LOWER POTOMAC PLANNING DISTRICT

OVERVIEW

The Lower Potomac Planning District is generally bounded on the north by the northern property lines of the former District of Columbia (D.C.) Department of Corrections site and Fort Belvoir, portions of Pohick Road and Accotink Creek; on the east by the eastern property line of Fort Belvoir, Dogue Creek and the Potomac River; on the south by the Potomac and Occoquan Rivers; and on the west by the western property line of the District of Columbia Department of Corrections site as shown on Figure 1.

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

Population growth decreased in the Lower Potomac Planning District from 21,500 in 1970 to 16,300 in 1980. However, recently the population had been increasing due to the construction of new housing in the Lorton-South Route 1 area with the population reaching 25,830 in 1995.

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

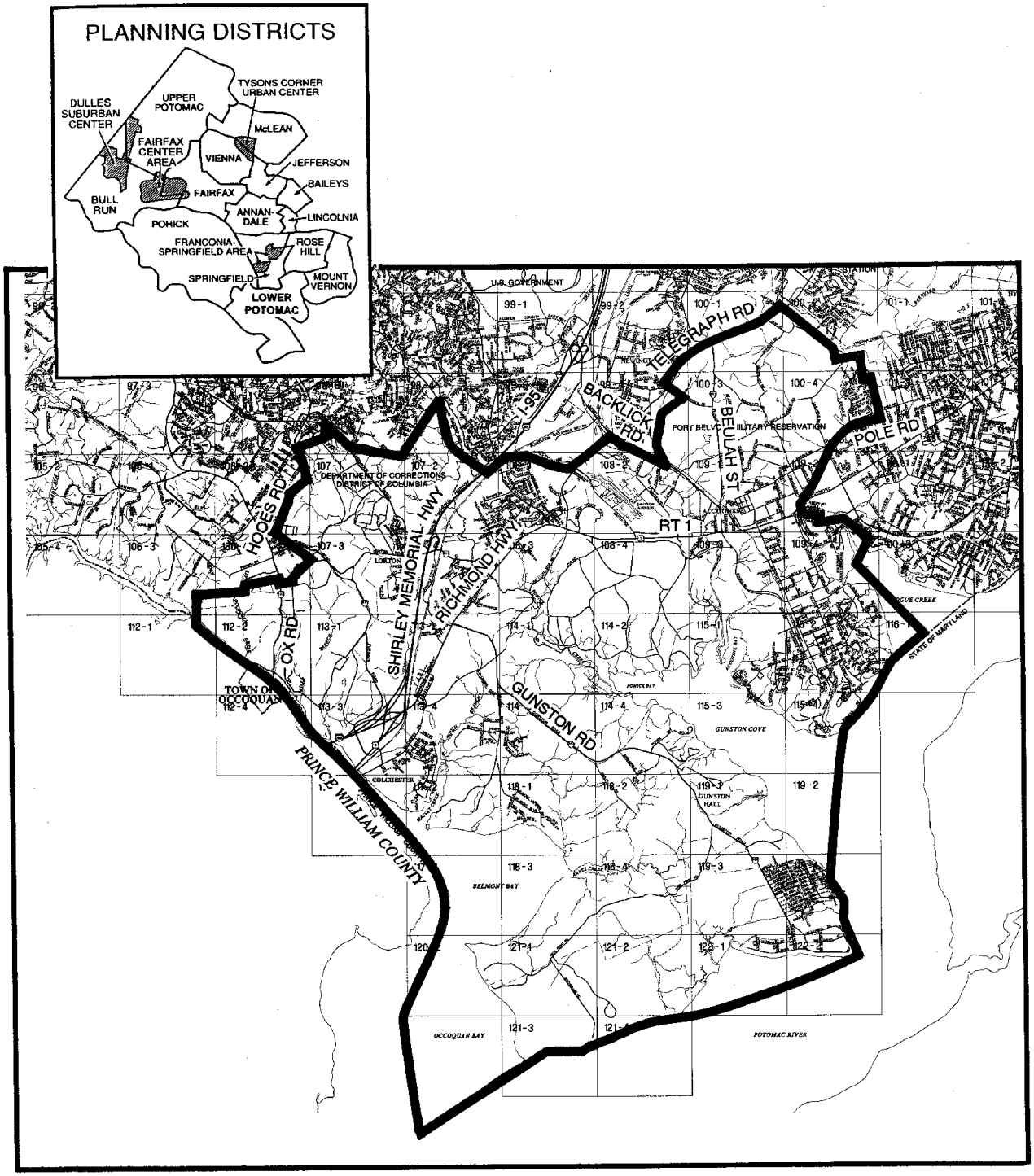
Regional-serving public facilities located in the Lower Potomac Planning District include the I-95 Landfill/Energy Resource Recovery Facility, Noman M. Cole, Jr. Pollution Control Plant and Occoquan Water Treatment Facility.

CONCEPT FOR FUTURE DEVELOPMENT

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

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

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



LOWER POTOMAC PLANNING DISTRICT **FIGURE 1**

Large institutional land areas in the Lower Potomac Planning District include the former District of Columbia Department of Corrections site, approximately 3,000 acres, generally bounded by the Occoquan River to the southwest, Little Occoquan Creek and Hooes Road to the west, Silverbrook Estates, Green Ridges, Cozzo's Addition, Newington Heights, Newington Forest, Covered Bridge and Laurelwoods residential subdivisions to the north and Furnace Road (south of Lorton Road), Silverbrook Road and the RF&P Railroad tracks (north of Lorton Road) to the east. The other large institutional area is Fort Belvoir, approximately 8,300 acres, which is generally bounded by Pohick Creek to the south, Telegraph Road to the west, and the Hayfield Farm, Timothy Park, Woodlawn Acres, Pinewood Lawns, Woodlawn Mews, Olde Mill residential subdivisions and Dogue Creek to the northeast and Pohick Bay, Accotink Bay, Gunston Cove and the Potomac River to the southeast.

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

MAJOR OBJECTIVES

Planning objectives in the Lower Potomac Planning District are:

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

Urban Design Objectives for the Route 1 Corridor

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

- Establish Visual Continuity - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance

along the Corridor. Place utilities underground in conjunction with all public and private development projects being carried out along the Route 1 Corridor. Place emphasis on signage, landscaping, intersection and service drive definition.

- Provide User Orientation - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the Corridor.

- Establish a Clear Corridor Image - Develop two well-defined vehicular entry point "gateways" to the Corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the Corridor

- Improve Access and Functional Amenities - Visually improve pedestrian and vehicular traffic systems to enhance intersections, reduce curb cuts, and provide better signage and access to commercial facilities and adjacent, non-commercial uses.

- Reduce Impact on Adjacent Residential Communities - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Lower Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

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

Transportation Goals for the Route 1 Corridor

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

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

automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

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

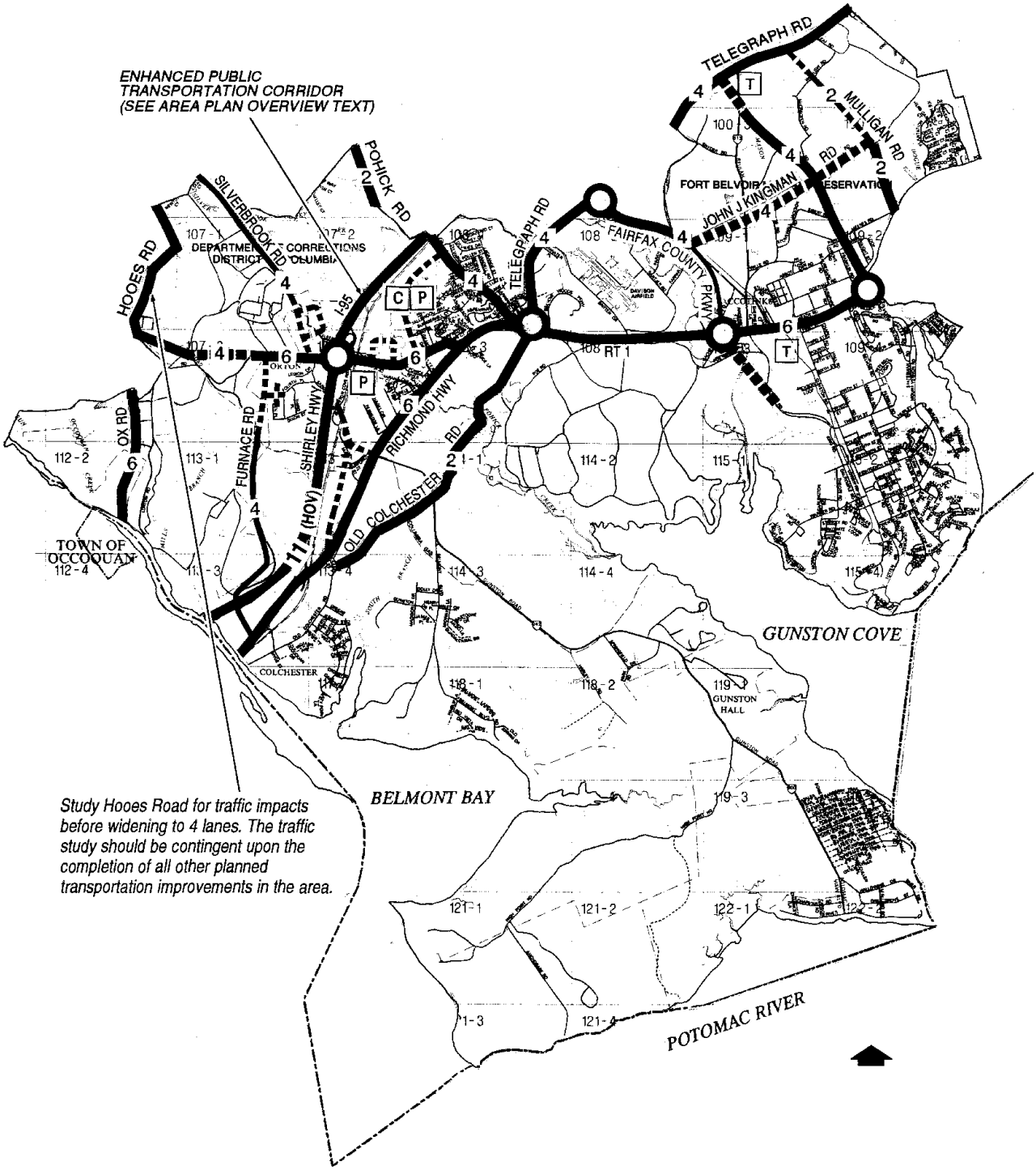
- Access to/from the City of Alexandria - Widen Route 1 to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening Route 1, improving Fort Hunt Road, and implementing HOV lanes south of this point.

- Service Roads - Develop and implement a Service Road Design Plan and Map for Route 1 between the Capital Beltway and the Occoquan River. In developing the Service Road Design Plan, consider the desirability of one-way versus two-way service roads. Develop a Service Road Design Plan which provides for construction of the remaining section of service road where needed to serve commercial and residential development and elimination of perpendicular curb cuts to reduce marginal friction for through traffic, construction of slip ramps between intersections, signalization, and turn prohibitions. Construct service roads which intersect cross streets as far back from the main roadway on Route 1 as practical, and connect directly with Route 1 at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on Route 1 should provide or should dedicate land for a service road, with appropriate setback of the service road from the main roadway at signalized intersections.

- Public Transportation - Establish regular shuttle bus service along Route 1 between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Route 1. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Route 1. Evaluate the long-term feasibility of using the median along Route 1 for development of a people mover or light rail mass transit system.

- Route 1 Widening and Access - Widen to six travel lanes from the Buckman Road/Route 235 intersection to the Prince William County line. Limit access to the Route 1 main roadway between the Capital Beltway and the Occoquan River to signalized intersections, grade-separated interchanges, and slip ramps from service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with Route 1.

- Pedestrian/Bicyclist Services - Provide trails within the public right-of-way along the length of Route 1. Provide sidewalk access to the Route 1 main roadway between the Capital Beltway and the Occoquan River, where needed, to serve adjacent residential and commercial development. Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/ bicyclist safety.



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

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

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION

TRANSPORTATION RECOMMENDATIONS LEGEND **FIGURE 2**

- Traffic Signalization - Connect all traffic signals to a centrally controlled and performance monitored computer system. Minimize the addition of new traffic signals at any intersection currently without signals and encourage other alternatives for handling
access to the main roadway on Route 1. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected Route 1 intersections.

- High Occupancy Vehicle (HOV) Lanes - Utilize the curb lanes along Route 1 as HOV lanes for buses, carpools and vanpools during the AM and PM peak hours. Consider, however, HOV operation only if it can be accomplished without adding more travel lanes, because widening the highway from six to eight lanes would be too disruptive to existing commercial and residential development. Implement the first phase of HOV operation from Fort Hunt Road to Buckman Road/Route 235 North in coordination with the widening of Route 1 over the Capital Beltway and the implementation of a Service Road Design Plan. Identify locations for commuter parking lots.

- Reversible Lanes - Use reversible lanes to handle peak hour traffic flows south of Fort Belvoir and study the feasibility of reversible lanes on the remainder of Route 1.

- Interchanges - Construct grade-separated interchanges to accommodate major turning movements onto and off of Route 1 only where such interchanges will not adversely impact on adjacent commercial or residential development and/or historic areas. Consider such interchanges, when constructed, on a north/south priority after the Fairfax County Parkway interchange is constructed.

- Funding Mechanism - In order to pay for the transportation improvements needed to support new development and redevelopment, create an impact fee, contribution formula, a special tax district or other mechanism to assess fees on any new commercial and residential projects along the Route 1 Corridor that involve an increase in density from present levels. South of Fort Belvoir, the creation of any funding mechanism should be coordinated with, or folded into, any Lorton Area Funding Plan being considered or adopted for that area. Develop standard formulas based upon formulas used elsewhere in Fairfax County.

Housing

A list of existing, under construction, and proposed assisted housing for the Lower Potomac 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.

FIGURE 3
LOWER POTOMAC 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			
Kenton Crossing at Lorton Station, Lewis Chapel Circle	LP2	248	Private/Tax Credit/VHDA Financing
Sanger Place Sanger Street and 4th Place	LP2	50	Private/Tax Credit/VHDA Financing
Sheffield Village Sheffield Village Lane	LP2	8*	Public Housing
Woods of Fairfax Lorton Road and Route 1	LP2	60	Private/Section 8 and FCRHA Bond Financing
Homeownership			
		38*	MIDS, First Time Home Buyers, or Affordable Dwelling Units

*Scattered Units

NOTE: Assisted Housing within the Fairfax Center Area is included in that section of the Area III Plan.

- 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.

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.

According to the Robert Charles Lesser & Co. consultant study Affordable Housing Analysis (1996), the Lower Potomac Planning District has a higher percentage of rental units with rents affordable to households earning 80% of the Washington metropolitan area median, adjusted for family size (18.5% of all households) than most other parts of the County (the County average is 12.1% of all households.) To encourage the provision of affordable housing throughout the County, contributions to the Housing Trust Fund should be requested as an alternative to the provision of affordable dwelling units in the Lower Potomac Planning District if a modification application is submitted that can demonstrate that the contribution would meet the criteria specified in the Zoning Ordinance.

Environment

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

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

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

Heritage Resources

The Lower Potomac Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Facilities

Existing public facilities located within the Lower Potomac Planning District and those for which a future need has already been identified are included on Figure 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 of the Code of Virginia. For these

FIGURE 5
LOWER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
LP1	Laurel Hill Elem. School Site, Laurel Hill Middle School Site, South County High		Co-Located Fire Station and Police Substation Site		FCWA Lorton Water Treatment Plant, I-95 Landfill, I-95 Resource Recovery Facility, Recycling Drop-Off Facility	Laurel Hill Complex
LP2	Lorton Station Elem., Lorton Admin. Center	Lorton Comm.	Lorton Fire Station Co. 19	Lorton Community Action, Lorton Senior Center	Noman M. Cole, Jr. Pollution Control Plant	
LP3	Gunston Elementary		Gunston Fire Station Co. 20		Underground Wastewater Holding Tanks	
LP4	*Ft. Belvoir Elem.		*Ft. Belvoir Fire Station, *Davison Crash and Rescue Station, *Ft. Belvoir Military Police Station	Eleanor U. Kennedy Shelter for the Homeless	Va. Power Fort Belvoir Substation, Sewage Pumping Station, FCWA Fort Belvoir Pumping Station	*Dewitt Army Hospital

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

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 Review public hearing before the County Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector recommendations and are considered a feature and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. The following public facilities are identified as future needs in the Lower Potomac Planning District:

1. In order to meet the growing need for public utilities, additional electrical sub-stations and transmission lines will be required by Virginia Power in Sectors LP1 and LP2.

2. Locate an electrical sub-station by Virginia Power on Parcel 107-2((1))8 in Sector LP2.

3. Construct a consolidated replacement facility for the FCWA Lorton/Occoquan Treatment Plants.

4. Locate a senior center and offices of County support agencies providing services to the elderly and relocate the Lorton Community Action Center to be part of the senior center on Parcel 107-4((1))34 in Sector LP2.

5. Locate a permanent site for the South County's Visitors' Center, which is currently in leased space.

6. Assess the need for a police station in the vicinity of the Lorton Fire Station in Sector LP2 to serve the southeastern part of the County.

7. Locate County offices responsible for environmental monitoring and zoning enforcement in Sector LP2.

8. Locate a residential facility for adults with mental illness who also need substance abuse services. This facility is needed in Planning Area IV.

9. Locate a recovery women's center in Planning Area IV which will provide outpatient treatment to women recovering from alcohol and drug addiction with the benefit of a child care center on site. The center should be located in a commercial area which is served by public transportation.

10. Provide an alcohol and drug residential treatment/detoxification program in Planning Area IV.

11. Locate an animal shelter satellite facility in Planning Area IV.

Parks and Recreation

Public parks located within the Lower Potomac Planning District are listed on Figure 6. Additional recreational facilities are provided at County public school sites. The Lower Potomac Planning District contains major parklands encompassing nationally significant natural and cultural resources and providing diversified recreational opportunities.

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

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

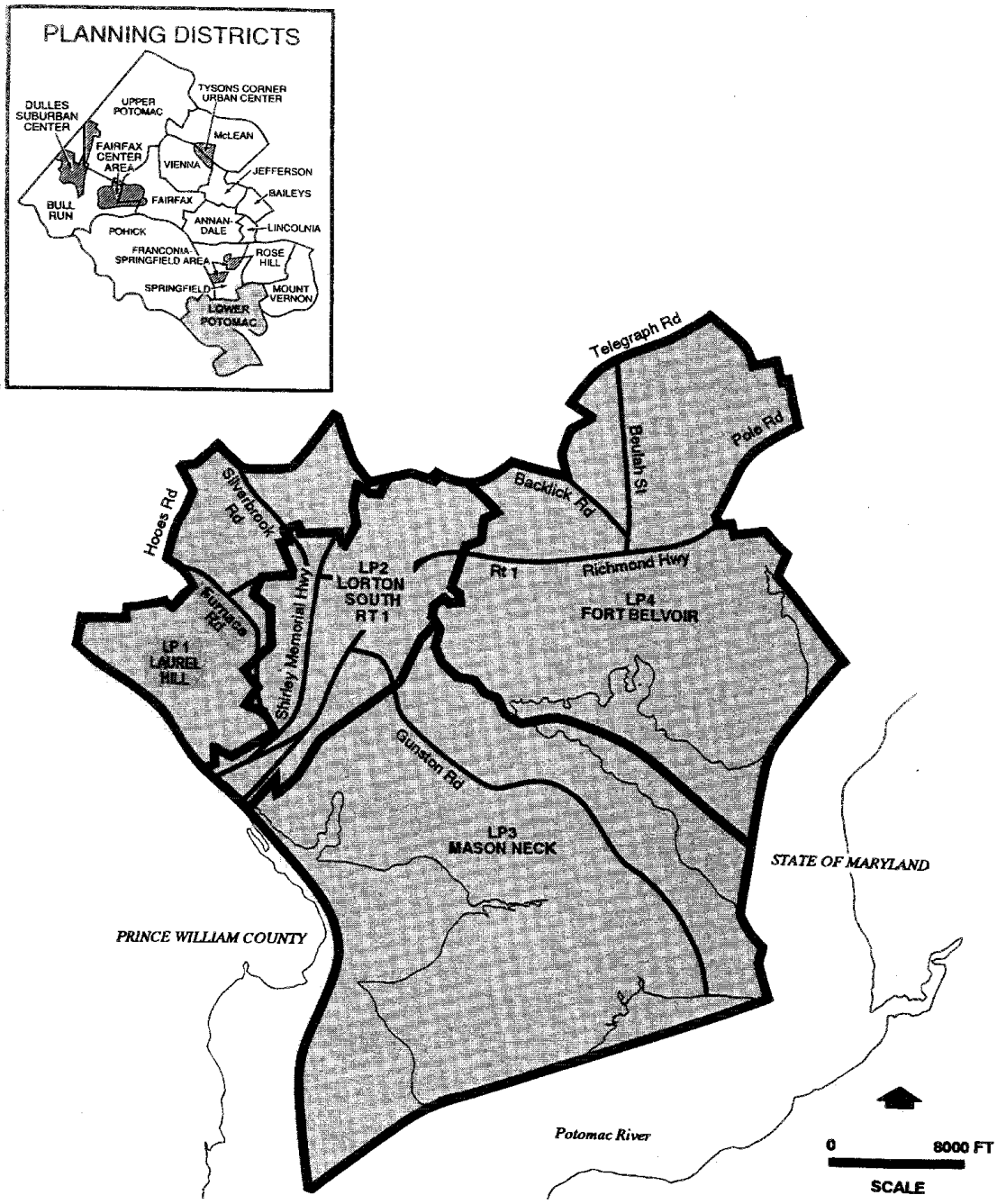
Pohick Bay Regional Park on Gunston Cove offers a variety of water-oriented and other developed recreational facilities which attract users from the entire Northern Virginia and Washington D. C. areas.

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

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

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

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



COMMUNITY PLANNING SECTORS **FIGURE 7**
LOWER POTOMAC PLANNING DISTRICT

LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Laurel Hill Community Planning Sector (LP1) contains approximately 3,200 acres and is comprised of the former D.C. Department of Corrections facilities, referred to the Corrections Property in this document as well as the Vulcan Quarry and Fairfax Water Occoquan Water Treatment Facility (known as Fairfax Water Facility throughout this document). This Planning Sector is located in southeastern Fairfax County west of Shirley Memorial Highway (I-95) and north of the Occoquan River.

Most of the land in this sector is planned and utilized for park and related uses, public facilities and open space. This sector is broadly divided into a northern area and a southern area. The northern area of LP1 is located north of the I-95 Landfill. It contains the vast majority of the closed prison facilities, the components of which are generally separated by substantial areas of open space. In addition, the area includes residential development, the South County secondary school and the Laurel Hill Park which includes a golf course. The southern area of the property contains the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, an active rock quarry (Vulcan Quarry), the Fairfax Water Facility and the Occoquan Regional Park. See Figure 8: Location of Former Prison Facility Sites; Existing Public and Industrial Uses.

The area abutting this planning sector is generally planned and developed for low-density residential uses at .1-.2 and .2-.5 dwelling unit per acre to the west and south of Furnace Road and at .5-1 dwelling unit per acre to the west and north of Furnace Road. The area to the north of this planning sector is generally planned and developed at 2-3 dwelling units per acre. To the east of I-95 is the Lorton-South Route 1 Suburban Center, with the Lorton Town Center planned as the focal point for this area. The Lorton Town Center is developing with a mixture of commercial, residential townhouse and some multifamily uses. To the south, across the Occoquan River in Prince William County, lies the Town of Occoquan.

Ox Road (Rt. 123), Lorton Road (Rt. 642), Furnace Road (Rt. 611), Silverbrook Road (Rt. 600), Hooes Road (Rt. 636) and Pohick Road (Rt. 641) are the major roads which serve as access to and within Sector LP1.

Significant heritage resources are located along the north bank of the Occoquan River and in the area northeast of Silverbrook Road (Rt. 600). Similar quality resources can be expected in undisturbed areas in the southeastern portion of this planning sector, northeast of the Occoquan River. Heritage resources located on the Corrections Property include the Occoquan Workhouse, the Central Facility (which encompasses the former Maximum Security area and the Reformatory and Penitentiary areas) and Laurel Hill house.

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

PLANNING HISTORY

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

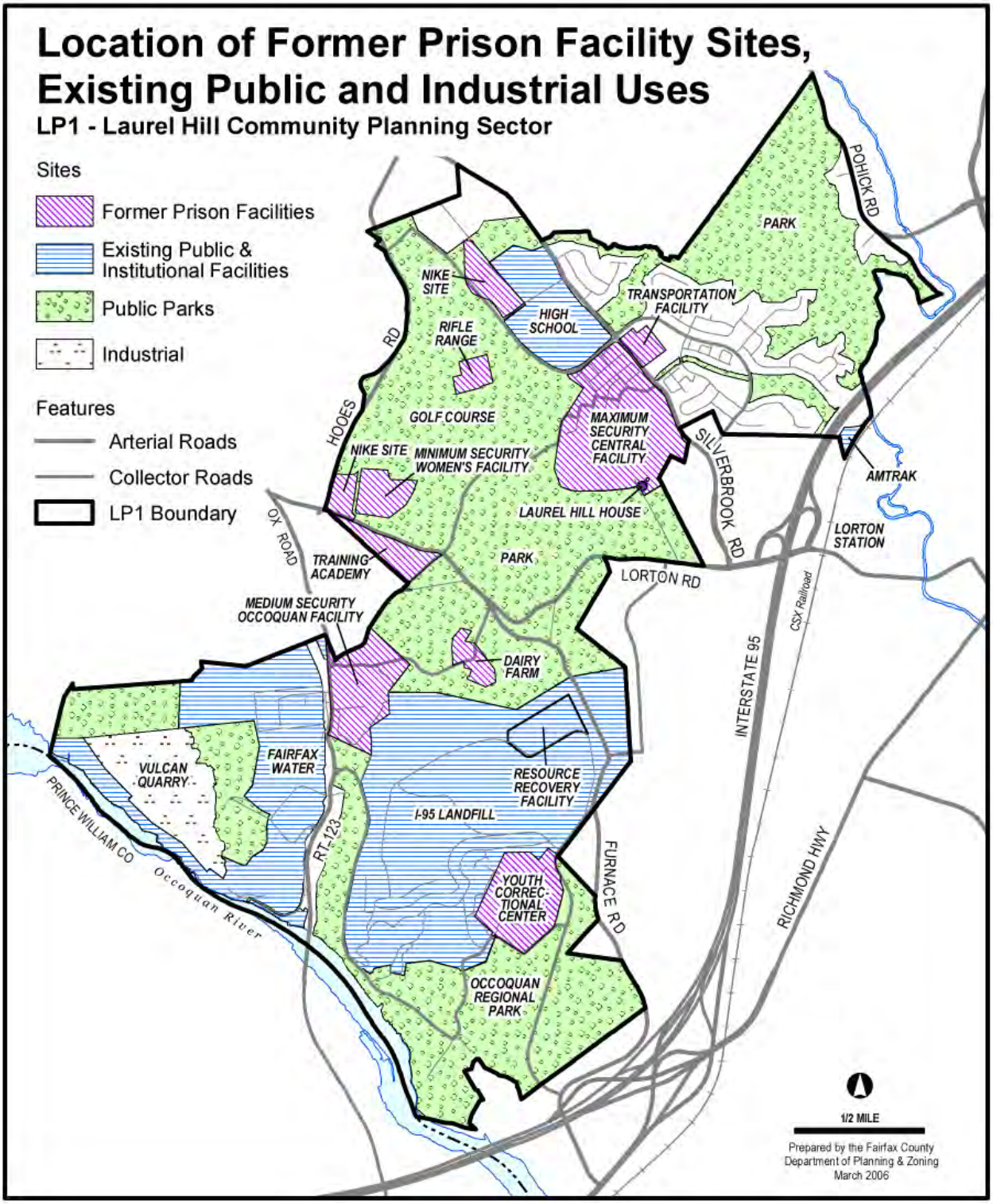

Location of Former Prison Facility Sites, Existing Public and Industrial Uses
LP1 - Laurel Hill Community Planning Sector
Sites
Former Prison Facilities
Existing Public & Institutional Facilities
Public Parks
Industrial
Features
Arterial Roads
Collector Roads
LP1 Boundary
POHICK RD
PARK
NIKE SITE
TRANSPORTATION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

FIGURE 8

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

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

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

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

On January 11, 1999 the Board of Supervisors reconvened the CAC to re-evaluate the adopted Plan and to make recommended revisions to address the "Lorton Technical Corrections Act of 1998." This Congressional legislation mandated that the County should formulate a reuse plan for the Corrections Property that maximizes open space, parkland, and recreation use of the

land. The act also contained language reserving land to facilitate a land trade. As permitted under this legislation, the purpose of the land trade was to transfer development rights from an approximately 800-acre property in Mason Neck to approximately 250 acres on the Corrections Property. The CAC recommendations were adopted by the Board of Supervisors in July, 1999. The Board of Supervisors accepted the same recommendations as the reuse plan and formally transmitted the plan to General Services Administration (GSA) to comply with the legislation. The new guidance reduced the development potential and replanned most of the Corrections Property for parkland. Portions of the parkland were designated for use by the Fairfax County Park Authority and the Northern Virginia Regional Park Authority. Planning for the Fairfax County Park Authority portion of the site began in April 2003 with master plan approval in July 2004.

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

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

HERITAGE RESOURCES

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

The Memorandum of Agreement (MOA) identifies 136 buildings, structures, sites and objects as contributing to the significance of an eligible historic district and encourages Fairfax County to have the property designated as an historic district. On December 7, 2005, the property was listed on the Virginia Landmarks Register and on February 2006, the property was listed on the National Register of Historic Places. Figure 9 shows a map of the historic district boundaries and heritage resources listed on the County's Inventory of Historic Sites that are outside the district boundaries.

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

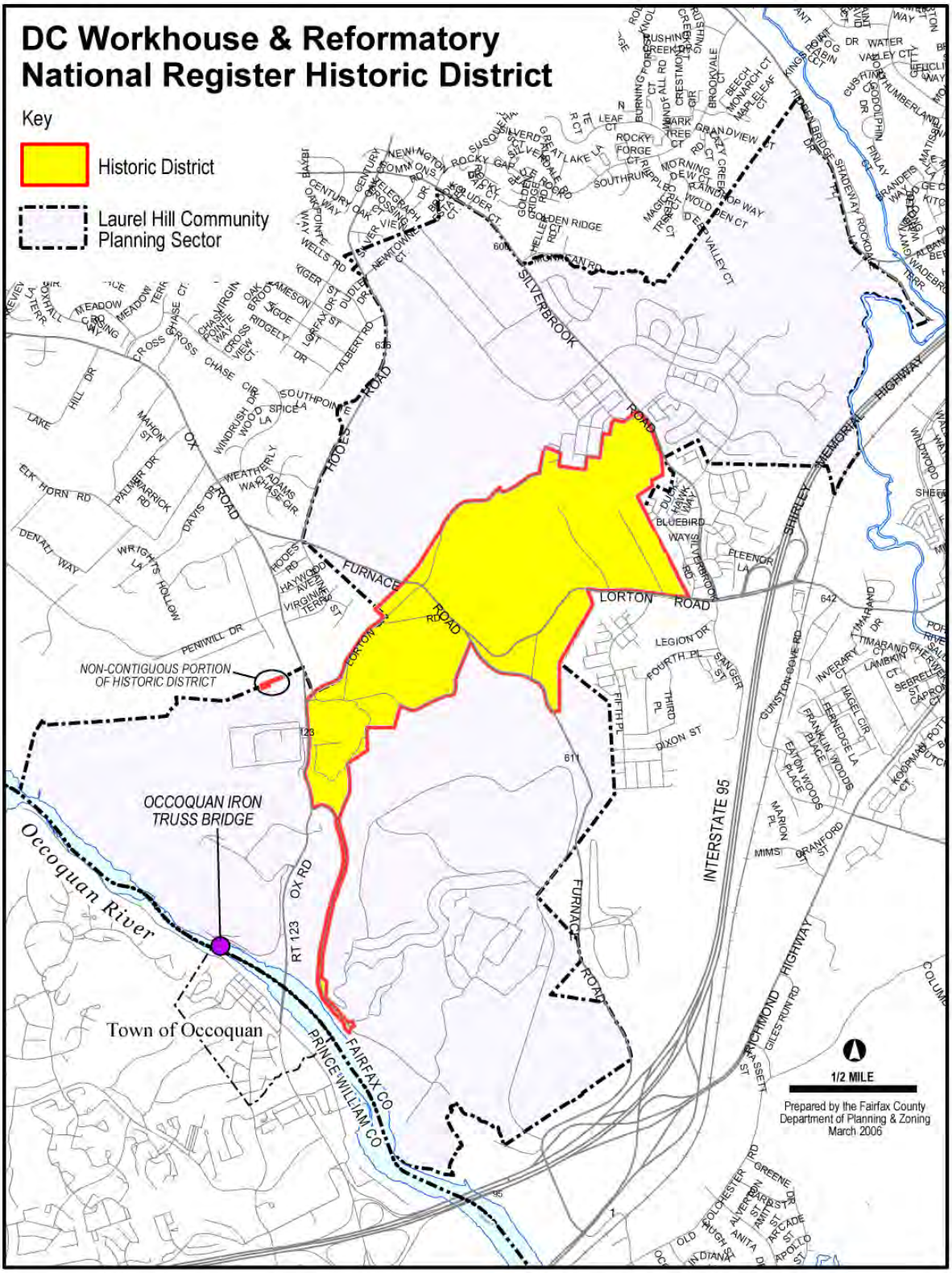

DC Workhouse & Reformatory
National Register Historic District
Key
Historic District
Laurel Hill Community Planning Sector
NON-CONTIGUOUS PORTION OF HISTORIC DISTRICT
OCCOQUAN IRON TRUSS BRIDGE
Occoquan River
Town of Occoquan
FURNACE ROAD
LORTON ROAD
SILVERBROOK ROAD
HOOES ROAD
OX ROAD
RT 123
INTERSTATE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

FIGURE 9

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

As noted above, the MOA identified 136 buildings, structures, sites and objects as contributing to the significance of a proposed historic district. While 194 buildings, structures, sites and objects have been identified for inclusion on the National Register of Historic Places, the terms of the MOA apply only to the 136 contributing structures and 106 non-contributing structures referenced in the MOA and described in the January 2000 *Final Historic Structures Determination of Eligibility Report.*"

CONCEPT FOR FUTURE DEVELOPMENT

The Laurel Hill Community Planning Sector (LP1) is defined in the Concept for Future Development as a Suburban Neighborhood and a Large Institutional Land Area. This area is planned for primarily public ownership, with two notable exceptions: the area north of Silverbrook Road, which includes land that has been developed for residential use and the northwestern portion of the former Central Facility, which includes land that has been approved for housing for active adults and independent seniors. The remaining area is planned primarily for park uses with some land reserved for other public facilities, such as a fire station and public schools, as well as institutional uses such as cultural and higher educational facilities (see Figure 10: Land Use Concept Plan).

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

AREA-WIDE RECOMMENDATIONS

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

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

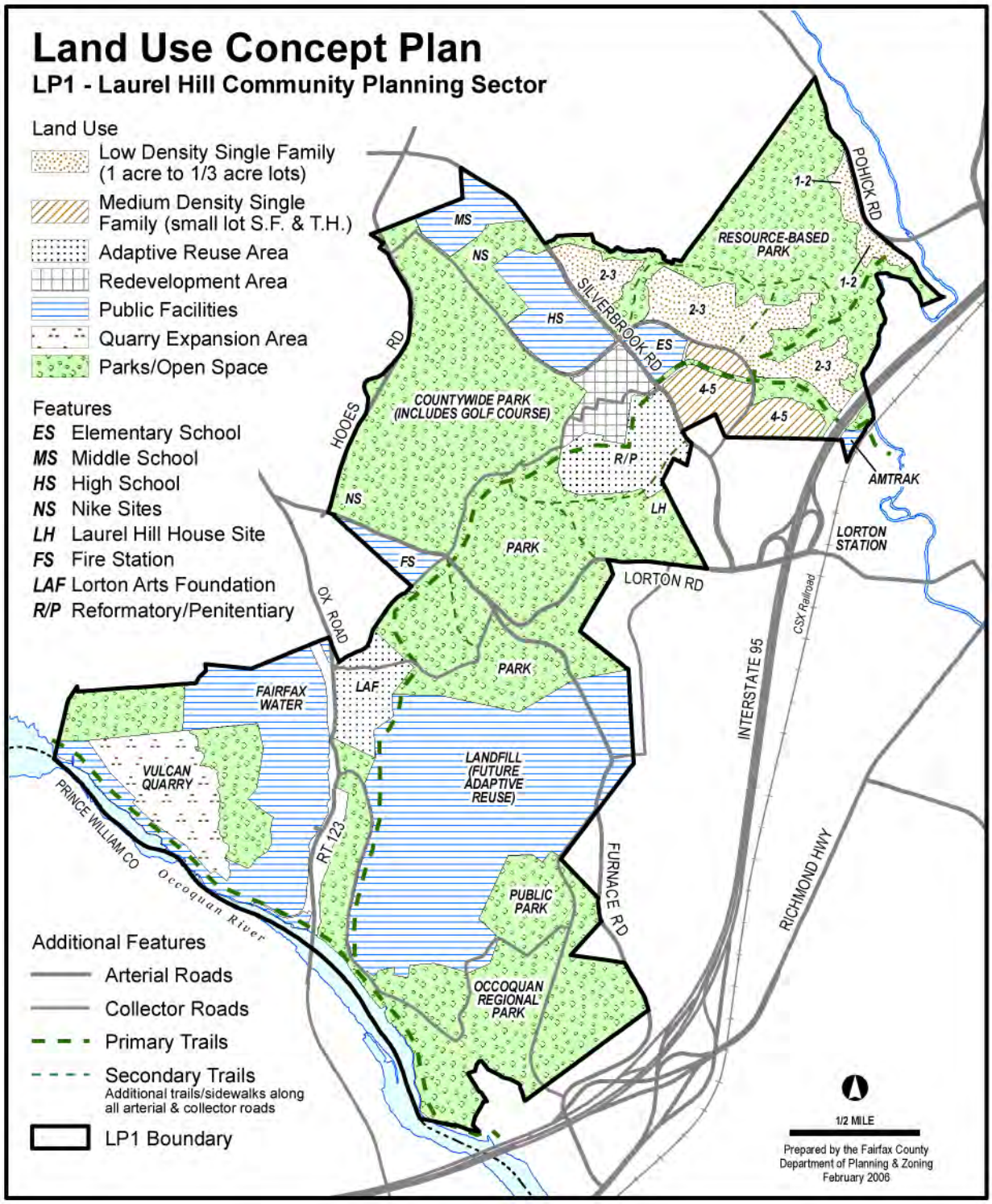

Land Use Concept Plan
LP1 - Laurel Hill Community Planning Sector
Land Use
Low Density Single Family (1 acre to 1/3 acre lots)
Medium Density Single Family (small lot S.F. & T.H.)
Adaptive Reuse Area
Redevelopment Area
Public Facilities
Quarry Expansion Area
Parks/Open Space
Features
ES Elementary School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

FIGURE 10

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

- other recreational, cultural and higher educational facilities.

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

LAND USE

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

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

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

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

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

The redevelopment area on the northwestern portion of the former Central Facility is approved for housing oriented to active adults and independent seniors. The remainder of the former Central Facility (Reformatory and Penitentiary) is planned for preservation as heritage resources or adaptive reuse. Adaptive reuse may include compatible governmental uses (such as schools and offices, subject to 2232 approval), and non-hospital institutional, public, and recreational uses as well as mixed uses detailed in Land Unit 3B. At this location as well as the Occoquan facility older structures determined to be of historic significance are anticipated to be adaptively reused. (See Figure 11 for an example of one of these structures.) This former facility, known as the Occoquan Workhouse, has been approved for reuse as an arts center.

The remainder of the northern portion of LP1 is planned for public facilities as shown on Figure 10: Land Use Concept Plan. Figure 10 indicates the location of the elementary, middle, and high school sites as well as a future fire station. The South County Secondary School which opened in fall 2005 is located on the site indicated as a high school.

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

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

Figure 11: View from Route 123 of the Administrative Building and the Occoquan Facility

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

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

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

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

potential facilities such as recreational and educational uses that are planned to be located in this general area.

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

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

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

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

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

TRANSPORTATION

The Laurel Hill Community Planning Sector is served by an extensive transportation network. Primary highway access into the area is provided by Interstate 95 and U.S. Route 1, both located to the east and south of Planning Sector LP1, and Virginia Route 123, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 12 shows the recommended Transportation Plan. Fairfax County's Department of Transportation has conducted a cordon analysis for this land unit and the surrounding area. The findings from that analysis will be incorporated into the County's Transportation Plan, which is anticipated to be presented to the Board of Supervisors in 2006.

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

To implement the land use concept for this planning sector, the following transportation recommendations need to be implemented. These recommended improvements are supported by a series of policy guidelines intended to ensure that the provision of transportation facilities is concurrent with or in advance of redevelopment of the former Corrections Property and that

there is adequate funding. These recommendations and guidelines are divided into the following categories: Transportation Needs, Roadways and Circulation and Public Transportation.

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

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

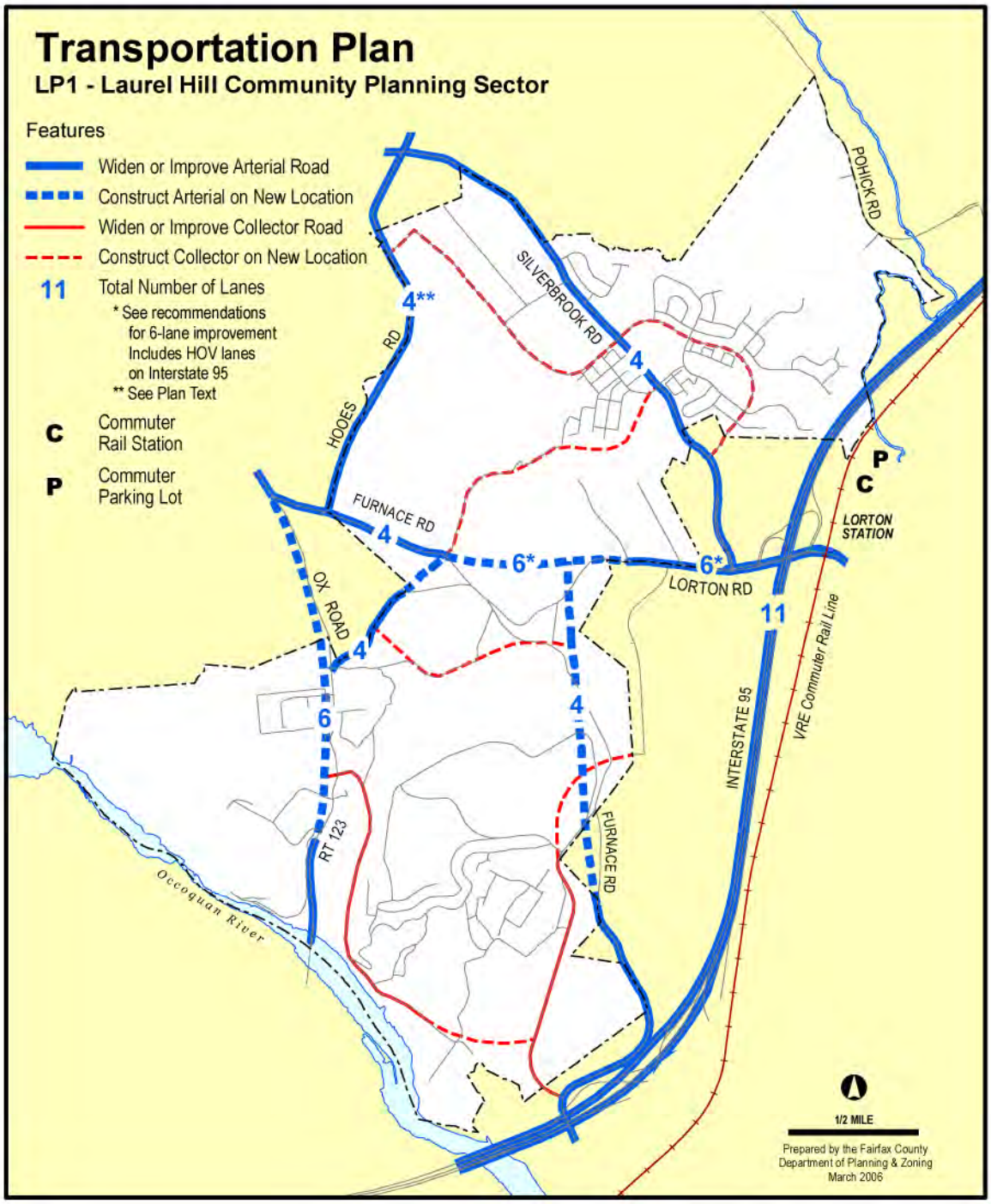
- Maintain an acceptable level-of-service (LOS) on the roadway system - A traffic LOS D standard has been applied within the County's Suburban Neighborhoods. At this service level, significant delay is experienced at intersections during the peak hours of travel, and congestion becomes more noticeable.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

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

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

- A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the Laurel Hill area, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road interconnecting Route 123, I-95, and Route 1. The eastern portion of this road that extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split, should be initially constructed as a 4-lane section; however right-of-way for a 6-lane section should be provided to allow potential widening if necessary in the future. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes.

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


Transportation Plan
LP1 - Laurel Hill Community Planning Sector
Features
Widen or Improve Arterial Road
Construct Arterial on New Location
Widen or Improve Collector Road
Construct Collector on New Location
11 Total Number of Lanes
* See recommendations for 6-lane improvement Includes HOV lanes on Interstate 95
** See Plan Text
C Commuter Rail Station
P Commuter Parking Lot
SILVERBROOK RD
POHICK RD
HOOES RD
FURNACE RD
OX ROAD
LORTON RD
LORTON STATION
INTERSTATE 95
VRE Commuter Rail Line
RT 123
FURNACE RD
Occoquan River
4**
4
4
6*
6*
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6
4
11
1/2 MILE
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March 2006

FIGURE 12

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

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

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

- Collector roadway improvements identified in the Transportation Plan Map (Figure 11) should be fully constructed in conjunction with the proposed redevelopment as well as designed as the primary access to arterial roads. Collector roads should be aligned to discourage use by through traffic. Construction of local streets which directly access arterial roads should be discouraged.

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

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

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

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

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

OPEN SPACE/PEDESTRIAN SYSTEMS

As indicated previously, the southern part of the LP1 Community Planning Sector is dominated by uses such as the I-95 Landfill, the I-95 Energy/Resource Recovery Facility,

Fairfax Water Facility, the Occoquan Regional Park and the Vulcan Quarry which are all planned to be retained over the long term. The area south of the I-95 Landfill and north of the Occoquan Regional Park is planned for park use, ultimately encompassing the former Youth Correctional Facility.

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

The new parks, which are envisioned to include one Local Park, two District Parks, one Countywide Park, one Resource-based Park, and one Regional Park, will be of the character as generally set forth in the Land Use Recommendations and will be planned for multiple recreational and leisure uses. The appropriate facilities and design for each park will be in accordance with the Fairfax County Park Authority's Laurel Hill Park Master Plan and the Park Authority's phasing and development process. Park use and development in each of the park areas will be sensitive to the preservation and interpretation of natural and heritage resources identified within each area. See Figure 13 which presents the major open space and pedestrian system for LP1.

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

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

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

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

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

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

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

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

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

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

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

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

- The two Nike areas should be incorporated into Local or Countywide Parks as heritage resource sites to ensure that these heritage resources are adequately conserved and protected.

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

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

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

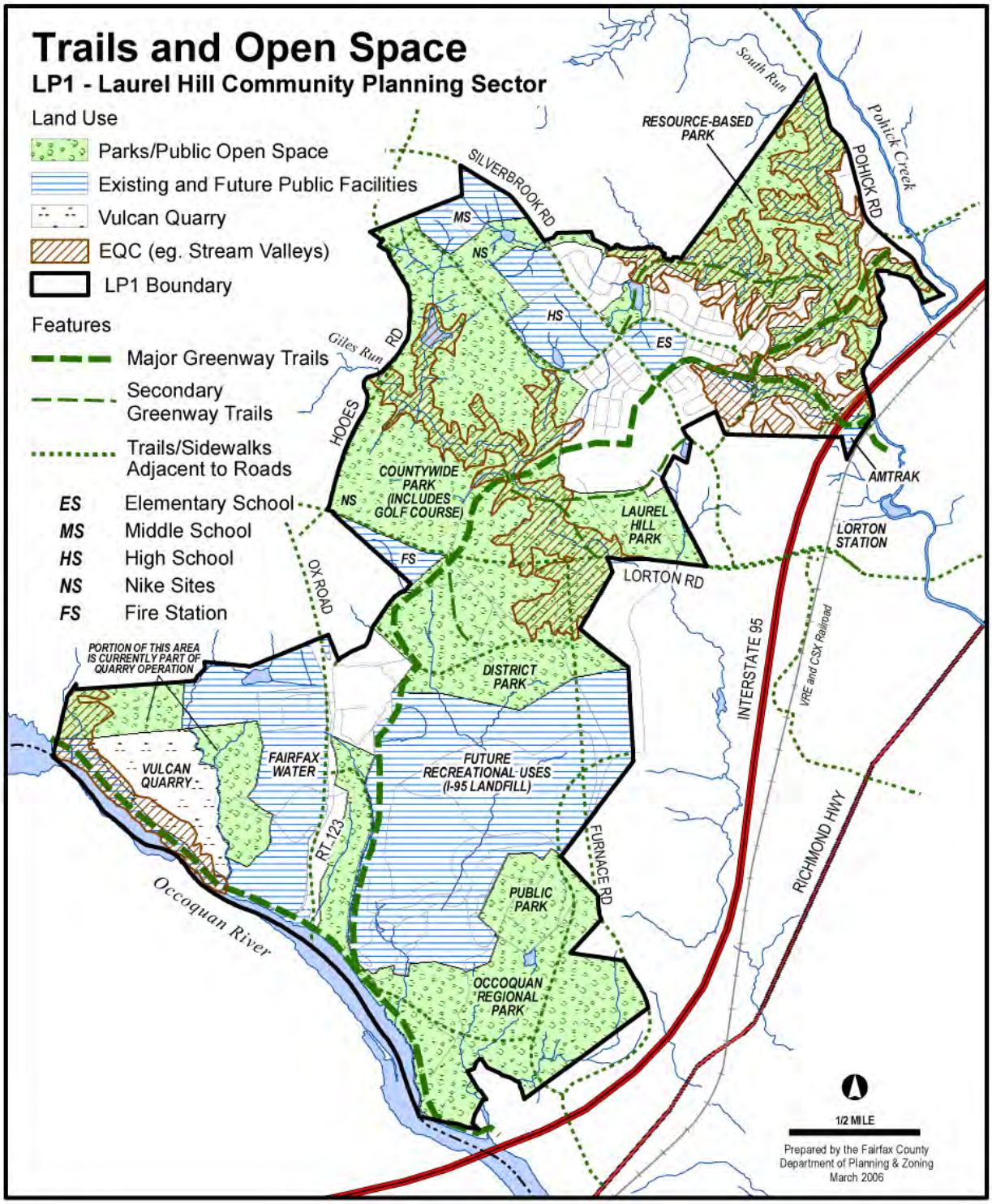

Trails and Open Space
LP1 - Laurel Hill Community Planning Sector
Land Use
Parks/Public Open Space
Existing and Future Public Facilities
Vulcan Quarry
EQC (eg. Stream Valleys)
LP1 Boundary
Features
Major Greenway Trails
Secondary Greenway Trails
Trails/Sidewalks Adjacent to Roads
ES Elementary School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

FIGURE 13

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

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

PUBLIC FACILITIES

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

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

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

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

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

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

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

- If a site for Fire and Rescue has not been located off-site to serve this area, then a site of approximately five acres should be provided on the former Corrections Property. The location of that site may be on the south side of Furnace Road between Hooes Road and

Lorton Road as shown on Figure 10, with the specific site location to be coordinated with
Fire and Rescue. In addition, there should be the potential for a future police substation, which may collocate with the fire and rescue station.

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

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

LAND UNIT RECOMMENDATIONS

In order to provide more specific guidance, Planning Sector LP1 has been divided into six land units most of which are further divided into 'sub-units' (see Figure 14: Land Unit Locator Map). Within each of the following land unit descriptions, the Plan reiterates the overall vision

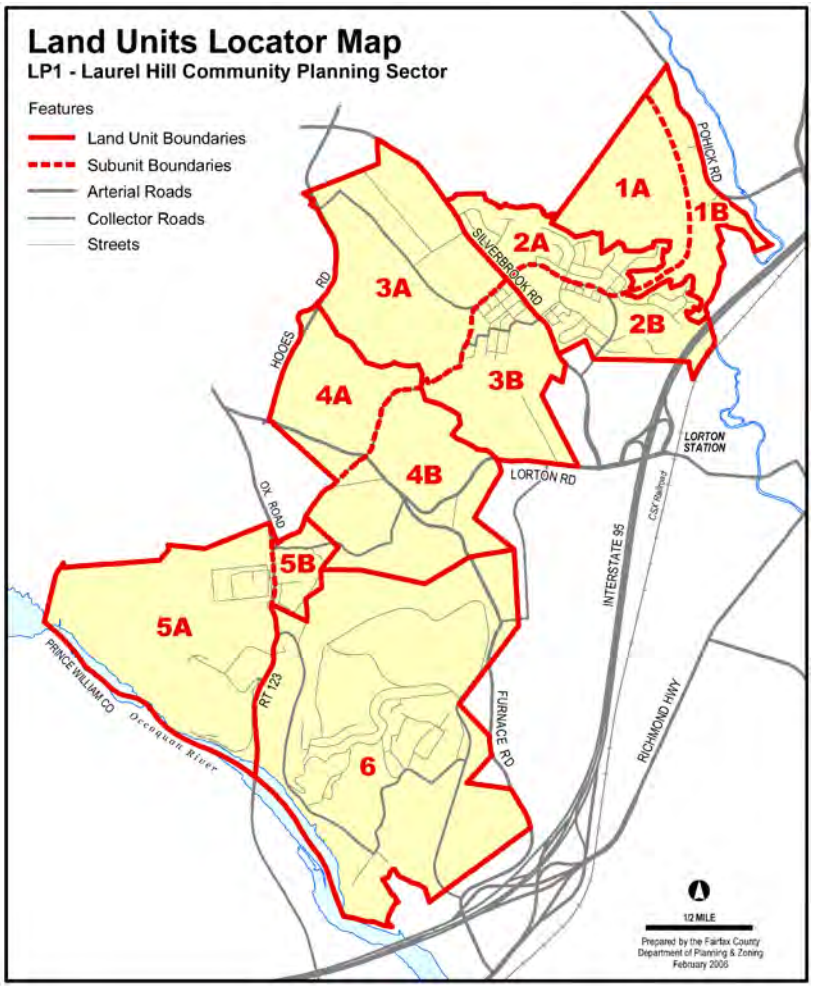


FIGURE 14

for the area and makes recommendations that will facilitate the implementation of that vision. Within each sub-unit, the Plan provides for specific recommendations that help establish the planned land uses and densities, conservation/preservation areas, and the related public improvements necessary to facilitate the development of the property in accordance with the overall Plan. Since the areas planned for residential development include large expanses of EQC areas, all density range guidance in this section pertains to developable residential land and excludes EQC and other planned open space and public facility land areas.

LAND UNIT 1

Land Unit 1 is comprised of approximately 235 acres, of which approximately 91 percent is in environmentally sensitive areas (see Figure 15). The land unit is wedge shaped and is generally bounded by Pohick Road to the northeast; Newington Forest Subdivision to the northwest; and Rocky Branch, South Run and Land Unit 2 on the south. The South Run EQC flows north-south through the land unit and serves as the divide between Sub-unit 1A and 1B.

The three stream valleys or EQC areas associated with Pohick Creek, Rocky Branch and South Run are major environmental features that should be preserved. Most of the remaining non-EQC acreage, which is an upland hardwood area, should be preserved as a part of a Resource-based Park located in Land Units 1 as well as a portion of Land Unit 2. Only the non-EQC acreage abutting Pohick Road should be developed with residential use.

Sub-unit 1A: The EQC land, as well as the non-EQC land (i.e, the upland hardwood area) within Sub-unit 1A is planned for a Resource-based Park with limited facility development. Limited facility development may include, for example, trails, wildlife observation areas and an interpretive center. The vast majority of this sub-unit should remain in its natural undisturbed state.

Sub-unit 1B: Within Sub-unit 1B, there are two distinct areas that abut Pohick Road and are separated by EQC. These areas are adjacent to the Laurelwood Subdivision which is developed at 1 dwelling unit per acre. Both areas are planned and developed for residential use at the low end of the density range of 1-2 dwelling units per acre.

LAND UNIT 2

Land Unit 2 is comprised of approximately 370 acres, of which approximately 40 percent is considered to be located within environmentally sensitive areas and approximately 60 percent is developable (see Figure 16). The land unit is generally bounded by EQCs consisting of Silverbrook Run, Rocky Branch and South Run on the north; Shirley Memorial Highway (I-95) on the east; the Lorton-South Route 1 Community Planning Sector to the south; and Silverbrook Road on the west. Secondary tributaries to South Run generally flow west to east through the land unit and serve as the divide between Sub-unit 2A and 2B.

As in Land Unit 1, the stream valleys or EQC areas are major environmental features which should be preserved as part of the Resource-based Park. In Land Unit 2, these areas are associated with Pohick Creek, Rocky Branch, South Run and Silverbrook Run. The portion of the trail within the Laurel Hill Greenway, located within this land unit, should be constructed along with any development that is planned for this land unit.

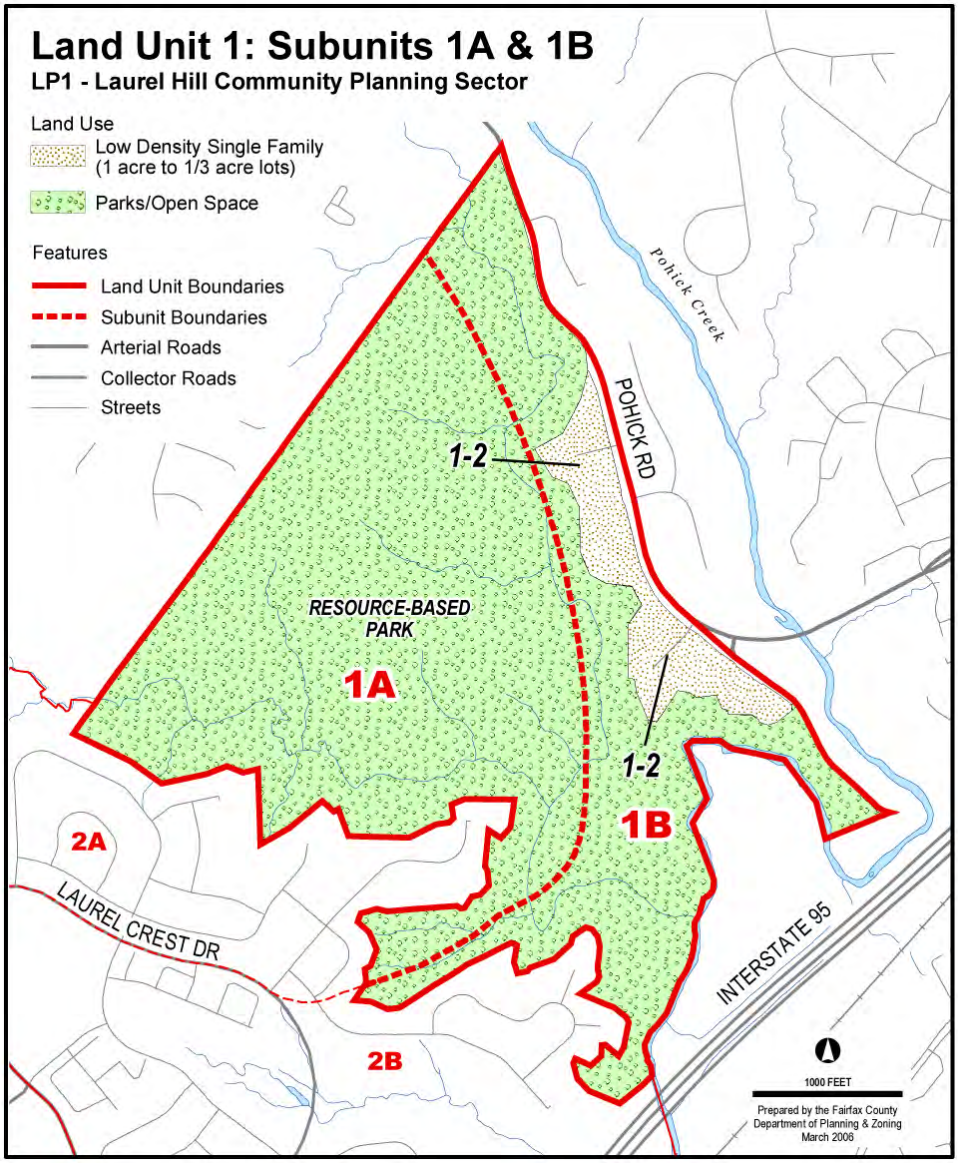


FIGURE 15

Sub-unit 2A: The land within Sub-unit 2A is primarily gently rolling terrain with steep slopes to the north, abutting the EQC. This Sub-unit is planned for and developed with single family detached housing at 2-3 dwelling units per acre.

Sub-unit 2B: The developable land within Sub-unit 2B is subdivided by an EQC area, creating two distinct areas. This EQC includes the northern terminus of the Laurel Hill Greenway and the primary sector trail. The area located to the northeast is planned and developed as single family detached housing at 2-3 dwelling units per acre. The non-

EQC area on the south and west is planned and developed as residential use at 4-5 dwelling units per acre. Public street access should be provided to the Lorton-South Route 1 Community Planning Sector, Sub-unit A2 which is located to the south. The area within this sub-unit that is located east of I-95 is planned for use by Amtrak and for open space.

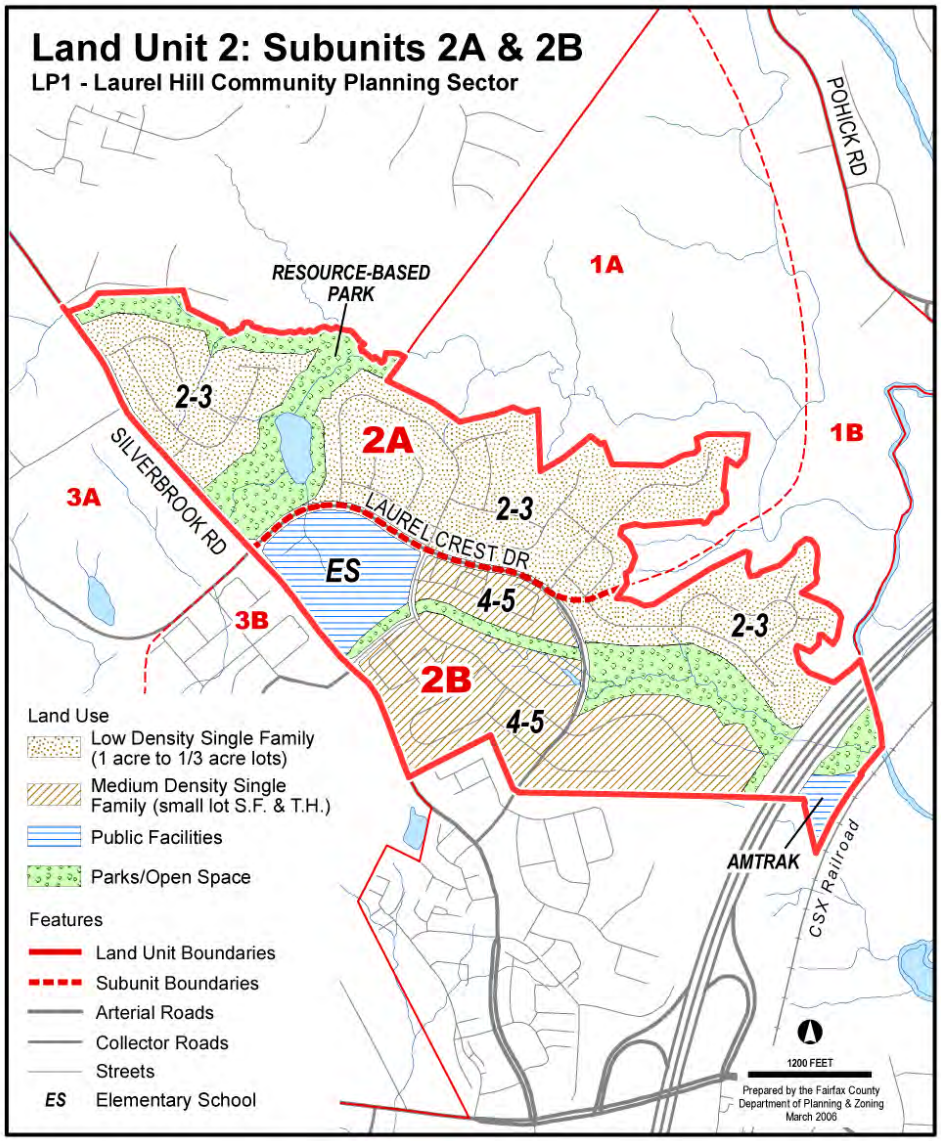


FIGURE 16

LAND UNIT 3

Land Unit 3 is comprised of approximately 610 acres of which approximately 25 percent is in environmentally sensitive areas (see Figure 17). The land unit is generally bounded by Lorton Road and Giles Run on the south, Silverbrook Road on the north, and Hooes Road on the west. A tributary of Giles Run, with steep slopes, is located parallel to Hooes Road. The Laurel Hill Greenway generally divides the land unit into the two sub-units. In addition, three of the five major ponds in LP1 are located in this land unit. The former Central Facility is located in the eastern portion of the land unit.

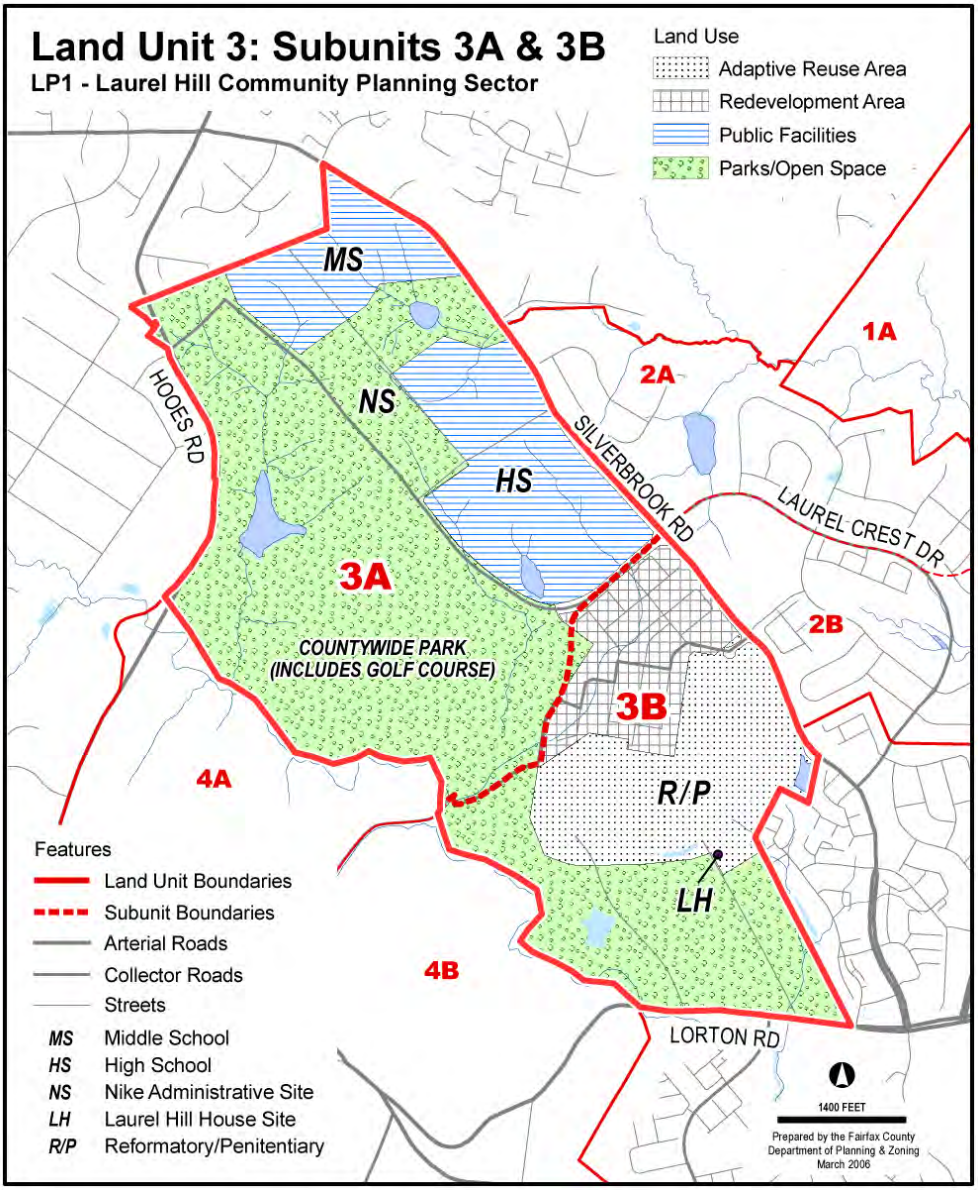


FIGURE 17

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

Sub-unit 3A: The land within Sub-unit 3A is primarily gently rolling terrain with steep slopes to the west abutting the Giles Run EQC and its tributary. A major element in this sub-unit is a portion of a Countywide Park that includes a public golf course adjoining the Laurel Hill Greenway. In addition to the public golf course, other planned open space amenities include a Local Park with an interpretive exhibit for the Nike Administrative Site and preservation of natural resource areas associated with the ponds within the sub-unit. In addition to the South County Secondary School, the remaining acreage should be developed with a middle school, recreational facilities and open space. Development within this sub-unit should occur under the following additional guidance:

- Public facilities such as the existing South County Secondary School and the proposed middle school should be collocated with the abutting Local Park to integrate recreational and educational opportunities. The middle school should, at a minimum, have a 25 acre site with 10 acres for the building, parking and circulation and 15 acres for recreational facilities and open space. A portion of the middle school's open space area should be located and designed as a buffer to the adjacent residential neighborhood. The school sites within this sub-unit need to be located and designed compatibly with the Nike Heritage Resource Site, the natural resource areas (i.e., Silverbrook Run and the ponds), and the existing public golf course, as well as taking into account the availability of sewer. Prior to the commencement of school construction, the school sites may be used for park and open space.

- The Nike Administrative Site should be incorporated as a heritage resource site in a Local Park with a natural resources protection area around Silverbrook Run and the pond to the north in order to ensure that the Nike Site as well as the pond area are adequately conserved and protected. The combined area should be a minimum of 20 acres. Athletic fields may be located at the southern part of the site, adjacent to the existing South County Secondary School's athletic facilities.

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

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

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

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

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

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

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

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

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

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

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

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

Figure 18, the Final Concept Plan Map, shows the CAC vision for the reformatory, penitentiary and the village center areas and the general road connections.

Figure 18: Concept Plan Map

Development Guidelines

Land Use Concepts

- **The Reformatory** quadrangle south of the Spring Hill Senior Housing is envisioned for adaptive reuse that may include magnet and market rate housing, and/or other uses such as education, office, technology-oriented research, and retail. Housing should be loft-type residential units which result from the adaptive reuse of the existing structures. The CAC envisioned a range between 50 to 125 units. There should be flexibility to allow for exterior modifications necessary to meet the requirements of residential use. The magnet housing units are envisioned to develop as an ancillary use to other uses within the reformatory and penitentiary area and surrounding educational, cultural and other public uses. The magnet housing units are envisioned to provide housing for professionals such as educators and public safety specialists. A conceptual view of the reformatory is shown in Figure 19.

Figure 19: Conceptual View of Reformatory

The concept plan for the reformatory illustrates utilizing the areas between every other dorm to provide space to create a more usable floor plan. As shown on Figure 20, the layout provides a central corridor with rooms/units off each side of the corridor. Depending on the mix of uses, the size and number of units could vary. In this concept, the quadrangle area (central open space) would remain as a park area available to the public. Parking for the reformatory area would primarily occur in the flat areas to the south of the quadrangle.

Circulation is envisioned to be a loop road around the reformatory quadrangle that links with Lorton and Silverbrook Roads. The road connection may extend to Laurel Crest Drive to the north. In any proposal, all road improvements would need to be coordinated closely with the Fairfax County Department of

Transportation and Virginia Department of Transportation. The site design should incorporate direct connections with the Laurel Hill Greenway and encourage pedestrian and bicycle access to the site.

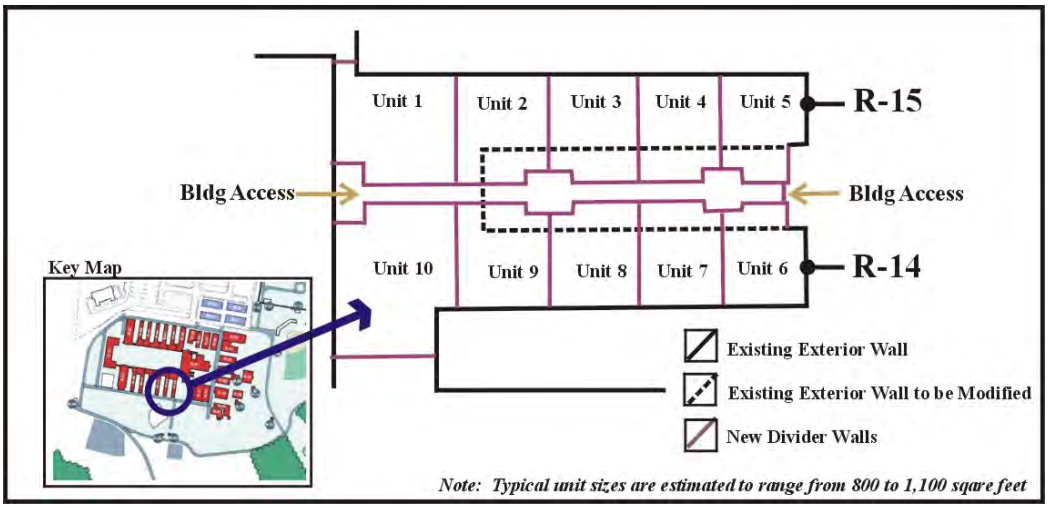


Figure 20: Typical Conceptual Floor Plan for Residential Use at the Reformatory

- **A Village Center** is envisioned to be located in between the reformatory and the ballfield and may be considered for a mix of retail (such as small boutique shops and other unique retail uses) and professional office uses. The CAC suggested commercial uses in the range of 40,000-60,000 square feet. Small professional office uses should be located along the "Main Street." The village center concept envisions a combination of rehabilitated contributing buildings along with new, infill construction. The vision is to create a center that builds on the architectural character of contributing buildings, while allowing new construction that may meet the requirements of today's retail and small office users. The village center concept includes residential uses above retail uses to create a vibrant neighborhood commercial center. This neighborhood center is envisioned to serve the former reformatory and penitentiary areas as well as serve as a hub to the senior community to the north, the new and existing residential communities north of Silverbrook Road, and other surrounding communities. A conceptual view of the village center is shown in Figure 21.

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

Figure 21: Conceptual View of Village Center

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

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

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

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

Within the penitentiary walls, parking is envisioned to be provided in proximity to the buildings depending on the use. Small parking lots should be developed in an axial relationship on the north and south sides of the penitentiary in order to meet the parking needs and respect the axial site layout. Consideration should be given to incorporating some parking along the exterior road to the east of the penitentiary. The provision of fire lanes between the penitentiary buildings and the wall may be accommodated with a stabilized lawn system to minimize impervious areas. A conceptual view of the penitentiary is shown in Figure 22.

Figure 22: Conceptual View of the Penitentiary

Design, Access and Historic Preservation Guidance

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

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

- Access to the reformatory and penitentiary area should be provided from Silverbrook Road and the collector roadway linking Laurel Crest Drive. The Silverbrook Road access should provide as direct a link as feasible to this

important collector road. Consideration should be given to realigning the northern portion of this road to tie directly into the "Main Street". Additional technical analysis of both these road connections will be required.

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

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

Phasing

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

Implementation

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

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

- At the penitentiary, possible approaches to the reuse project may include converting one or more buildings to residential use. Such residential use could include living units for independent, active adults, similar to the adjacent Spring

Hill Senior Center or residential units similar to the residential concept for the reformatory. A medical and/or nursing graduated care facility also may be included at the penitentiary. Any reduction in the number of structures to be re-used is subject to the terms of the Memorandum of Agreement.

LAND UNIT 4

Land Unit 4 is comprised of approximately 470 acres of which approximately 20 percent is in environmentally sensitive areas (see Figure 23). The land unit is generally bounded by Giles Run on the northeast, Hooes Road and Mills Branch on the west, the I-95 Landfill on the south and a subdivision of single family detached houses on the east. The area is mostly open fields with some mature vegetation along Giles Run, along the Laurel Hill Greenway and in the area north of the I-95 Landfill site. The Laurel Hill Greenway separates the area into sub-units, with Sub-unit 4A to the north and Sub-unit 4B to the south. The Old Furnace Road Bridge should be preserved and incorporated into the Laurel Hill Greenway where it runs parallel with the realignment of Furnace Road.

The EQC areas associated with Giles Run and Mills Branch and heritage resources such as the Nike site should be preserved. The EQCs, the Laurel Hill Greenway, the Nike site and the Dairy Farm are major open space amenities and are a significant element in the planning of this land unit. The preservation features as well as the remaining acreage should be developed as part of one or two District Parks in accordance with the following guidance for the sub-units.

Sub-unit 4A: This sub-unit contains approximately 210 acres of land, which includes approximately 30 acres of environmentally sensitive land. The Laurel Hill Greenway runs along the southeastern boundary of the sub-unit, linking the open space/pedestrian system to the two adaptive reuse areas (i.e., the former Central Facility and the Occoquan Workhouse). The Nike Launch Site is located at the junction of Hooes Road and Furnace Road. These features as well as the remaining acreage should be developed as part of a District Park. Development within this sub-unit should occur with the following additional guidance:

- The Laurel Hill Greenway and the trail system should interconnect the residential areas north of Silverbrook Road to the historic and recreational amenities located north and south of this sub-unit.

- The Nike Launch Site should be considered for restoration and interpretation as a significant heritage resource site, and should be incorporated as a heritage resource feature in a District Park, to ensure that the site is adequately conserved and existing recreational features optimally utilized.

- The gymnasium and cafeteria within the former Minimum Security Facility should be considered for adaptive reuse as a recreational or community center for an interim period.

- Additional facilities characteristic of a District Park should also be developed in adjoining open areas; for example, athletic fields, courts, and picnic areas.

- A fire station and/or other public safety facility may be provided on 5 acres south of Furnace Road between Hooes Road and Lorton Road. Abutting the fire station, at a minimum, two acres should be provided for a public cemetery.

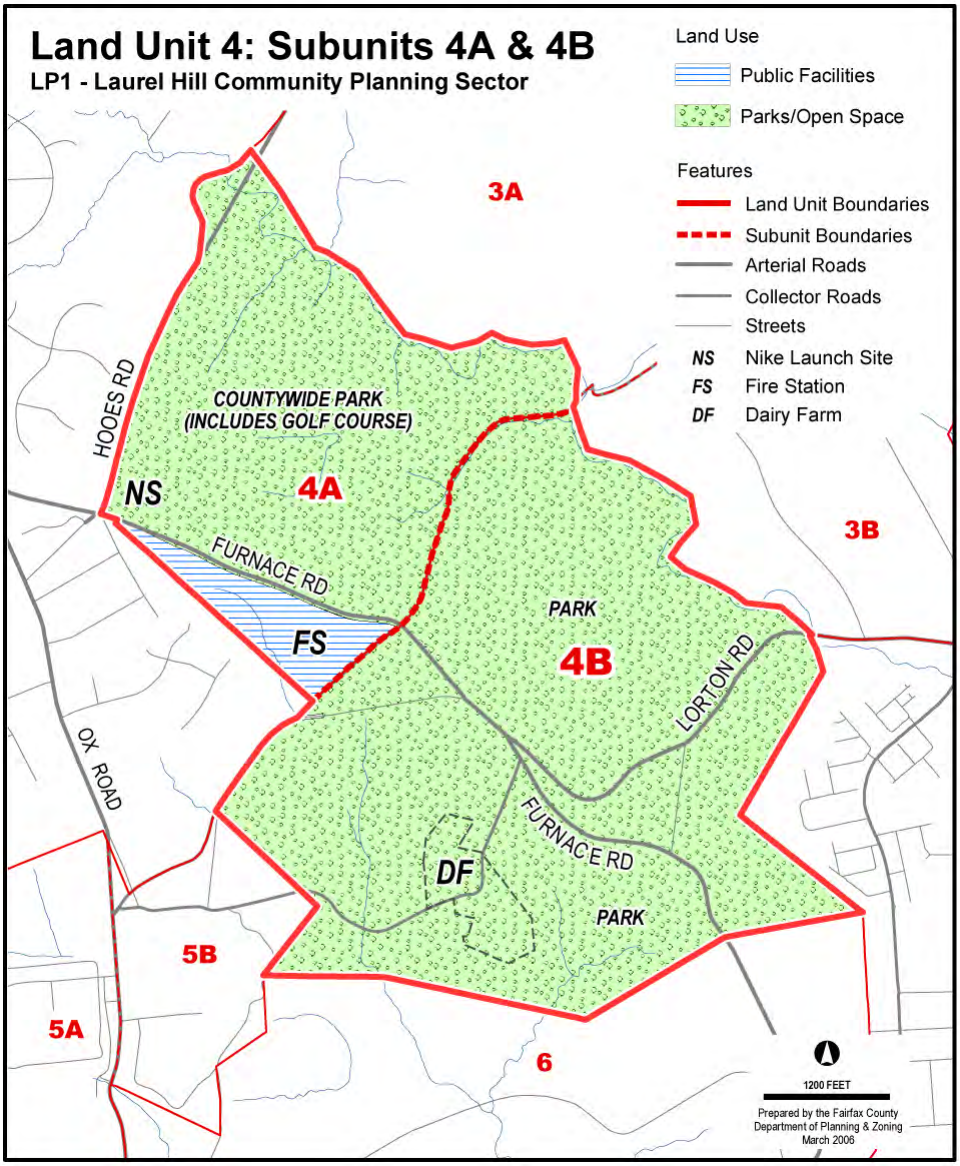


FIGURE 23

Sub-unit 4B: This sub-unit contains approximately 260 acres of land which is generally open, gently rolling terrain. Located immediately north of the I-95 Landfill is the former Dairy Farm facility. This sub-unit's primary use should be for District Park development with possible special purpose areas. Development within this sub-unit should occur under the following additional guidance:

- The former Dairy Farm facility and the surrounding 200 acres should become a District Park with special purpose areas; for example, a horticultural center, athletic

field complex, equestrian center, or other specialized use.

- The northern portion of Sub-unit 4B, north of Furnace Road and Lorton Road, should become part of the District Park in Sub-unit 4A, and be developed with typical recreational uses and/or special purpose areas for a District Park.

- The Laurel Hill Greenway should be integrated as a major linear open space amenity linking this sub-unit to the areas to the north and south of this sub-unit.

LAND UNIT 5

Land Unit 5 is comprised of approximately 590 acres of which about 15 percent is in environmentally sensitive areas (see Figure 24). Approximately 200 acres of this land unit is located outside of the former Corrections Property boundary and is currently used by Vulcan Quarry and the Fairfax Water Facility. The land unit is generally bounded by the Occoquan River to the south, Mills Branch to the east, the former Corrections Property line to the north and the American Telephone and Telegraph Easement to the west.

A major historic feature in Land Unit 5 is the former Occoquan Workhouse and related ancillary masonry buildings located immediately to the east of Route 123. The former Occoquan Workhouse complex has the greatest potential for adaptive reuse. Development of this land unit should be in accordance with the guidance for the sub-units.

Sub-unit 5A: Approximately 115 acres of the land within Sub-unit 5A, generally located south of the former Corrections Property line, west of Route 123 and north of the Occoquan River, is to be conveyed to the Fairfax County Park Authority. A portion of this property is currently being leased and used for extraction by Vulcan Quarry. North of the Occoquan River between the quarry and Route 123, is the approximately 250-acre Fairfax Water Facility property. Both of these uses should adhere to the following additional guidance:

- Extraction at the quarry should be predicated on the assumption that severe slopes, especially adjacent to swales and streams, will not be disturbed so as to pose a direct threat to stream water quality. Consequently, limits of clearing for proposed extraction sites should not encroach on severe slopes in such a manner as to render impossible sediment control and/or visual buffering for nearby residents. Further, sediment control measures should be adequate to control erosion in conformance with the guidelines of the County sediment and erosion control regulations. A natural buffer of at least one hundred feet along the southwest line of the property parallel to the Occoquan Creek should be maintained. In addition, within six months of final fill grade, or as soon thereafter as possible, the visual berm areas along the southwesterly property line, the northwest and southern corners of the property and at the creek entrance to the property along the northern property line should be planted. The plantings should consist of ground cover and evergreen trees. Upon completion of operations, the land should be left in a safe and stabilized condition so that the area can be developed for public park or private recreation uses as shown on the Comprehensive Plan map.

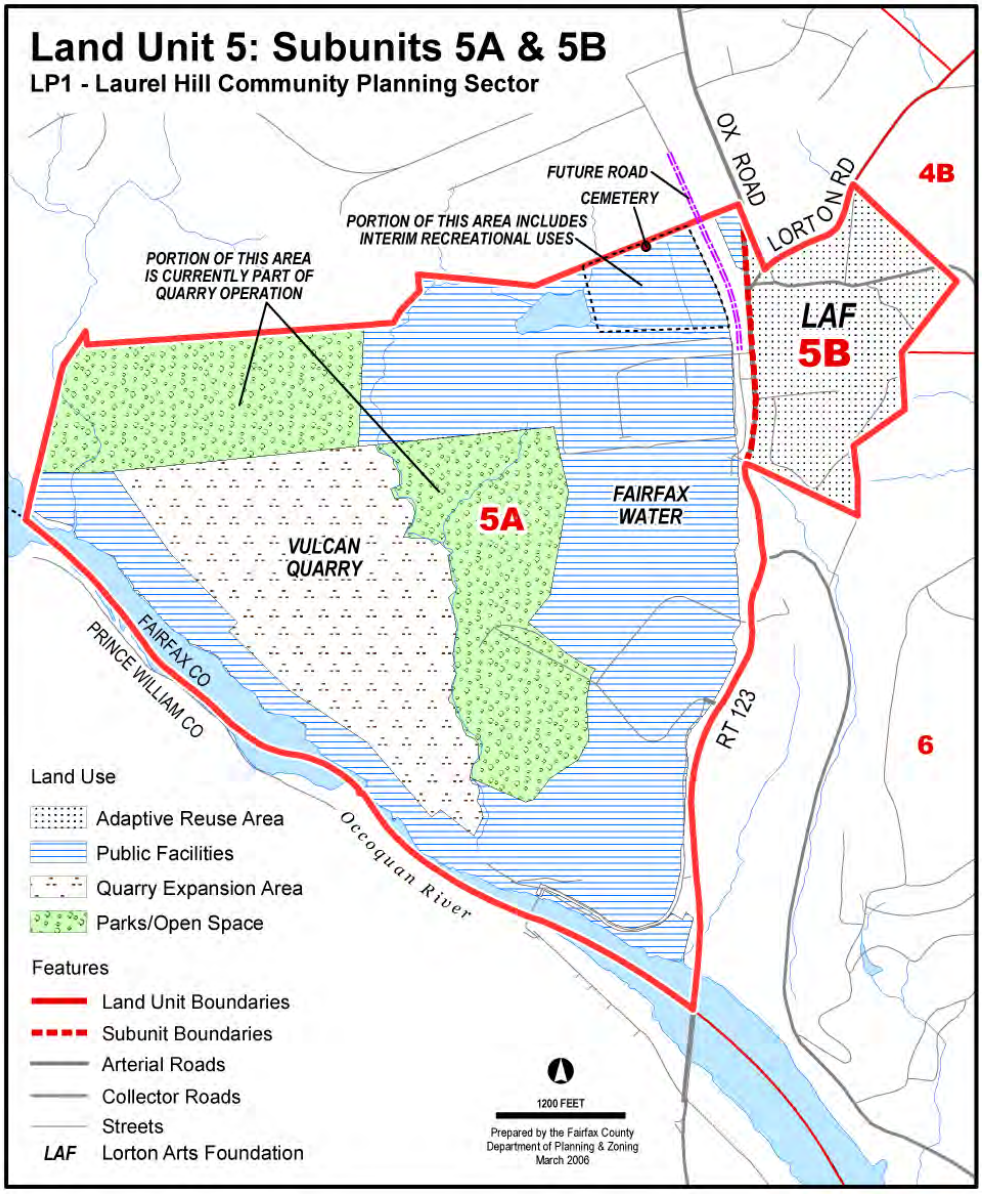


FIGURE 24

- The Fairfax Water Facility property has been expanded northward to the northern boundary of LP1 in order to meet the long term water treatment needs for Fairfax County. Buffering and screening along Route 123 and the northern boundary should be provided. The buffer area along the northern boundary should include that area's pond and any sensitive biological areas associated with the pond. In addition, a buffer area should be provided adjacent to the pond located south of the

new treatment facility in order to protect this natural resource area. In addition, the treatment plant expansion should be designed in a manner that will ensure future access to the quarry property on the west after its reclamation occurs.

- Any land not needed for the Fairfax Water Facility should be used for park purposes, including interim uses such as athletic fields.

- The half-acre prison cemetery, which was established at the turn of the 20th century, located west of the former Occoquan Workhouse and north of the Vulcan Quarry, should be preserved.

Sub-unit 5B: Sub-unit 5B is wedge shaped and is generally bounded by Route 123 to the west, Lorton Road to the north and Mills Branch to the east. The major element in this sub-unit is the former Occoquan Workhouse and associated administrative offices which are planned for adaptive reuse. This former facility has been approved for reuse as an arts center. The Laurel Hill Greenway runs north/south through the Sub-unit adjacent to Lorton Road and is planned to be an integral link within the open space/pedestrian system, connecting the Occoquan Regional Park facility with the trails and open space areas to the north.

The developable acreage should be developed with the following additional guidance:

- The Laurel Hill Greenway should be integrated as a major focal feature of the area.

- The original Occoquan facilities, and newer administrative and support facilities, such as the Administrative Office building and training buildings built in the late 1980's and the medical building built in the 1970's should be preserved and subject to approved adaptive reuse. Adaptive reuse could include compatible governmental, cultural arts, and public institutional uses.

- The 'Barn', located on the northeastern side of the sub-unit (see Figure 18: Land Unit 5: Sub-units 5A & 5B), should be adaptively reused for community activities.

LAND UNIT 6

Land Unit 6 is comprised of approximately 900 acres (see Figure 25). It is gently rolling and heavily treed to the south, with the land surface stripped and re-terraced to the north to accommodate the I-95 Landfill and the I-95 Energy/Resource Recovery Facility (see Figure 25). Land Unit 6 is generally bounded by Furnace Road on the east, the Occoquan River to the south, the Laurel Hill Greenway and a portion of Mills Branch to the west and the boundary of the I-95 Landfill to the north. The I-95 Landfill and the I-95 Resource/Recovery Facility are both planned to be retained for the long term. The Occoquan Regional Park, expansive open space and EQC associated with the Occoquan River and Mills Run, and the former Youth Correctional Facility are located in the southern portion of this land unit. The extensive EQC areas to the south and west along the Occoquan River and Mills Run should be preserved.

The remainder of this land unit should be developed with public and institutional use in accordance with the following land unit guidance:

- The landfill's numerous gas extraction wells will need to be monitored and maintained for a minimum of thirty years after closure. The ash disposal area remains highly active and the Energy/Resource Recovery Facility will remain active for the long term. The road

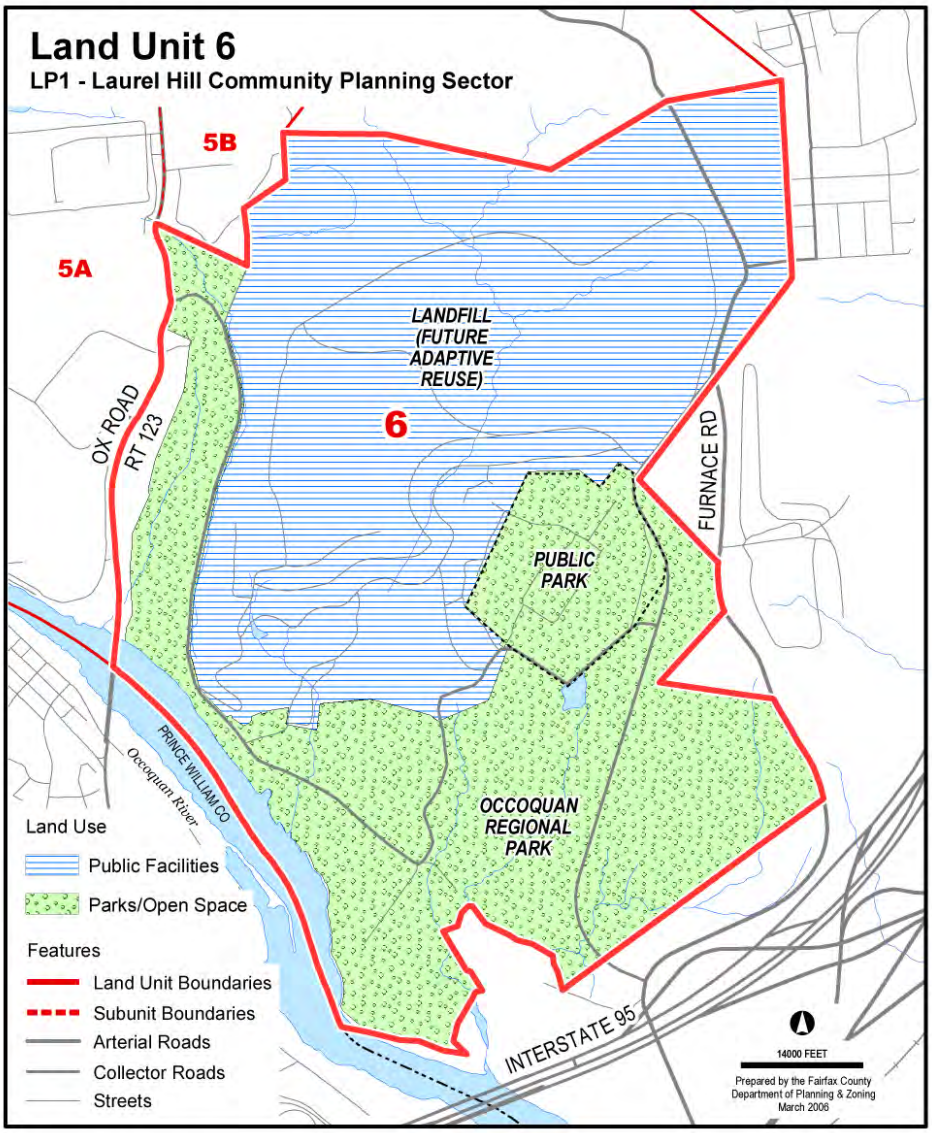


FIGURE 25

network serving the landfill area should be retained and improved to minimize negative traffic impacts. Truck traffic should be separated from park and recreational traffic.

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

- The former Youth Correctional Facility is planned for public park use by the FCPA. The Occoquan Regional Park should be expanded northward to the southern boundary of the I-95 Landfill, excluding the former Youth Correctional Facility, in order to expand both passive and active recreational opportunities for the Northern Virginia area and to preserve substantial open space and EQC areas. In addition, adjacent to this park expansion area, a single telecommunications tower should be provided to serve Fairfax County and potentially other users for public communications needs. The land area needed for this tower should be conveyed to Fairfax County, along with an access easement through the future park, to be provided by the Northern Virginia Regional Park Authority.

- The major equestrian/pedestrian trail along the Occoquan River should connect with the Laurel Hill Greenway which runs north/south through LP1 and ultimately connects with the District Park located on the former Dairy Farm site. The EQC running adjacent to the Occoquan River should be planned for passive recreational uses such as hiking and picnicking.

- The area adjacent to the proposed Route 123 bridge improvement over the Occoquan River should be designed in such a way as to establish a visually attractive gateway to Fairfax County at this highly visible location.

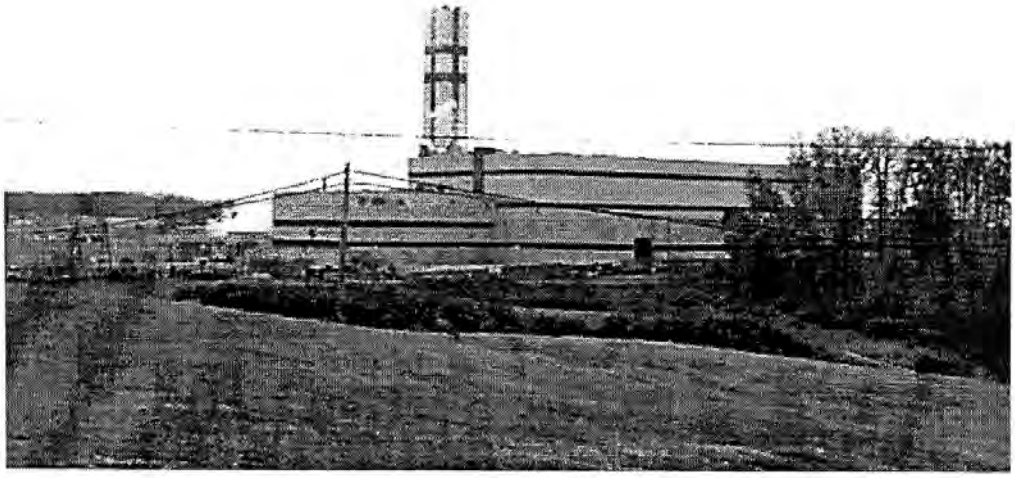


Figure 26: I-95 Energy/Resource Recovery Facility

LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

CHARACTER

The Lorton-South Route 1 Community Planning Sector consists of approximately 3,200 acres. The sector is generally bounded on the north by Accotink Creek and Fort Belvoir; on the east by Old Colchester Road; on the west by the eastern boundary of the D.C. Department of Corrections site and on the south by the Fairfax/Prince William County line (see Figure 24).

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

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

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

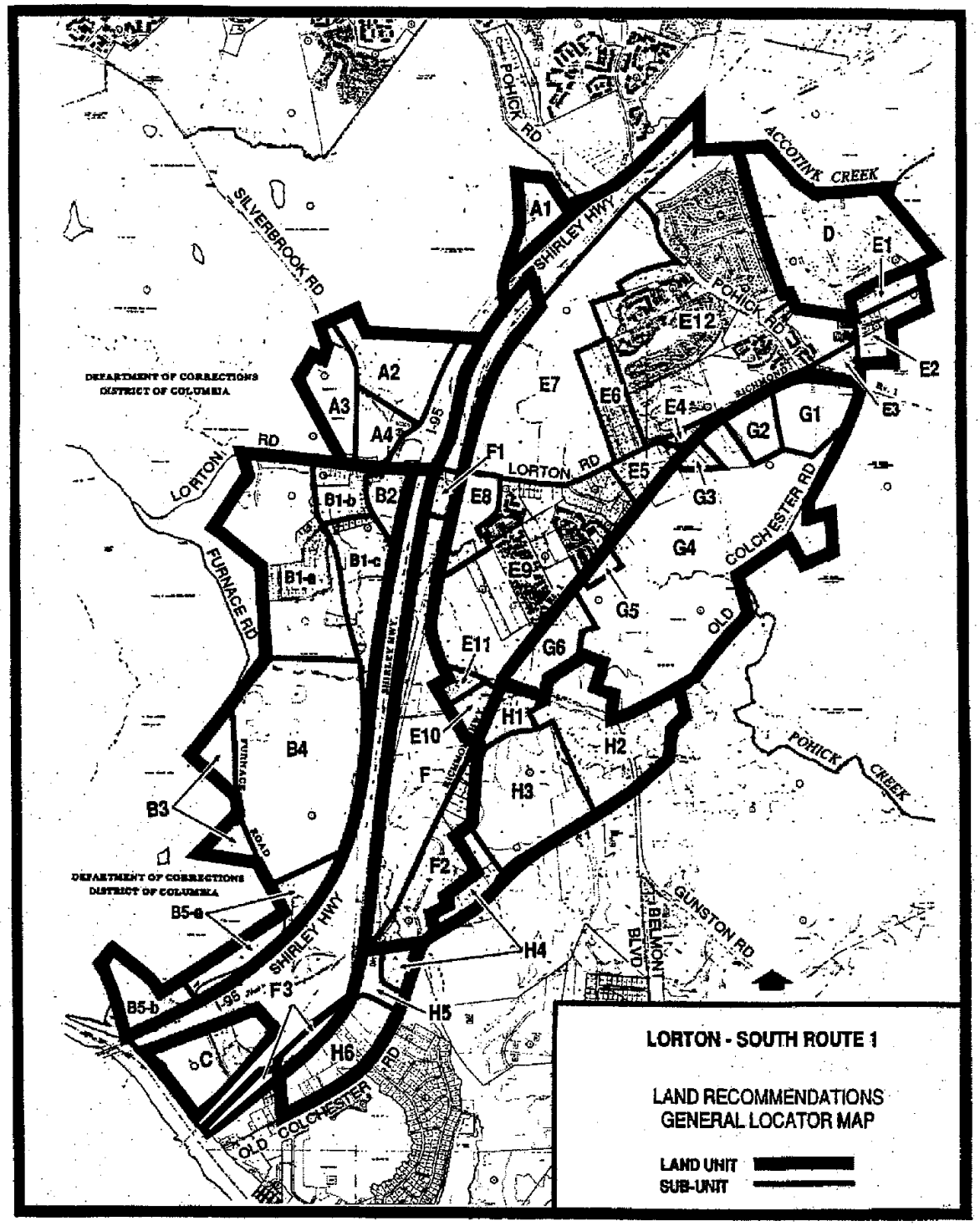
The central portion of the sector fronting on the western side of Route 1 generally between Pohick Road and Gunston Cove Road has a large residential component. Housing types include single-family attached and detached dwelling units and garden apartments. A shopping plaza, scattered commercial uses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

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

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

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

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



GENERAL LOCATOR MAP **FIGURE 21**

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Lorton-South Route 1 Community Planning Sector develop generally as a Suburban Center with portions designated Suburban Neighborhood and Low Density Residential Area. Land classified as Suburban Neighborhood are those with densities equal or less than five dwelling units per acre. Land classified as a Low Density Residential Area is located on the west side of Old Colchester Road and south of the Noman M. Cole, Jr. Pollution Control Plant and is designated as Sub-units H2, H3, H4, H5, and H6. Sub-units A1, E2, E6, E11, G1 and G2 are planned as Suburban Neighborhoods. All other land in the sector is classified as a Suburban Center.

MAJOR OBJECTIVES

Land Use

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

- Implement the positive image and sense of place through the "Town Center" concept and provide for retail, governmental and commercial offices, cultural facilities, and community services at the Center and at other key sub-units;

- Reinforce the "Town Center" land use concept with a transit center for local and regional bus service and the Lorton commuter rail station. Such transportation services should be connected to neighborhoods by vehicular, bicycle and pedestrian access;

- Strengthen the concept that the planning area is the southern "gateway" to the National Capital Area through encouraging "gateway" land uses and roadside visual improvements; special emphasis should be placed on preserving or restoring landscaped or natural treed open space along major roadways;

- Proposed land uses should be limited to those uses which will promote an improvement in the image of the area;

- Preserve and add vegetation and other landscape and streetscape elements to the Richmond Highway Corridor;

- Provide access into the core of large parcels of industrial use, so that these operations are shielded from view;

- Locate heavy industrial uses away from the roadways; Add extensive landscaping, screening and/or other buffering at the roadway edges;

- Construct a comprehensive, understandable, and attractive signage system. Discourage the use of billboards;

- Encourage public facilities and private development to exhibit exemplary design excellence in terms of architecture, siting, and landscaping through use of an architectural code or appearance code; and

- Encourage the development of a mix of housing at varying densities and costs near employment centers and mass transportation facilities. By-right industrially zoned land should be encouraged to develop as positive community uses in these areas where public sewer service areas may be expanded.

Preserve and protect existing, stable residential neighborhoods:

- Buffer residential areas from abutting and otherwise intrusive, adjacent, non-residential uses that have odor, noise and visual impacts;

- Protect stable neighborhoods from encroachment by commercial, industrial, higher density residential projects or other disruptive land uses such as landfills, incinerators, institutions, etc.;

- Develop infill of residential areas with residential uses of compatible densities;

- Develop a broad range of land use types to provide for the housing, employment, retail and social service needs of all residents;

- Develop housing at varying densities and costs;

- Locate land uses such as adult and child day care facilities and nursing homes;

- Develop low-intensity office and light industrial uses to both employ and serve area residents; and

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

Natural and Heritage Resources

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

- Protect the historic and archaeological value of the area, especially the Town of Colchester, through creation of a Colchester Historic District or other such legislative protections;

- Preserve the rural/residential character of the land along Old Colchester Road by permitting only low density residential development on both sides of the road thus helping to protect and preserve the rural and open space character of Mason Neck;

- Preserve the historic character of Old Colchester Road by discouraging heavy traffic and maintaining its rural, bucolic atmosphere;

- Locate and preserve several of Rochambeau's Revolutionary War French Army camps along Old Colchester Road, which are of national importance; and

- Preserve green space, through County acquisition of additional parkland and environmental quality corridors, and through promoting clustering of development and encouraging greater set-asides of open space, particularly in areas containing significant ecological and archaeological resources.

- An Historic Overlay District should be considered for the Cranford Church/Indian Springs Farm area near the intersection of Gunston Road and Old Colchester Road (portions of sub-units G-4 and H-2 of the Lorton-South Route 1 Community Planning Sector).

Environmental Quality

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

- Discourage development on steep slopes (greater than 15 percent), areas of low bearing strength, areas of marine clay and other unstable soils, and areas of high erosion potential;

- Discourage development within the 100-year floodplain;

- Identify and protect areas of significant vegetation and wildlife habitat and migratory corridors;

- Consider noise and air quality impacts in the assignment of land use to abutting or neighboring parcels and in consideration of traffic to be generated by such use. Encourage generous set-backs from major arterials for low density residential development;

- Identify possible current hazardous waste disposal and hazardous substance storage sites and plan for their removal or most appropriate eventual use;

- Recommend that environmental assessment be required for all new development;

- Minimize impacts of proposed new development on important ground water resources, especially in areas dependent on wells for water supply; and

- Recommend appropriate measures for the protection of stream water quality, particularly as affected by non-point source pollution (such as the sewage plant and landfills) and stream bank erosion.

Transportation

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

- Implement a transportation plan which complements the land use plan through the use of a full range of transportation modes and services for the movement of people and goods to, from and through the area;

- Implement a coordinated program of transportation system management strategies which increase the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes and direction more evenly, and increasing pedestrian and bicycle travel;

- Encourage land uses consistent with planned densities which will support a level of mass transportation high enough to promote optimal and efficient utilization of mass transit services;

- Implement bus and rail transit services and non-motorized facilities which reduce the reliance of employees and residents on the automobile;

- Implement a balanced and realistic roadway network (within economic and environmental constraints) which achieves at least a Level of Service "D" if feasible through the use of both capacity and operation improvements;

- Implement timely road improvements which facilitate access and circulation in the area and which provide alternative routes for through traffic around the area;

- Develop rail-oriented land uses and utilize rail at existing land uses, as appropriate, to minimize the amount of truck traffic;

- Implement adequate and safe truck access and management which is appropriate for the type and density of development within the area; and.

- Develop and encourage the building and use of bicycle paths and sidewalks to foster a sense of community and reduce automobile traffic.

RECOMMENDED LAND USE PLAN

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

"Gateway" Uses

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

Low Density Residential Areas

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

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

High Density Residential Area

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

Recreational Area

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

Industrial Areas

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

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

"Town Center" and Related Uses

A "Town Center" concept is proposed to fulfill the objective of establishing "a sense of place" and focal point for development. It is recommended that the area generally bounded by Pohick Road, Route 1 and Mims Street contain a variety of land uses so that people have the opportunity to work, live and shop in the same area. With a large component of existing residential uses and community-serving retail and public uses such as the Gunston Plaza Shopping Center, a post office, a fire station and a library, some elements are already in place to contribute to the "Town Center" concept. However, it is envisioned that these uses will become more interrelated with the provision of pedestrian and bicycle paths and vehicular connections. A commuter rail station is located north of Lorton Road. The development of a mixed-use project is planned on the undeveloped area between the railroad tracks and existing residential uses. It is envisioned that the mixed-use project will include commercial, office, residential and open space components. These uses, as well as any future development, should be compatible with and complement existing uses.

Public Facility Use

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

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

Environmentally Sensitive Areas

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

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

RECOMMENDATIONS

For ease of reference, this sector has been divided into land units and sub-units as shown on Figure 24. The delineation of land unit boundaries is based upon such factors as geographic proximity, similar existing land uses and Plan recommendations and physical boundaries. Some land units have been further divided into sub-units in order to provide additional guidance.

Land Use

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

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

Land Unit A

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

Sub-unit A1

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

Sub-unit A2

Sub-unit A2 is generally located east of realigned Silverbrook Road, south of the D.C. Department of Corrections site and north of Fleenor Lane. Sub-unit A2 is planned for residential use at 8-12 dwelling units per acre provided that the following site-specific conditions are met:

- Density of the Sub-unit should transition down to the low-end of the range in areas adjacent to the D.C. Department of Corrections;

- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site;

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; and

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass.

Sub-unit A3

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

- Substantial buffering should be provided between all portions of property lines and the D.C. Department of Corrections site to buffer the residential uses from the prison property;

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;

- Effective screening to mitigate visual impacts on lower density residential uses should be provided along all property lines adjacent to existing and planned lower density residential uses;

- Tax Map 107-1((1))5A and Tax Map 107-3((1))17 and 17A make up the majority of the sub-unit. It is desirable, although not required, that these parcels be consolidated with Tax Map 107-1((1))3 and 4 to ensure that the sub-unit is developed in a unified manner. If Parcels 3 and 4 are not consolidated with Tax Map 107-1((1))5A and Tax Map 107-3((1))17 and 17A, then Parcels 3 and 4 should be consolidated and developed as one project with multi-family housing at 16-20 dwelling units per acre to facilitate good design;

- Access to the sub-unit may allow a temporary left-turn access to or from Lorton Road until Lorton Road reaches its ultimate 6-lane configuration;

- Trails should be provided in accordance with the Countywide Trails Map; and

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass.

Sub-unit A4

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

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;

- Community-serving retail uses up to .15 FAR are planned;

- Effective screening to residential uses should be provided along all property lines adjacent to existing and planned residential uses;

- Smaller parcels should be consolidated and developed with adjacent land to facilitate a well-designed and efficient project and provide for the development of any unconsolidated properties in conformance with the Plan for community-serving retail uses up to .15 FAR;

- Trails should be provided in accordance with the Countywide Trails Map;

- Building heights should not exceed forty feet; and

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass.

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

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass;

- Substantial buffering and screening should be provided between adjacent non-residential and residential uses;

- Trails should be provided in accordance with the Countywide Trails Map; and

- Noise from I-95 should be satisfactorily mitigated in accordance with Policy Plan recommendations.

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

- Both types of developments provide substantial land consolidation to function in a well-designed and efficient manner and provide for the development of any unconsolidated properties in conformance with the Plan;

- Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road;

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/Lorton Road underpass;

- Substantial buffering and screening should be provided between adjacent non-residential and residential uses;

- Trails should be provided in accordance with the Countywide Trails Map;

- Building heights should not exceed forty feet for non-residential development; and

- For residential development, noise from I-95 should be satisfactorily mitigated in accordance with Policy Plan recommendations.

As a final option, Parcels 107-4((10))11-15 may be considered for public open space or park land.

Land Unit B

Land Unit B contains approximately 500 acres. It is bounded by I-95 to the east, Lorton Road to the north, the D.C. Department of Corrections to the west and the Occoquan River to the south. Shirley Acres, Green Ridge and Curtis subdivisions are located north of Dixon Street. A private debris landfill is located south of Dixon Road and east of Furnace Road on approximately 260 acres. The former Lorton school site, which is located in the

northeastern section of the sector, now houses the Fairfax County School Board Transportation Department. The remaining areas in Land Unit B are vacant or contain single-family homes on large lots.

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

Sub-unit B1

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

- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development;

- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;

- Development should retain the wooded appearance which will be maintained in part by tree preservation;

- Substantial buffering should be provided along all property lines abutting the D.C. Department of Corrections site;

- Subdivision layout should occur so that no dwelling unit is located closer than 500 feet from the actual landfill surface of the I-95 Landfill; and

- The Giles Run Environmental Quality Corridor should be protected.

However, in the event that there is a change in circumstance making the existing residential uses no longer desirable, an option for residential development at 3-4 du/ac may be considered for the area west (Sub-unit B1-a) of the Giles Run Environmental Quality Corridor, identified as Shirley Acres Subdivision provided that the following site-specific conditions are met:

- Substantial and logical consolidation should be provided so that Shirley Acres may be redeveloped as one unified project to provide for high quality design. The development of the areas north and south of Shirley Acres may be done independently of the redevelopment of the residential area but must be planned so that the ultimate development is a unified project. Redevelopment of the residential area to more intense residential uses should only be allowed when the property owners determine that existing single-family residential use is no longer desirable and provided that the owners of the area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation in the Policy Plan;

- Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided such as improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass;

- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development;

- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;

- Development should retain the wooded appearance which will be maintained in part by tree preservation;

- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams;

- Substantial buffering (minimum of 50 feet) should be provided along all property lines abutting the D.C. Department of Corrections site;

- The Giles Run Environmental Quality Corridor should be protected;

- In addition to preserving the EQC, provide non-EQC land for on-site recreation facilities sufficient to serve the residents of this proposed new development; or, as an alternative, consider providing a mix of on-site recreation and off-site recreation improvements within Land Unit B-1, at a level sufficient to serve the residents of this proposed new development (Note: Off-site improvements may include dedication and/or improvements to a neighborhood or community park that could serve some on-site recreation needs. On-site improvements, at a minimum, should include a neighborhood recreational facility.);

- Trails should be provided on-site to connect the areas north and south of Shirley Acres and to provide access to retail areas and the commuter rail station; and

- Access to the areas north and south of Shirley Acres should be provided.

The portion of Sub-unit B1-a which is located north of the Shirley Acres residential subdivision, generally west of the Giles Run Environmental Quality Corridor, and south of Lorton Road (Tax Map 107-3((1))1, 2 and 3A) is planned for single-family attached residential development at 5-8 dwelling units per acre. Single-family attached development at 5 to 6 dwelling units per acre should provide, at a minimum, a coordinated development plan which shows how any unconsolidated parcel(s) could be developed at a similar intensity with shared access to Lorton Road. Development above 6 dwelling units per acre shall provide complete consolidation of the three parcels.

In addition, all single-family attached development proposals shall accomplish the following site-specific development conditions:

- This area~~s~~ may be developed independently of any redevelopment of the Shirley Acres subdivision but must be planned so that when Shirley Acres redevelops, the entire area functions as a unified whole;

- Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided including improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass;

- Development should take advantage of the possible positive visual orientation to swales and floodplains which are unsuitable for development;

- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge;

- Development should retain the wooded appearance which will be maintained by tree preservation in the EQC areas, in part by preserving prime specimen trees and in part by an aggressive replanting plan;

- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams;

- Substantial buffering (minimum of 50 feet) should be provided along all property lines abutting the D. C. Department of Corrections site;

- A minimum 25 foot undisturbed buffer should be provided in order to maintain the mature vegetative screening between this higher density residential site and the Shirley Acres residential subdivision;

- The Giles Run Environmental Quality Corridor should be protected;

- In addition to preserving the EQC, provide non-EQC land for on-site recreation facilities sufficient to serve the residents of this proposed new development; or, as an alternative, consider providing a mix of on-site recreation and off-site recreation improvements within Land Unit B-1, at a level sufficient to serve the residents of this proposed new development (Note: Off-site improvements may include dedication and/or improvements to a neighborhood or community park that could serve some on-site recreation needs. On-site improvements, at a minimum, should include a neighborhood recreational facility.);

- Trails should be provided on-site to connect the areas north and south of Shirley Acres and to provide access to retail areas and the commuter rail station; and

- Access from this northern area must be provided from Lorton Road, with a provision for inter-parcel access to Shirley Acres, if the northern area develops before Shirley Acres redevelops. This connection should be provided at Fifth Place.

The portion of Sub-unit B1-a which is located south of the Shirley Acres residential subdivision, generally west of the Giles Run Environmental Quality Corridor and north of the Lorton Landfill (Tax Map 107-3((1))13, 14, 15 and 16), is planned for single-family detached residential use at 1-2 dwelling units per acre. As an option, this area may be considered for single-family residential use at 3-4 dwelling units per acre if all the above site development conditions are met (except the above access condition), in addition to the following site-specific conditions:

- Substantial buffering adjacent to the Lorton landfill should be provided such that no dwelling unit is closer than 500 feet from the actual surface of the landfill. (Note:

This densely vegetated buffer is provided by the approved special exception conditions for the debris landfill.);

- Access from this southern area should be provided by a minimum of two separate access routes to the arterial road system (i.e. Lorton Road and/or Furnace Road);

- If the development is single-family detached, primary access to the southern area should be via a new connector through the northern area to Lorton Road. If the southern area develops prior to the redevelopment of Shirley Acres, then this connector road should be provided generally along the alignment of Fifth Place. Additional landscaping may need to be provided to help buffer the existing homes along Fifth Place prior to redevelopment of Shirley Acres. Secondary access could be provided through Third or Fourth Place, connecting to Lorton Road via Cooper Drive and Sanger Street. An alternative secondary access could be a connection to Furnace Road. (Note: The existing roads within Land Unit B1 are sub-standard and may need improvements as a result of new development traffic within these areas.);

- If the development is single-family attached (townhouse), primary access should be provided via the extension of Dixon Street across Giles Run EQC to Sanger Street, with improvements to Dixon and Sanger Streets required. Secondary access to the southern area should be via a new connector through the northern area to Lorton Road. Additional landscaping may need to be provided to help buffer the existing homes along Fifth Place prior to redevelopment of Shirley Acres;

- Effective buffering and screening based on the density of development of the southern area, should be provided along the common boundary between Shirley Acres and the southern area; and

- Substantial and logical consolidation of the four parcels is encouraged; however, as an alternative, a coordinated development plan should be provided which shows how the unconsolidated parcel(s) could be developed at a similar intensity and be integrated into the other development through a shared circulation system.

Sub-units B1-b and B1-c are generally located south of Lorton Road, east of the Giles Run Environmental Quality Corridor, west of Sanger Street and I-95 and north of the Lorton Landfill. Sub-unit B1-b contains the Curtis subdivision while Sub-unit B1-c encompasses that portion of the Shirley Acres subdivision east of Giles Run. The boundary between Sub-unit B1-b and B1-c is Fourth Place. At the present time, these sub-units should be maintained as single-family residential use. As long as these subdivisions are in residential uses, they should be preserved and protected. To be compatible with these subdivisions, new or infill residential development should be at 1-2 dwelling units per acre, with the exception of Tax Map parcels 107-3((3))43-46 and 107-4((1))85A which are planned and zoned for residential use at 12-16 dwelling units per acre. The following site-specific conditions should be met:

- For that portion of Sub-unit B1-c that is adjacent to I-95, any development proposal should provide attenuation measures to mitigate noise impacts from I-95. These measures should mitigate both interior and exterior noise in accordance with Policy Plan guidance.

Sub-unit B2

Sub-unit B2 is located south of Lorton Road between I-95 and Sanger Street and contains the former Lorton School site. The area contains approximately 20 acres. The Lorton Road/I-95 interchange is planned to be improved. Except for parcel 74, which is the former Lorton Elementary School site and planned for public facilities, Sub-unit B2 is planned for office use at an intensity up to 0.25 FAR that would accommodate medical office use with urgent care and outpatient services. Any development should meet the following site-specific conditions:

- Full consolidation should be achieved with the exception of parcel 74;
- Development on the site, including building placement, should be located near Lorton Road, to the extent possible, recognizing the existing utility easements. The design should not impede future transportation improvements and should minimize surface parking;
- A substantial landscaped buffer along all property lines adjacent to existing and planned residential uses should be provided in order to effectively screen these uses from noise, lighting, and other impacts. Any retaining walls should be attractive in appearance and effectively landscaped to minimize any negative visual impacts;
- Development, to the extent possible, should preserve the existing slopes and their associated vegetation, provide revegetation where necessary, and minimize clearing and grading;
- Any development which generates noise or lighting impacts on the adjacent residential neighborhoods should attenuate the disturbance through mitigation techniques such as appropriate design, buffering, and sensitive operation;
- Substantial contribution towards transportation improvements should be provided, including TDM commitments. Land should be dedicated for transportation improvements along Lorton Road and Sanger Street and the interchange improvements along Interstate-95. Sidewalks should be provided along Sanger Street and Lorton Road.

Sub-unit B3

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

Sub-unit B4

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

Sub-unit B5-a & b

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

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

- Substantial consolidation of the property in both Sub-units B5-a & b should be provided to allow for a high-quality, integrated development;

- If portions of land on Sub-units B5-a & b are undevelopable due to sensitive environmental conditions, then those areas should be preserved and development should be located and transferred to Land Unit C. Development intensity on Land Unit C is planned up to .25 FAR; however, the FAR may be increased up to .27 to accommodate the transfer of development from Sub-unit B5-a & b if the transfer is provided under one unified development and rezoning action;

- Generally, development on steep slopes (in excess of 15 percent) should not be allowed;

- Adequate access with minimization of access points should be provided. A right-turn only ingress and egress on Route 1 may be considered between Furnace Road and the Occoquan River Bridge;

- Effective landscaping, possibly including berms along Route 1, should be provided;

- A thorough heritage resources survey should precede and, if appropriate, accompany development and the recovery of significant heritage resources should be undertaken with development;

- No outdoor storage uses should be permitted;

- High-quality design that is in keeping with the "gateway" concept which incorporates substantial on-site landscaping should be provided throughout the site;

- The Environmental Quality Corridor, as defined by previous zoning action may be renegotiated; however, there should be no net loss of the amount of area identified as an Environmental Quality Corridor as defined by the previous zoning action;

- Flex space uses may include office uses, provided that in Sub-unit B5-a and B5-b, the combined area of all office, both as a principal use and as an accessory use, does not exceed 80 percent of the total gross floor area of the office/industrial/flex space use;

- No fast-food restaurants, service stations or quick-service food stores should be allowed.

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

Land Unit C

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

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

- Substantial consolidation of the property in Land Unit C should be provided to allow for a high-quality, integrated development;

- If portions of land on Sub-units B5-a & b are undevelopable due to sensitive environmental conditions, then those areas should be preserved and development should be located and transferred to Land Unit C. Development on Land Unit C is planned up to .25 FAR; however, the FAR may be increased up to .27 to accommodate the transfer of development from Sub-units B5-a & b if the transfer is provided under one unified development and rezoning action;

- Adequate access with minimization of access points should be provided. A right-turn only ingress and egress on Route 1 may be considered between Furnace Road and the Occoquan River Bridge;

- Effective landscaping possibly including berms along Route 1 should be provided;

- A thorough heritage resources survey should precede and, if appropriate, accompany development and the recovery of significant heritage resources should be undertaken with development;

- No outdoor storage uses should be permitted;

- High-quality design that is in keeping with the "gateway" concept which incorporates substantial on-site landscaping should be provided throughout the site;

- Any area identified as an Environmental Quality Corridor should be preserved;

- Flex space uses may include office uses, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 80 percent of the total gross floor area of the office/industrial/flex space use in Land Unit C;

- Fast food restaurants without drive-through, and quick-service food stores may be appropriate on Lot 6H of Gunston Commerce Center. However, these uses should not be free-standing, they should not be oriented to I-95, nor should there be any elevated display advertising to attract traffic on those highways. Signage for these uses should be compatible with the “gateway” concept. The façade of any structure on Lot 6H should be compatible to the existing structures in the Gunston Commerce

Center and should not exceed two (2) stories in height. No food or retail uses should be located on the second floor.

- There shall be no fast-food restaurants or quick-service food stores on Lot 6G of the Gunston Commerce Center.

- No service station uses should be permitted.

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

Land Unit D

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

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

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

Land Unit E

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

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

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

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

Sub-unit E1

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

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

Sub-unit E2

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

Sub-unit E3

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

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

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

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

Sub-unit E4

This 4.12-acre sub-unit (Tax Map 108-3((1))2 and 3 ((2))2, 3, 4, 5, 6, 7 and 8) is planned for retail and related uses up to .25 FAR, as long as all the parcels in the sub-unit are consolidated. Absent full consolidation no development should exceed .15 FAR. Any development on the site should recognize site and access constraints. Auto-oriented uses are not appropriate. Efficient circulation should be provided and curb cuts should be minimized. Buffering and screening of adjacent residential development should be provided. Dedication for the widening of Route 1 and Lorton Road should be provided with primary access to the site from Lorton Road. Secondary access may be provided from Route 1, but must be restricted to right turns in and out. Internal vehicular circulation and locations of entrances and median breaks should be arranged to minimize conflicts with traffic on the adjacent arterial roadways. As an option, Parcels 108-3((1))2, 3, 108-3((2))2, 5, 6 may be considered for public park.

Sub-unit E5

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

Sub-unit E6

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

Sub-unit E7

Sub-unit E7 is located east of the RF&P Railroad tracks generally between Pohick and Lorton Roads and includes Parcels 107-2((1)) 8, 9, 10A, 13 and 107-4((1)) 17A. This area contains significant wetlands associated with the Pohick Creek Environmental Quality Corridor and represents a unique opportunity to create a focal point for the Lorton-South Route 1 area. Sub-unit E7 is planned for the development of a mixed-use project to include opportunities for a mix of office, townhouses and multi-family housing, open space, retail, cultural center, and hotel/motel uses to further the attainment of the "Town Center" concept. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses in keeping with the "Town Center" concept (consolidation of the entire RF&P site will satisfy this condition);

- A thorough heritage resource survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;

- A mixture of uses to reflect an overall floor area ratio of 0.30 FAR for non-residential uses on approximately 22 acres and a residential density of 5 du/ac, comprised of a mix of unit types, on approximately 202 acres is appropriate for this site;

- The land use mix between non-residential and residential uses should be maintained so that the residential use component accounts for at least one-fourth of the total development;

- The non-residential component of the development should be clustered around a commuter railway station;

- Active and passive recreational uses should be provided or a contribution for recreational uses appropriate to the residential development on-site should be provided. Recreational uses consistent with the Chesapeake Bay Preservation Ordinance may be considered in the EQC;

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass;

- A "spine road" should be provided to connect Lorton Road at Armistead Road from the south to Pohick Road from the north. The alignment and width of this connection should be determined after additional studies are undertaken. One option to be considered is the realignment of Pohick Road from the north to connect directly to the "spine road," thereby making the north-south connection the primary movement, and connecting existing Pohick Road from the southeast to the spine road by means of a "Tee" intersection. The extension of the spine road to Pohick Road should be provided as deemed necessary by the County, following further traffic analyses in conjunction with either the expansion of the VRE parking lot or development of the RF&P site.

- Uses and intensities should generally be arranged so that new residential uses are situated next to existing or planned residential uses and compatible in height, scale and intensity;

- Good design principles should be employed including the provision of pedestrian and vehicular circulation systems within and to this sub-unit with special attention given to the linkages to the commuter rail station;

- Landscaping and trees should be used in parking lots, plazas and streetside areas and medians along major roads in the "Town Center", including the "spine road" to create "boulevard-like effects";

- Architectural design features such as variations of window materials, as well as

public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;

- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building mounted and ground mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged;

- Safe pedestrian access to the commuter rail station from adjacent recreational areas and from across Lorton Road, Pohick Road and the RF&P Railroad should be provided;

- Interparcel pedestrian access should be provided to the adjacent existing residential areas to the "Town Center" areas;

- Provision of a minimum of 7 acres of land for a commuter rail station, which would provide approximately 200 parking spaces initially and would be able to accommodate an additional 500 parking spaces, if needed, in the future. The commuter rail facility should be designed so as not to preclude construction of an enclosed station structure to accommodate increased passenger traffic and other public and accessory uses in the future;

- An appropriate school site should be identified with sufficient land set aside to accommodate its construction;

- The Pohick Creek Environmental Quality Corridor is part of the Pohick Greenway and should be dedicated to the Board of Supervisors for public park purposes. The wetlands associated with it are to be protected by locating and limiting development to public uses in a manner which will not adversely impact them; and

- Substantial buffering and screening should be utilized in transition areas between residential and commercial uses.

Sub-unit E8

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

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses;

- A thorough heritage resources survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;

- The overall floor area ratio is appropriate up to .25 FAR;

- Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass;

- Uses and intensities should generally be arranged so that new uses situated next to existing residential uses are compatible in height, scale and intensity. Generous buffering and screening should be employed between non-residential and residential land uses;

- Good design principles should be employed including the provision of pedestrian and vehicular circulation systems within and to the sub-unit with special attention given to the linkages to the commuter rail station;

- Landscaping and trees should be used in parking lots, plazas, and streetside areas and medians along major roads to create boulevard-like effects;

- Architectural design features such as variations of window materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;

- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building mounted and ground mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged; and

- Safe pedestrian access to the commuter rail station from adjacent recreational areas and from across Lorton Road, Pohick Road and the RF&P Railroad should be provided.

Sub-unit E9

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

Sub-unit E10

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

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

- More intense residential development should be clustered;

- Provision of substantial buffering along all portions of property lines adjacent to planned or existing industrial uses; and

- Substantial parcel consolidation.

Sub-unit E11

The Lorton Valley subdivision should be preserved and protected. It is planned for residential use at 1-2 dwelling units per acre. As an option, residential density up to 4-5 du/ac or below may be appropriate provided that substantial and logical consolidation is achieved in accordance with the Guidelines for Neighborhood Redevelopment. In addition, the following conditions should be met:

- New development should demonstrate quality site design, usable open space, active recreation, pedestrian connections, including crosswalks and tree preservation.

- An appropriate commitment to affordable housing, Lorton schools and Lorton transportation should be provided to off-set the loss of existing units through neighborhood redevelopment and to mitigate impacts on public schools and streets.

- In order to provide appropriate landscaping and buffers between the non-residential and residential uses, all residential lots should be set back at least 35 feet from any adjacent commercially zoned property and 50 feet from any adjacent industrially zoned property. Landscaping and/or barriers shall be provided in order to achieve effective screening of adjacent non-residential uses to the maximum extent possible.

- The Lorton Valley subdivision is adjacent to commercial (C-8) and industrial (I-6) zoned properties. The C-8 District, which is intended to provide for auto-dependent commercial uses along collector and arterial highways, and the I-6 District, which is intended to provide for heavy industrial activities, may present potential impacts on adjacent residential development. Therefore, disclosure should be provided to all potential future homebuyers prior to the sales of any lots by providing a listing of all potential industrial and commercial uses that may be permitted by Articles 4 and 5 of the Zoning Ordinance, including those uses which may be permitted by special permit or special exception.

Sub-unit E12

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

Land Unit F

Land Unit F includes established and developing industrial uses adjacent to the CSX Railroad tracks and continues south of Mims Street to Hassett Street, incorporating

properties fronting on both sides of Route 1. Existing uses include storage yards, warehouse/wholesale activities, a concrete batching plant and a metals recycling facility.

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

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

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

Sub-unit F1

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

Sub-unit F2

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

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

Sub-unit F3

Sub-unit F3 is located between Route 1 and the CSX Railroad tracks and consists of Tax Map 113-3((1))40 and Tax Map 113-3((1))41. General recommendations identified for Land Unit F apply to this sub-unit.

As an option, industrial/flex space uses should be considered up to .25 FAR. The uses should strengthen the concept that this area is the southern gateway to Fairfax County, and should complement gateway development to the west. Uses may include warehousing,

wholesaling and offices, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area. The development should be well-designed, set back and extensively buffered from adjacent residential uses in order to be compatible with the surrounding low density existing and planned residential uses, "gateway" development in Land Unit C and the proposed Town of Colchester Historic District. A thorough heritage resources survey should precede development and the recovery of significant heritage resources should be undertaken with development. If public sewer service is provided to this sub-unit, it is only recommended for Tax Map 113-3((1))41 and should include the restriction that the 400-foot Rule shall not apply to Parcel 41. Tax Map 113-3((1))40, which is zoned for residential use, should be dedicated to the County and preserved as open space, and should not be provided with public sewer service.

Land Unit G

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

Sub-unit G1

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

- The area should remain residential in character;

- This sub-unit is planned for residential development at a density of 4-5 dwelling units per acre. Substantial landscaped buffers should be provided along Route 1, Old Colchester Road and Telegraph Road preserving as much existing vegetation as possible. Housing for the elderly would also be appropriate within this area. In order to further protect the Pohick Church Historic District, substantial screening should be provided adjacent to the treatment plant storage facility, which is located on Old Colchester Road;

- Industrial uses should not be allowed. The Noman M. Cole, Jr. Pollution Control Plant property should provide substantial buffers along its boundary with Old Colchester Road;

- Buildings taller than Pohick Church (39.5 feet) should not be allowed and freestanding signs should not exceed 10 feet in height;

- All improvements, to include public facilities, parking lots, structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed and installed to be compatible with the Pohick Church in terms of mass, scale, height, color, type of material and visual impact. Any widening of Route 1 should be accomplished only by taking land on the north side of the existing roadway. All development within the historic district should be reviewed by the Architectural Review Board. No incompatible development should encroach upon the district; and

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

Sub-unit G2

Sub-unit G2 (Tax Map 108-1((1))27A and 27B; 108-3((1))16) is located on the east side of Route 1 and south of Pohick Road. It is also located within the Pohick Church Historic District. The area is planned for residential use at a density of 3-4 dwelling units per acre with an option for a density of 4-5 dwelling units per acre for housing for the elderly. Churches or other institutional uses may be appropriate. All uses should be compatible with the Pohick Church Historic District. Substantial buffering should be provided along any portion of a property line which is adjacent to the Pohick Church or Noman M. Cole, Jr. Pollution Control Plant properties.

Sub-unit G3

Located southwest of the Woodside Apartments and on the east side of Richmond Highway across from Gunston Plaza (Tax Map 108-3((1))12A, 13A and 14), this 8-acre sub-unit is part of the Noman M. Cole, Jr. Pollution Control Plant property. This property is planned primarily to serve as an undisturbed buffer area between the Noman M. Cole, Jr. Pollution Control Plant and Richmond Highway and between the sewer plant and the adjacent Woodside apartments. No expansion of the sewer plant should take place in this area.

Sub-unit G4

Sub-unit G4 is planned for public facilities, governmental and institutional uses and contains the Noman M. Cole, Jr. Pollution Control Plant. Permanent ballfields are located on the southwest portion of this sub-unit. The Noman M. Cole, Jr. Pollution Control Plant has been expanded on approximately 160 acres generally south of the existing plant as approved under a 2232 Review in 1988. Development of this area for the expanded plant should continue to recognize the following factors:

- Since a portion of the site involved is floodplain, it must be assured that any development, including site grading or channeling of Pohick Creek, meets appropriate environmental standards and guidelines for protection of the Pohick Creek Environmental Quality Corridor and the stream valley in the vicinity, and adequately responds to the general County policy that such a valley contain a Countywide trail;

- There should be no additional access to Old Colchester Road and/or Gunston Road which south of Pohick Creek serves no land planned for commercial or industrial uses. However, the portion of Old Colchester Road between the existing plant and acquired plant property may be accessed (see land use recommendations in Mason Neck Community Planning Sector). There should be heavily landscaped buffers next to these roads, and development planned adjacent to this facility and also next to Route 1 if any plant expansion utilizes parcels fronting on Route 1;

- The plant expansion should be sufficiently buffered to minimize off-site odor, visual, noise and traffic impacts and should ensure that the plant does not hinder development of surrounding areas in accord with the Plan;

- If heavy truck traffic between the existing plant and the expansion is required, the traffic should be accommodated entirely on-site; and

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

Sub-unit G5

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

Sub-unit G6

Sub-unit G6 (Tax Map 107-4((1))38 and 39, ((16))1-53 and A; 113-2((1))7, 8, 9, 10 and 15) is located on the east side of Route 1 and north of Gunston Road. This sub-unit is planned for residential townhouse or townhouses and single-family detached development at a density of 5-8 dwelling units per acre. Development is contingent upon the following site-specific conditions:

- Provision of high quality design;

- A 50-foot buffer along the south boundary adjacent to Gunston Road;

- Interparcel access via a service road to the north to provide access to the ballfields opposite the library; and

- A 50-foot buffer between the townhouse use north of Gunston Road and the Noman M. Cole, Jr. Pollution Control Plant right-of-way west of the Indian Springs farm.

Land Unit H

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

Sub-unit H1

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

- More intense residential development should be clustered;

- Provision of substantial buffering along Gunston Road and all portions of property lines adjacent to planned or existing non-residential uses; and

- Substantial parcel consolidation is achieved.

Sub-unit H2

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

Sub-unit H2 is located along Gunston Road west of Old Colchester Road. Sub-unit H2 is planned for residential use at .2-.5 dwelling unit per acre to provide a transition between the Route 1 Corridor and Mason Neck. Parcels 113-2((1))28-33, 36, and 37 are planned for residential use at .5-1 dwelling units per acre. Residential development may be clustered in order to preserve environmentally sensitive areas such as steep slopes.

Sub-unit H3

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

Sub-unit H4

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

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

Sub-unit H5

The County has acquired Sub-unit H5. It is planned for public park use and should be developed as Mason Neck Park West with appropriate amenities. The Giles Run

Environmental Quality Corridor should be preserved. A pedestrian trail between Giles Run and the Harbor View and Old Colchester areas should be provided.

Sub-unit H6

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

Transportation

Transportation recommendations for this sector are shown on Figures 22 and 23. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

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

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

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

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

Public Facilities

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

- In order to meet the growing need for public utilities, additional electrical sub-stations and transmission lines will be required by Virginia Power;

- Locate an electrical sub-station by Virginia Power on Parcel 107-2((1))8;

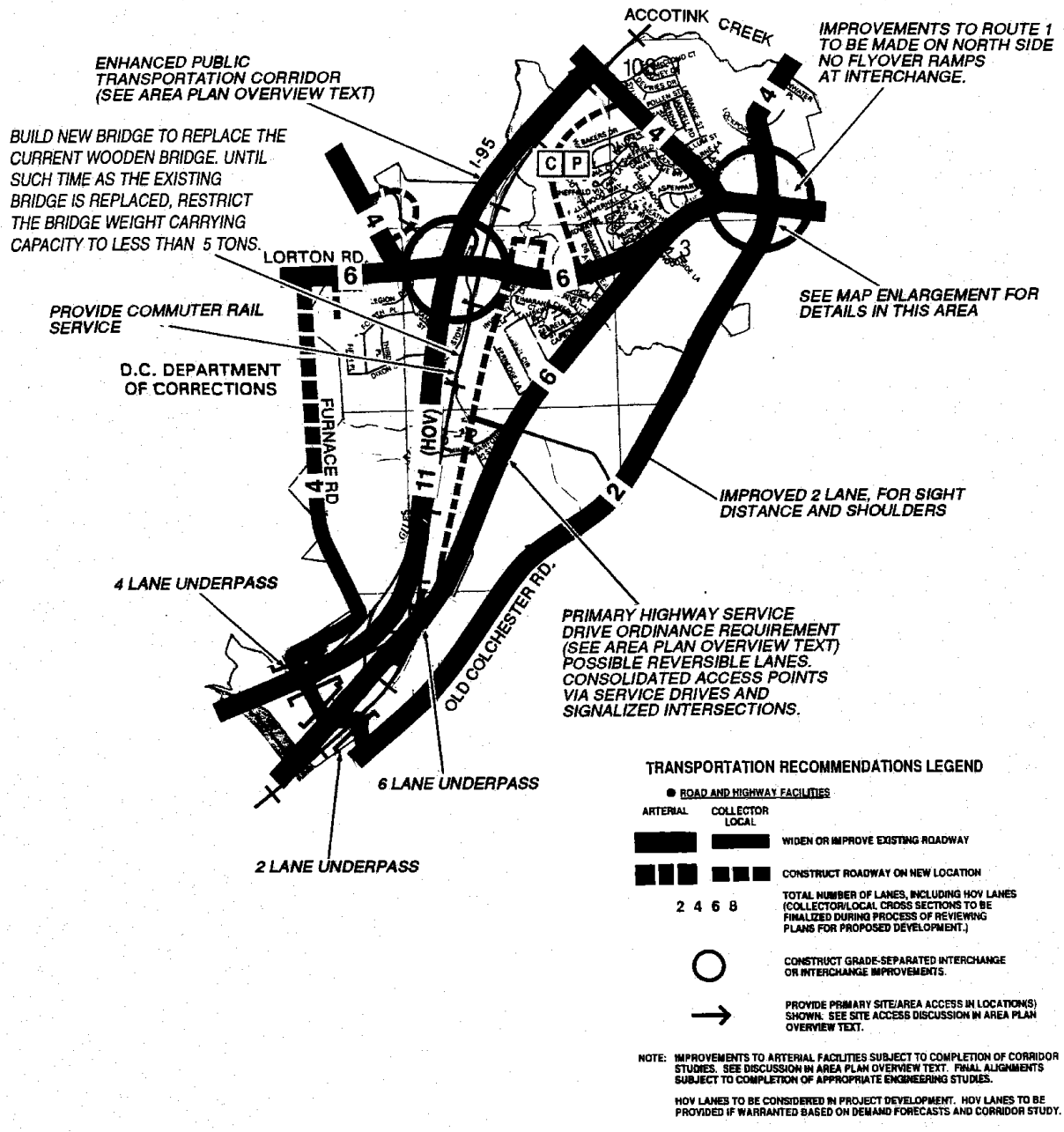
- Locate a senior center and offices of County support agencies providing services to the elderly and relocate the Lorton Community Action Center to be part of the senior center on Parcel 107-4((1))34;

- Assess the need for a police station in the vicinity of the Lorton Fire Station to serve the southeastern part of the County;

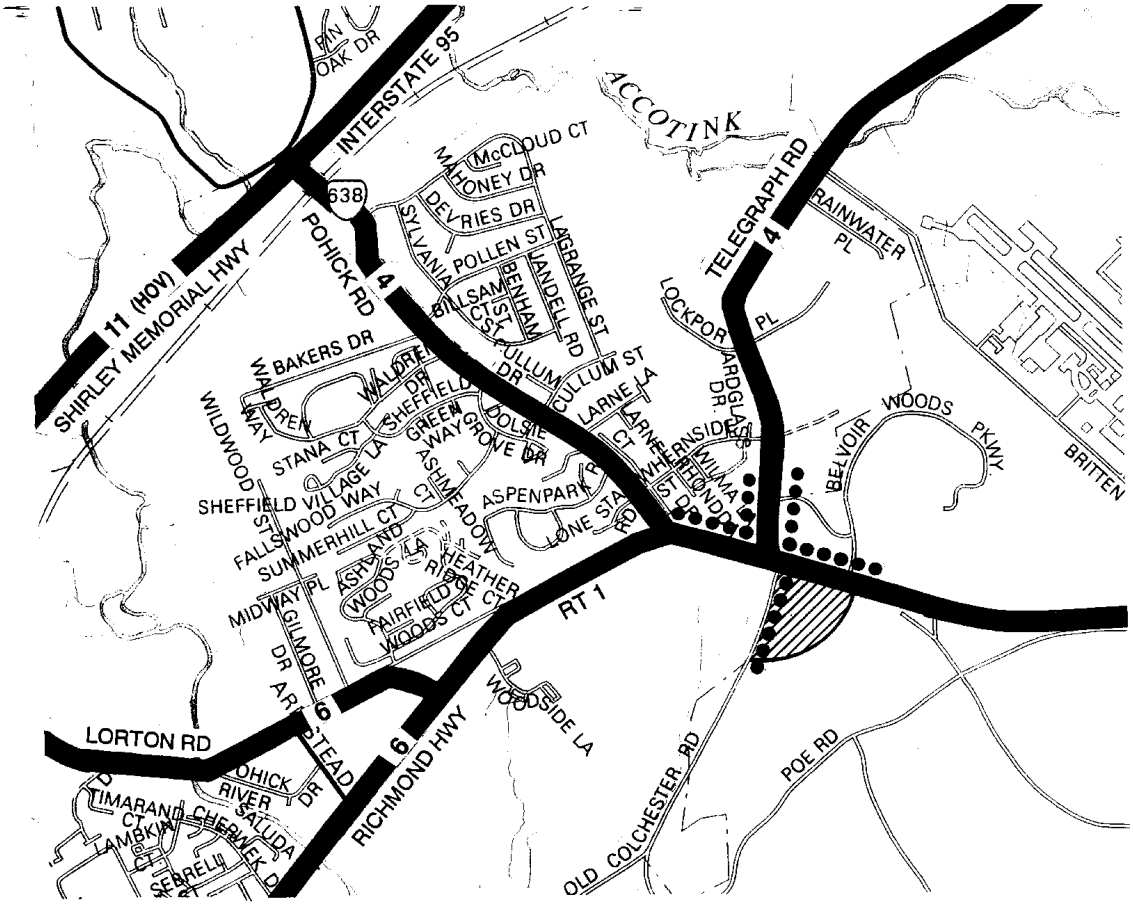
- Because of the high concentration of heavy industrial uses in Lorton, e.g., the Noman M. Cole, Jr. Pollution Control Plant, the I-95 Sanitary Landfill, the Resource Recovery Facility, and several debris landfills, it is appropriate to locate in the LP2 area County offices responsible for environmental monitoring and zoning enforcement in the LP2 area.

Consistent with the proviso below, the Approved Sewer Service Area has been extended from the current center line of the existing right-of-way of Route 1, 400 feet to the east from the intersection of Route 1 and Gunston Road south to the intersection of Route 1 and Giles Run Road excluding any land which is within 400 feet of the existing western edge of the right-of-way of Old Colchester Road.

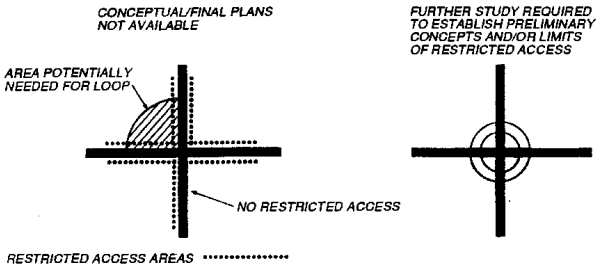
In addition, as further limitation on the extension of the Approved Sewer Service Area east of Route 1 and south of Gunston Road, the County's administrative policy established July 2, 1979, which permits the extension of sanitary sewer lines, under certain circumstances, up to 400 feet beyond the approved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



TRANSPORTATION RECOMMENDATIONS **FIGURE 22**



KEY TO INTERCHANGE ENLARGEMENTS



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

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.

INTERCHANGE RECOMMENDATIONS **FIGURE 23**
LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

use which is located outside the approved sewer service area shall be permitted to connect to public sanitary sewer.

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

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 24. 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 25 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 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 24
PARKS AND RECREATION RECOMMENDATIONS
SECTOR LP2

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 25**

LP3 MASON NECK COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

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

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

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

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

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

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

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

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

Wiley-Gunston Heights Conservation Area

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

CONCEPT FOR FUTURE DEVELOPMENT

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

The Mason Neck Community Planning Sector is planned for .1 dwelling unit per acre, public park, public facilities, governmental and institutional uses and private open space in order to maintain the rural character of the area and protect environmentally sensitive areas, such as the national wildlife refuge which includes the rare eagle nesting grounds, and historically significant sites. To promote the rural character of the area, retaining the existing, and promoting additional, agricultural districts should be encouraged. There are no sites in the sector that are planned for commercial use. These planned land uses do not require public sewer service; therefore, the integrated sewer service area should not be extended to the Mason Neck Community Planning Sector. However, the Approved Sewer Service Area has been expanded to include lots with existing legally established dwelling units as of March 21, 1994 in Section 1 of the Gunston Heights subdivision and the Wiley subdivision to allow connections to a pump and haul sewer system only for those existing dwelling units which have failed or imminently failing septic systems (or have a history of failure) or privies to remedy public health hazards.

RECOMMENDATIONS

Land Use

Figure 26 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.

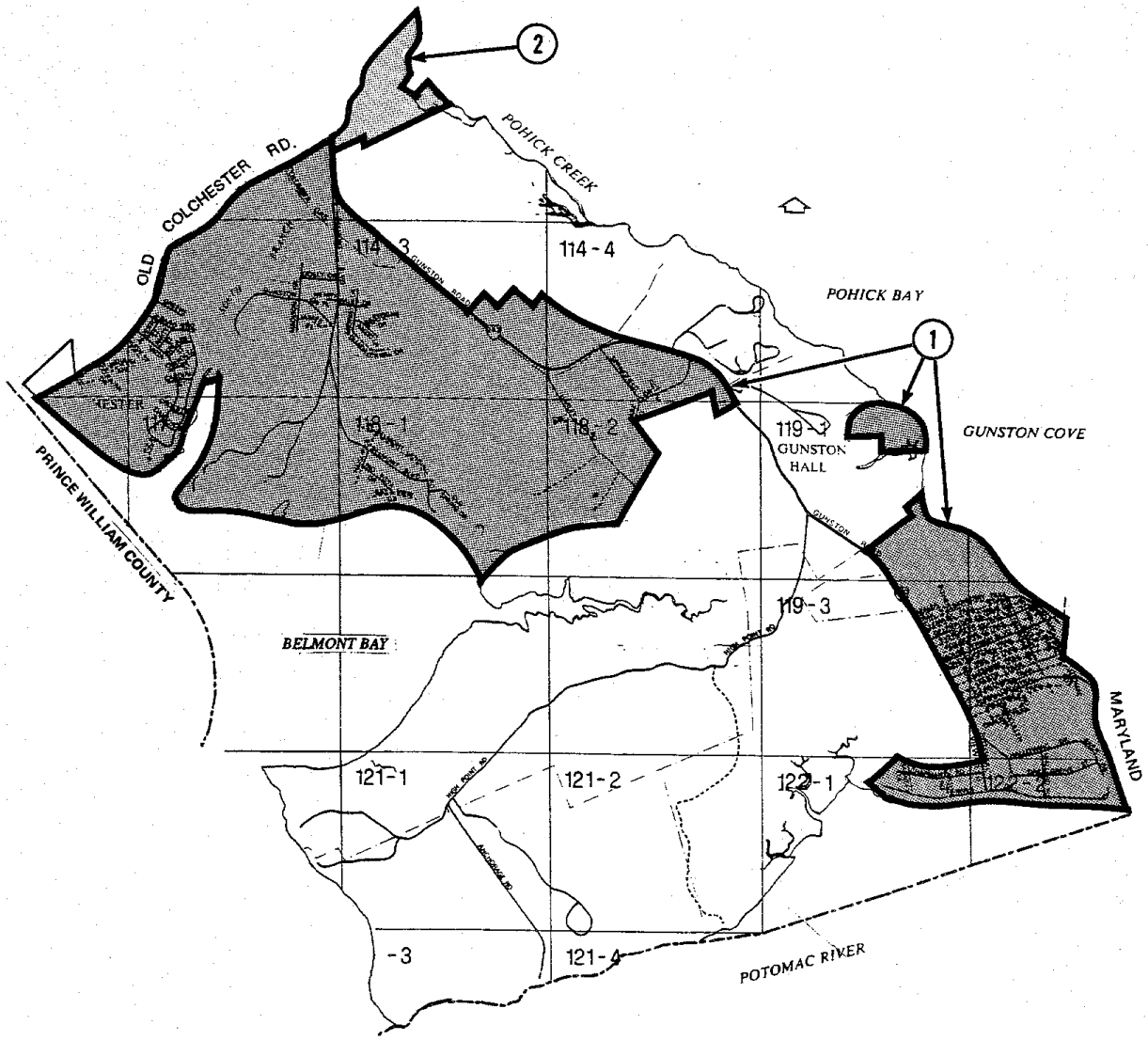
1. This sector is planned for very low-density single family residential use at up to .1 dwelling unit per acre. As an option, a density of up to .2 dwelling unit per acre may be appropriate if it is clustered and results in the preservation of EQC and other sensitive lands, provides substantial land in privately protected open space or public ownership, and contributes to maintaining the rural character of Mason Neck. Development at the baseline and optional levels should only occur where suitable soils allow for septic systems.

   Most new development on Mason Neck will occur on lots of two acres or larger. On lots of this size it is possible to preserve features of ecological value and to minimize the impacts of development on wildlife and water quality. These practices are known collectively as minimum impact development techniques. New large lot development on Mason Neck should:

   - Limit site disturbance for individual lots;
   - Site homes on the least sensitive portion of each lot;
   - Maintain open space in an undisturbed state or actively manage it to enhance habitat value;
   - Link open space within lots to adjacent park land and EQCs;
   - Minimize the amount of new impervious surface on individual lots;
   - Discourage the building of fences and other barriers in identified wildlife corridors;
   - Retain existing forest cover and encourage re-vegetation of cleared areas with native plant species that have a high value as a food source for desirable species of wildlife; and,
   - Encourage the use of small on-lot bioretention facilities for stormwater management.

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

2. The area located east of Old Colchester Road, north of the Pohick Bay Regional Park and west of Fort Belvoir is planned for residential use at .2-.5 dwelling unit per acre. Within this area, a 23-acre property (Parcel 114-1((1))6) is located adjacent to the Noman M. Cole, Jr. Pollution Control Plant property separated only by Old Colchester Road. The County owns this property and the portion of Old Colchester Road which traverses the



LAND USE RECOMMENDATIONS **FIGURE 26**
GENERAL LOCATOR MAP

property should continue to be regulated to encourage public use of the roadway in a manner which does not conflict with the operational use of the road for the wastewater treatment activities. This will enable access between the existing plant and the more recently acquired 175-acre plant property (Tax Maps 107-4((1))31 (portion), 108-3((1))24; 113-2((1))12 and 13) via this portion of Old Colchester Road with no adverse impact to adjacent property owners. Access via Old Colchester Road in support of plant operations from the original plant site to the 175-acre parcel recently acquired is in accord with the Plan. Parcel 114-1((1))6 provides an additional area for plant expansion or similar public uses and buffer area. Fifty feet of substantial and effective screening and buffering should be provided on this property along Old Colchester Road to maintain the rural character of this area.

3. The establishment and renewal of Agricultural and Forestal Districts should be encouraged because such lands under these districts complement and enhance existing and planned land uses of very low density residential uses and parkland in the sector. [Not shown]

4. Clustering as a development option is encouraged at the baseline and optional levels if it results in the preservation of EQC and other sensitive lands, results in substantial land in privately or publicly protected open space, and contributes to maintaining the rural character of Mason Neck. [Not shown]

5. Public acquisition of landholdings on Mason Neck 25 acres or greater in size is highly desirable. As an alternative to fee simple ownership by the public, the County encourages landowners to place protective easements on their lands to preserve open space, valuable historic resources, scenic vistas, and sensitive environmental areas. [Not shown]

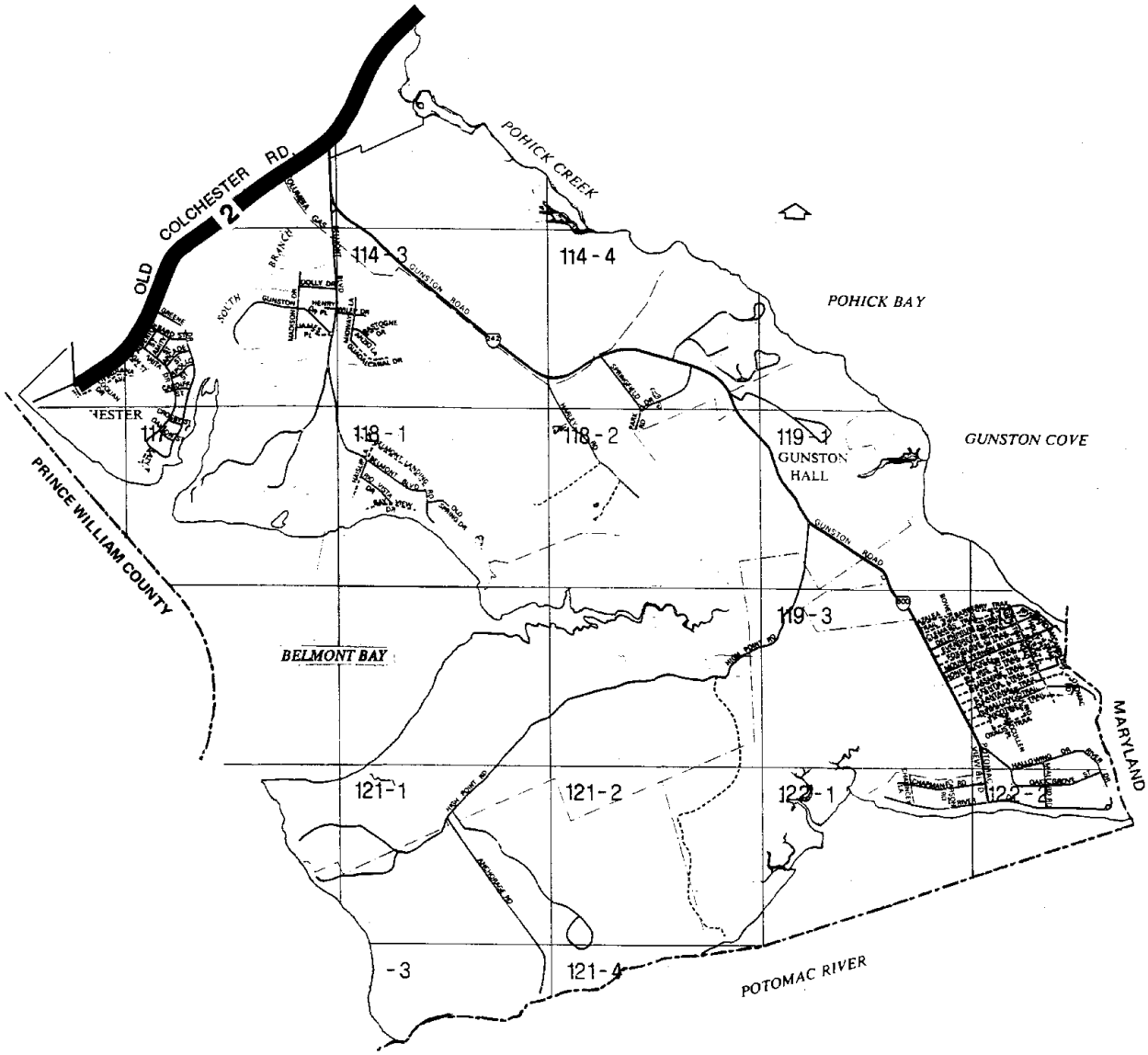
Transportation

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

Environment

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

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



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 27**

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

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

Heritage Resources

Consider establishing Historic Overlay Districts that encompass heritage resources located within the following areas:

- *The Old Town of Colchester*—In general, this area is located along Old Colchester Road east of the Occoquan River;

- *The Cranford Church/Indian Springs Farm Area*—In general, this area is located along and includes the intersection of Old Colchester and Gunston Roads;

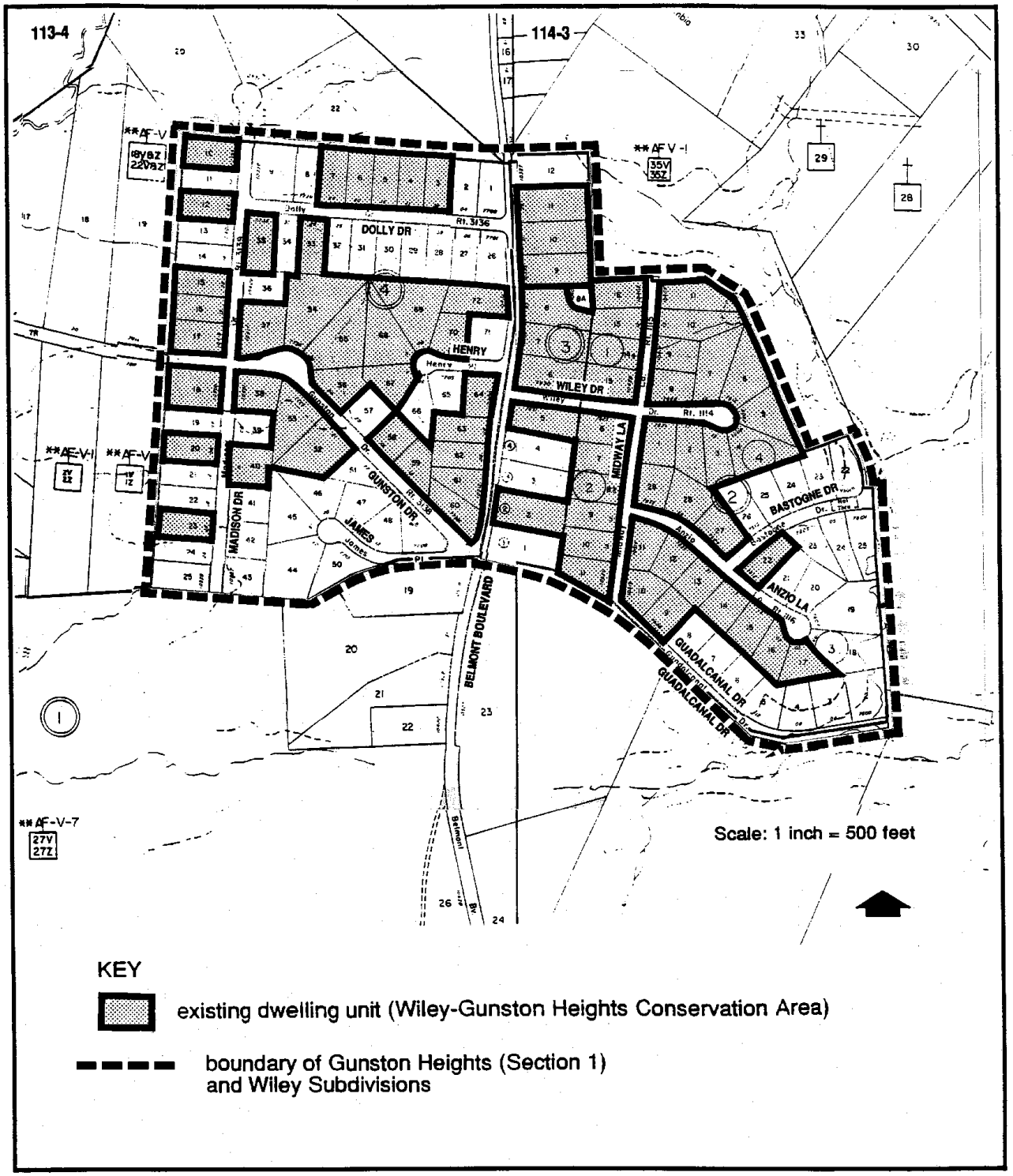
- *Lebanon House and its Setting*—In general, this area is located east of Gunston Road within Pohick Bay Regional Park; and

In addition to known and potential heritage resources, Historic Overlay Districts may include properties closely related to and bearing upon the visual character of the district and its approaches.

Public Facilities

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

However, implementation of a pump and haul sewer system has been deemed necessary to provide a localized solution to the existing public health hazards in Section 1 of the Gunston Heights subdivision and Wiley subdivision without introducing public sewer to the larger Mason Neck area and without contravening important overall land use, environmental and public facility (including the efficient and effective use of public funds) objectives. Therefore, the County's administrative policy which permits the extension of sanitary sewer lines, under certain circumstances, up to 400 feet outside the Approved Sewer Service Area boundary does not apply.



GUNSTON HEIGHTS (SECTION1) / WILEY SUBDIVISION EXISTING DWELLING UNITS **FIGURE 28**

Parks and Recreation

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

Trails

Trails planned for this sector are delineated on Figure 30 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 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 29
PARKS AND RECREATION RECOMMENDATIONS
SECTOR LP3

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 30**

LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

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

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

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

Sector LP4 contains Fort Belvoir Elementary School. This school is operated by the County under a special agreement between Fort Belvoir and the County School Board. Other facilities such as parks, fire stations and on-post roads are provided by the U.S. Army. Mutual aid agreements between the fort and the County provide for police and fire support to be provided to each other in times of emergency.

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

CONCEPT FOR FUTURE DEVELOPMENT

The Fort Belvoir Community Planning Sector is recommended in the Concept for Future Development as a Large Institutional Land Area. The boundaries of the designation of Large Institutional Land Area is coincidental with the planning sector boundaries. The Concept recommends that the Federal government develop or redevelop these areas only when plans are coordinated with the County and consistent with the County goals and the Comprehensive Plan.

RECOMMENDATIONS

Land Use

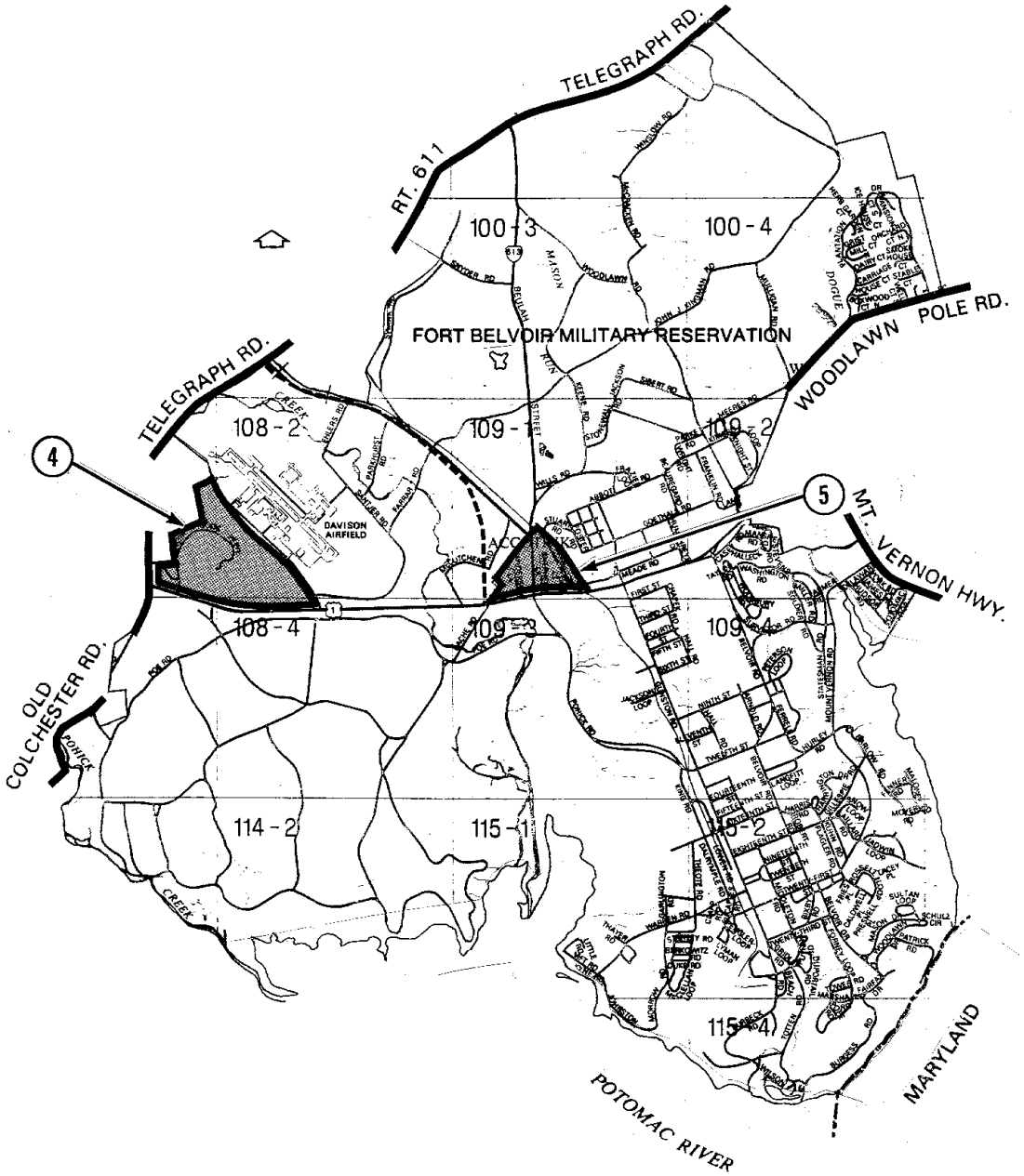
Figure 31 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Proposed development or redevelopment on Fort Belvoir should be undertaken in cooperation with the County. Development or redevelopment plans should be supported only if they are consistent with the County goals and Comprehensive Plan. [Not shown]

2. In the event that parts or all of the land area now owned by the Federal government should be declared excess, a task force should be formed that includes Federal government representatives to comprehensively plan for future uses, and to preclude piecemeal consideration of new land uses. Some portions should be considered for acquisition and conversion to park use, possibly by the Fairfax County Park Authority. It is recommended that, prior to any disturbance or improvement to the historic site, the Fairfax County historic preservationist and archaeologist be consulted and provide comments regarding the protection of existing historic materials and artifacts. [Not shown]

3. Consideration should be given to the construction of on-post housing to meet the needs of military families in southern Fairfax County. On-post housing for military families reduces the competition for affordable housing in the County. The on-post homes should be well-designed and buffered, and not located near the frontage of Route 1. [Not shown]

4. The 107-acre area of land located on the northeast corner of Richmond Highway and Telegraph Road (Tax Map 108-1((1))47, 47A and 47B) is planned for housing for the elderly (not to exceed 700 units), nursing care facility (limited to 93,695 square feet) and low-rise office buildings (at a maximum overall FAR of .21 or 495,000 gross square feet).



LAND USE RECOMMENDATIONS **FIGURE 31**
GENERAL LOCATOR MAP

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

As an option, parcels 47 and 47A may be considered for residential use at 4 to 6 dwelling units per acre subject to the following conditions: the housing for the elderly on Parcel 47B not intensifying above that on the approved development plan; full consolidation of parcels 47 and 47A; the provision of buffering and screening adjacent to the housing for the elderly facility and Fort Belvoir; maintaining parcel 47 as open space; and providing a substantial buffer utilizing existing tree cover along Route 1 and Telegraph Road as part of the site design.

5. The non-military area known as the Village of Accotink is planned to generally maintain its current uses and densities/intensities as follows:

   A. Neighborhood-serving commercial use is planned along Route 1 (Tax Map 109-1((1))3, 11, 12, 32 and 40). There should be no expansion or intensification of the existing commercial uses.

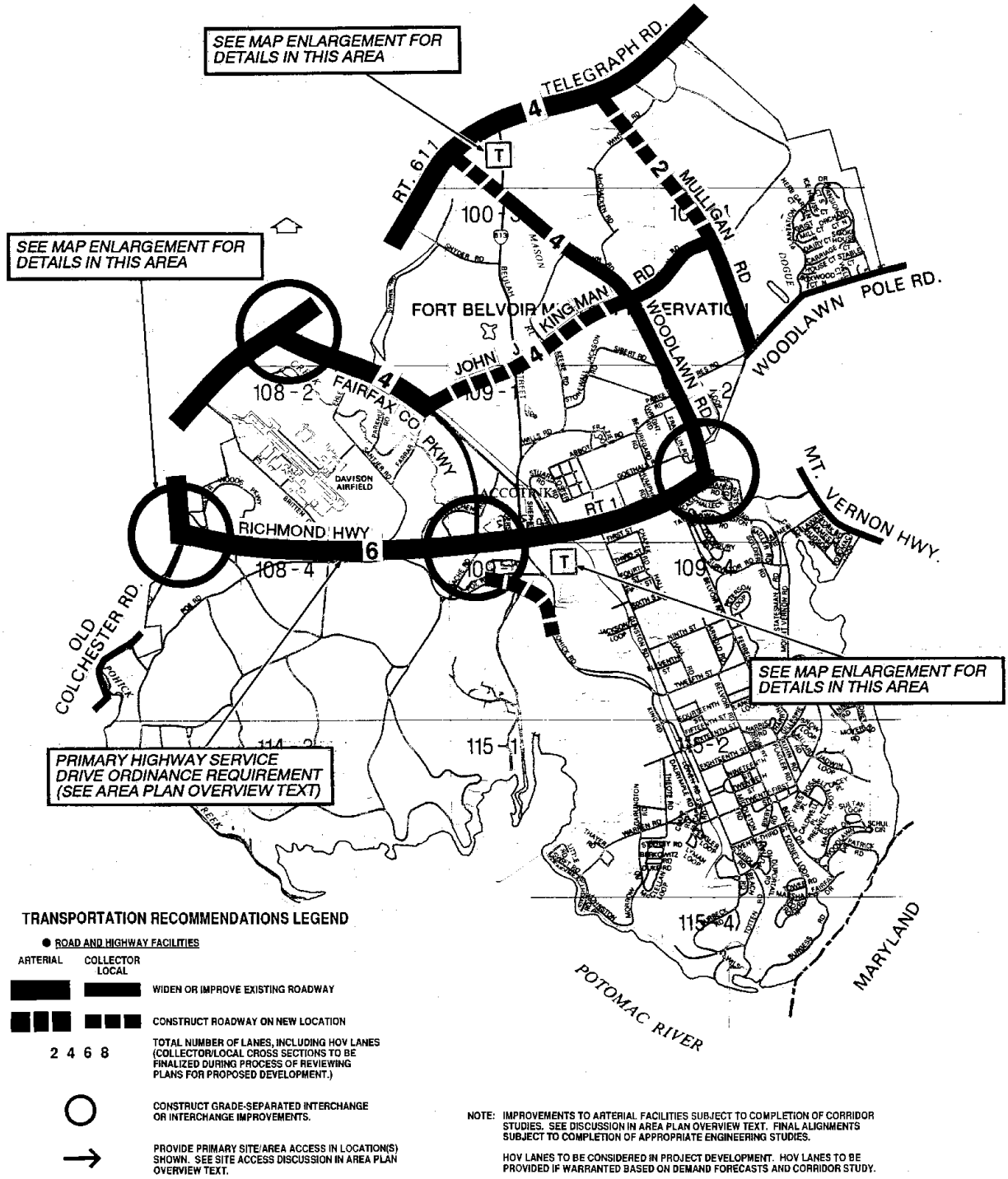
   B. Residential use at 2-3 dwelling units per acre is planned generally along Backlick Road as shown on the Plan map.

   C. Residential use at 5-8 dwelling units per acre is planned generally east of Shepherd Lane (Tax Map 109-1((1))35, 36, 37, 38 and 39) provided that the development achieves good design, substantial parcel consolidation, and buffering and screening along any portion of the property line adjacent to an existing commercial use or single-family detached dwelling unit.

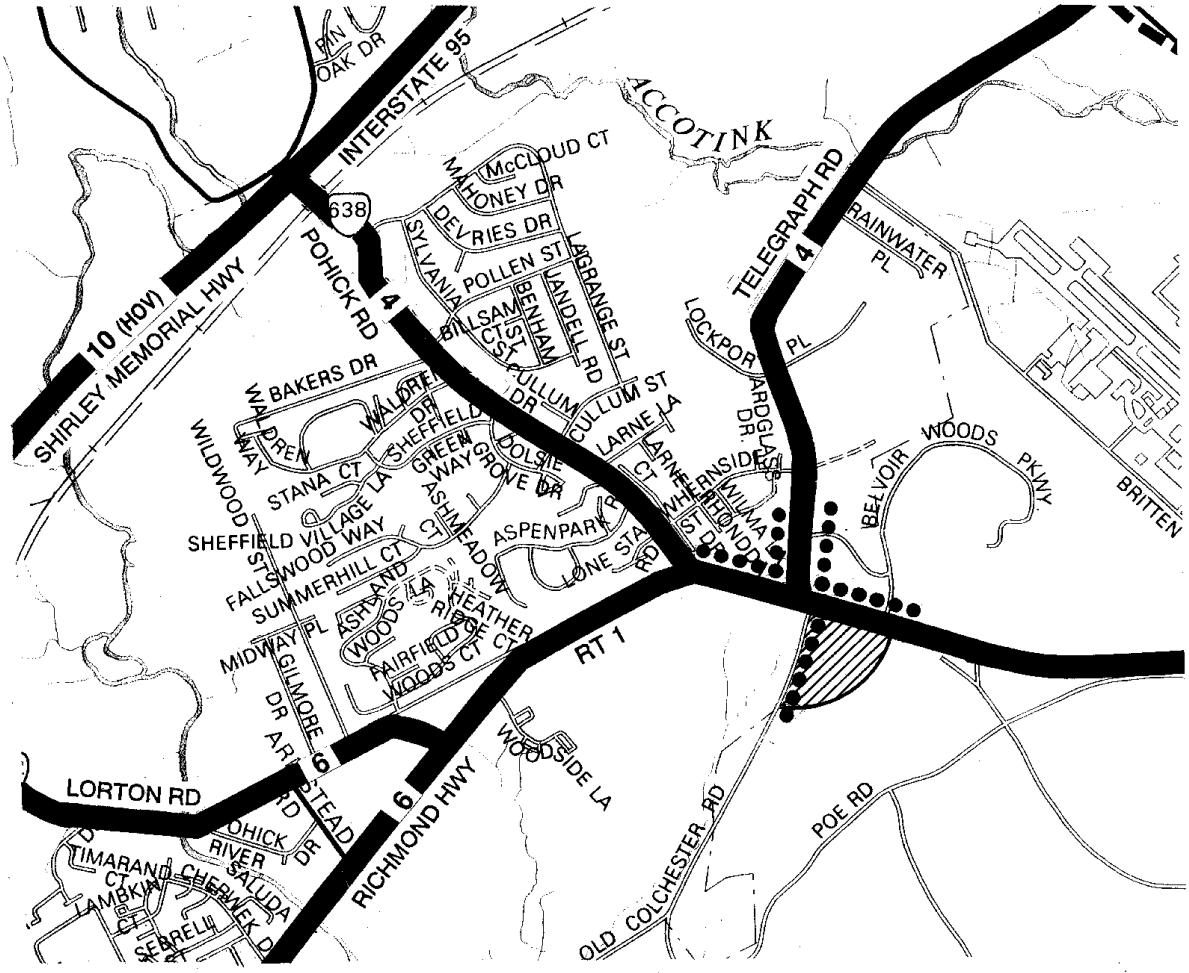
   D. Residential use at 12-16 dwelling units per acre is planned along Route 1 and east of Shepherd Lane (Tax Map 109-1((1))41 and 42). Affordable housing at 16-20 dwelling units per acre is planned east and west of Anderson Lane (Tax Map 109-1((1))1, 2, 8, 9 and 10) and along Route 1 west of Shepherd Lane (Tax Map 109-1((1))31). These planned land uses generally reflect existing uses and densities, except for the area adjacent to Anderson Lane to the east (Tax Map 109-1((1))8, 9 and 10) which contains single-family dwelling units. Parcels 8, 9 and 10 may be redeveloped at 16-20 dwelling units per acre, if the development provides good design, substantial parcel consolidation and buffering and screening between any property line which is adjacent to an existing commercial use or a single-family detached dwelling unit.

   E. The Methodist Church in the Village of Accotink and environs is a local landmark and should be considered for inclusion in an historic district. Any future development or redevelopment in the area should be compatible with the church in terms of design, mass, scale, height, color, type of material and visual impact.

   F. Protective landscape buffer treatment should be utilized in those cases where commercial development could alter the residential character within the Village of Accotink.



TRANSPORTATION RECOMMENDATIONS **FIGURE 32**



KEY TO INTERCHANGE ENLARGEMENTS

CONCEPTUAL/FINAL PLANS NOT AVAILABLE

AREA POTENTIALLY NEEDED FOR LOOP

NO RESTRICTED ACCESS

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

RESTRICTED ACCESS AREAS ••••••••••••••••

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

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.)

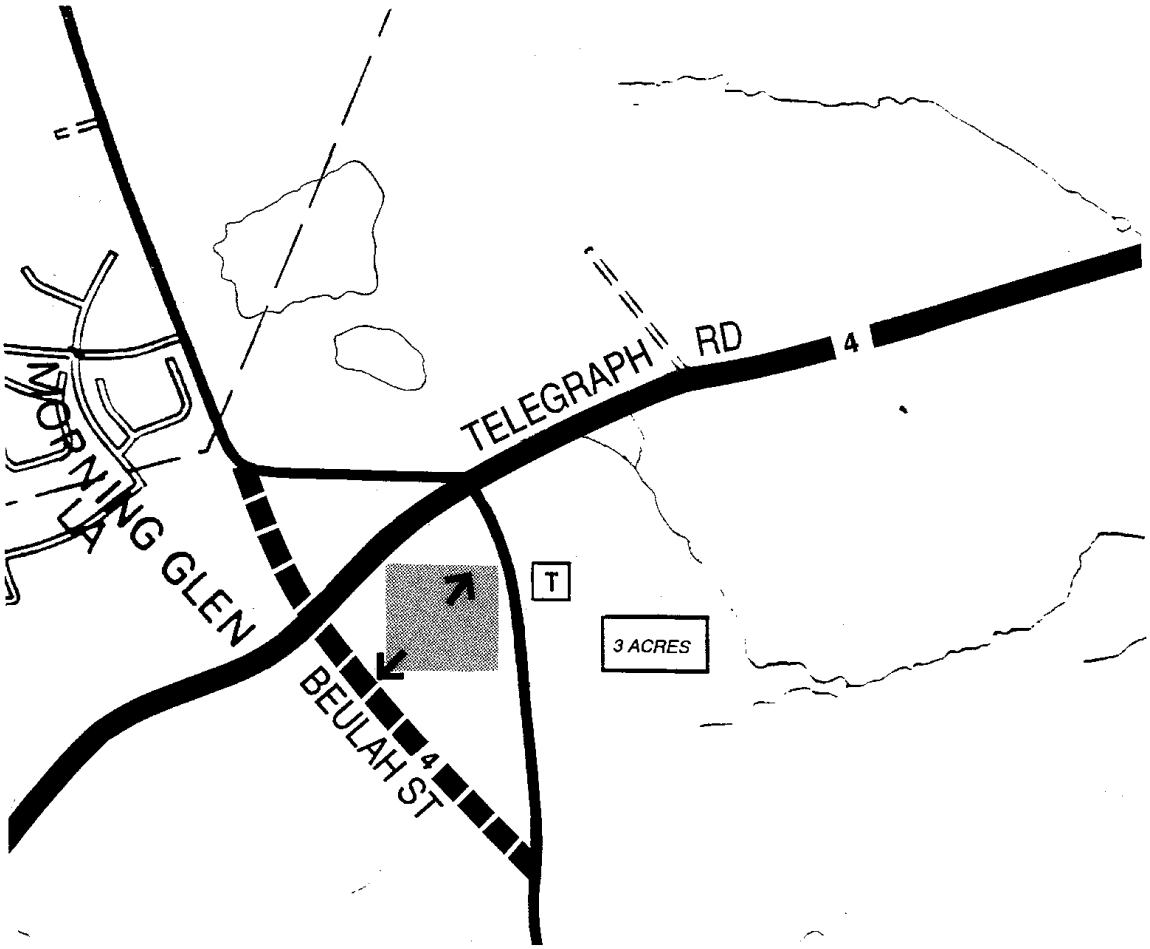
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ 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.

INTERCHANGE RECOMMENDATIONS **FIGURE 33**



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.)

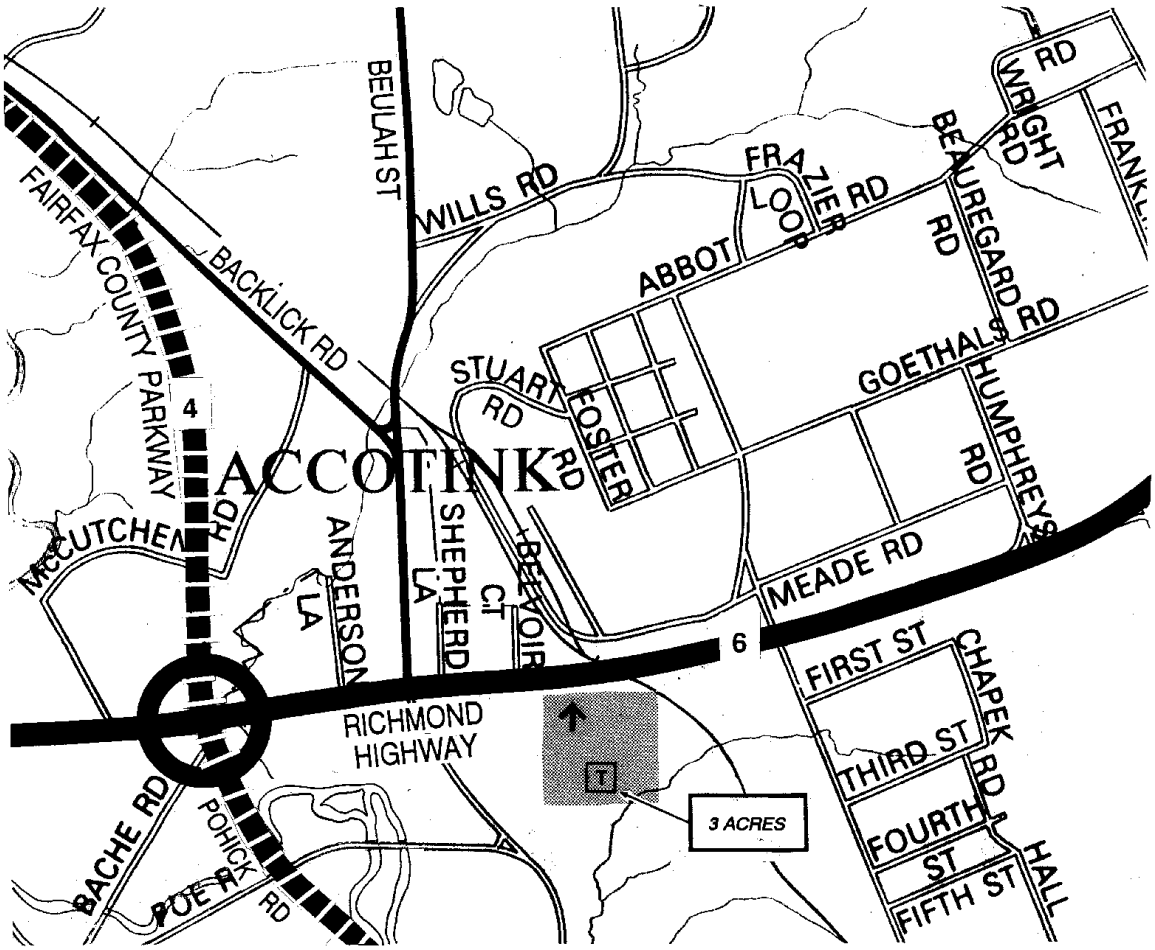
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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 34**
LP4 FORT BELVOIR 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

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.)

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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 35**
LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

Transportation

Transportation recommendations for this sector are shown on Figures 32, 33, 34 and 35. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

The two Transit Transfer Centers shown in Figures 37 and 38 are not site specific. Rather, they are meant to take advantage of the rail service between the fort and the Springfield Transportation Hub that Fort Belvoir is planning to establish over the existing military railroad. The Board of Supervisors should enter into agreements with the fort to establish the transit centers when the rail service is initiated.

Heritage Resources

1. Part of the Pohick Church Historic District lies within this area. Recommendations for this area are discussed in Sector LP2.

2. The remains of the Belvoir site, which is located in the southern region of Fort Belvoir near the Potomac River, continue to reflect an important element of local heritage and should be protected.

3. Pohick Church, Mount Air and Woodlawn Historic Districts abut Fort Belvoir. Protection of these historic resources should be considered in any redevelopment of the Fort Belvoir property.

Public Facilities

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 36. 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 37 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 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 36
PARKS AND RECREATION RECOMMENDATIONS
SECTOR LP4

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 37**

ROUTE 1 CORRIDOR
URBAN DESIGN GUIDELINES

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

Site Planning Checklist

- General
  - Integrate new development with existing and future adjacent land uses appropriately; ensure that new development provides adequate safe auto and pedestrian access.
  - Encourage type and scale of commercial office uses which will serve local area needs.
  - Utilize criteria for shared parking and open space between uses in site development, if feasible.
  - Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
  - Preserve or recover and record significant heritage resources.

- Access/Roads/Parking
  - Provide adequate, safe auto access.
  - Provide well-screened off-street parking areas; keep these parking lots in scale with the development and neighborhood.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive parking and building design/construction.
  - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
  - Reduce impervious surfaces as much as possible (drives, parking, buildings, etc.) through use of cluster design or other techniques.
  - Provide an attractive appearance oriented toward the street, through use of screening, landscaping and/or buffering service areas from public view.

- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design and utilize natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.
  - Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
  - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.).
  - Design safe pedestrian systems on-site; incorporate handicapped-access elements, such as ramps, into system design.

- Buffers
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhoods and centers.
  - Utilize architectural and landscape elements (such as walls, buildings, berms, trees, etc.) as visual and roadway noise buffers.

- Utility/Service Areas
  - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Screen all service/maintenance areas from public view.

Architectural Design Checklist

- Scale/Mass/Form
  - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/office complex scale.
  - Create interest through sensitive detailing.
  - Utilize varied building facades to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reinforce neighborhood scale, where appropriate.

- Functional Relationships/Facade Treatment

  - Site buildings with respect to natural topography.
  - Establish consistent architectural themes within CBCs or Development Centers utilizing similar architectural materials.

Landscape Architectural Checklist

- Landscaping

  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
  - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
  - Utilize special landscape treatments to identify and reinforce entry areas.
  - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.

- Site Furnishings/Signing and Lighting/Walls

  - Provide well-designed commercial and residential development entry signs.
  - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) should have consistent signs and visible building numbers.
  - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.
  - Ensure architectural theme and light fixture style consistency.
  - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.