition of the fact that the areas are themselves different, with different environmental issues and concerns. Preservation policies are most suitable for the Occoquan Reservoir watershed. Both preservation and mitigation policies should be followed in the remainder of the district.

Land use controls have been used effectively throughout this district to maintain high water quality standards. Low densities, limited expansion of public facilities, and development designs that encourage preservation of water features and other sensitive lands will contribute to water quality protection. A land use approach to maintaining water quality should be continued and broadened throughout the district. The following guidelines are suggested to achieve this objective:

- Maintain very low density development in the portions of the district that drain into the Occoquan Reservoir and in the area above Burke Lake;

- Provide for the regional stormwater management ponds according to the Regional Stormwater Management Plan. Discourage the use of on-site stormwater management techniques in lieu of regional alternatives. In headwaters areas with suitable soils, infiltration techniques may be appropriate; and

- Encourage cluster development at planned densities in the stream valley headwaters and in the Occoquan Reservoir watershed.

The Pohick Planning District remains one of the largest areas of wildlife habitat in the County. Unlike other areas, the possibility exists for this district to support an ecosystem that would include carnivores at the top of the food chain that need a large range in order to survive. Low density

development goes far in maintaining this habitat; however, more controls may become necessary as the rest of the County continues to accommodate more people. Environmental Quality Corridor (EQC) boundaries should be defined and preserved not only to protect water quality, but for the preservation of valuable habitat.

Heritage Resources

The Pohick Planning District contains both known and potential heritage resources. A list of those historic resources included on Fairfax County's Inventory of Historic Sites as of March 1994 is shown on Figure 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Office of Comprehensive Planning.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the resources should be thoroughly recorded and, in the case of archaeological resources, the data should be recovered in accordance with countywide policies.

Large portions of the Pohick Planning District have not been surveyed to determine the presence or absence of heritage resources. It is desirable that these areas be examined before they are developed and appropriate action taken to record, preserve and/or recover significant heritage resources.

There are several historic family cemeteries located within the Pohick Planning District. Development plans must provide for their preservation in accordance with State and County statutes and ordinances.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 4, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and 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.

FIGURE 4
INVENTORY OF HISTORIC SITES
POHICK PLANNING DISTRICT
(Inventory as of 1994)

Name	Address	Parcel Number	Date
Belle Aire School House	10143 Burke Lake Rd., Burke	87-2((1))14A	c.1894
Brimstone Hill (Arundel Farm)	6821 Ox Road, Fairfax Station	87-1((1))23	c.1810
Buckley Brothers Store N,V,H	7145 Main Street, Clifton	75-4 ((2))30	1872
Burke Methodist Church	9415 Burke Lake Rd., Burke	78-1((1))19	c.1857
Burke, Silas, House	9617 Burke Lake Rd., Burke	78-3((1))4	c.1825+1890
Calvary Christian Church*	9521 Braddock Rd., Burke	69-3((1))18A	1885
Clifton Baptist Church N,V,H	7152 Main Street, Clifton	75-4 ((2))59	1912
Clifton Hotel N,V,H	7134 Main Street, Clifton	75-4((2))11	c.1877
Town of Clifton Historic District N	Clifton	75-4	
Clifton Presbyterian Church N,V,H	12774 Richard Ln., Clifton	75-4((2))13	1870
Fairfax Station	11200 Fairfax Station Rd., Fairfax Station	76-2((1))9	c.1850, rebuilt
Hetzel House N,V	7151 Pendleton Ave., Clifton	75-4((2))66A	c.1890
Hope Park	5709 Quiet Brook Rd., Fairfax	67-3((1))24	c.1750
Hope Park Mill (Robey's) N,V,H	12124 Popes Head Rd., Fairfax	67-3((1))10	c.1820
Hope Park (Robey's) Miller's House N,V,H	12124 Popes Head Rd., Fairfax	67-3((1))10	c.1830
Innisfail	11800 Fairfax Station Rd., Fairfax	76-1((1))25	c.1770 +1941
Jerusalem Baptist Church	5424 Ox Road, Fairfax Station	68-3((1)54	1865
Lundy House	8828 Ox Road, Lorton	106-1((1))17	c.1860
Marshall, John, House	9350 Burke Road, Burke	78-4((1))1A	c.1850
Mulberry Hill/Marimac/Windsor	9417 Windsor Way, Burke	88-2((28))6	c.1790
Quailwood	7700 Wolf Run Shoals Fairfax Station	95-2((9))2	Unknown
Quigg House N,V,H	12742 Chapel Street, Clifton	75-4((2))34	c.1874
Saint Mary's Church N,V,H	5612 Ox Road, Fairfax Station	77-1((1))29	1858
Stafford Landing (Lum)	5300 Ox Road, Fairfax	68-3((1))6A	c.1890
Upper Pohick Community Hall	8511 Hooes Road, Springfield	89-3((1))56	c.1927
Wolf Run Shoals Camp	8517 Wolf Run Shoals Occoquan River (near)	95-4((1))14	1861

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

Public Facilities

Existing public facilities located within the Pohick Planning District are included in Figure 5. 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 15.2-2232 (formerly 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 have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require a 2232 (formerly 456) Review public hearing before the 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 of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 (formerly 456) Review public hearing. The following public facilities are identified as future needs in the Pohick Planning District:

1. A mini fire and rescue station should be provided to serve the area south of the Town of Clifton in order to meet the established criteria for Fire and Rescue Stations.

2. Locate a senior center at the South Run District Park to provide services for the growing senior adult population in the area.

3. In order to meet the growing need for public utilities, transmission lines and two electrical substations will be required on Parcel 75-3((1))10 in Sector P3 by Virginia Power and Northern Virginia Electric Cooperative.

4. Subsequent to provision of commuter rail service along the Southern Railroad, establish a commuter rail station west of Route 123.

5. Expand the Pohick Regional Library in Sector P6 consistent with Policy Plan standards for regional libraries.

6. A future community library to be built consistent with Policy Plan standards for community libraries near the intersection of Fred's Oak Road and the Fairfax County Parkway to help alleviate overcrowding in existing library facilities.

7. Renovate and expand the FCWA Popes Head Road Pumping Station in Sector P1.

8. Renovate and expand the FCWA Pohick Pumping Station in Sector P6.

Parks and Recreation

Existing public parks located within the Pohick Planning District are listed on Figure 6. Additional recreational facilities are provided at County public school sites. The combination of large countywide parks and extensive regional parks along the Bull Run and Occoquan River shoreline comprises an extensive system of public open space in this District. There is strong potential for creating an effective greenway in this section of the County by linking these public parklands through development of the countywide trail system through stream valley parks. The

FIGURE 5
POHICK PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
P1	Centreville High			Mott Community Center	Popes Head Sewage Pumping Station, FCWA Popes Head Road Pumping Station	
P2	Burke Spec. Ed. Center, Bonnie Brae, Laurel Ridge, Rolling Valley, Hunt Valley, Oak View, Saratoga, White Oaks Elem., Robinson and Lake Braddock Sec., W. Springfield High, 3 Elem. Sites	Kings Park Community	Braddock District Supervisor's Office, Burke Fire Station Co. 14, West Springfield Police Station, Fire Station Co. 27 and Government Center	David R. Pinn Community Center, Cluster Residences for Mentally Retarded Adults, *No. Va. Training Center (State)	Va. Power Burke, Keene Mill and Sideburn Substations, 4 Storm Drainage Impoundments (P.L. 566)	*State Police Park-and-Ride
P3	Clifton Elem., Liberty Middle					
P4			Clifton Fire Station Co. 16			
P5	Silverbrook, Halley Elem.		Fairview Fire Station Co. 32		Va. Power Ox and Occoquan Substations	
P6	Fairview, Cherry Run, Sangster, Orange Hunt, Terra Centre Elem.	Pohick Regional, Burke Centre Community Library site	Pohick Fire Station Co. 35		1 Stormwater Impoundment, Public Works Line Maintenance Division Shop, FCWA Pohick Road Pumping Station	Park-and-Ride
P7	Newington Forest Elem.				Storm Drainage Impoundment, Pohick Road Sewage Pumping Station	

*Federal and State facilities are not subject to the 2232 review process

FIGURE 6
POHICK PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
P1			Popes Head	Piney Branch S.V. Popes Head Creek S.V. Twin Lakes G.C. Braddock Park	
P2	Fairfax Greenfield Herzell Woods Middleridge Orange Hunt Est. Rolling Woods Est. Twinbrook Road W. Springfield Village	Burke Station Country Club View Crooked Creek Hidden Pond Lake Braddock School Site Lakeside Monticello Rolling Wood School Site Royal Lake Saratoga Silas Burke		Kings Park West Middle Run S.V. Pohick S.V.	
P3				Johnny Moore Creek S.V. Popes Head Creek S.V.	Bull Run Hemlock Overlook
P4					Bull Run Marina Fountainhead Sandy Run
P5		Silverbrook Chapel Road		Middle Run S.V. Pohick S.V.	
P6	Burke Ridge	Greentree Village Huntsman Rolling Valley West	Newington Heights	Burke Lake Lake Mercer South Run S.V.	
P7	Newington Commons Chapel Acres	Poburn Woods			

Stream Valley Park Policy adopted in 1975 has proved to be an effective means of achieving the County's goals for open space preservation and environmental protection. In accordance with this policy, preservation of the County's stream valleys should be achieved through dedication to the Fairfax County Park Authority, if such dedication is in the public interest. Otherwise, land should remain in private ownership, in separate undeveloped lots, with appropriate commitments for preservation.

Most of these parks contain significant natural or heritage resources or environmentally sensitive areas. Intrusion of non-recreational development should therefore be restricted or prohibited; mitigation measures may also be required to protect these resources from impacts of adjacent development. Appropriate methods should be determined to preserve significant wildlife habitats identified on the Ecological Resources Inventory in Sectors P3 and P5. Consideration should be given to restrictive easements and/or donation of land to protect these resources. New Community Parks and an additional District Park should be acquired and developed to serve the population growth planned for this area. Unless otherwise indicated, public active recreation facilities should be concentrated at the community, district, and regional park levels in Low Density Residential Areas.

The major park and recreation recommendations for the Pohick Planning District are:

1. Identify parklands which, due to the character of their natural and heritage resources, are particularly sensitive to impacts of nearby development. Ensure protection of the EQCs in conformance with the Policy Plan. Ensure protection of these environmentally-sensitive areas through stringent review of development proposals for adjacent properties.

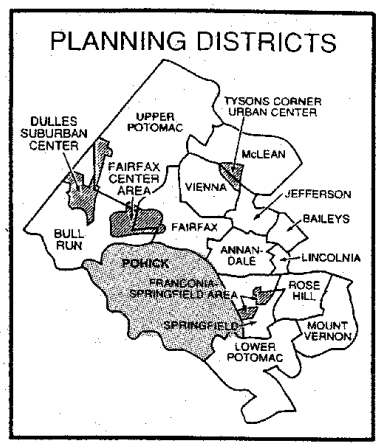
2. When special exceptions are requested to permit clustering adjacent to stream valleys, it is desirable that trails be provided in accordance with the countywide trail system. In addition, it is desirable that applicants for special exceptions to permit clustering dedicate land located within these stream valleys to the Fairfax County Park Authority or the Northern Virginia Regional Park Authority, as appropriate.

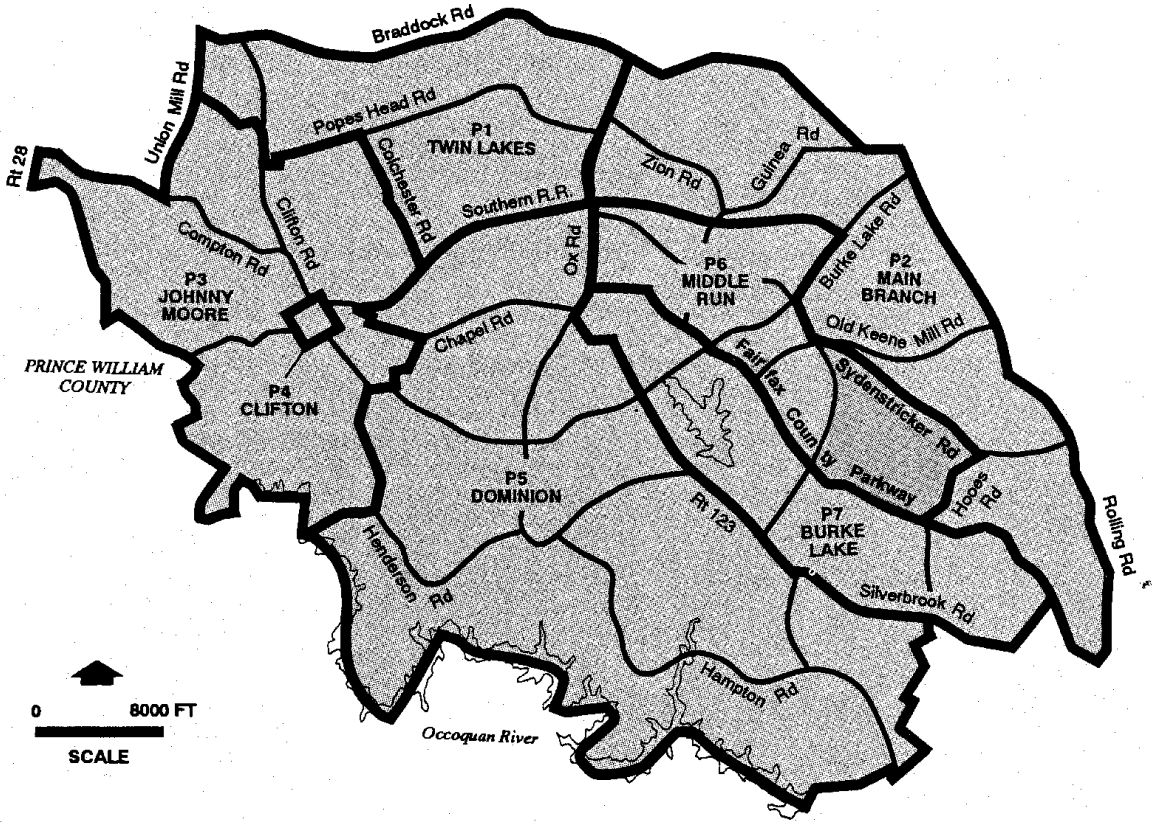
3. Identify other areas where private landholders should be encouraged to preserve open space and protect ecological and heritage resources through the use of easements or other appropriate land conservation mechanisms.

4. The Fairfax County Park Authority and Northern Virginia Regional Park Authority should seek donation of open space easements to protect identified significant natural and cultural resources including stream valleys as an alternate means of acquisition where fee simple public acquisition is not feasible due to existing development patterns.

5. Identify new and existing community park sites where land dedication can be provided singularly, or in combination with other development or purchase by the County, to meet the aggregate needs of the service area. Identify school/park complexes where the development of athletic fields and other community level active recreation facilities can be optimized.

6. Parking lots at the larger County athletic facilities should be designated as commuter parking lots so long as such use does not hinder operations and it is understood that such use does not permit expansion of the parking lots for commuter parking purposes and does not encourage use by commuters outside the area





COMMUNITY PLANNING SECTORS **FIGURE 7**
POHICK PLANNING DISTRICT

P1 TWIN LAKES COMMUNITY PLANNING SECTOR

CHARACTER

This sector is located in the northwestern portion of the Pohick Planning District. It is entirely within the watershed of the Occoquan Reservoir. The County has committed to maintain much of this area in low density development to protect the water quality of the Occoquan Reservoir. This commitment is reflected in the distribution of land uses in the sector with predominant uses being large lot residential, private open space, and public parks. While housing in the sector includes newer houses in five-acre lot subdivisions, a number of older houses, reflecting the area's rural past, remain. One particularly important concentration of older houses is the Lincoln-Lewis-Vannoy Conservation Area.

Significant archaeological sites, such as the Popes Head Creek Prehistoric Site, have been identified in this sector. Evidence of 9,000 years of human activity has been recorded on this and other sites. Most of the sector has not been surveyed for heritage resources, so little is known. The low density development in the sector indicates, however, that there is a high probability for minimally disturbed sites including prehistoric, pre-Civil War historic, Civil War and post-Civil War sites. Civil War activity was probably particularly high along the major sector boundary roads, the Southern Railroad line, Burke Station, and west of Colchester Road.

Two of the County's Historic Districts are in this sector: the Robey's Mill Complex and the Saint Mary's Church District. The Robey's Mill District regulations call for retention of the rural, open character of the area. The Saint Mary's Church Historic District contains a combination of residential and commercial development fronting on Route 123.

Major roads in the sector are Ox Road (Route 123), Fairfax Station Road, Clifton Road, Colchester Road, Popes Head Road, and Union Mill Road.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a Conservation Area. It is a community of approximately 215 single-family detached houses located in the Pohick (Sector P1) and Bull Run (Sector BR7) Planning Districts, two to three miles west of Route 123 on Braddock, Popes Head, and Colchester Roads. When the Conservation Plan for Lincoln-Lewis-Vannoy was developed, the majority of the area housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a Neighborhood Improvement Program and a Conservation Plan were adopted by the Board of Supervisors in November, 1976. Together, they outlined a program of public facilities improvements and a program for providing low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985, and many of the homes have been repaired in the continuing rehabilitation process. No further expansion of the sewer system for this area is planned or approved.

CONCEPT FOR FUTURE DEVELOPMENT

This entire sector is classified as a Low Density Residential Area.

RECOMMENDATIONS

Land Use

Figure 8 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. The entire P1 Planning Sector is located within the watershed of the Occoquan Reservoir. Protection of the Occoquan Reservoir water quality is the primary objective for this area. Almost all of the land in the sector is planned for residential uses within a density range of .1-.2 dwelling unit per acre. This conforms with findings in the Occoquan Basin Study and is commensurate with predominant densities and the well-established character of existing development in this sector. [Not shown]

2. Non-residential uses requiring special exception or special permit approval should be rigorously reviewed. In general, these uses should be located at the boundary of Low Density Residential Areas and Suburban Neighborhoods or where their impact on existing residences is minimal. These uses should be granted only if the following conditions are met:

   - Access for the use is oriented to an arterial;

   - The use is of a size and scale that will not adversely impact the character of the area in which it is located; and

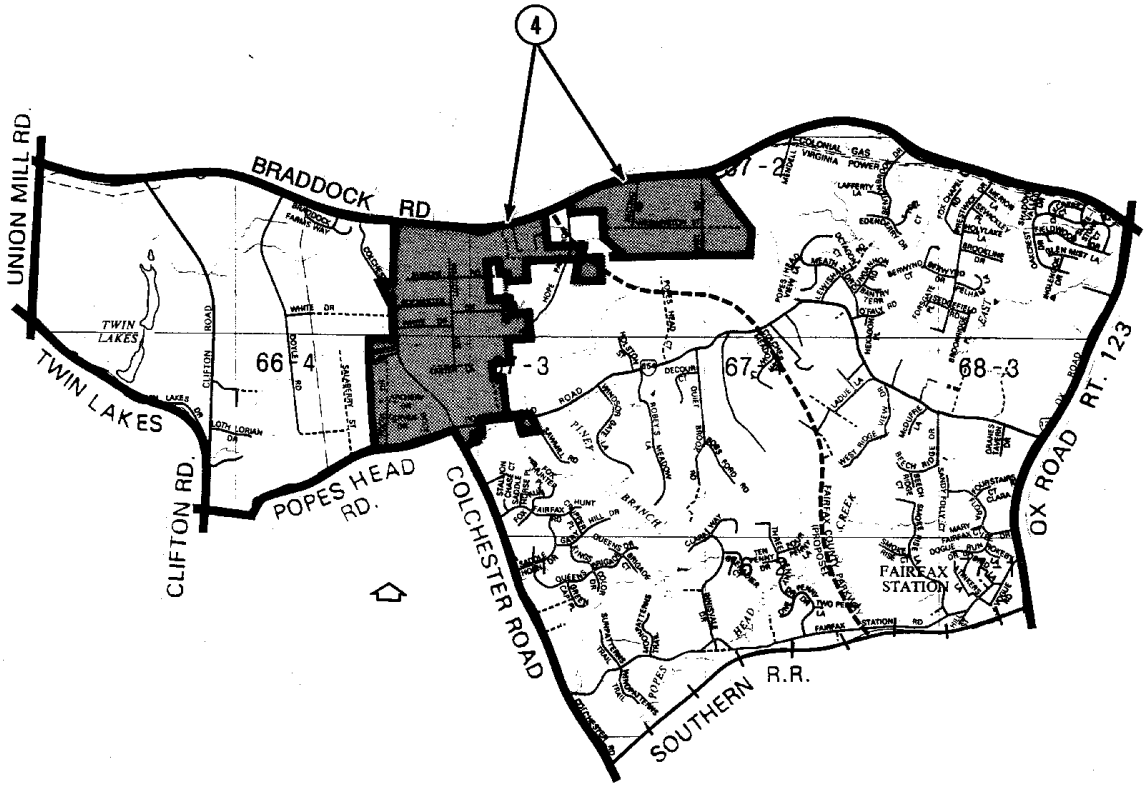
   - The use is designed to mitigate impacts on the water quality of the Occoquan Reservoir. [Not shown]

3. Agricultural and forestal uses are alternatives to residential uses in Low Density Residential Areas. Such uses, depending upon the techniques used, can have positive impacts on water quality. Careful attention should be paid to insure that agricultural and forestal techniques are supportive of water quality goals for the Occoquan Reservoir watershed. [Not shown]

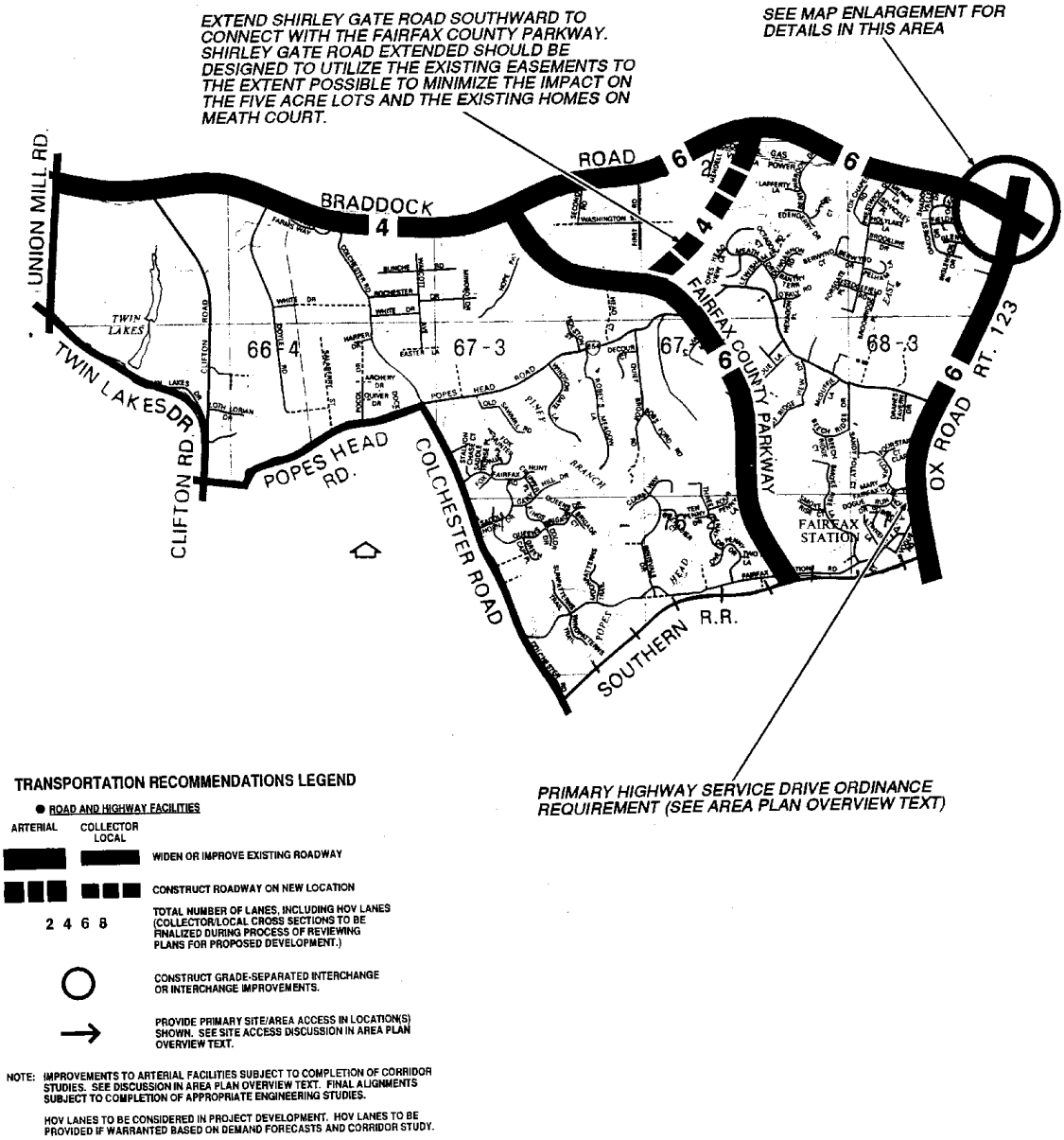
4. The Conservation Plan for Lincoln-Lewis-Vannoy is included in the Plan by reference. The community is planned for .1-.2 dwelling unit per acre as shown on the Plan Map.

Transportation

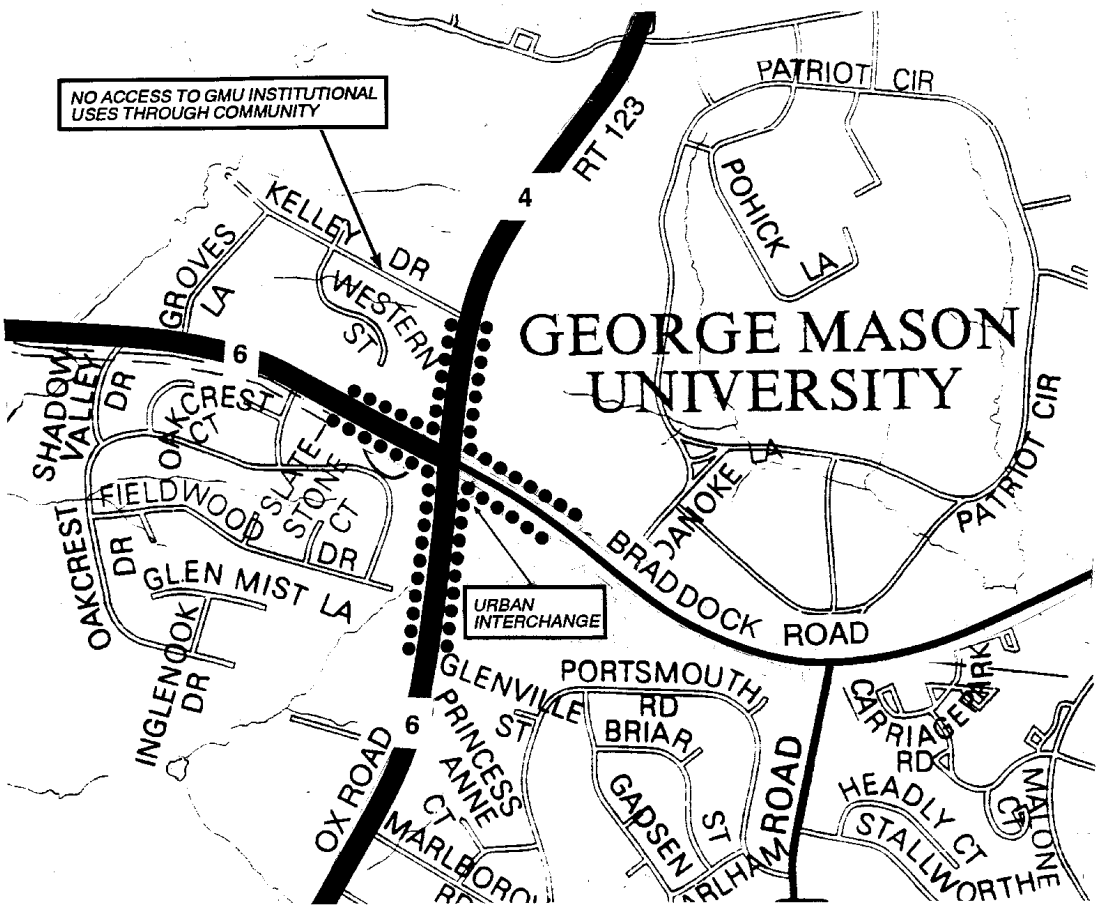
Transportation recommendations for this sector are shown on Figures 9 and 10. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations 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.

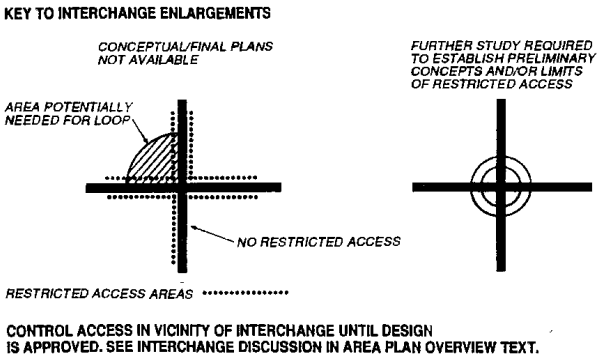


LAND USE RECOMMENDATIONS **FIGURE 8**
GENERAL LOCATOR MAP



TRANSPORTATION RECOMMENDATIONS **FIGURE 9**





INTERCHANGE RECOMMENDATIONS **FIGURE 10**
P1 TWIN LAKES COMMUNITY PLANNING SECTOR

Heritage Resources

Saint Mary's Church Historic Overlay District

1. The provisions of the Saint Mary's Church Historic Overlay District (Appendix 1, A1-400 of the Zoning Ordinance) have been adopted to control development and uses that would have visual and operational impact on the church and environs. The density of residential development should not exceed .1-.2 dwelling unit per acre west of Route 123 and should not exceed four dwelling units per acre east of Route 123. Commercial uses should be developed as part of a shopping center and additional commercial zoning should be prohibited. The height of freestanding signs should not exceed 10 feet and the maximum building height is 35 feet. All improvements to include structures, signs, fences, street furniture, outdoor graphics and public and private utilities, should be designed and installed to be compatible with the church in terms of mass, scale, color and visual impact. To the extent possible, existing tree cover should be preserved in that area south of the Southern Railroad. All development within the historic district must be reviewed by the Architectural Review Board and should be preceded by an archeological survey.

2. Consideration should be given to expansion of the boundaries of Saint Mary's Historic Overlay District to include some of the nineteenth century residential structures of the old Saint Mary's community.

Robey's Mill Historic Overlay District

3. The Robey's Mill complex along Popes Head Road has also been designated as an historic district. The provisions of the Robey's Mill Historic Overlay District (Appendix 1, A1-1000 of the Zoning Ordinance) have been adopted to protect the mill complex and ensure that all development and uses will be compatible with the mill, miller's house, servants' log house, spring house and smokehouse.

4. Within the historic district, development should be limited to single-family detached dwellings with the exception of the mill, which may be used for its historical commercial purpose. All improvements within the district should be compatible with the historic structures in terms of mass, scale, color, and visual impact. All development within the district must be reviewed by the historic Architectural Review Board and should be preceded by an archeological survey.

Public Facilities

1. Renovate and expand the FCWA Popes Head Road Pumping Station (Tax Map 67-2((1)) 43).

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 11. 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 12 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 5 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 11
PARKS AND RECREATION RECOMMENDATIONS
SECTOR P1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Parks are not required in Low Density Residential Areas
COMMUNITY PARKS	
	Acquire land adjacent to Willow Springs Elementary School for development of a Community Park/school complex with active recreation facilities.
	Identify a Community Park site north of Popes Head Road and east of the Fairfax County Parkway where land dedication can be provided singularly, or in combination with other development or purchased by the County, to meet the aggregate passive and active recreation needs of service areas.
DISTRICT PARKS:	
Popes Head	Complete development in accordance with master plan; in addition, develop trail connection to Fairfax County Parkway and develop trail head facilities for Fairfax County Parkway/Popes Head Stream Valley trail system.
COUNTYWIDE PARKS:	
Popes Head Creek Stream Valley	
Piney Branch Stream Valley	
Twin Lakes Golf Course	Expand facilities on site to provide a second 18 hole course.
Braddock Park (Special Purpose)	Develop joint school/park active recreation facilities and complete facility development in accordance with approved master plan.
	Seek historic preservation easements to protect selected historic properties.
REGIONAL PARKS:	
Northern Virginia Regional Park Authority Headquarters	Complete development in accordance with approved master plan.

TRAILS PLAN FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 12**

P2 MAIN BRANCH COMMUNITY PLANNING SECTOR

CHARACTER

This sector encompasses over 6,500 acres in the eastern portion of the Pohick Planning District. It is one of the more intensely developed sectors within Pohick. While most of the area has been developed since the mid-1960s, some older housing, typical of the area's rural history, remains. A number of neighborhood-serving commercial uses, as well as public facilities and institutional uses, are also located in this sector.

The sector includes the Sideburn and Rabbit Branches of the Pohick Creek watershed, portions of which are Environmental Quality Corridors and Resource Protection Areas with forested natural habitats. In addition, a remarkable amount of treed landscape remains in older neighborhoods which, when combined with the stream valleys, contributes to the rural character of the residential areas.

Although this sector has been heavily developed in upland areas, there are locally significant heritage resources present. These are located predominantly in the Burke area. Other potentially significant archaeological sites have been located in Pohick Creek and tributary floodplains, and adjacent uplands. These sites indicate a high potential for significant heritage resources in undeveloped portions of the sector.

Major roads in this sector are Braddock Road, Ox Road, Rolling Road, Burke Lake Road, Guinea Road, Zion Drive, Sideburn Road, Burke Road, Old Keene Mill Road and Pohick Road. Ox Road (Route 123), Braddock Road, and Rolling Road are major arterials bordering the sector.

CONCEPT FOR FUTURE DEVELOPMENT

This entire sector is classified as Suburban Neighborhood. Uses in the sector are generally consistent with the uses outlined for the Suburban Neighborhood category. Generally, retail uses are intended to be neighborhood-serving. However, the Rolling Valley Mall is of a size and scale that indicate that it might serve a wider community than a typical neighborhood-serving retail use.

RECOMMENDATIONS

Land Use

The Main Branch Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Further infill development in the vicinity of the Pohick Creek tributaries should be compatible with adjacent residential development as well as provide a balance between the built and natural environments.

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

Figure 13 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.

Zion Drive/Guinea Road Area

In general, this area should be planned for single-family residential uses that are compatible with existing development. The residential densities should be generally distributed as follows:

1. Parcels 68-3((1))8A, 9A, 10A, 11A and 12A along the east side of Ox Road, north of the intersection with Zion Drive, are planned for residential use at 1-2 dwelling units per acre as shown on the Comprehensive Plan map. Consolidation of these parcels is encouraged to limit the number of access points to Ox Road through a service road or common drive. Severe drainage problems exist in the area. Any development should include steps to mitigate existing drainage problems on these properties.

2. Parcel 68-3((1))7A in the northeast quadrant of the intersection of Zion Drive and Ox Road contains an existing service station and is planned for retail use in order to retain the existing service station use for a neighborhood-oriented market. Hours of operation should be limited to be compatible with adjacent residential uses, and design should be architecturally compatible with the neighborhood. Expansion of the service station use may be appropriate provided it:

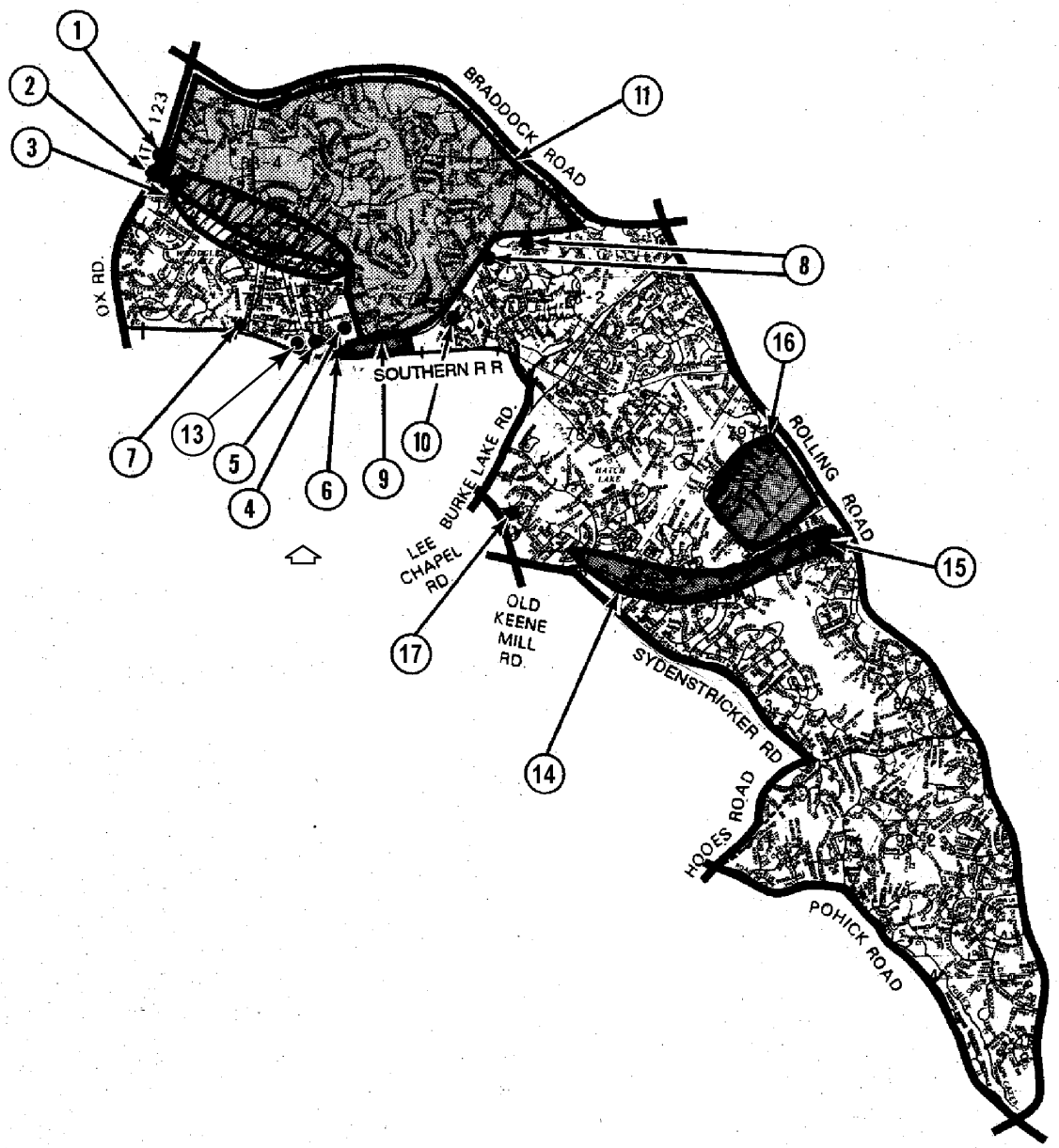
   - Develops in conjunction with modernization/renovation of the existing establishment;
   - Retains its neighborhood orientation by minimizing visual impacts through appropriate landscaping and screening;
   - Provides access to the site as far from the intersection as practicable; and
   - Is compatible with the surrounding residential community.

   If the service station is no longer viable, the property should be redeveloped as residential use at 1-2 dwelling units per acre.

3. The area north and south of the segment of Zion Drive between Ox Road and the western boundary of the Glen Cove subdivision should be generally developed at a density of 1-2 dwelling units per acre. With substantial land consolidation that benefits circulation and limits access, single-family detached housing at a density of 2-3 dwelling units per acre may be considered.

4. Parcels 77-2((1))14-18 along the west side of Zion Drive are planned for residential use at 2-3 dwelling units per acre. To reach the high end of the density range, total consolidation and a single access to Zion Drive opposite Hillard Lake Road is required. With or without parcel consolidation, consolidated access is encouraged to reduce the number of entrances onto Zion Drive, and all access should be limited to Zion Drive.

5. Should the existing retail use be no longer viable, parcel 77-2((1))13C should be developed with residential use at 5-8 dwelling units per acre.



LAND USE RECOMMENDATIONS **FIGURE 13**
GENERAL LOCATOR MAP

6. Parcel 77-2((1))35 is planned for public open space and is used for wetlands mitigation. A trail linking the area to the north to the Burke Centre VRE may be appropriate if the site's environmental features are not adversely impacted.

7. The parcel between Bonnie Brae Elementary School and the Southern Railroad tracks should be planned for the right-of-way of Guinea Road extension to Ox Road. The remainder of this parcel should be planned as parkland to connect with the existing stream valley.

8. Parcels 69-3((6))D and E are open space and shall continue to remain as open space. Because of the parcels' prominent topographic location and the residential character of the surrounding area, any vertically-oriented land use, such as a telecommunications structure, has the potential to significantly detract from the residential character of the area and is therefore inappropriate.

9. Any future redevelopment of industrially zoned parcels 77-2((1))29A through 34 should be sensitive to local environmental features and resources, including the mapped Chesapeake Bay Resource Protection Area along the southern and eastern boundaries of the parcels, and to the residential character of the surrounding neighborhoods, at a minimum maintaining the natural screening already in place and meeting all conditions of the Chesapeake Bay Preservation Ordinance. No redevelopment shall be allowed to intrude into existing vegetative screening. Future redevelopment should also be of a neighborhood-serving character and not of a regionally-oriented scope.

10. Portions of Parcels 78-1((1))1A and 1B will be consumed by the proposed widening of Guinea Road from two to four lanes. Surplus right-of-way of parcels 1A and 1B should be deeded to the New Lakepointe Home Owners Association (HOA) as permanent open space buffering or transferred to the Fairfax County Park Authority for use as permanent open space.

11. Infill development south of Braddock Road, north of Zion Drive, between Route 123 and Guinea Road, should be developed as single-family detached dwellings at a density of 2-3 dwelling units per acre. The southeastern quadrant of the intersection of Braddock and Twinbrook Roads, Tax Map 69-3((1))23,26,27,28,29,29A, and 69-3((10))C, is planned for residential use at 2-3 dwelling units per acre with screening and buffering from Braddock Road and no access to Braddock Road. To reach the upper end of the density range, consolidation of parcels 23,26,27,28 and C should be provided with access limited to Twinbrook Road. It is desirable, but not required, that parcels 29 and 29A be consolidated if the church use does not continue. If only parcels 27 and 28 are consolidated, they may be considered at the lower end of the density range and access should be limited to Twinbrook Road. If only parcels 23 and 26 are consolidated, they may be considered at the lower end of the density range and access should be limited to Harrowhill Lane with no provision for interparcel access or road connections to either Braddock or Twinbrook Roads.

12. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exception or special use permit approval should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

    - Access for the use is oriented to an arterial;

- The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and

- Buffering and screening in excess of County ordinances are provided between the use and the adjoining residential properties. [Not shown]

13. A Kiss & Ride, pedestrian bridge and trail should be considered for the area located north of the railroad tracks to facilitate access to the Burke Centre VRE parking garage and connect communities to the north of the VRE station. The currently unused right of way on Guinea Road south of the Target store should be evaluated as a portion of this facility. The paths/trails and pedestrian bridge should not negatively impact the wetland mitigation area.

Old Keene Mill Road Area

14. Prohibit strip commercial development along Old Keene Mill Road, west of Rolling Road. Additional commercial uses are inappropriate because they would have adverse effects on traffic flow, safety, pedestrian circulation, and the visual and functional character of the area, which is closely associated with existing residential development.

15. The southwestern quadrant of the intersection of Old Keene Mill Road and Rolling Road is planned for residential development at 4-5 dwelling units per acre. An option for residential development at 5-8 dwelling units per acre may be considered if there is parcel consolidation that results in coordinated development and the provision of an effective, internal circulation system, as well as coordinated vehicular access to existing median breaks on Old Keene Mill Road and Rolling Road. No road access, however, should be provided from this development to the Kenwood Oaks subdivision. The office use located on Parcel 79-3((5))19A should not be expanded and no further commercial uses should be located in this quadrant.

Other Areas

16. The land that generally lies between Hillside Road, the Timbers townhouse subdivision, Rolling Road, Bauer Drive and Old Keene Mill Road, excluding the commercial/retail office center, has a varied but established residential character that should be enhanced. Land within this area should be planned as follows:

    a. Land north of Center Road should be developed as single-family detached houses at a density of 2-3 dwelling units per acre. In recognition of the mixed character of this sector, development may be permitted at a density of 3-4 dwelling units per acre if substantial consolidation of adjacent parcels is provided to ensure coordinated development.

    b. Residentially planned parcels located north and west of Bauer Drive and south of Center Road, with the exception of the West Springfield Mews and West Springfield Terrace townhouses should be developed using single-family detached dwellings at a density of 2-3 dwelling units per acre, as shown on the Plan Map. The low-end of the Plan range will most effectively maintain the existing character of the stable, interior portion of the community and this density is recommended. However, the high-end of the Plan range may be considered if the following conditions are met in addition to the residential development criteria:

        - Substantial consolidation of adjacent parcels to ensure coordinated development; and

- Provision of an interior circulation system that is coordinated with adjacent properties so that the remaining acreage can develop in a unified fashion.

c. The parcels that front on the north side of Bauer Drive, northeast of the West Springfield Terrace townhouses, are distinct from the remainder of the Fairfax Park community due to the existing development patterns in the vicinity. These parcels may be considered for development at the high-end of the 2-3 dwelling units per acre range, and as attached dwellings, if there is:

- No vehicular access to the north; and

- An effective transitional open space buffer along the northern edge of the property to ensure no adverse impact upon the Fairfax Park community.

In view of its transitional location, an option for residential use at 5-8 dwelling units per acre may be considered for those parcels which front on Bauer Drive upon compliance with the above conditions and if there is substantial consolidation of adjacent parcels to ensure coordinated development.

17. The two small parcels of land (Tax Map 78-3((1))7A, 7B) currently zoned C-5 on Lee Chapel Road south of the Burke Elementary School are planned for residential use at 2-3 dwelling units per acre, which is a compatible use and density with the surrounding residential development.

18. Recommendations for Burke Village are found in Sector P6, Recommendations 8 and 9. [Not shown]

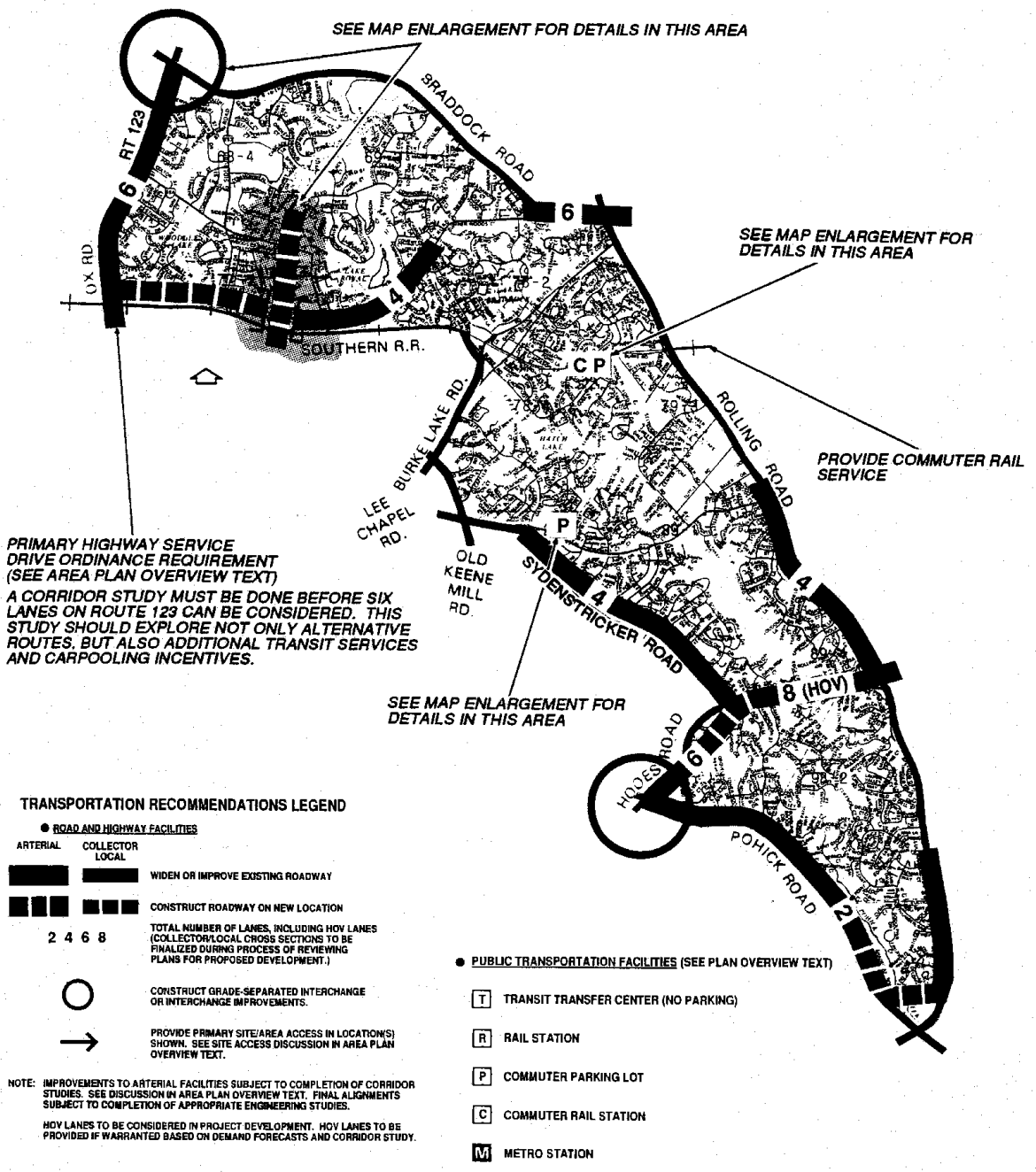
Transportation

Transportation recommendations for this sector are shown on Figures 14, 15, 16, 17 and 18. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

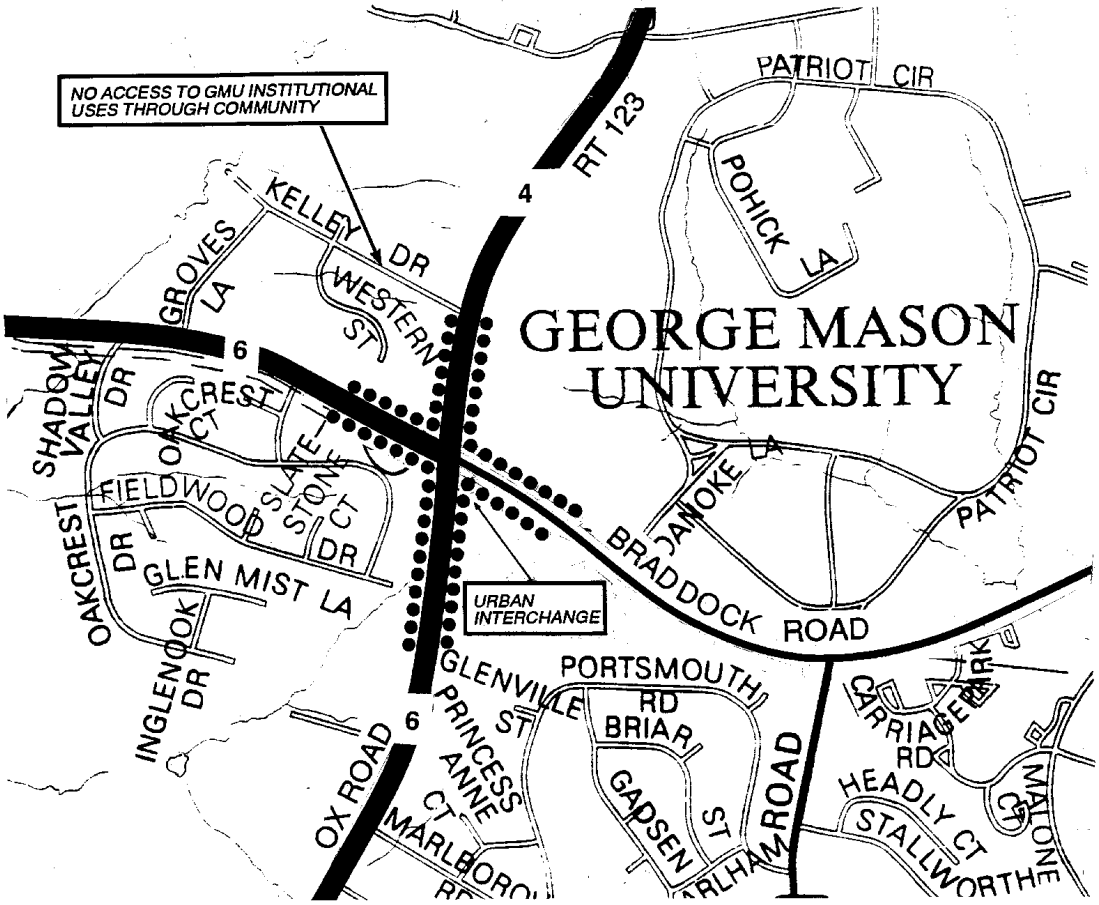
1. The Fairfax County Parkway interchange at Pohick Road and Hooes Road should be a full interchange providing access to the Parkway in all directions. The interchange should include flyovers and slipramps. Pohick Road should have full access to the Parkway.

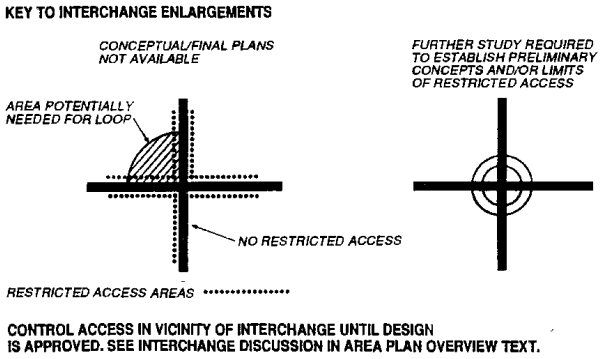
2. Braddock Road from Guinea Road to Route 123 was widened to four lanes in 1990. There are few, if any, opportunities to add highway capacity on this stretch of Braddock Road. A Corridor Study must be done before additional lanes can be considered. This study should explore not only alternative routes, but also additional transit services and carpooling incentives.

3. Commuter parking facilities are needed along Braddock Road. Park-and-ride lots could be built for commuters, or shared parking arrangements could be made with churches, parks, and other uses. Provisions need to be made for safe pedestrian access between bus stops, park-and-ride lots, and nearby developments.

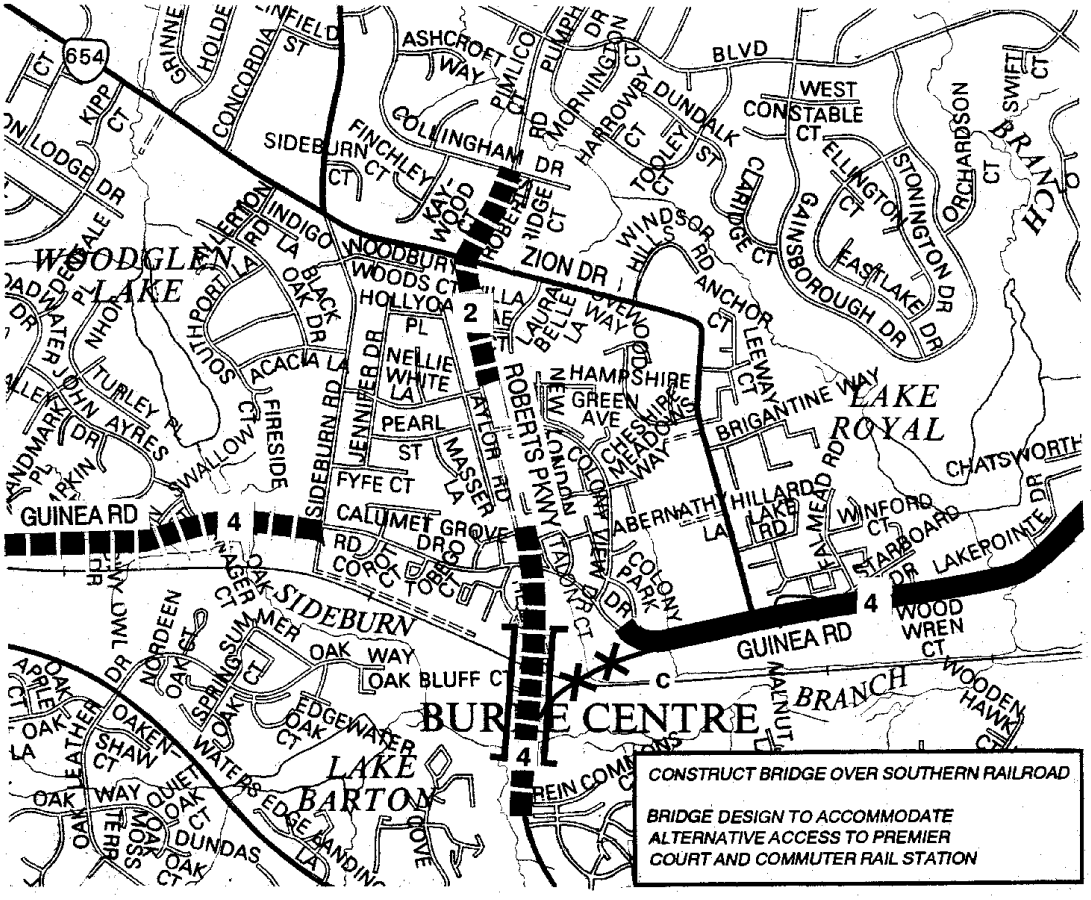


TRANSPORTATION RECOMMENDATIONS **FIGURE 14**





INTERCHANGE RECOMMENDATIONS **FIGURE 15**
P2 MAIN BRANCH COMMUNITY PLANNING SECTOR



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

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.)

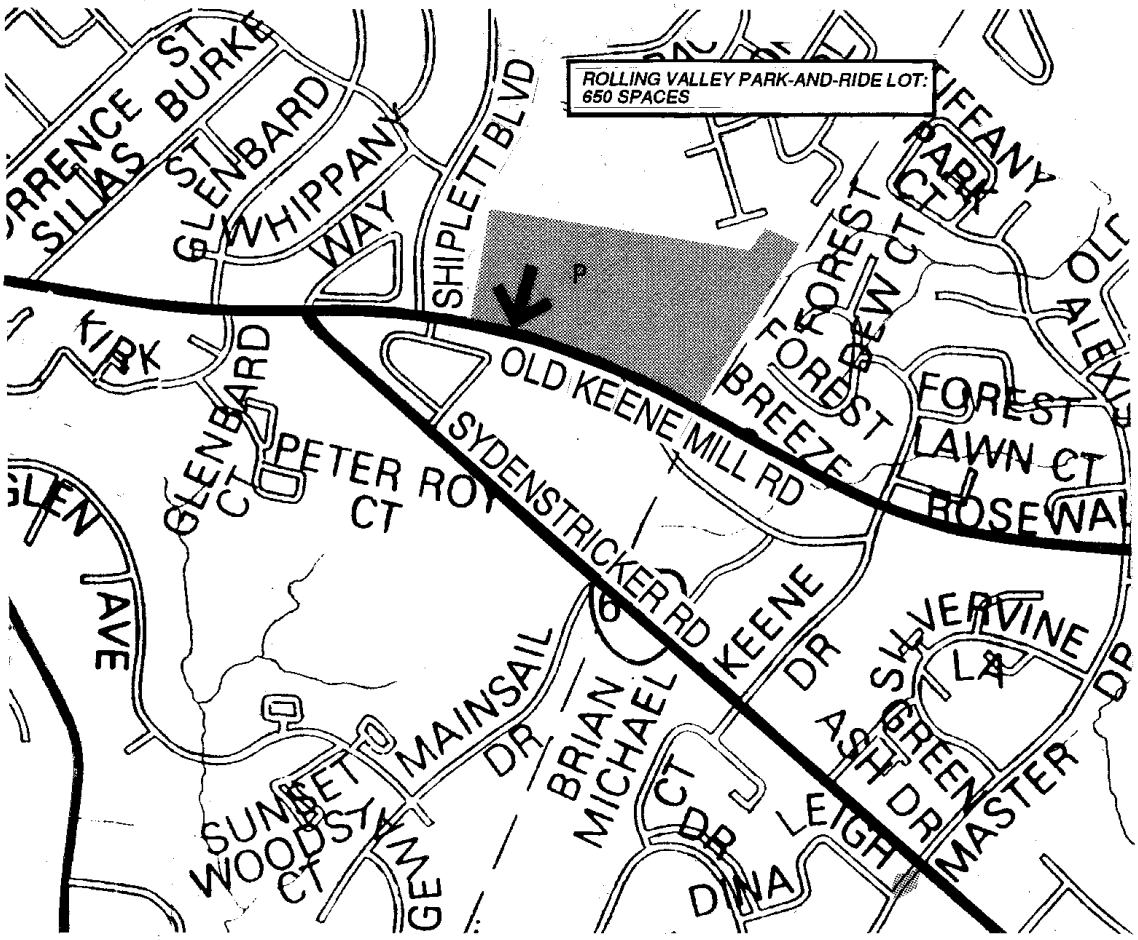
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ 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.

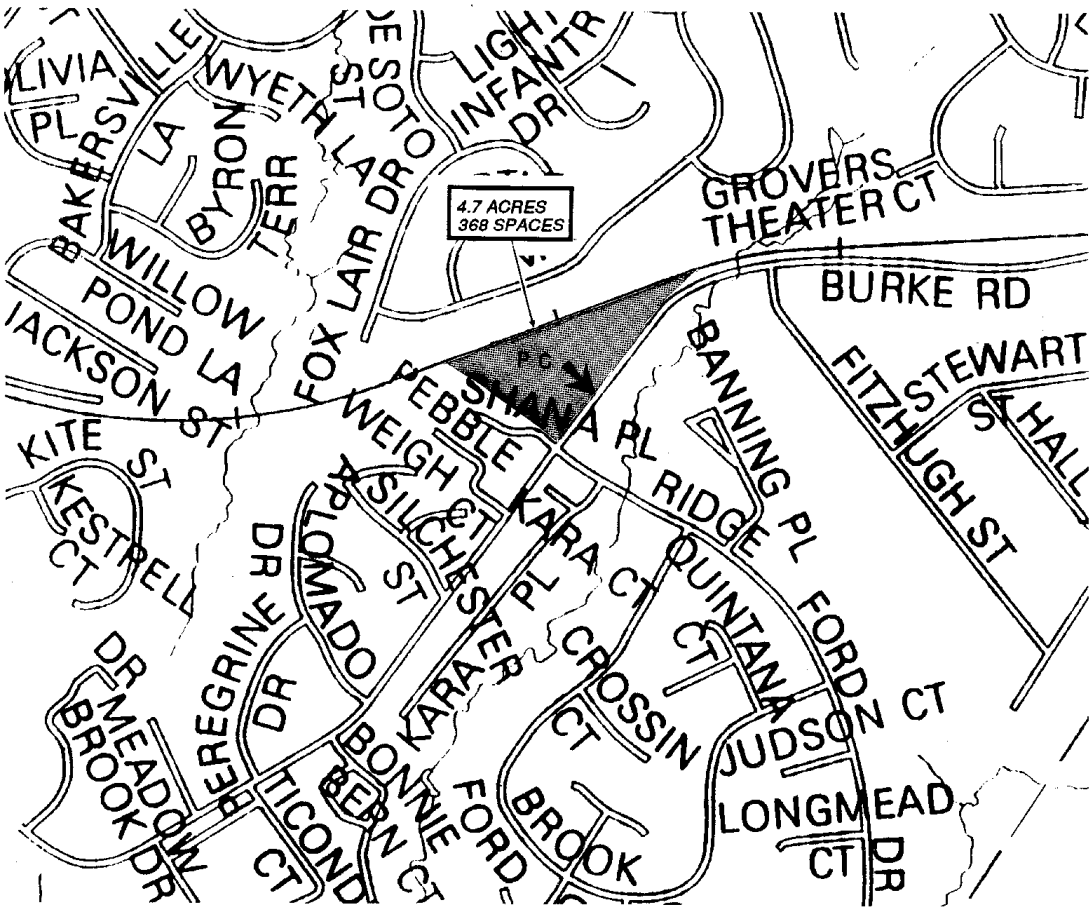
ROAD REALIGNMENT RECOMMENDATIONS **FIGURE 16**
P2 COMMUNITY PLANNING SECTOR



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

TRANSIT FACILITY **FIGURE 17**
P2 COMMUNITY PLANNING SECTOR



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

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 18**
P2 COMMUNITY PLANNING SECTOR

4. Extend Guinea Road from Sideburn Road to 123 (Ox Road) in the existing 90-foot right-of-way. Locate the four-lane pavement within the southern 60-feet of the existing 90-foot right-of-way. This will put all the pavement next to the Southern Railroad. The intersection of realigned Guinea Road and Route 123 may mandate the use of all of the 90-foot right-of-way. To discourage cut-through traffic, there should be no access to Fairfax Club Estates from this road. Past plans have called for a 4-lane extension of New Guinea Road from Sideburn Road to 123 (Ox Road). However, such an extension would bring added traffic through the middle of two residential communities potentially endangering children who walk to the adjacent Bonnie Brae school. It would also pass through the Sideburn Branch RPA, negatively impacting wetlands and channeling at least 5 branch streams, and then pass along a busy railroad corridor to emerge within one block of the intersection of 123 and Burke Centre Parkway. Given the connection of Guinea Road via Roberts Parkway to two east-west parkways (Burke Centre Parkway and Fairfax Parkway) within one mile and the environmental and safety concerns, the requirement for the Guinea Road extension needs to be reevaluated. This will require that an independent transportation planning firm, in ongoing consultation with the affected neighborhood communities, conduct a corridor study to examine 4 lane, 2 lane, and no build options once the Roberts Road overpass has been completed and resultant traffic patterns are better understood.

5. New Guinea Road from Roberts Road to Sideburn Road should not be widened to 4 lanes unless New Guinea Road is extended to Route 123 (Ox Road).

6. The portion of Guinea Road between Pommeroy Road and the Guinea Road traffic circle (the intersection of New Guinea and Guinea Roads) is planned to be widened from two to four lanes. In order to preserve the buffering to the maximum extent possible, Guinea Road should be engineered to require as little right-of-way as possible. This may be accomplished by considering the following design elements: curb and gutter, the elimination of a raised median, and minimum lane widths. Additionally, reconstruction of Guinea Road as a result of widening should take into consideration the need to mitigate existing and potential adverse impacts on the Rabbit Branch RPA and provide for the movement of wildlife along the Pohick Stream valley through construction of an elevated roadway.

   Parcel 78-1((1))2 (PRC) is recognized as an integral part of the Pohick Valley stream corridor, connecting the Rabbit Branch stream valley and Royal Lake with the remainder of the Pohick Valley stream corridor. As constructed, Guinea Road does not allow for the movement of wildlife along the stream valley, resulting in attempts by wildlife to cross congested Guinea Road. Reconstruction of Guinea Road as a result of widening should take into consideration the need to provide for the movement of wildlife along the Pohick Stream valley. This should be accomplished through the construction of an elevated roadway (a bridge as opposed to the existing earthen embankment) and the scarification of the existing earthen embankment where Rabbit Branch crosses under Guinea Road.

7. Local shuttle bus or similar para-transit services should be provided and should result in reducing local traffic and demand on parking facilities at Burke Centre VRE station and other bus and park and ride facilities.

<u>Heritage Resources</u>

1. Consideration should be given to designating the Old Burke area an Historic Overlay District. The Old Burke area is located generally in the area bounded on the west by Burke Lake Road, on the north by High Lane, Burke Estates and Jackson Street, on the east by the Fox Lake subdivision, and on the south by the Southern Railroad.

2. Part of the Saint Mary's Church Historic Overlay District lies within this sector. Regulations for this district are discussed in Sector P1.

3. The Braddock District was once crisscrossed with scenic rural roads. Very few are still remaining. The longest section is Twinbrook Road (between Braddock Road and Guinea Road), and Burke Road (between Guinea Road and Burke Lake Road). Roberts Road (between Route 236 and the Southern Railroad right-of-way) is another rural road of the Braddock District. These rural roads are an important reminder of our rural heritage and should be considered an important heritage resource. Any future development or redevelopment of the abutting properties should be sensitive to the rural character of this corridor.

Public Facilities

1. Renovate and expand the West Springfield Police District Station and Governmental Center.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 19. 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 20 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 5 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 19
PARKS AND RECREATION RECOMMENDATIONS
SECTOR P2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Fairfax Greenfield Harzell Woods Middleridge Orange Hunt Estates Rolling Woods Estate Twinbrook Road West Springfield Village	Initiate a master planning process and develop in accordance with the approved plan or complete development of existing Neighborhood Parks in accordance with the approved master plan.
COMMUNITY PARKS	
Hidden Pond	Designate Hidden Pond Community Park as a trail head for Pohick Stream Valley trail.
Lake Braddock School Site	Develop additional athletic fields at Lake Braddock.
Burke Station Country Club View Crooked Creek Lakeside Monticello Rolling Wood School Site Royal Lake Saratoga Silas Burke	Initiate a master planning process and develop in accordance with the approved plan or complete development of existing Community Parks in accordance with the approved plan.
DISTRICT PARKS:	
	This sector lies within the service area of Popes Head and South Run District Parks.

COUNTYWIDE PARKS:	
Kings Park West	Develop a trail connection between Kings Park West and Pohick Stream Valley trail.
Middle Run Stream Valley	Acquire land as necessary to complete development of countywide trails in Middle Run and Pohick Stream Valley parks.
Pohick Stream Valley	Ensure protection of EQC and public access to stream valley park through acquisition, donation, or dedication of land or open space easement to the Fairfax County Park Authority. Complete development of countywide stream valley trail. Seek historic preservation easements to protect selected historic properties.

TRAILS PLAN FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 20**

P3 JOHNNY MOORE COMMUNITY PLANNING SECTOR

CHARACTER

This sector encompasses over 8,000 acres in the southwestern portion of the Pohick Planning District. The entire sector is located in the watershed of the Occoquan Reservoir. The County has committed to maintain much of this area in low density development to protect the water quality of the Occoquan Reservoir. This commitment is reflected in the distribution of land uses in the sector with predominant uses being large lot residential, private open space, and public parks. While some of the sector remains undeveloped, a significant portion is developed with newer large-lot subdivisions and older residential houses. In addition, considerable acreage is in park and recreational use.

This sector contains the Clifton National Register District and the National Register-eligible Union Mills historic area. Clifton Historic District is discussed in Sector P4. The Union Mills area includes major undisturbed Civil War fortifications and camps, the remains of the pre-Civil War town of Union Mills, the Bull Run Railroad Bridge, the 4,000-year old Clifton soapstone quarries, and the Florence Crittenden Mission known as Ivakota. It is approximately 1,500 acres in size.

The Northern Virginia Regional Park land along Bull Run is a very sensitive area for locally and nationally significant archaeological sites. Particular care should be taken before any subsurface disturbance is permitted in the undeveloped residential areas within one mile of Bull Run.

Little heritage resource survey work has been done in most of the sector. However, in those areas that have been examined important resources have been located. The low density of the sector means there is a high potential for undisturbed and significant resources to be found.

Access to this sector is provided by Clifton Road, Union Mill Road, Fairfax Station Road, Compton Road, Colchester Road, Popes Head Road and Herndon Road. There is no direct access to the adjacent Bull Run Regional Park from this sector.

CONCEPT FOR FUTURE DEVELOPMENT

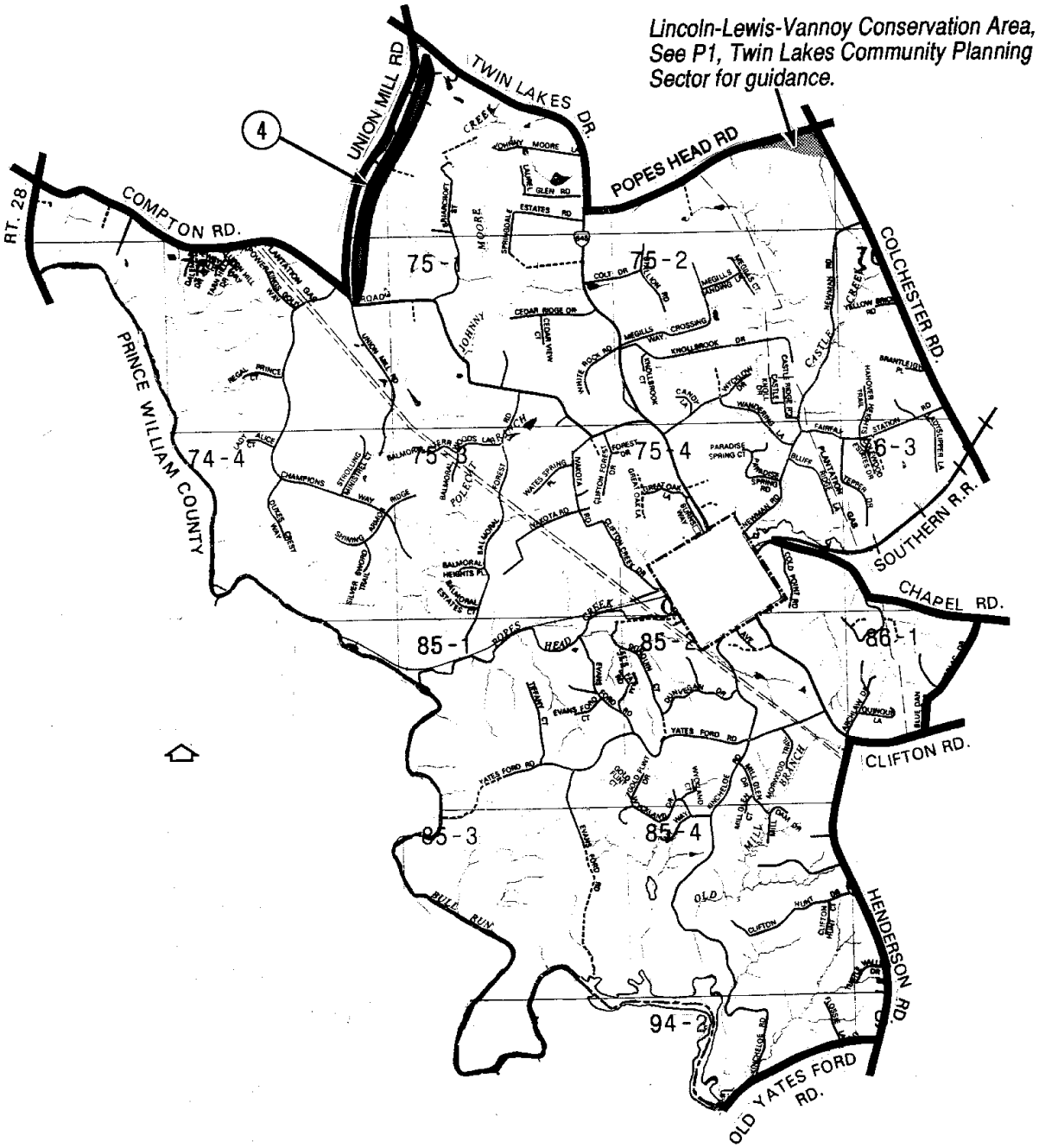
This entire sector is classified as a Low Density Residential Area.

RECOMMENDATIONS

Land Use

Figure 21 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. The entire P3 Planning Sector is located within the watershed of the Occoquan Reservoir. Protection of the Occoquan Reservoir water quality is the primary objective for this area. Land in this sector should be planned for residential use within a density range of .1-.2 dwelling unit per acre. This conforms with findings in the Occoquan Basin Study and is commensurate with predominant densities and the well-established character of existing development in this sector. [Not shown]



LAND USE RECOMMENDATIONS **FIGURE 21**
GENERAL LOCATOR MAP

2. Non-residential uses requiring special exception or special permit approval should be rigorously reviewed. In general, these uses should be located at the boundary of Low Density Residential Areas and Suburban Neighborhoods or where their impact on existing residences is minimal. These uses should be granted only if the following conditions are met:

   - Access for the use is oriented to an arterial;
   - The use is of a size and scale that will not adversely impact the character of the area in which it is located; and
   - The use is designed to mitigate impacts on the water quality of the Occoquan Reservoir. [Not shown]

3. Agricultural and forestal uses are alternatives to residential uses in Low Density Residential Areas. Such uses, depending upon the techniques used, can have positive impacts on water quality. Careful attention should be paid to insure that agricultural and forestal techniques are supportive of water quality goals for the Occoquan Reservoir watershed. [Not shown]

4. An undisturbed 100-foot open space buffer should be provided along the east side of Union Mill Road between Twin Lakes Park and Compton Road. This complements the buffer that exists on the west side of Union Mill Road.

Transportation

Transportation recommendations for this sector are shown on Figure 22. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

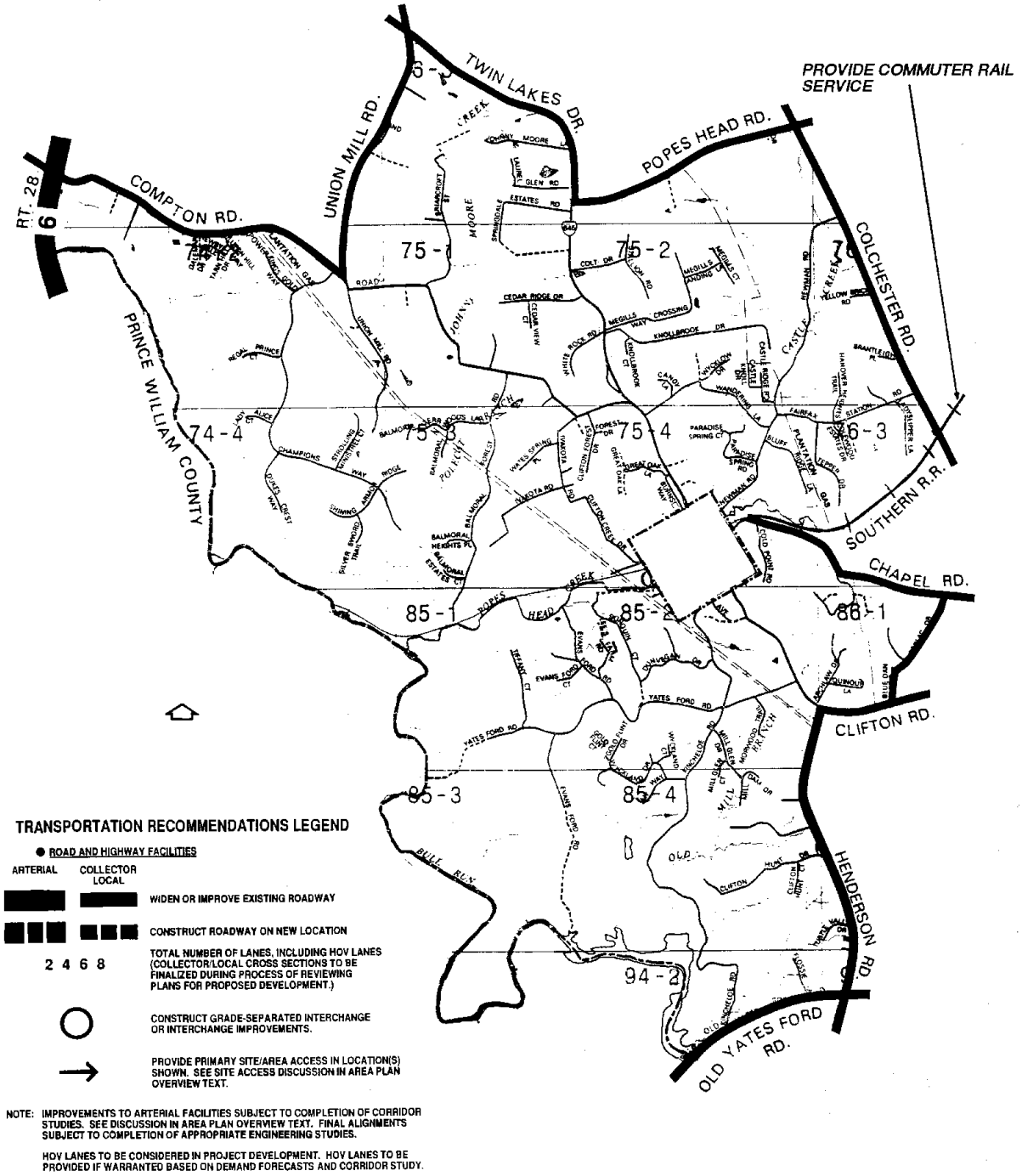
Road improvements should be coordinated to preserve the heritage resources in the area. Clifton Road, from Braddock Road to Ox Road, should be considered for designation as a scenic and historic by-way by the Virginia Department of Transportation (VDOT), and should maintain its rural character.

Heritage Resources

1. Historic Ivakota, Kate Waller Barrett's prototype Florence Crittendon Mission, is a nationally significant landmark located west of Clifton. Any development of this resource should take into account its preservation and interpretation. A countywide historic park would be one alternative reuse of this site.

2. Preserve or recover the significant elements of the Union Mills National historic area, and consider incorporating the visible features into a County Historic Overlay District.

3. Conduct a thorough survey of the Northern Virginia Regional Park Authority land along Bull Run to produce a complete inventory of the heritage resources in the park.



TRANSPORTATION RECOMMENDATIONS **FIGURE 22**

Public Facilities

1. In order to meet the growing need for public utilities, transmission lines and two electrical substations will be required on Parcel 75-3((1))10 by Virginia Power and the Northern Virginia Electric Cooperative. The Fairfax County Zoning Ordinance requires that electric substation and distribution centers including transformer stations obtain special exception approval. Further, utility transmission facilities including but not limited to poles, structures, or other similar equipment for the transmission of electricity require special exception approval. Under the Zoning Ordinance, transmission lines approved by the State Corporation Commission (SCC) pursuant to Section 56.46.1 of the Code of Virginia, as amended, are not included as utility transmission facilities. Virginia Power and the Northern Virginia Electric Cooperative should participate in the Fairfax County public hearing process for any facilities to be constructed on this site.

   There should be no transmission lines through the Town of Clifton. Special exception applications filed for the two electrical substations/distribution centers shall include sufficient acreage surrounding the proposed facilities in order to ameliorate the visual and audio impacts on nearby properties. Additional buffering and screening in excess of minimum Zoning Ordinance provisions shall be required in those areas which do not contain existing substantial vegetation.

2. Do not provide public sewer service to this community planning sector.

3. Construct a new middle school.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 23. 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 parkis listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

In accordance with the Stream Valley Park Policy adopted in 1975, the Fairfax County Park Authority and the Northern Virginia Regional Park Authority should seek the dedication of land and/or donation of open space easements for the Popes Head Creek and Johnny Moore Creek stream valleys. The donation of open space easements will help to protect identified natural and cultural resources in those portions of the stream valley where public acquisition is neither feasible nor desirable due to the existing development pattern.

Trails

Trails planned for this sector are delineated on Figure 24 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 5 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 23
PARKS AND RECREATION RECOMMENDATIONS
SECTOR P3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Parks are not required in Low Density Residential Areas.
COMMUNITY PARKS:	
(The vicinity of Compton Road and Union Mill Road)	Identify a future Community Park site where land dedication can be provided singularly or in combination with other development, or purchased by the County, to meet the aggregate needs of the service area.
DISTRICT PARKS:	
	This sector is served by the active recreation facilities at Popes Head District Park.
COUNTYWIDE PARKS:	
	Ensure protection of historic Ivakota either through dedication or open space historic preservation easements to the Fairfax County Park Authority.
Johnny Moore Creek Stream Valley	
Popes Head Creek Stream Valley	
REGIONAL PARKS:	
Bull Run	
Hemlock Overlook	Complete development in accordance with approved master plan.

TRAILS PLAN FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 24**

P4 CLIFTON COMMUNITY PLANNING SECTOR

CHARACTER

This sector is comprised of the Town of Clifton, located in the southwestern portion of the Pohick Planning District. It is a stable community with a distinct historic character. The Town of Clifton is approximately 162 acres in size, and is located on Popes Head Creek nearly two miles from Bull Run. The Southern Railroad tracks bisect the town. Clifton Road, Newman Road, and Chapel Road provide access to Clifton. Clifton Road is an improved two-lane facility north of the Town. The other roads are narrow, hilly, and winding. Major improvements to roads in the area are not planned.

Within the Town there are historic single-family dwellings and a handful of local commercial uses. The Town of Clifton is an historic district and is on the National Register of Historic Places. This national historic district designation is designed to preserve the flavor of late nineteenth century rural community life. The historic character of its frame buildings and narrow streets are essential elements of its National Register status.

There is little anticipated additional development within the Town. Because it is an incorporated town, Clifton's internal planning issues are handled by the Town government. The Town's policy has been to retain the semirural, historic character of Clifton, so major public facility improvements for the area and development in the vicinity have been discouraged in the past.

CONCEPT FOR FUTURE DEVELOPMENT

The Town of Clifton is shown on the Concept Map as an incorporated town.

RECOMMENDATIONS

Land Use

Figure 25 depicts the land area of Sector P4. There are no mapped recommendations for this sector.

1. Increased development within the town and the vicinity is not appropriate because the character of Clifton should be maintained to protect the existing community and preserve the cultural value of the historic village. [Not shown]

2. All of this sector is within the watershed of the Occoquan Reservoir. Increased density/intensity in this sector is inappropriate due to potential impacts on the Occoquan Reservoir watershed. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figure 26. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

Heritage Resources

Most historic buildings are located in the midst of archaeological remains that are important to understanding the lives of those who occupied those structures in the distant past. Therefore, any subsurface disturbance within the district, particularly related to road improvements, underground utilities, new housing and outbuilding construction, should be permitted only after adequate archaeological investigations in accordance with countywide policies.

Public Facilities

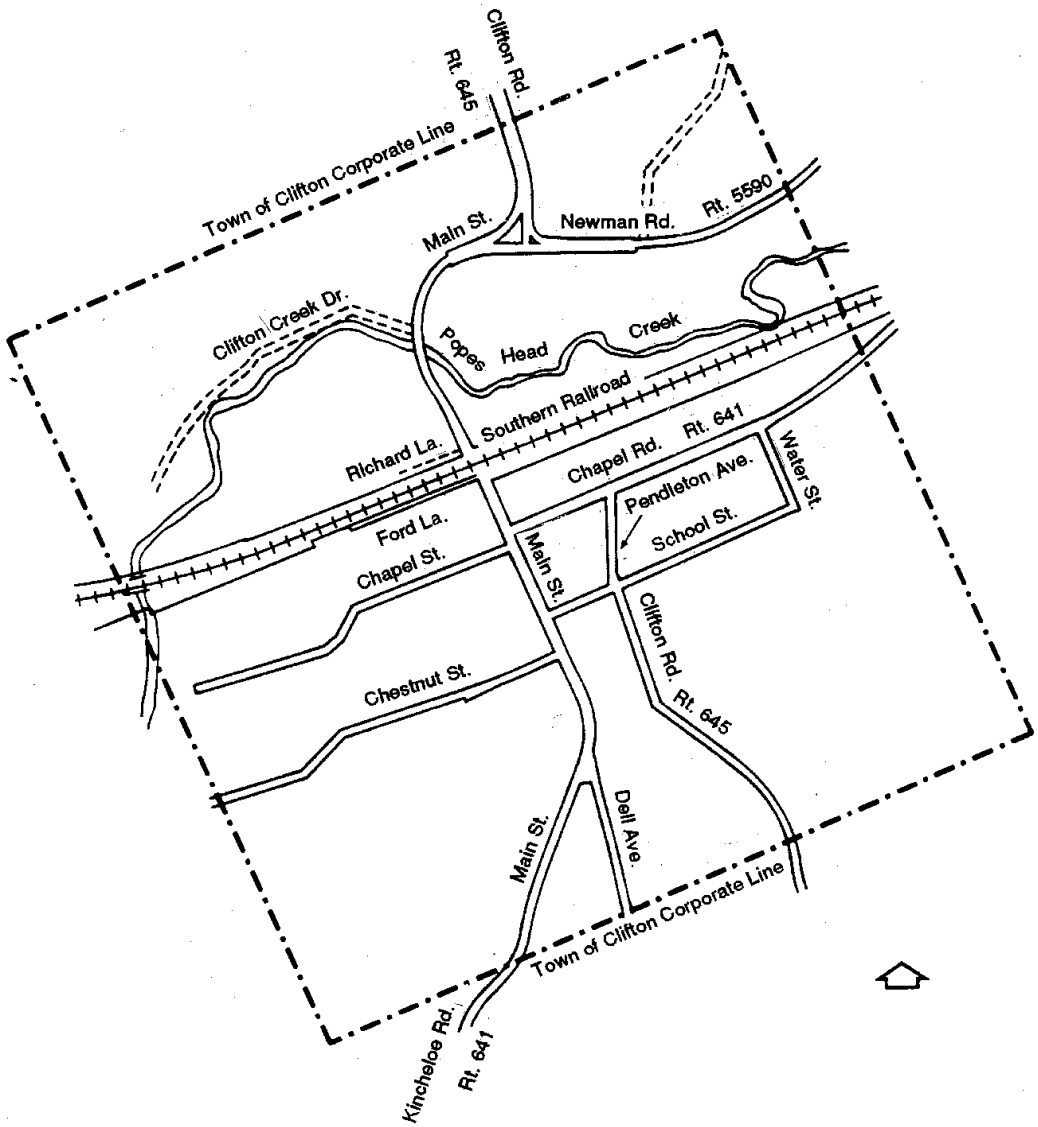
In 1970, the Town implemented a pump and haul sewer system. Except for this existing pump and haul sewer system, public sanitary sewer should not be provided for the Town until a satisfactory method of serving the Town is found without opening up surrounding areas for development.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 27. 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.

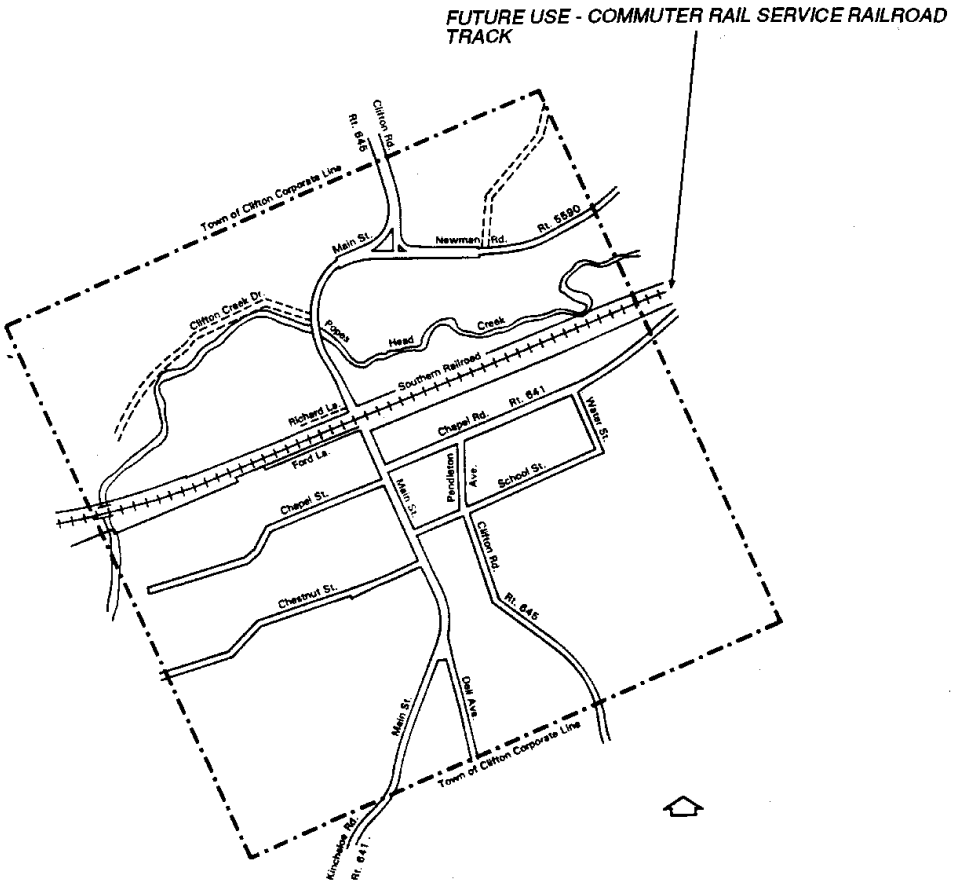
Trails

There are no trails planned for this sector.



There are no mapped recommendations for this sector

TOWN OF CLIFTON **FIGURE 25**
GENERAL LOCATOR MAP



NOTE: ROADWAYS IN THE TOWN OF CLIFTON SHOULD REMAIN 2 LANE FACILITIES. IMPROVEMENTS TO THE 2 LANE FACILITIES SHOULD BE PREDICATED UPON THE SAFETY OF THE ROADWAY AND SHOULD BE COMPATIBLE WITH THE HISTORICAL CHARACTER OF THE TOWN

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 **FIGURE 26**

FIGURE 27
PARKS AND RECREATION RECOMMENDATIONS
SECTOR P4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Town of Clifton Park	This park is administered by the Town of Clifton; development is limited to passive uses.
COMMUNITY PARKS:	
	This sector lies within the service area of Chapel Road Park. Active recreation facilities are available at Popes Head District Park.
DISTRICT PARKS:	
	This sector lies within service area of Popes Head District Park.

P5 DOMINION COMMUNITY PLANNING SECTOR

CHARACTER

This 16,500-acre sector is located in the south-central portion of the Pohick Planning District and is the largest sector in the District. The majority of the sector is located within the watershed of the Occoquan Reservoir. The County has committed to maintain much of this area as very low density residential development to protect the Occoquan Reservoir water quality. This commitment is reflected in the distribution of land uses in the sector, with predominant uses being large lot residential, private open space, and public parks. While housing in the sector includes newer houses in five-acre-lot subdivisions, a number of older houses reflecting the area's rural past remain.

The entire Ox Road corridor within the sector dates from the mid-1700s and is reputed to have been an Indian trail. There is a possibility that there may be buildings from before this time and archaeological sites along the road. Civil War period sites are known and others can be expected to be uncovered near Burke Station and along the Southern Railroad.

Extensive heritage resource surveys have been conducted along the Occoquan River and Bull Run. These have produced significant archaeological resources spanning the full 12,000 years of human activity in Fairfax County. The low density of this sector means that significant undisturbed heritage resources can be expected anywhere in the sector.

Major access to this sector is provided by Ox Road (Route 123), Henderson Road, Hampton Road, Chapel Road, Old Ford Road, Clifton Road, and Wolf Run Shoals Road.

CONCEPT FOR FUTURE DEVELOPMENT

The land in this sector is classified as either Low Density Residential Areas or Suburban Neighborhoods. Generally, the area west of Ox Road is a Low Density Residential Area and the area east of Ox Road is classified as Suburban Neighborhood.

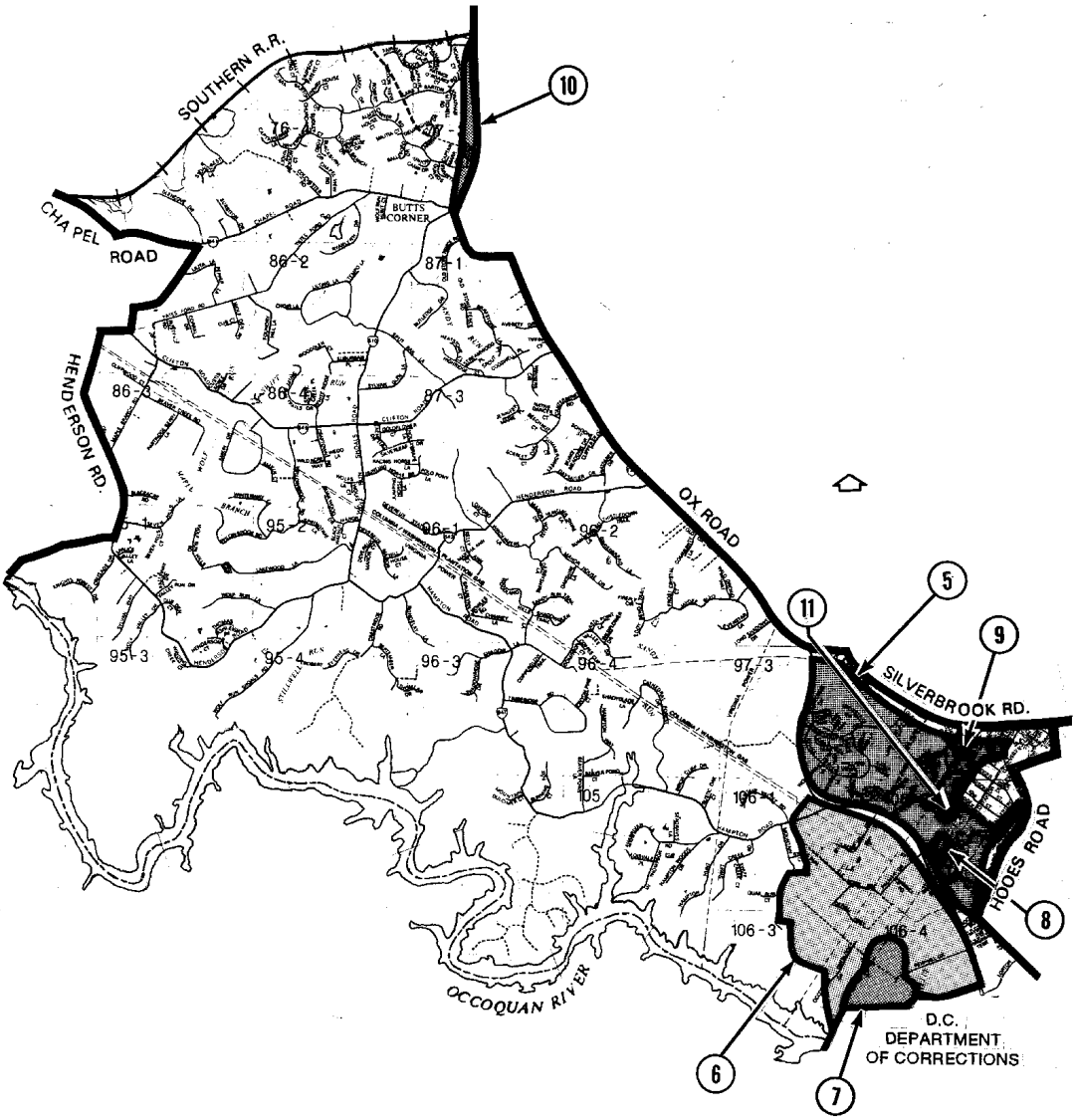
RECOMMENDATIONS

Land Use

A portion of the Dominion Planning Sector is developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 28 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.



LAND USE RECOMMENDATIONS **FIGURE 28**
GENERAL LOCATOR MAP

1. Protection of the Occoquan Reservoir water quality is the primary objective for this area. Land in the watershed of the Occoquan Reservoir should be planned for residential use within a density range of .1-.2 dwelling unit per acre. This conforms with findings in the Occoquan Basin Study and is commensurate with predominant densities and the well-established character of existing development in this sector. [Not shown]

2. Non-residential uses requiring special exception or special permit approval should be rigorously reviewed. In general, these uses should be located at the boundary of Low Density Residential Areas and Suburban Neighborhoods or where their impact on existing residences will be minimal. These uses should be granted only if the following conditions are met:

   - Access for the use is oriented to an arterial;

   - The use is of a size and scale that will not adversely impact the character of the area in which it is located; and

   - The use is designed to mitigate impacts on the water quality of the Occoquan Reservoir. [Not shown]

3. Agricultural and forestal uses are alternatives to residential uses in Low Density Residential Areas. Such uses, depending upon the techniques used, can have positive impacts on water quality. Careful attention should be paid to insure that agricultural and forestal techniques are supportive of water quality goals for the Occoquan Reservoir watershed. [Not shown]

4. For land use density and environmental protection policies in the South Run watershed, refer to Sector P7. [Not shown]

5. With the exception of the Lorfax Heights neighborhood and the area planned for 1-2 dwelling units per acre along Silverbrook Road that is within the South Run watershed, residential use within the area bounded by Ox, Hooes, and Silverbrook Roads is planned for .5-1 dwelling unit per acre. Development at the upper-end of the density range should be allowed only if the following conditions are met in addition to the residential development criteria:

   - Cluster development techniques are used. Lot sizes and housing types located on the periphery of the Crosspointe community should be compatible with that development;

   - Entrances to Crosspointe from existing roadways, including Ox, Hooes and Silverbrook Roads, complement the rural setting of the area;

   - Sites for public facilities (i.e., parks and schools) recommended for this portion of the sector and usable private recreation areas are provided as an element of any development proposed. The location of these facilities should be logically related to the distribution of proposed dwelling units and be easily accessible from streets and trails associated with the development; and

   - Coordinated access with existing or planned development is provided.

   Future development of parcels that are not incorporated into these communities should be developed at the low-end of the Plan density range unless they can be fully incorporated into adjacent planned communities.

If logical consolidations of 15 acres or more are accomplished on the land east of the intersection of Hampton and Ox Roads, between Crosspointe and Ox Road, such consolidations may be developed at a density equivalent to Crosspointe, up to a maximum of 1.25 dwelling units per acre, if the conditions cited above are satisfied, and if:

- The development incorporates environmental features and open space which are generally consistent with Crosspointe;
- Appropriate highway noise mitigation measures including a substantial setback generally equivalent to the setback provided by Crosspointe from Ox Road are included;
- Lots which abut Crosspointe are of a similar size to Crosspointe;
- Access is coordinated and integrated with the street network of the Crosspointe community. There should be no access to Ox Road (Route 123);
- Future access to adjacent undeveloped parcels via public street connections is provided;
- All necessary right-of-way on Ox Road (Route 123) is dedicated; and
- If secondary uses are included in a development proposal, the maximum density of the portion of the property in residential uses should not exceed 1.25 dwelling units per acre. Access to secondary uses should be provided to the internal street network. Access to secondary uses from Route 123 may be allowed if:
    - A significant volume of traffic is expected to be generated by such uses, such that access to Route 123 is necessary to accommodate the proposal;
    - Such access does not provide a through connection between Route 123 and Crosspointe;
    - The entrance to Route 123 is located so as to align with a future median break; and
    - Appropriate entrance permits are obtained from VDOT.

If all the parcels, excepting those within Vaughn's subdivision which may or may not be included, are consolidated through a single development plan or through coordinated development plans heard concurrently, residential use up to two dwelling units per acre, with no secondary uses, may be allowed subject to provision of a development plan which fulfills all the above conditions.

6. The majority of the area located south and west of Ox Road, which drains into the Occoquan River below the reservoir, should be developed with residential use at .1-.2 dwelling unit per acre or .2-.5 dwelling unit per acre, as shown on the Plan map. Sewer service should not be provided to this area except as may be provided in accord with the Public Facilities section of the Policy Plan that addresses expansion of the sewer service area.

7. The area immediately north of the existing quarry operation is planned for residential use at .1-.2 dwelling unit per acre. As an option, Parcels 106-3((1))4B, 106-4((1))1B and 20B pt. (not including property adjacent to the north side of Peniwill Drive) may be appropriate for an expansion of the existing quarry to the south, located in Community Planning Sector LP1 in Area IV. Industrial uses other than the expansion of the quarry are not planned in this area nor

should they be permitted. As this area is adjacent to lands planned for very low density residential use, the quarry expansion area should be limited in size and well buffered from adjacent parcels. In addition, the environmental impacts of the expansion should be mitigated and safe and adequate road access provided. The expansion of the quarry in this location is only appropriate if the following conditions are met:

- The current operating conditions remain in effect;

- The expansion of the quarry pit and operations should be limited in size and location to insure that the impact of this use on surrounding uses is mitigated. This will provide for a supply of stone resources sufficient to meet demand for many years while assuring the quarry expansion will be finite in this location and will protect the residential character of the areas to the north, east and west from further expansion of non-residential uses;

- The proposed pit expansion area should be limited to approximately 30 acres in the southern portion of Parcel 106-3((1))4B and should be contiguous with the existing pit located in Area IV; storage and equipment areas, settlement ponds, and access ways should be located on approximately 30 to 40 acres; and a buffer area should consist of approximately 45 to 55 acres. This vegetative buffer should be provided around the periphery of the site and should include Environmental Quality Corridors (EQCs) and the maximum amount feasible of mature hardwood forests. In addition to including EQC and forest areas, this vegetative buffer should be 100 to 200 feet in width to protect all existing or planned residential development from noise and visual impacts of the quarrying operations. Supplemental plantings should be provided in the buffer where no mature trees exist;

- The direct and the indirect environmental impacts of any proposed quarry expansion should be appropriately mitigated. The scope of the quarry expansion should be designed to balance efficient stone removal with preservation of significant environmental resources such as EQCs and adjacent upland hardwood tree cover. In addition to the buffer area described above, other critical EQC areas and significant areas of upland hardwood forest cover adjacent to the EQCs should be preserved to the maximum extent feasible. The applicant should comply with all requirements of the Chesapeake Bay Preservation Act;

- The quarry expansion should be carefully planned to provide siltation basins that will contain sediment on-site and prevent off-site discharges that could adversely impact water quality. The pit drainage system should be carefully designed to maintain pre-quarry drainage patterns to the extent feasible. Tree cover on the site should be maintained as long as possible. Erosion and sediment controls should be in place prior to any clearing of expansion areas;

- The quarry operator should provide necessary improvements at the site entrance to Route 123 (Ox Road) and along Route 123 (Ox Road) near the intersection as may be required by Virginia Department of Transportation (VDOT);

- The proposed expansion of the quarry should only use the existing access road through the Water Authority property. A second access for emergency vehicles only should be provided to Route 123 (Ox Road). No use of any additional access points is recommended along Route 123 for daily quarry operations; and

- Alternative public street access to Route 123 (Ox Road) should be provided to the

residential land west of Elk Horn Run and should be well-buffered from all quarrying operations.

8. Parcels 106-2((7))1-5 and the southern portion of Parcel 106-2((1))9 corresponding to the northern boundary of Parcel 106-2((7))5, at the northeast quadrant of Windrush Drive and Route 123 are planned for residential development at .5-1 dwelling unit per acre as shown on the Plan map. This area may be appropriate for development as a neighborhood shopping center, not to exceed 125,000 gross square feet, if the following conditions are met:

   - The site is at least 20 acres;

   - The shopping center includes a supermarket of approximately 30,000 to 60,000 square feet to serve the surrounding residential area. The center, because of its residential setting, should have no free-standing retail structures;

   - This retail development must be designed to complement and not adversely impact the low density residential character of the adjacent area. This should be accomplished through a combination of berming and landscaping that adequately screens the retail center and complements the low density residential character planned and established in this area. The applicant should show how the impacts of the shopping center development upon nearby residential properties will be mitigated as well as demonstrate that the shopping center will not preclude residential development on adjacent parcels. Parking areas should be sufficiently landscaped. Retail signage, lighting, and planting should be well-integrated and not impact the surrounding residential neighborhoods. The development should be designed as a single, integrated center and not appear as a strip commercial center. Building heights should not exceed 35 feet. The site design should take into account environmental constraints;

   - Primary access should be from Route 123; and

   - The retail development should provide at least a two-acre site for active recreational use, such as a soccer field. This recreational site should be provided in the northern portion of Parcel 106-2((1))9 and should not be rezoned for commercial use as it is meant to be part of the buffer area for the site. Pedestrian access from the adjacent residential communities should be provided. Parking for the soccer field area should be shared with the shopping center.

9. Parcels 97-4((1))29A-D located south of Silverbrook Road near its intersection with Oak Chase Circle are planned and developed as neighborhood retail/office use not to exceed .25 FAR. The adjacent parcel 97-4((1))16 is planned for residential use at .5-1 du/ac. However, this parcel may be considered for neighborhood retail or office use not to exceed .25 FAR, provided that no automobile-oriented uses that would negatively impact the adjacent residential uses are allowed. Automobile-oriented uses such as fast food restaurants, gas stations, and vehicle service and repair uses should not be allowed. Vehicular access should be provided through the existing adjacent commercial development. Any commercial development should be adequately screened and buffered from adjacent residential uses.

10. The area between existing and realigned Ox Road, south of the Fairfax County Parkway is planned for residential use at .2-.5 dwelling unit per acre, as shown on the Plan map.

    The area between existing and realigned Ox Road, north of the Fairfax County Parkway is planned as follows:

Tax Map 77-1((1))12A is planned for private open space.

Tax Map 77-1((1))51 (pt) and 51A; Tax Map 77-3((1))3 (pt) are planned for residential use at 2-3 dwelling units per acre. To achieve a density above 2 dwelling units per acre, the following conditions should be met:

- The entire area should be consolidated so that the development functions in an efficient and well-designed manner.
- Residential development should be limited to single-family detached dwelling units.
- There should be coordinated access to existing/old Ox Road, and access to existing/old Ox Road should be restricted to no more than 2 points. There should not be direct access to realigned Ox Road.

11. Parcels 106-2((7))6, 7, 8, and 9 located at the northeast quadrant of Windrush Drive and Route 123 are planned for residential development at .5-1 dwelling unit per acre, and have been approved for public use for the proposed Pohick Area Elementary School. To address transportation and safety problems with the surrounding community, these parcels should be developed under the following conditions:

    - Appropriate operational measures such as gates or other traffic control features should be implemented to insure that non-resident cut-through traffic does not traverse the Crosspointe community through the Pohick Elementary School site at any time.

Transportation

Transportation recommendations for this sector are shown on Figures 29 and 30. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

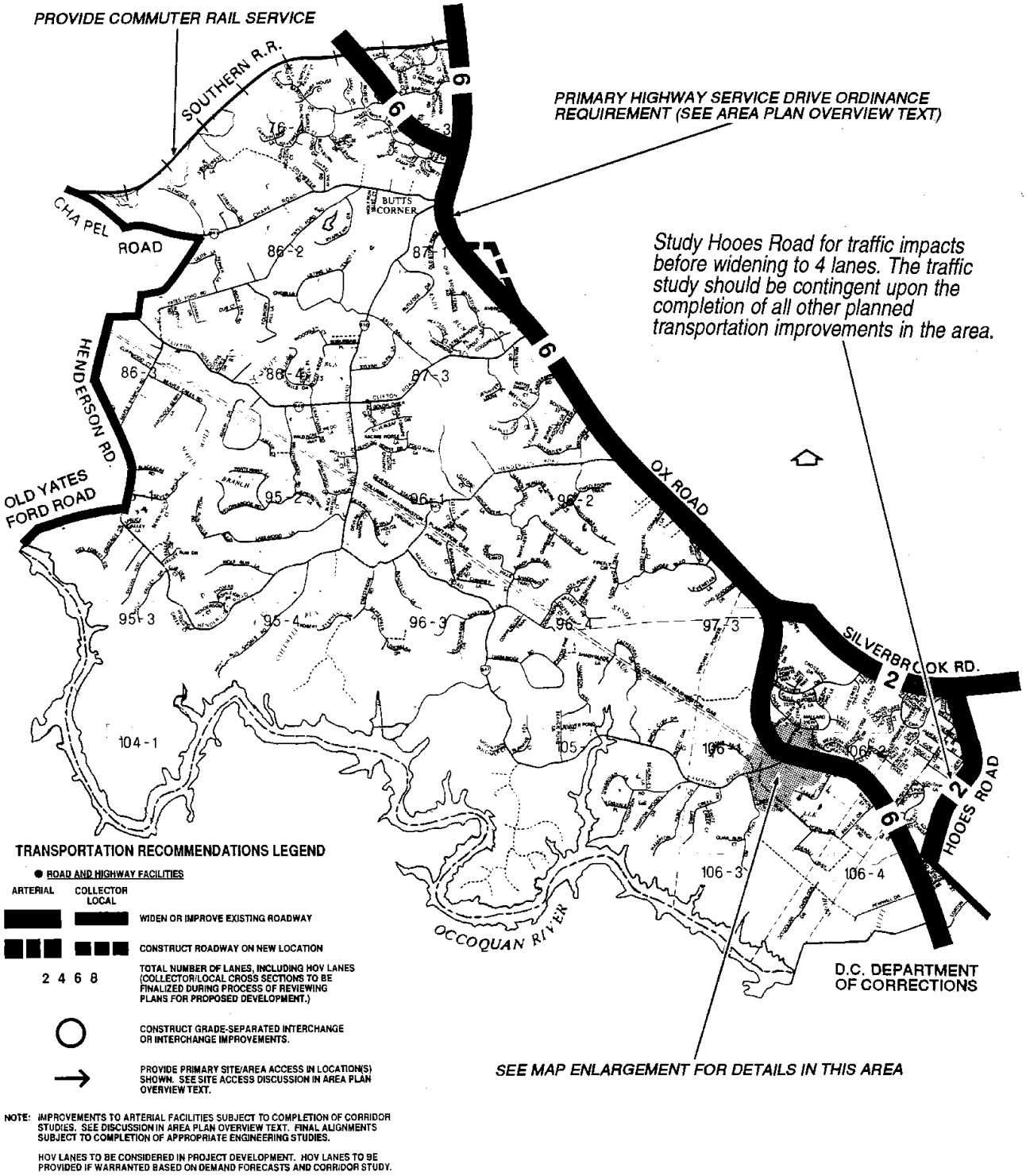
Improvements and/or expansions to road(s) in the area west of Route 123, south of Braddock Road, east of Route 28, and north of the Occoquan River should be provided only after the completion of a comprehensive corridor study of all potential transportation routes in the area as stated in the Policy Plan, Transportation Objective 1, Policies b and c.

Spot improvements at individual locations for safety and/or maintenance purposes performed by VDOT and/or the County shall be permitted.

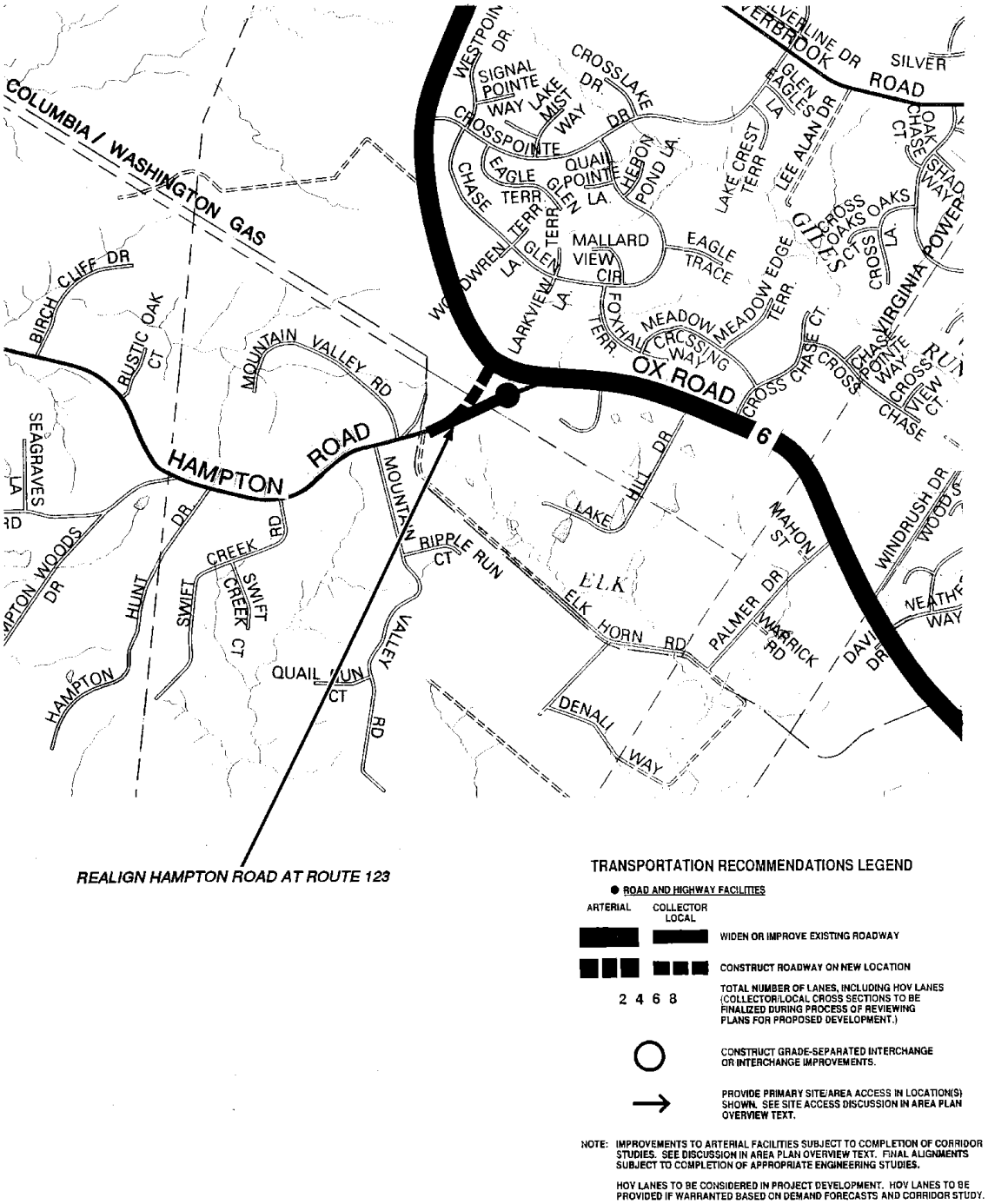
Heritage Resources

1. In conjunction with the Northern Virginia Regional Park Authority, conduct a thorough survey of portions of the Regional Park Authority land along the Occoquan River and Bull Run to produce a complete inventory of the heritage resources in the park.

2. Develop a plan for the protection, preservation, and interpretation of the heritage resources in the above parkland.



TRANSPORTATION RECOMMENDATIONS **FIGURE 29**



REALIGN HAMPTON ROAD AT ROUTE 123

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.

INTERSECTION REALIGNMENT RECOMMENDATIONS **FIGURE 30**
P5 COMMUNITY PLANNING SECTOR

3. Protect publicly and privately owned historic sites during development.

4. Part of the Saint Mary's Church Historic Overlay District lies within this sector. Regulations for this district are discussed in Sector P1.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 31. 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 parkis listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

In accordance with the Stream Valley Park Policy adopted in 1975, the Fairfax County Park Authority and the Northern Virginia Regional Park Authority should seek the dedication of land and/or donation of open space easements for stream valleys. The donation of open space easements will help to protect identified natural and cultural resources in those portions of the stream valley where public acquisition is neither feasible nor desirable due to the existing development pattern.

Trails

Trails planned for this sector are delineated on Figure 32 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 5 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 31
PARKS AND RECREATION RECOMMENDATIONS
SECTOR P5

PARK CLASSIFICATION	RECOMMENDATIONS
COMMUNITY PARKS:	
Silverbrook	Acquire additional land west of existing park site; master plan and develop a school/park complex of athletic fields totaling 25-30 acres in size to serve the south/central and Lorfax area of sector.
Chapel Road	Provide suitable access and develop park as an equestrian trail wayside for Popes Head Stream Valley/NVRPA regional trail system.
DISTRICT PARKS:	
	This sector lies within the service areas of Popes Head and South Run District Parks.
COUNTYWIDE PARKS:	
	Seek historic preservation easements to protect selected historic properties.
REGIONAL PARKS:	
Bull Run Marina Fountainhead Sandy Run	Complete development in accordance with approved master plan.

TRAILS PLAN FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 32**

P6 MIDDLE RUN COMMUNITY PLANNING SECTOR

CHARACTER

This sector is located southwest of the Main Branch (P2) Community Planning Sector. Most of the area north of Burke Lake Road is part of the planned residential community of Burke Centre. This planned development contains approximately 1,300 acres and is located south of the Southern Railroad, east of Ox Road, north of the South Run watershed, and west of Burke Lake Road. Burke Centre includes a mixture of uses including single-family, townhouse, and multi-family units, as well as a small village center, a community center, and park and open space recreational uses. Most of the remainder of the sector is developed with single-family detached houses and townhouses, as well as complementary public facilities and commercial and institutional uses.

Very little is known about heritage resources in this sector. Prehistoric sites as old as 8,500 years, have been recorded in the Burke Centre area and other unidentified prehistoric sites have been located elsewhere. There is potential for significant heritage resources in this area.

Major access roads in the sector are Ox Road (Route 123), Guinea Road, Pohick Road, Burke Lake Road, Old Keene Mill Road, Lee Chapel Road and Sydenstricker Road.

CONCEPT FOR FUTURE DEVELOPMENT

The majority of this sector is classified as Suburban Neighborhood. The portion of the sector which is located within the South Run watershed is classified as a Low Density Residential Area.

RECOMMENDATIONS

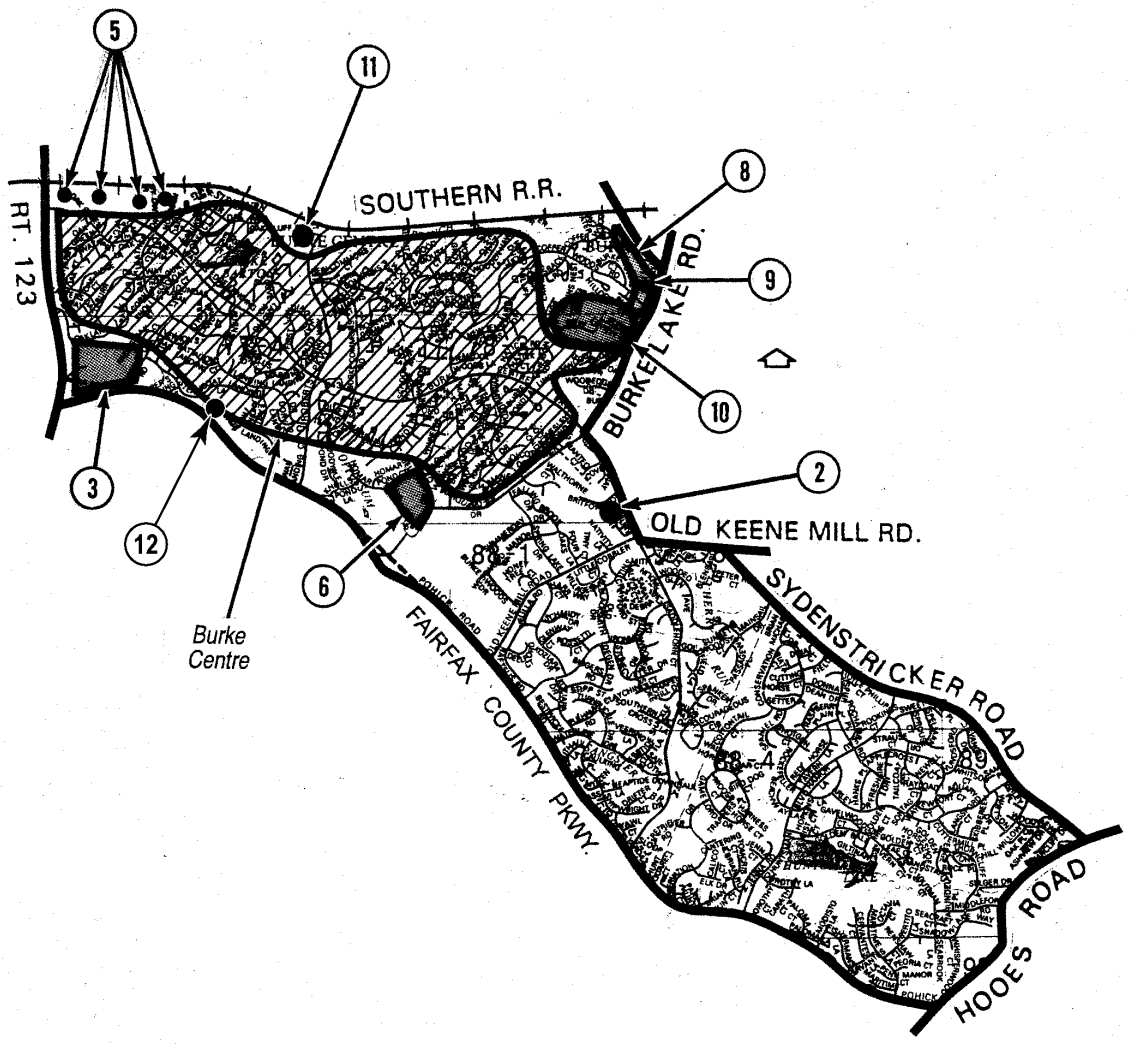
Land Use

The Middle Run Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Figure 33 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. The Burke Centre master plan is included in the Comprehensive Plan by reference and is shown on Figure 34. Where the Area Plan map and the Burke Centre master plan conflict, the Area Plan map overrides. [Not shown]

2. Tax Map 78-3((1))22A and 22B, located at the southwest corner of the intersection of Lee Chapel Road and Britford Drive, is planned for residential use at 2-3 du/ac. The area may be considered for residential use at 4-5 dwelling units per acre if the following conditions are met:



LAND USE RECOMMENDATIONS **FIGURE 33**
GENERAL LOCATOR MAP

- To complement the Britford community and Abiding Redeemer Lutheran Church, high quality site design is a priority;

- Provide sufficient set back of individual lots and privacy fences along Lee Chapel Road to allow landscaping next to the public right-of-way;

- Provide sufficient parking to prevent over-flow parking in the adjacent subdivision or church parking lot;

- Demonstrate that any land-disturbing activity will not destabilize the homes and land in the Britford subdivision that is at the top of the hill on the western edge of this site; and

- If quality tree cover exists on site, as determined by the County, it is highly desirable that development meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable.

3. The area between Clara Barton Drive, the Fairfax County Parkway, Fred's Oak Road and the Burke Centre Residential Planned Community to include Parcels 77-3((1))7A, 8, 9 pt. (north of the Fairfax County Parkway), 11, 12 and 13 is planned for light intensity industrial use up to .25 FAR. Industrial development in the subject area should provide for visually attractive and appropriately buffered relationships with adjacent areas planned for residential use. Existing and future uses should not adversely affect the area's environmental resources and efforts should be made to protect and improve water quality in the Pohick Creek watershed. Existing vegetative buffers shall be preserved to minimize visual, light and noise impacts on the residential uses to the north, and east. Future uses should not be of a regionally-oriented scope due to the limited access to properties through neighborhood streets.

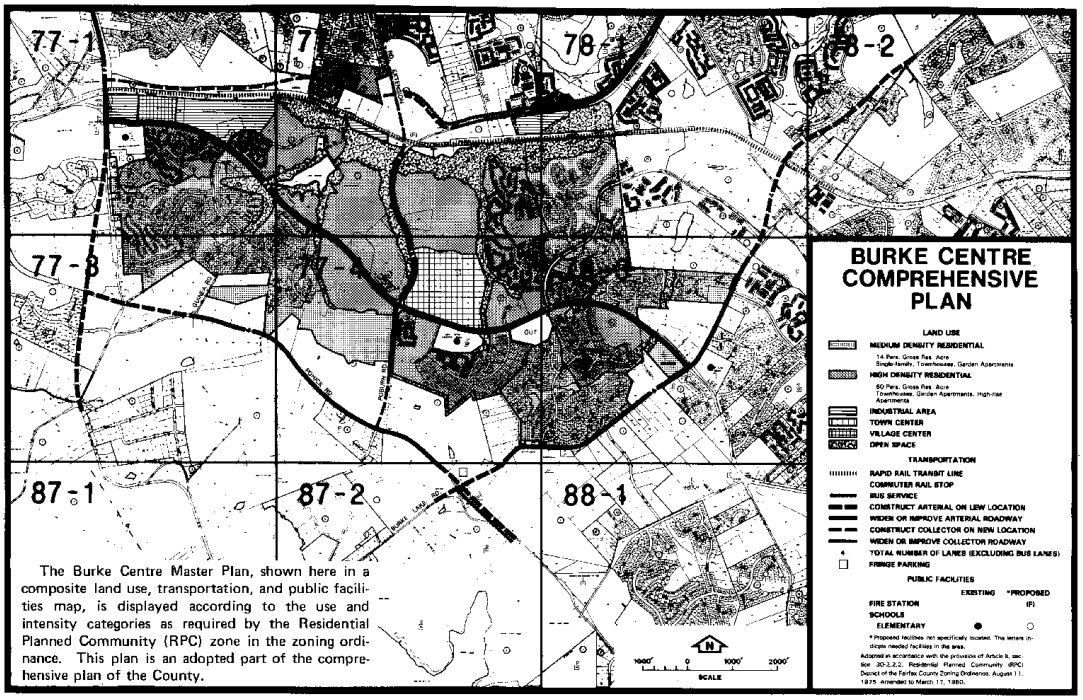
4. Parcels 78-3((1))9, 12A, 13A, 17, 17A, 32, and 47 and 77-3((1))5, 5A, 6B and 6C on the perimeter of the Burke Centre Residential Planned Community are shown on the Comprehensive Land Use Plan map for Alternative Uses. These parcels are appropriate for incorporation into the Burke Centre RPC or residential use at 2-3 dwelling units per acre. This recommendation is consistent with long-standing land use guidance for these parcels on the periphery of Burke Centre. [Not shown]

5. The parcels that are located east of Ox Road, south of the Southern Railroad, and north of Burke Centre Parkway, but not included in the Burke Centre Residential Planned Community are planned as follows:

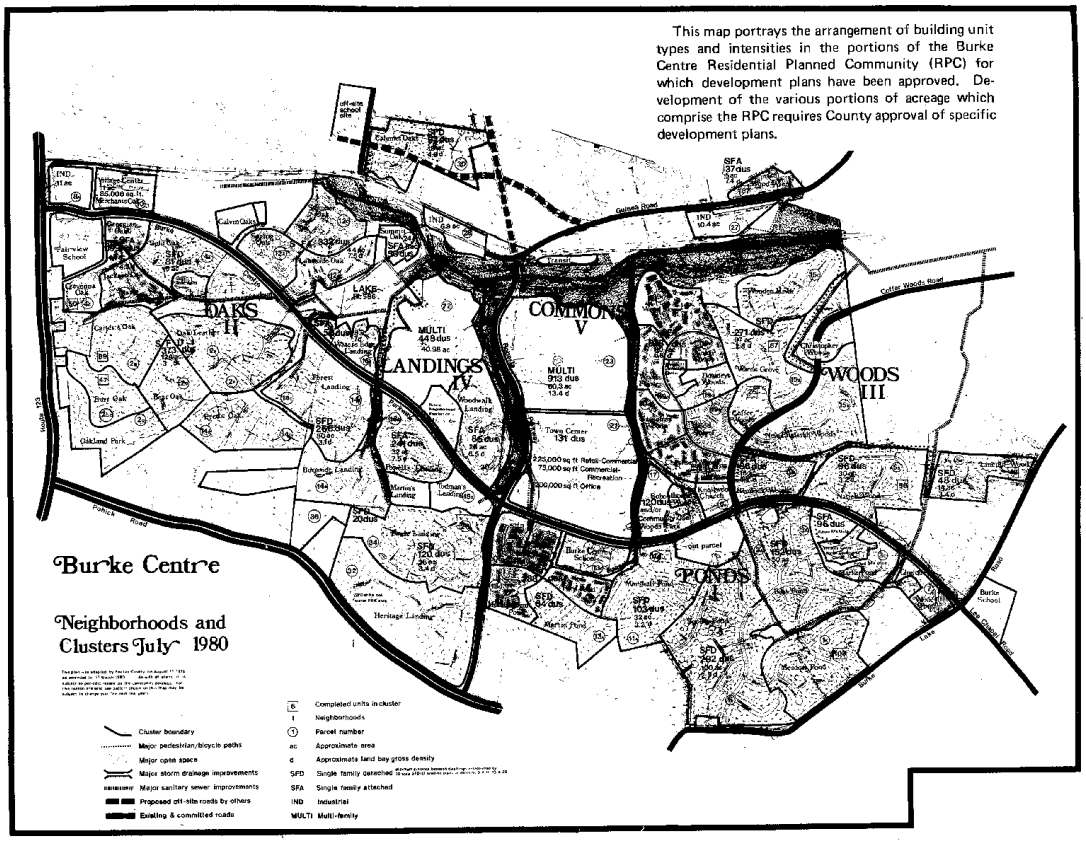
   a. Parcels 77-1 ((21))A, B, B1, C1, D1, D2, D3, D4, and D5 and 77-1((1))64 are planned for neighborhood-serving retail uses up to .25 FAR. Such uses are consistent with adjacent retail uses in the Burke Centre Residential Planned Community.

   b. Parcels 77-1((16))A-N are planned for local-serving office use up to .25 FAR.

   c. Parcel 77-1((1))74A is planned for light intensity industrial use up to .25 FAR. Industrial uses should be limited to this parcel. These uses should be designed to minimize visual impacts on adjacent residential parcels and should provide substantial screening and buffering.



The Burke Centre Master Plan, shown here in a composite land use, transportation, and public facilities map, is displayed according to the use and intensity categories as required by the Residential Planned Community (RPC) zone in the zoning ordinance. This plan is an adopted part of the comprehensive plan of the County.



This map portrays the arrangement of building unit types and intensities in the portions of the Burke Centre Residential Planned Community (RPC) for which development plans have been approved. Development of the various portions of acreage which comprise the RPC requires County approval of specific development plans.

FIGURE 34

d. Parcels 77-1((1))68 and 71 are planned for institutional uses and should serve as a transition between the non-residential uses to the north and west and the residential uses to the east and south.

6. The Belleair subdivision is be planned for residential use at .2-.5 dwelling unit per acre in order to assure infill at densities compatible with existing development and to help protect the environmental quality of the South Run watershed.

7. A portion of the South Run watershed is located in this sector and future development in this area should be designed to minimize impacts on the watershed. For further land use recommendations for areas in the South Run watershed, see Sector P7. [Not shown]

8. Commercial use in Burke Village is planned for and should be limited to Parcels 78-1((1))18, 19, 22A, 23, 24, part of 27 north of Burke Road realigned, 33, and 35-38 for retail use up to .25 FAR. Access for retail development on parcel 27 pt. should be oriented through the Burke Village Shopping Center. Additional retail and commercial uses would be inconsistent with existing and planned residential development.

9. If it becomes necessary at some future date to relocate the fire station in Burke Village, the land where this use is now located may be redeveloped for retail use up to .25 FAR.

10. Burke Hills subdivision is planned for residential use at .5-1 dwelling unit per acre to be compatible with present development within the subdivision.

11. Parcels 77-2((1))39 (part), 40B, 58, 58A and 58C located south of the Southern Railroad and west of Roberts Parkway are planned for light intensity industrial uses up to .25 FAR. Development in this area should be designed to minimize visual impacts and should provide substantial screening and buffering. Existing and future uses should not adversely affect the area's environmental resources and efforts should be made to protect and improve water quality in the Pohick Creek watershed. Existing vegetative buffers shall be preserved to minimize visual, light and noise impacts on the residential uses to the north, south and west. Future uses should not be of a regionally-oriented scope due to the limited access to the site.

12. The parcel (Tax Map 77-4((1)) 1A) abutting Fairfax County Parkway, which is located south of the Burke Centre Planned Residential Community is planned for residential use at 0.2 – 0.5 du/ac. Development of this parcel should be similar to the low density character of development to the south and east. Intensification above 0.5 du/ac is not appropriate due to site access constraints.

Transportation

Local shuttle bus or similar para-transit services should be provided and should result in reducing local traffic and demand on parking facilities at Burke Centre VRE station and other bus and park and ride facilities. Other transportation recommendations for this sector are shown on Figures 35 and 36. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

Heritage Resources

Part of the Saint Mary's Church Historic Overlay District lies within this sector. Regulations for this district are discussed in Sector P1.

Public Facilities

1. The Burke Centre Commuter Rail Station parking area is planned for approximately 1500 parking spaces. This facility should have improved pedestrian and bicycle connectivity to the surrounding communities to the north, west, east and south. These trails should link to the existing and planned local and County Trail networks, which will encourage pedestrian and bicycle access to the station and would reduce the need for additional parking.

2. Expand the Pohick Regional Library consistent with Policy Plan standards for regional libraries.

3. Renovate and expand the FCWA Pohick Pumping Station (Tax Map 88-3((1))13).

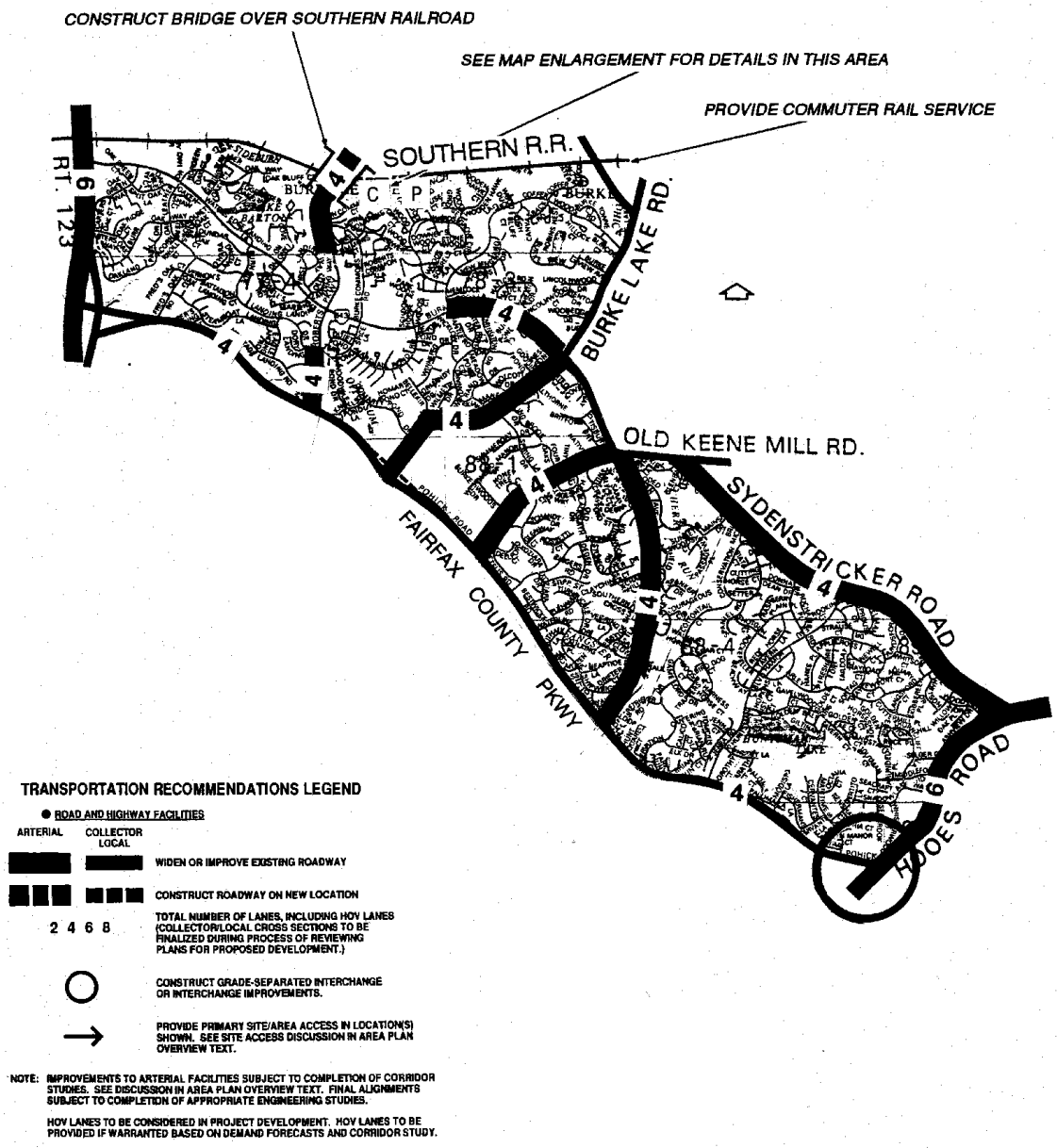
4. Construct a library consistent with Policy Plan standards for community libraries at the County acquired site (Tax Map 77-3((1))21) near the intersection of Fred's Oak Road and the Fairfax County Parkway.

Parks and Recreation

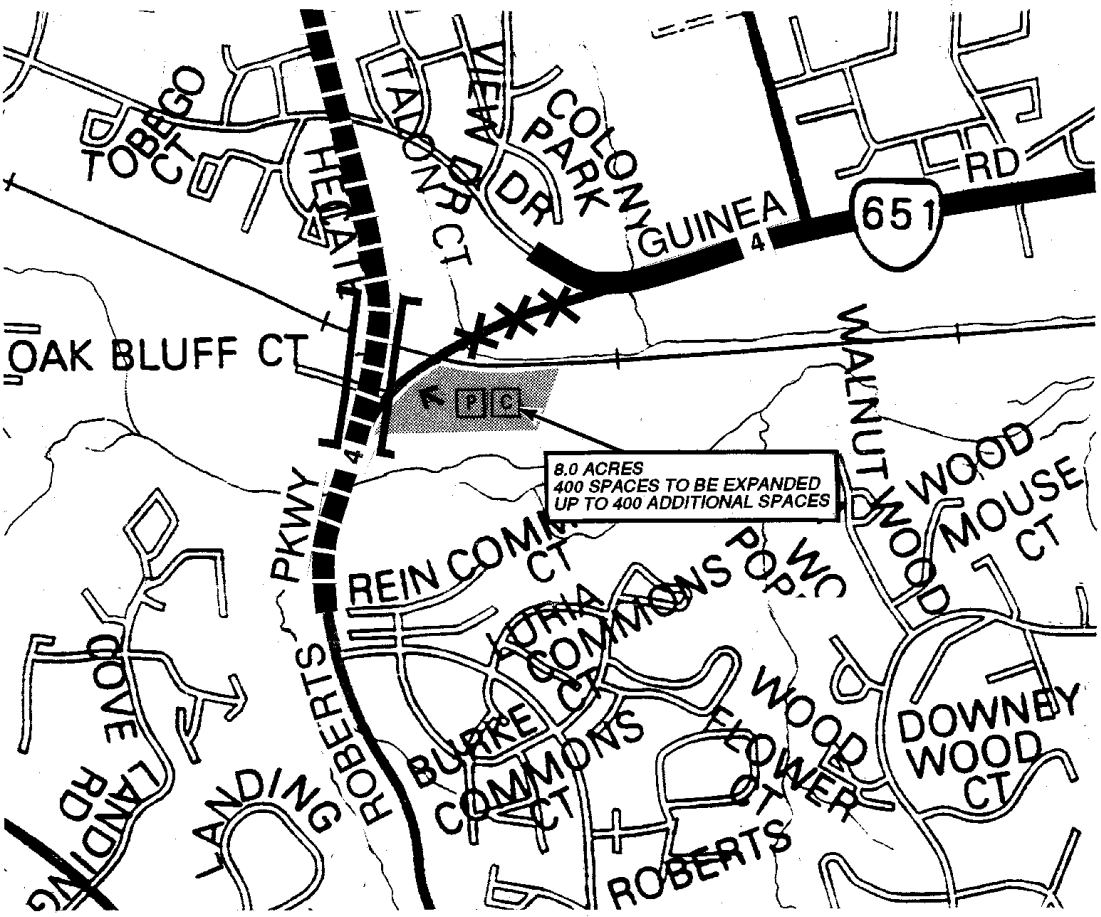
Park and recreation recommendations for this sector are shown on Figure 37. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 38 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 5 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS **FIGURE 35**



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	
		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.

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 36**
P6 COMMUNITY PLANNING SECTOR

FIGURE 37
PARKS AND RECREATION RECOMMENDATIONS
SECTOR P6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Burke Ridge	Additional Neighborhood Park facilities should be provided in conjunction with future development.
COMMUNITY PARKS:	
Greentree Village Huntsman Rolling Valley West	Complete development in accordance with the approved master plans.
DISTRICT PARKS:	
	This sector lies within the service areas of Popes Head and South Run District Parks.
COUNTYWIDE PARKS:	
Middle Run Stream Valley Pohick Stream Valley	Ensure protection of EQCs and public access to stream valley parks through acquisition of land, dedication, and/or donation of open space to the Fairfax County Park Authority. Complete development of countywide stream valley park system including connections to the main Pohick Stream Valley trails.

TRAILS PLAN FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 38**

P7 BURKE LAKE COMMUNITY PLANNING SECTOR

CHARACTER

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

Potentially significant prehistoric archaeological sites have been located in this sector east of Lee Chapel Road in the South Run watershed. Other sites can be expected there and to the west of Lee Chapel Road. The relatively low density development in this sector means that significant undisturbed heritage resources can be expected.

Access to this sector is provided by Pohick Road, Hooes Road, Ox Road (Route 123), Burke Lake Road, Lee Chapel Road, and Silverbrook Road.

CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Burke Lake Sector consists largely of stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

The South Run watershed is dominated by three major parks, recreational and open space uses: the Burke Lake Park, the South Run District Park and the Lake Mercer (Recreation Lake) Park. Any development within this watershed should be managed to preserve the quality and value of these facilities. The two largest facilities are primarily recreational, which makes it necessary to control runoff and water quality and protect the vegetation and selected topographical features. The following specific recommendations indicate planned density ranges and development restrictions that will enable the County to realize environmental protection and density transition objectives in the South Run watershed.

Figure 39 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. Segment between Hooes Road, Pohick Road, and the District of Columbia Department of Corrections Facility. This segment is dominated by the over 700-acre Newington Forest development. The majority of this area is planned for residential use at 2-3 dwelling units per acre. The Chapel Acres subdivision is planned for 1-2 dwelling units per acre. Development coordination and consolidation of parcels where appropriate to allow preservation of environmental features and good internal traffic circulation is a condition for approval of densities above the low-end of the Plan density range as shown on the Plan map.

2. Segment between Hooes Road and Lee Chapel Road. This segment is dominated by the Lake Mercer (Recreation Lake) Park and the South Run District Park. The development level in this segment must be such that the park, open space, and recreational uses can be maintained at a high level of quality. To comply with the objective of tapering densities from the base to the headwaters of the South Run watershed, the majority of this area is planned for a density range of 1-2 dwelling units per acre. A small portion of the area is planned for lower density residential use as shown on the Plan map. To ensure a compatible transition to the low density area west of the watershed in Sector P5, planned for residential use at .1-.2 dwelling unit per acre, development along Ox Road should provide a substantial buffer in excess of general county standards that is consistent with other development in this area.

3. Segment between Lee Chapel Road and the South Perimeter of Burke Lake Park. This segment is located directly north of South Run District Park and Lake Mercer (Recreation Lake) Park. Development in this segment should be sensitive to the ecological and recreational resources of these parks. The planned density range for residential use for the majority of this segment is .5-1 dwelling unit per acre as shown on the Plan map.

4. Segment including Burke Lake Park and the South Run Headwaters Located Upstream of Burke Lake. The segment is dominated by Burke Lake Park, and development should be sensitive to the ecological and recreational resources of this park. The majority of this segment is planned for residential use at .2-.5 dwelling unit per acre. However, the Fairwood Acres subdivision is planned for residential use at .5-1 dwelling unit per acre to provide for compatible infill with the existing development and a very small area is planned for .1-.2 dwelling unit per acre as shown on the Plan map. Tax Map 77-3((1))9 pt. (south of the Fairfax County Parkway) and 10 are located in this segment and are planned for residential use at .2-.5 dwelling unit per acre. As an option, these parcels are planned for residential use at .5-1 dwelling unit per acre if the following conditions are met:

   - Full consolidation is achieved; and

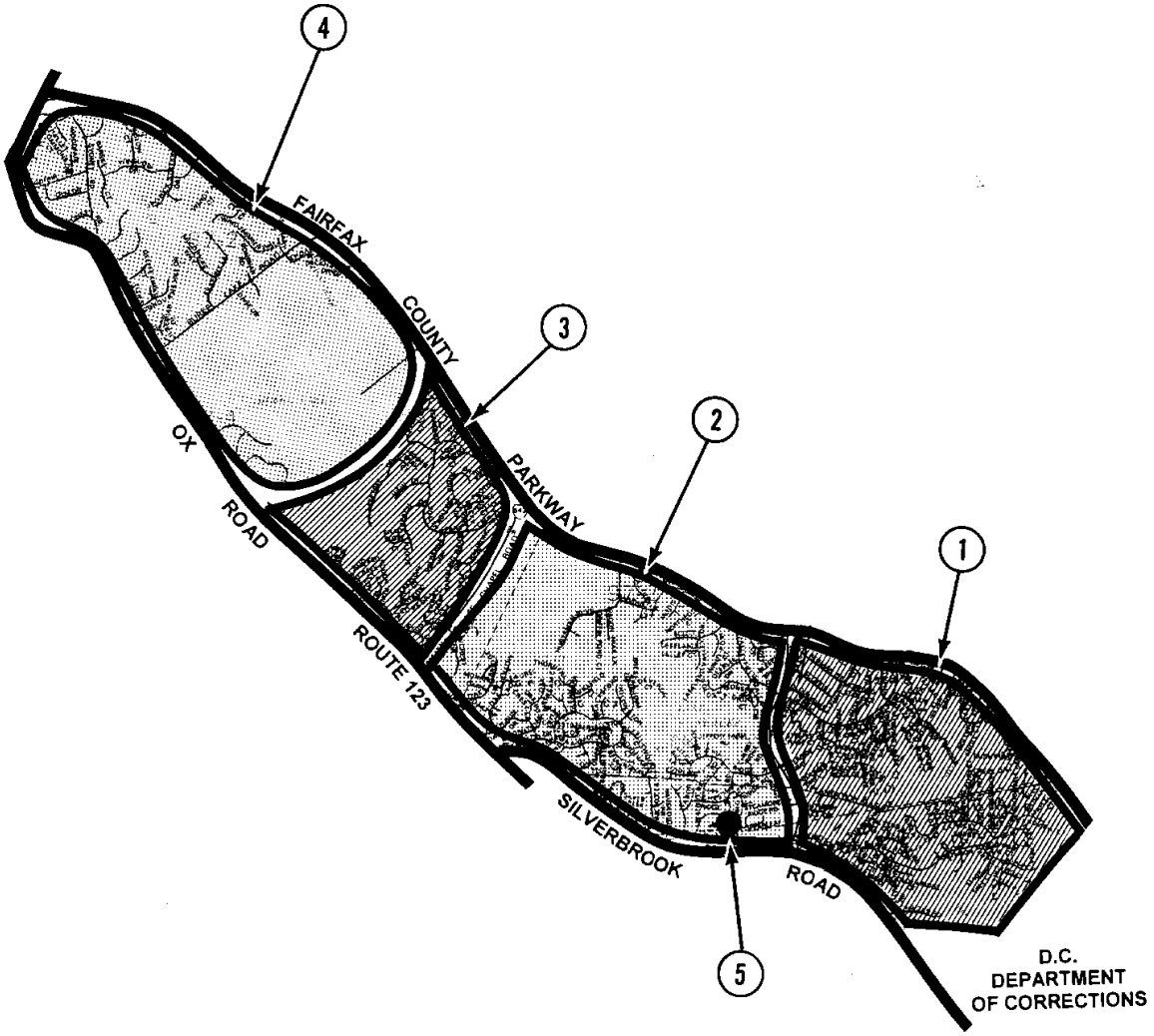
   - Lots sizes are compatible with the surrounding area.

5. The area on the north side of Silverbrook Road near the Village Shops [Tax Map 97-4((1))14; 97-4((2))1-11] is planned for residential use at .5-1 dwelling unit per acre and 1-2 dwelling units per acre, as shown on the Plan map. As an option, this area is planned for residential use at 2-3 dwelling units per acre if the following conditions are met:

   - The area should be consolidated to consist of at least eleven parcels in one or concurrent rezoning applications so that the area ultimately functions in an efficient, well-designed and unified manner and provides for the development of any unconsolidated parcel in conformance with the Plan;

   - If the area consists of more than one development, then the project with the largest assemblage of land should not exceed 2.5 dwelling units per acre. Smaller assemblage(s) of land should not exceed 2.25 dwelling units per acre. (This recognizes that the largest assemblage of land will be providing more open space, buffering and screening, road improvements, public utilities and other amenities.)

   - Development should be limited to single-family detached dwelling units;



LAND USE RECOMMENDATIONS **FIGURE 39**
GENERAL LOCATOR MAP

- Lot sizes should be compatible with the surrounding residential community; and

- Access to the site should be provided in a manner that discourages single-use entrances on Silverbrook Road through the use of local roadway(s) and access consolidation. Access to the site should also be provided via entrance(s) located across from adjacent streets.

Transportation

Transportation recommendations for this sector are shown on Figure 40. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

Public Facilities

1. Implement the Senior Center Study by locating a regional senior center at the South Run District Park.

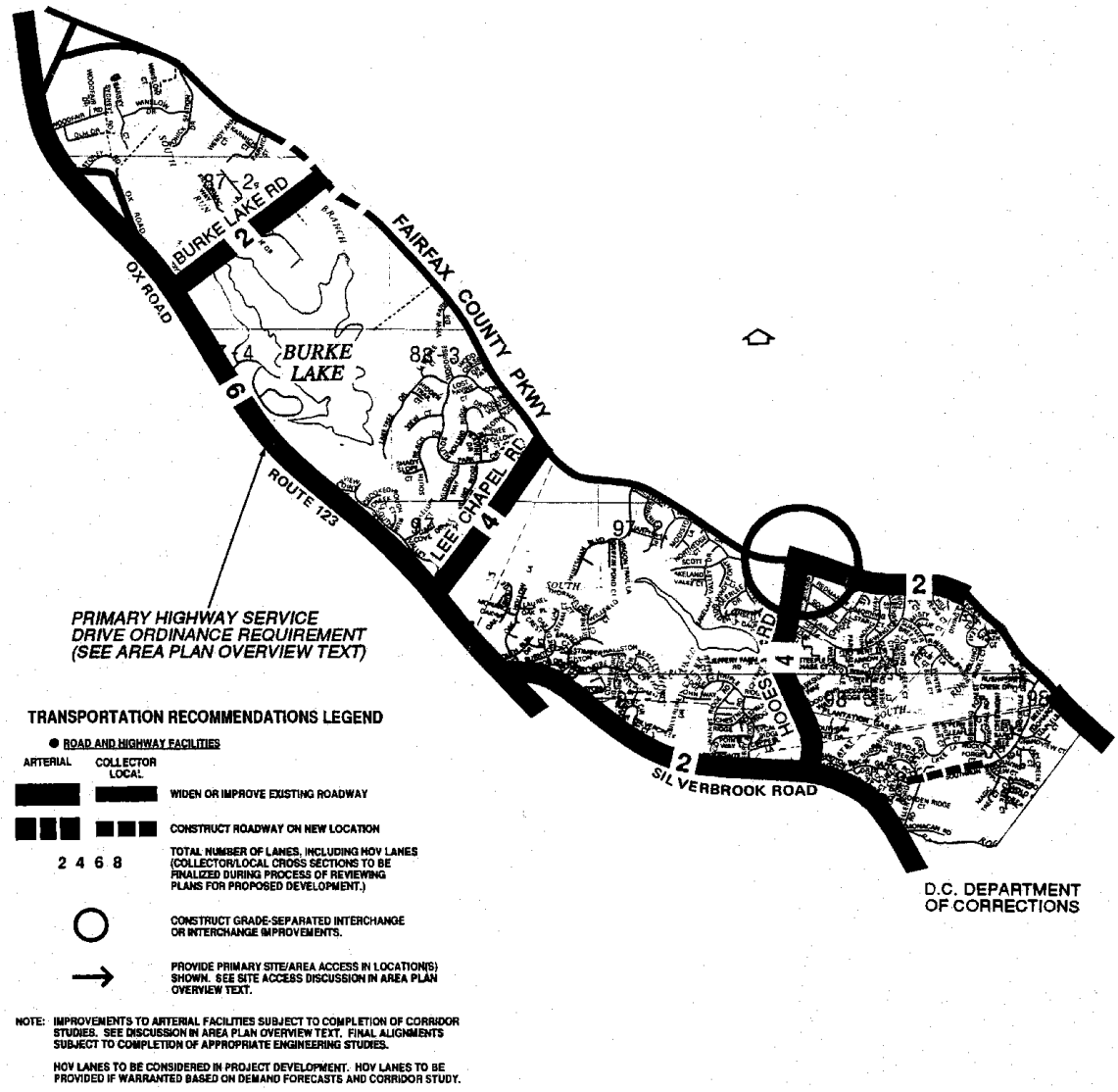
2. Designate School Board-owned property adjacent to the South Run District Park as a future high school site.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 41. 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 42 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 5 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS **FIGURE 40**

FIGURE 41
PARKS AND RECREATION RECOMMENDATIONS
SECTOR P7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Chapel Acres	Initiate a master planning process and develop in accordance with the approved plan.
Newington Commons	Develop in accordance with approved master plan.
COMMUNITY PARKS:	
Poburn Woods	Complete development in accordance with the master plan.
DISTRICT PARKS:	
Newington Heights	Acquire Parcel 98-3((1))16 (46+ acres) north of park for development of a District Park. This site contains both significant upland hardwood areas and land suitable for development of active recreation facilities.
COUNTYWIDE PARKS:	
Burke Lake Park	
Lake Mercer (Recreation Lake)	Complete development of water-based activities in accordance with master plan.
South Run Stream Valley	Ensure protection of EQC and public access to the stream valley park through dedication of land and/or open space easements to the Fairfax County Park Authority. Complete development of the countywide stream valley trail. Seek historic preservation easements to protect selected historic properties.

TRAILS PLAN FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 42**