LOWER POTOMAC PLANNING DISTRICT OVERVIEW

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

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

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

The major transportation corridors of Interstate 95 (I-95), Richmond Highway and the CSX railroad provide good regional access to the Lower Potomac Planning District.

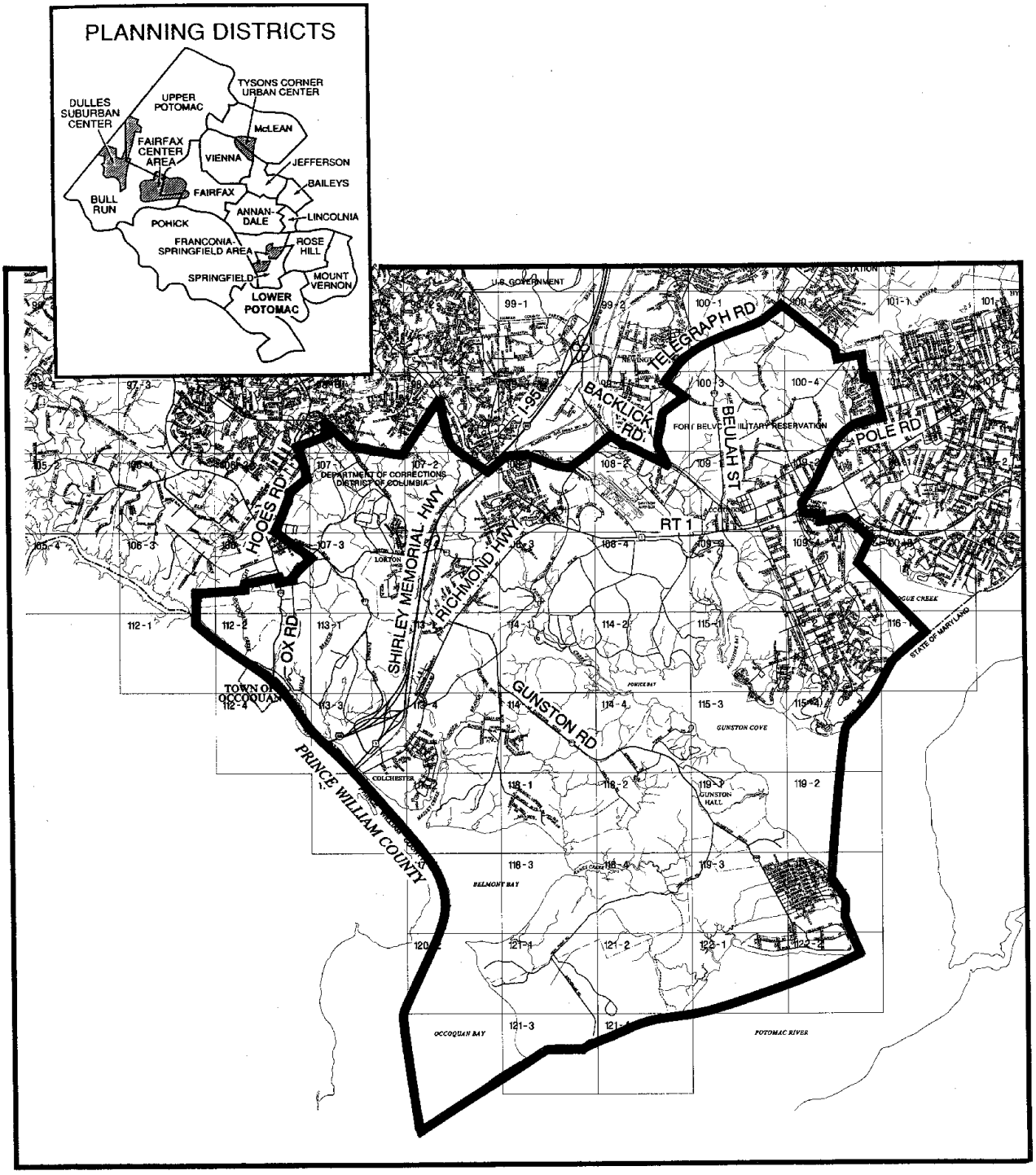
Regional-serving public facilities located in this planning district include the I-95 Energy Resource Recovery Facility, the I-95 Landfill Complex, the Noman M. Cole, Jr. Pollution Control Plant and the Frederick P. Griffith Jr. Water Treatment Plant.

CONCEPT FOR FUTURE DEVELOPMENT

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

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

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



LOWER POTOMAC PLANNING DISTRICT **FIGURE 1**

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

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

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;
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement; and
- Provide adequate buffering and screening and appropriate transitional land uses between residential areas and nonresidential 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 Richmond Highway Corridor

The following goals are intended to guide general transportation decisions in the Richmond Highway Corridor:

- Richmond Highway 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 Richmond Highway, 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.

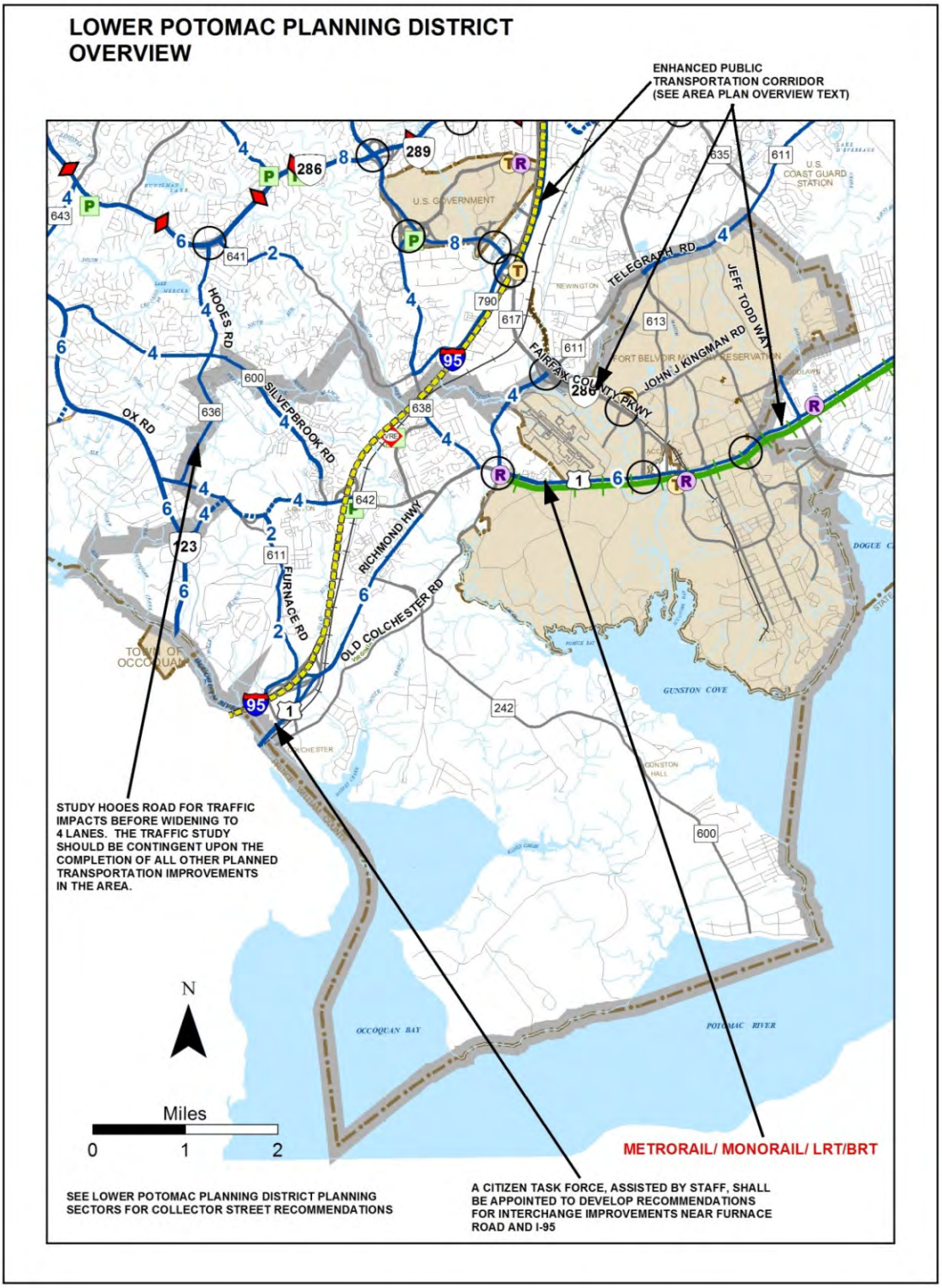
- Access to/from the City of Alexandria - Widen Richmond Highway to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit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

- Service Roads - Develop and implement a Service Road Design Plan and Map for Richmond Highway between the Capital Beltway and the Occoquan River. Permit interparcel access distant from Richmond Highway, as substitute where a service road is not needed to complete an existing system, or would generate traffic problems. 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 Richmond Highway as practical, connecting directly with Richmond Highway at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on Richmond Highway 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 bus service along Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Richmond Highway. 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 Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of a rail or bus rapid transit system.

- Richmond Highway Widening and Access - Widen to six travel lanes from the Buckman Road/Mount Vernon Memorial Highway intersection to the Prince William County line. Limit access to the Richmond Highway 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 Richmond Highway.

- Pedestrian/Bicyclist Services - Provide trails within the public right-of-way along the length of Richmond Highway. Provide sidewalk access to the Richmond Highway 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.



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

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

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

TRANSPORTATION RECOMMENDATIONS LEGEND **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 Richmond Highway. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected Richmond Highway intersections.

- Interchanges - Construct grade-separated interchanges to accommodate major turning movements onto and off of Richmond Highway 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 Richmond Highway 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.

- 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;

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.

- 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 in Fairfax County's Inventory of Historic Sites is shown on Figure 4, and a map of those resources is shown on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Fort Belvoir Historic District – With construction starting in 1918, this post illustrates the social, technological and military developments at U.S. Army installations in the years between the world wars.

- DC Workhouse and Reformatory – This Progressive era penal institution for the District of Columbia includes almost 200 historic resources. It is a National Register Historic District.

- Gunston Hall – The home of George Mason, originator of the Virginia Bill of Rights, is listed in the Virginia Landmarks Register and National Register of Historic Places and is a National Historic Landmark.

- Colchester Town Archaeological Site – The 18th century town of Colchester, chartered by Act of Assembly in 1753, was Fairfax County’s first planned community and an important port rivaling Alexandria.

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.

FIGURE 4
INVENTORY OF HISTORIC SITES
LOWER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)

Name	Location	Planning Sector	Parcel Number	Date
Accotink United Methodist Church	9043 Backlick Road Accotink	LP4	109-1 ((1)) 25	1880
Arch Hall	10814 Belmont Boulevard Lorton	LP3	117-2 ((1)) 7A	pre 1796; moved here 1949
Belmont/Cocke-Washington House	10913 Belmont Boulevard Lorton	LP3	118-1 ((2)) 126	c. 1730
Belvoir Mansion Ruins and the Fairfax Grave N,V	Belvoir Road Fort Belvoir	LP4	115-2 ((1))	c. 1741
Camp Humphreys Pump Station and Filter Building V	9155 Richmond Highway Fort Belvoir	LP4	115-2 ((1)) 1	1918
Colchester Town Archaeological Site	Old Colchester Road Colchester	LP3	113-3; 117-1	1753
Cranford Memorial Methodist Church and Lewis Chapel	9912 Old Colchester Road Lorton	LP2	114-1 ((1)) 1	1857
DC Workhouse and Reformatory N, V	DC Workhouse and Reformatory Historic District Lorton	LP1	107-1 ((1)) 9; 107-1 ((7)) B, C1 pt; 106-4 ((1)) 56 pt, 57 pt, 58; 107-3 ((1)) 19 pt; 113-1 ((1)) 15 pt	significant 1910-1961
Fairfax Arms N,V	10712 Old Colchester Road Lorton	LP3	113-3 ((1)) 25	c. 1756-1758
Fairfax Chapel	21st Street Fort Belvoir	LP4	115-2 ((1)) 1	1941

FIGURE 4
INVENTORY OF HISTORIC SITES
LOWER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Fort Belvoir Historic District V	Fort Belvoir	LP4	115-2 ((1)) 1	From 1917
Furnace Road Bridge/ Barrel Bridge N,V	Junction of Routes 611 and 642 Lorton	LP1	107-3 ((1)) 19	1946
Gunston Hall N,V,L	10709 Gunston Road Lorton	LP3	119-1 ((1)) 1	1759
Indian Spring Farm	9829 Gunston Road Lorton	LP2	113-2 ((1)) 11, 11A	c. 1880
LaGrange*	9501 Old Colchester Road Lorton	LP2	108-3 ((1)) 21	c. 1742 (orig house)
Laurel Hill N,V	D.C. Workhouse and Reformatory Historic District Lorton	LP1	107-1 ((1)) 9	c. 1787
Lebanon	10301 Gunston Road Lorton	LP3	114-1 ((1)) 16	c. 1837
Lexington Site N, V	Mason Neck State Park Lorton	LP3	118-2 ((1)) 4	1784-1818
Mason Boundary Stone A	10809 Harley Road Lorton	LP3	118-2 ((1)) 17A	1783
Mason Boundary Stone B	10809 Harley Road Lorton	LP3	118-2 ((1)) 17A	1783
Metzger House *	10718 Old Colchester Road Lorton	LP3	113-3 ((1)) 27A	c. 1759
Minnick House	10419 Old Colchester Road Lorton	LP3	113-4 ((1)) 40	c. 1893

FIGURE 4
INVENTORY OF HISTORIC SITES
LOWER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Occoquan Iron Truss Bridge *	NW of Route 123 at Occoquan River Lorton	LP1	112-2 ((1)) 9	1878
Occoquan Women's Workhouse *	Griffith Water Treatment Plant, Ox Road Lorton	LP1	106-4 ((1)) 56	1910-1917
Overlook/Benvenue	10711 Gunston Road Lorton	LP3	119-1 ((1)) 2	1873/1874
Pohick Church N,V,H	9315 Richmond Highway Lorton	LP2	108-1 ((1)) 27	1774
Shiloh Baptist Church	10704 Gunston Road Lorton	LP3	114-4 ((1)) 21	1883
Springfield/Cockburn House*	10650 Gunston Road Lorton	LP3	114-4 ((3)) (1) 1	c. 1763 (orig. house)
Taft Archaeological Site N, V	7301 High Point Road Lorton	LP3	118-3	c. 500 BCE-1600 CE
Thermo-Con House V	9791 Gunston Road Fort Belvoir	LP4	115-2 ((1))	1949
US Army Package Power Reactor V	5995 Wilson Road Fort Belvoir	LP4	115-4	1957
Woodlawn Friends Meeting House N,V,H	8990 Woodlawn Road Fort Belvoir	LP4	109-2 ((1)) 38	1851

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

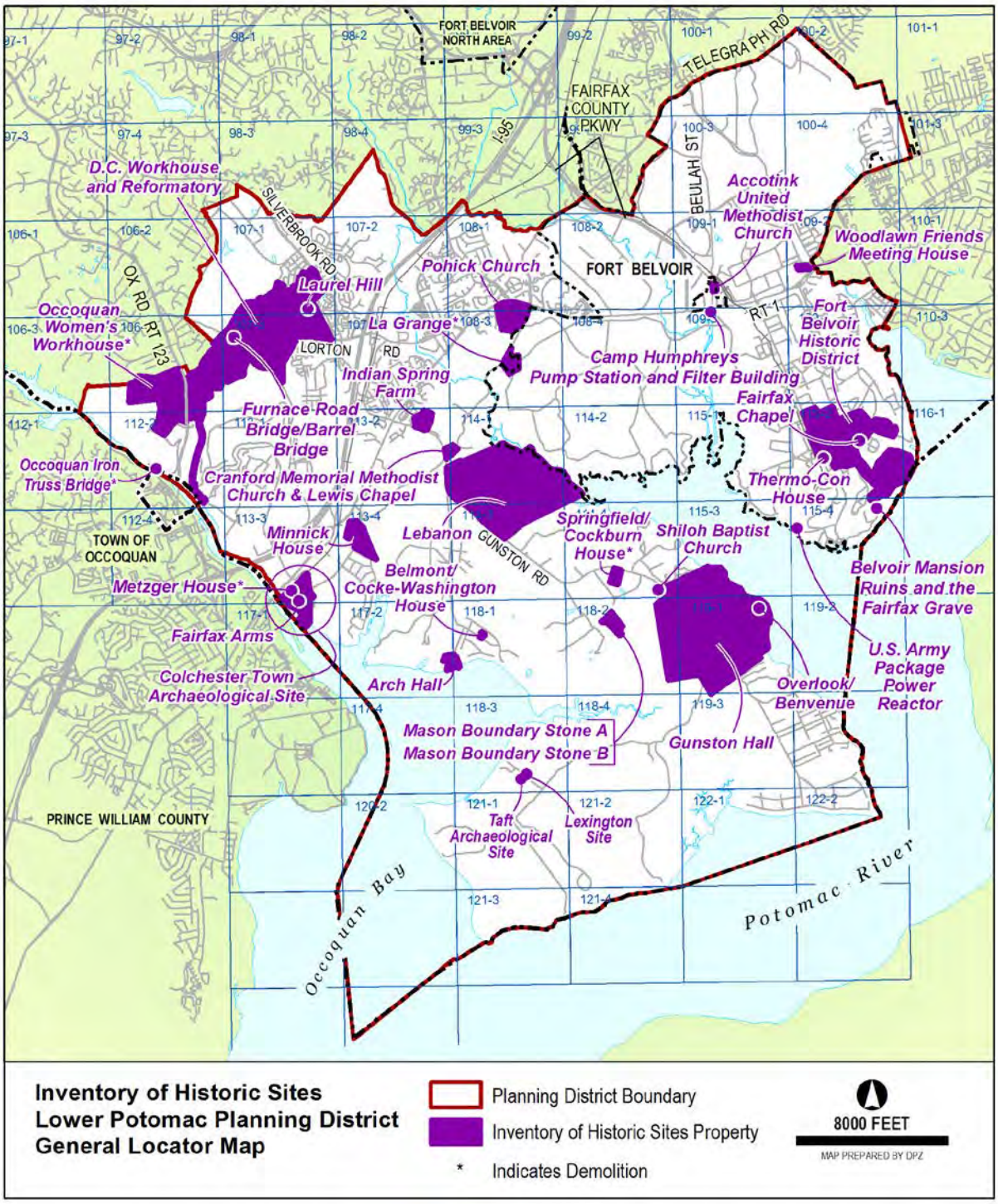

FORT BELVOIR NORTH AREA
FAIRFAX COUNTY PKWY
I-95
TELEGRAPH RD
BEULAH ST
SILVERBROOK RD
OX RD
RT 123
LORTON RD
RT 1
GUNSTON RD
D.C. Workhouse and Reformatory
Accotink United Methodist Church
Woodlawn Friends Meeting House
Pohick Church
FORT BELVOIR
Laurel Hill
Occoquan Women's Workhouse*
La Grange*
Fort Belvoir Historic District
Camp Humphreys Pump Station and Filter Building
Indian Spring Farm
Fairfax Chapel
Furnace Road Bridge/Barrel Bridge
Occoquan Iron Truss Bridge*
Cranford Memorial Methodist Church & Lewis Chapel
Thermo-Con House
Minnick House
Lebanon
Springfield/ Cockburn House*
Shiloh Baptist Church
TOWN OF OCCOQUAN
Belmont/ Cocke-Washington House
Metzger House*
Belvoir Mansion Ruins and the Fairfax Grave
Fairfax Arms
U.S. Army Package Power Reactor
Colchester Town Archaeological Site
Arch Hall
Overlook/ Benvenue
Mason Boundary Stone A
Mason Boundary Stone B
Gunston Hall
PRINCE WILLIAM COUNTY
Taft Archaeological Site
Lexington Site
Occoquan Bay
Potomac River
Inventory of Historic Sites
Lower Potomac Planning District
General Locator Map
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
8000 FEET
MAP PREPARED BY DPZ

FIGURE 5

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 17th century, 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.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National Register of Historic Places or Virginia Landmarks Register, 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 sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological 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. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register for Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

National Historic Landmarks are properties listed in the National Register of Historic Places which “possess exceptional value or quality in illustrating and interpreting the heritage of

the United States." These properties are of importance on a national level and are considered irreplaceable. Fewer than 5% of sites listed in the National Register are granted this designation.

The county's 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.

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

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

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 6. 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 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. Consider the conversion of a reconfigured Vulcan Quarry to a water supply storage facility in order to meet the long term needs of Fairfax County and the region.

FIGURE 6
LOWER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
LP1	Laurel Hill Elem., South County Middle, South County High		Co-Located Fire Station and Police Substation Site		Fairfax Water Frederick P. Griffith Jr. Water Treatment Plant, I-95 Landfill, I-95 Resource Recovery Facility, Recycling Drop-Off Facility	
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, Fairfax Water Fort Belvoir Pumping Station	*Dewitt Army Hospital

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

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 7. 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.

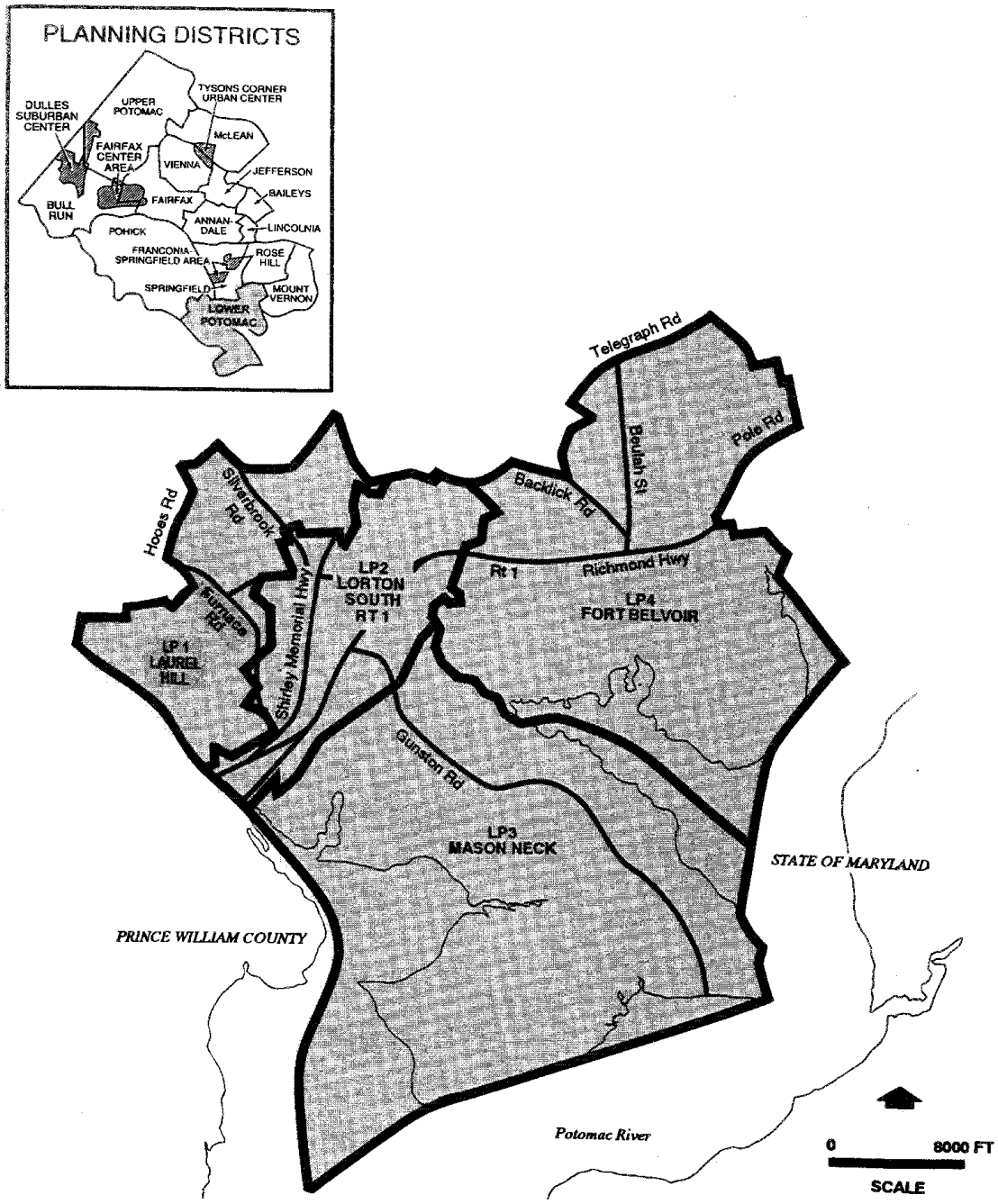
A combination of land acquisition methods including dedication, donation of conservation, trail and scenic easements, and purchase should be pursued to provide continuity of bicycle and pedestrian public access to link the significant park and recreation resources of the Planning District. Preservation easements should also be sought for selected sites. Local, regional, state

FIGURE 7
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)

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.



COMMUNITY PLANNING SECTORS **FIGURE 8**
LOWER POTOMAC PLANNING DISTRICT

LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

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

PLANNING HISTORY

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

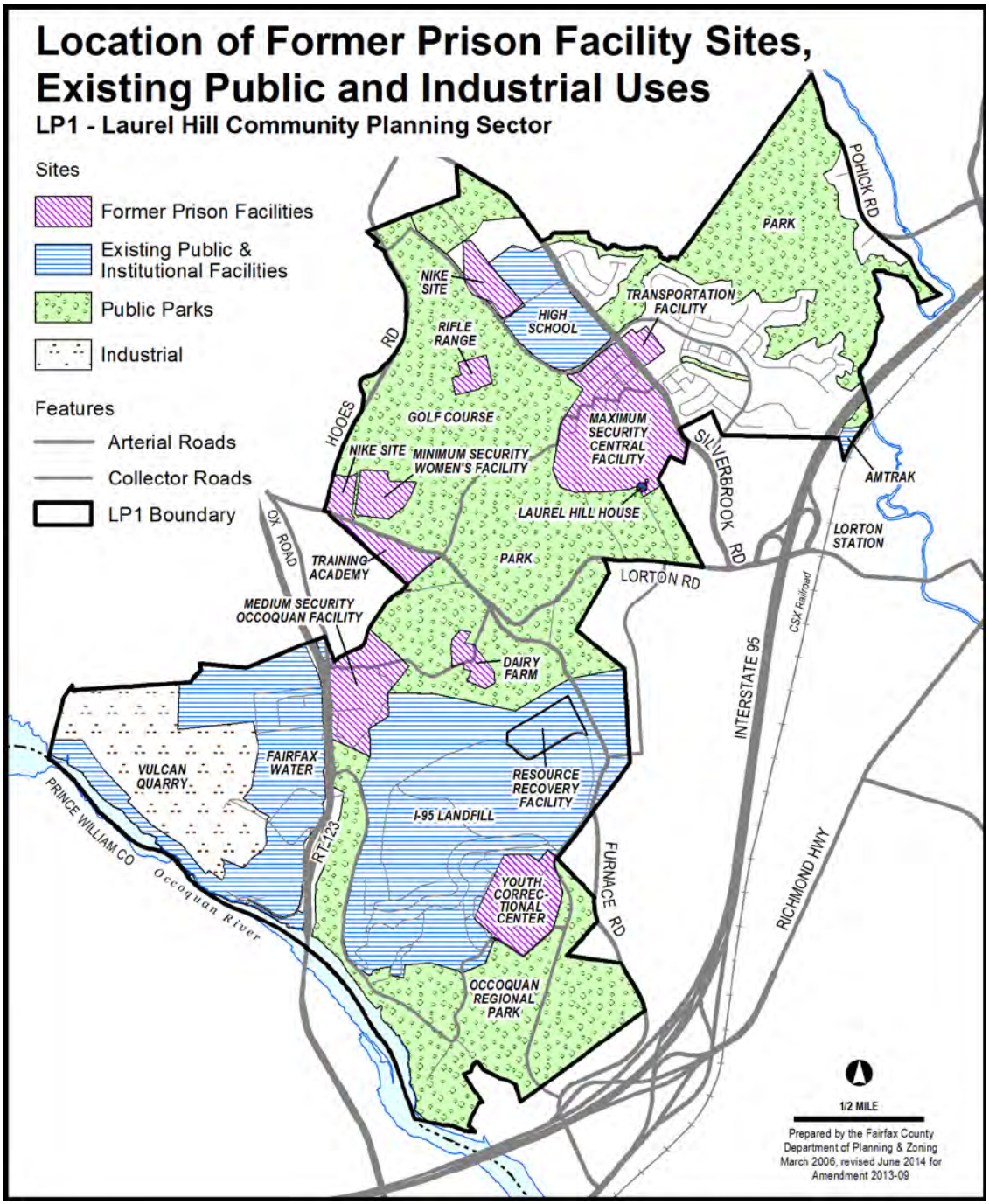

Location of Former Prison Facility Sites, Existing Public and Industrial Uses
LP1 - Laurel Hill Community Planning Sector
Sites
Former Prison Facilities
Existing Public & Institutional Facilities
Public Parks
Industrial
Features
Arterial Roads
Collector Roads
LP1 Boundary
PARK
POHICK RD
NIKE SITE
HIGH SCHOOL
TRANSPORTATION FACILITY
RIFLE RANGE
HOOES RD
GOLF COURSE
MAXIMUM SECURITY CENTRAL FACILITY
NIKE SITE
MINIMUM SECURITY WOMEN'S FACILITY
SILVERBROOK RD
AMTRAK
LAUREL HILL HOUSE
LORTON STATION
OX ROAD
TRAINING ACADEMY
PARK
LORTON RD
MEDIUM SECURITY OCCOQUAN FACILITY
CSX Railroad
DAIRY FARM
INTERSTATE 95
VULCAN QUARRY
FAIRFAX WATER
RESOURCE RECOVERY FACILITY
I-95 LANDFILL
PRINCE WILLIAM CO
RT-123
Occoquan River
FURNACE RD
YOUTH CORRECTIONAL CENTER
RICHMOND HWY
OCCOQUAN REGIONAL PARK
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning March 2006, revised June 2014 for Amendment 2013-09

FIGURE 9

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 a historic overlay district with the Fairfax County's Architectural Review Board having oversight of any undertakings such as construction and demolition.

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

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

HERITAGE RESOURCES

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

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

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

- 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.

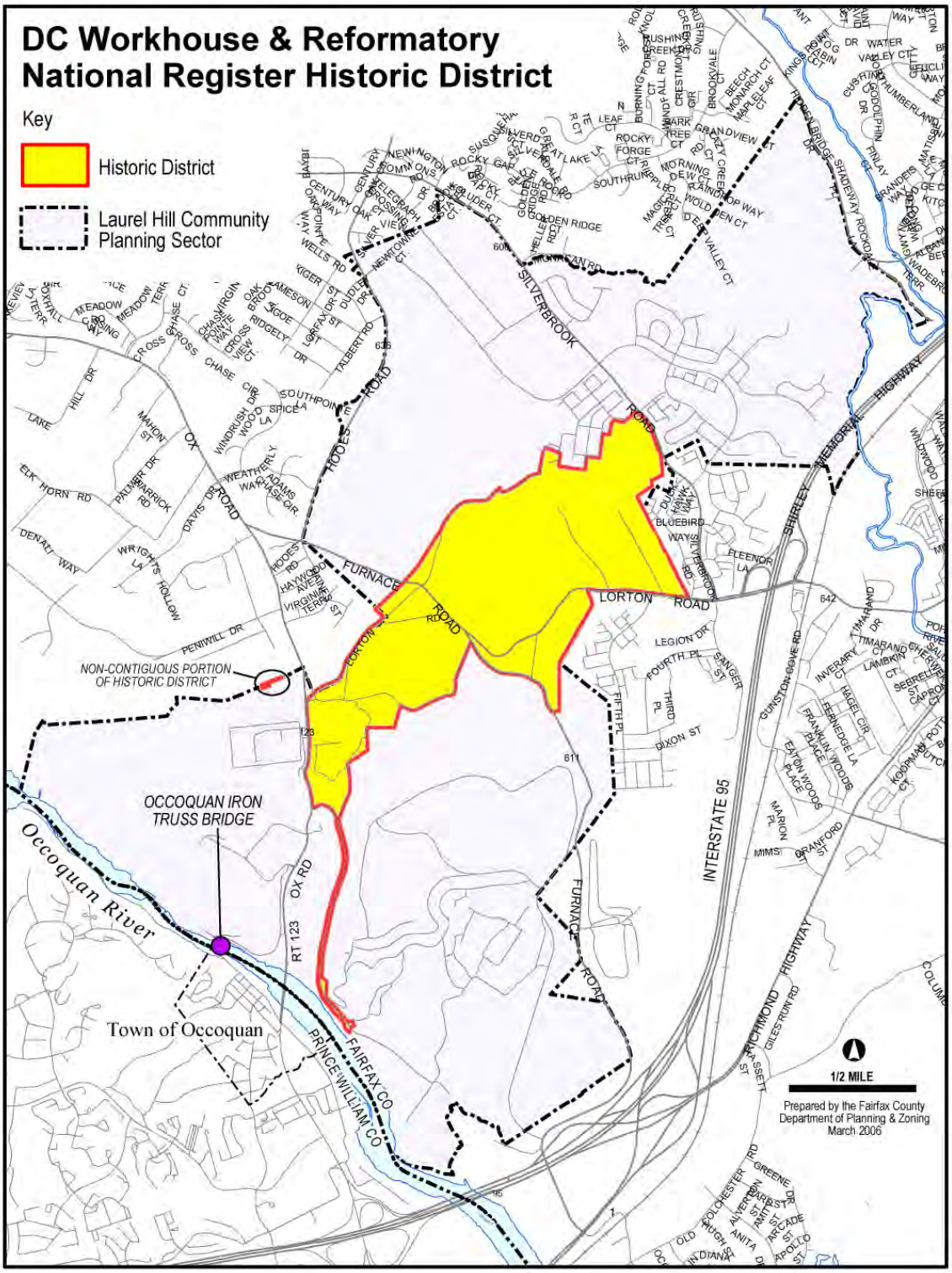

DC Workhouse & Reformatory
National Register Historic District
Key
Historic District
Laurel Hill Community Planning Sector
NON-CONTIGUOUS PORTION OF HISTORIC DISTRICT
OCCOQUAN IRON TRUSS BRIDGE
Occoquan River
Town of Occoquan
FURNACE ROAD
LORTON ROAD
SILVERBROOK ROAD
HOOES ROAD
OX ROAD
RT 123
INTERSTATE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

FIGURE 10

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

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

AREA-WIDE RECOMMENDATIONS

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

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

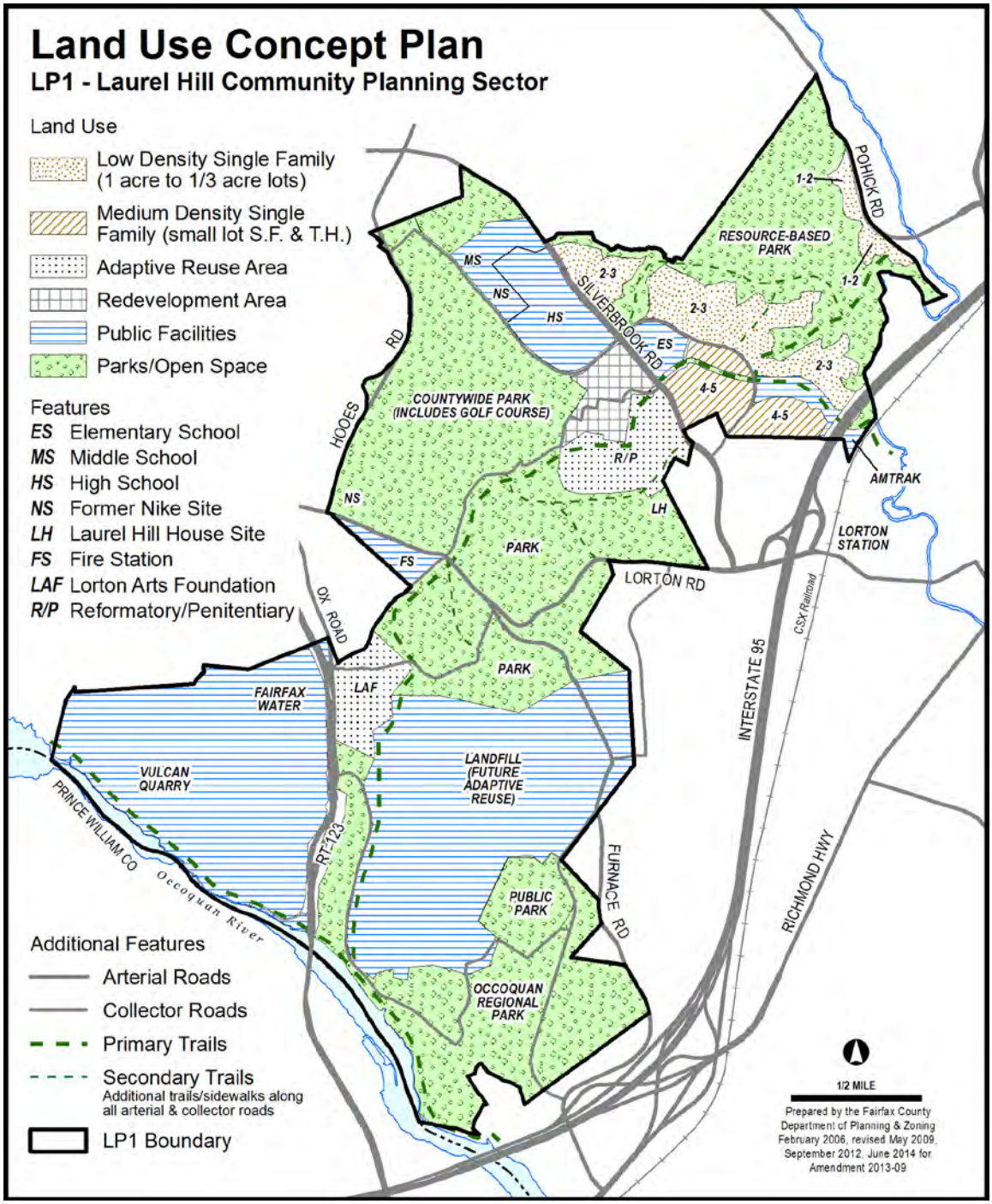

Land Use Concept Plan
LP1 - Laurel Hill Community Planning Sector
Land Use
Low Density Single Family (1 acre to 1/3 acre lots)
Medium Density Single Family (small lot S.F. & T.H.)
Adaptive Reuse Area
Redevelopment Area
Public Facilities
Parks/Open Space
Features
ES Elementary School
MS Middle School
HS High School
NS Former Nike Site
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
POHICK RD
RESOURCE-BASED PARK
1-2
2-3
4-5
SILVERBROOK RD
HOOES RD
COUNTYWIDE PARK (INCLUDES GOLF COURSE)
R/P
LH
PARK
LORTON RD
AMTRAK
LORTON STATION
CSX Railroad
INTERSTATE 95
OX ROAD
FAIRFAX WATER
LAF
VULCAN QUARRY
LANDFILL (FUTURE ADAPTIVE REUSE)
PRINCE WILLIAM CO
Occoquan River
RT-123
FURNACE RD
PUBLIC PARK
OCCOQUAN REGIONAL PARK
RICHMOND HWY
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning February 2006, revised May 2009, September 2012, June 2014 for Amendment 2013-09

FIGURE 11

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

- other recreational, cultural and higher educational facilities.

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

LAND USE

The Laurel Hill Community Planning Sector (LP1) can be divided into northern and southern parts. The northern portion of LP1 is generally defined as the area north of the I-95 Landfill and related facilities and includes the former D.C. Department of Corrections Lorton facilities, including the Former Reformatory and Penitentiary and Occoquan Workhouse sites.

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

While most of the northern portion of LP1 is planned for open space, parkland, recreation and public facilities, a portion of the area north of Silverbrook Road is planned for residential development and the former Central Facility area and adjacent land south of Silverbrook Road are planned for a mix of 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 adaptive reuse and new development as detailed in Land Unit 3B. At this location as well as the Occoquan facility, structures determined to be of historic significance are anticipated for adaptive reuse. (See Figure 12 for an example of one of these structures.) The former Occoquan Workhouse has been approved for and redeveloped as an arts center.

The remainder of the northern portion of LP1 is planned for public facilities as shown on Figure 11: Land Use Concept Plan. Figure 11 indicates the location of the elementary, middle, and high school sites as well as a future fire station.

The southern portion of LP1 (approximately 1,400 acres) is dominated by the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, the Frederick P. Griffith Jr. Water Treatment Plant and the Occoquan Regional Park, all of which are planned to be retained for the long term. The Vulcan Quarry (an active rock quarry) is also located in the sector. It is planned to be mined and considered for reconfiguration and conversion in phases to facilitate the creation of a long term water supply storage facility owned by Fairfax Water. The area is planned accordingly for governmental and institutional uses, public park, and public facilities. Other uses, such as a landfill, are not planned for the quarry.

The Occoquan Regional Park is anticipated to expand northward to the southern boundary of the I-95 Landfill excluding the area of the former Youth Correctional Facility, which is planned for park use by the Fairfax County Park Authority.

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

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

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

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

- Within the redevelopment area at the former Central Facility a housing development for active adults and independent seniors has been approved and developed in order to take advantage of the recreational and cultural uses planned for this general area.

- The Occoquan Facility 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 I archaeological survey should be performed prior to any development. Based on the findings from the Phase I survey, a Phase II and, if needed, a Phase III 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.

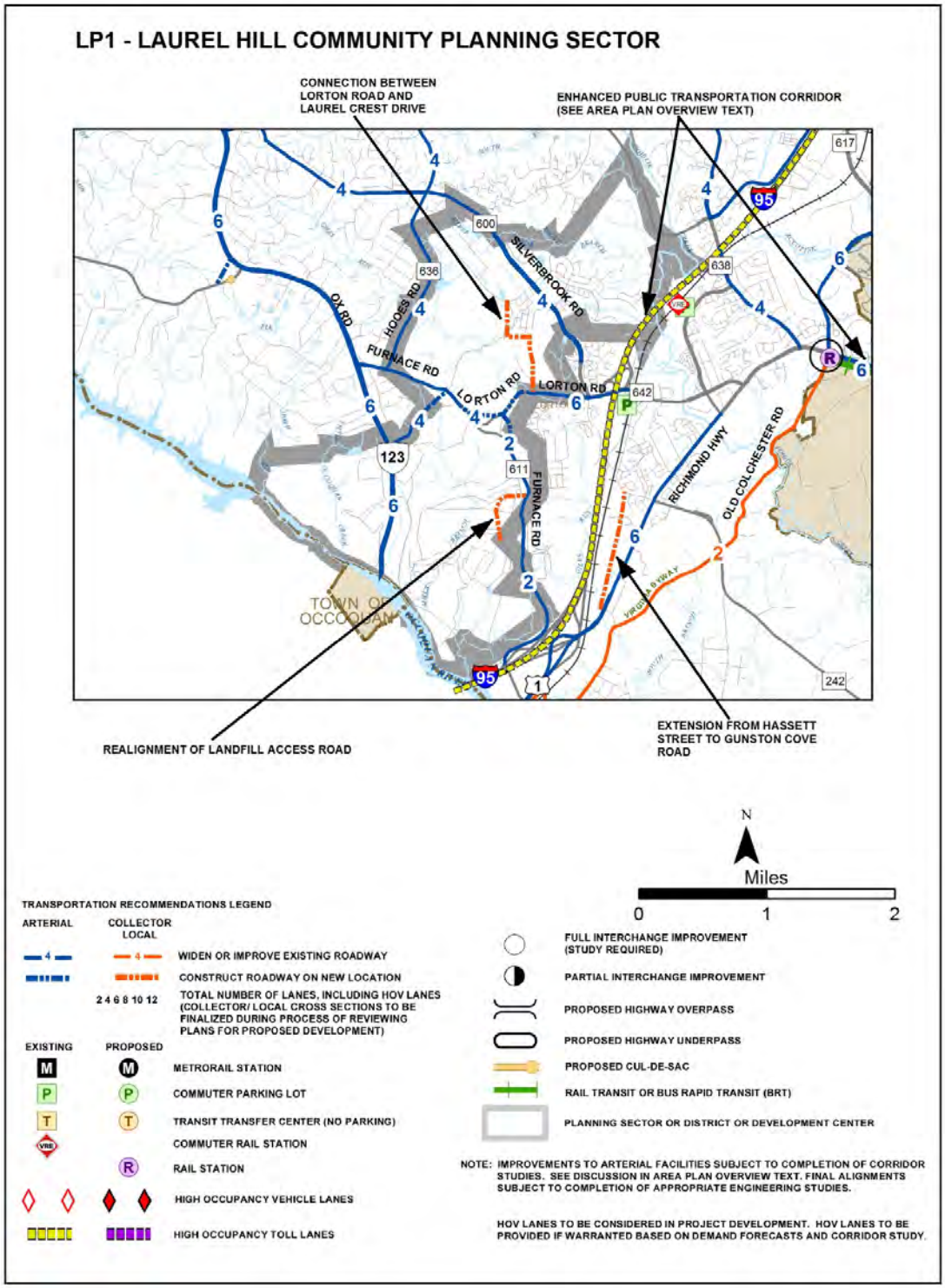
- The EQC areas and associated stream valleys should be preserved as open space with clearing and grading on abutting areas done in a manner to minimize the negative impacts of erosion and siltation on adjacent EQCs and the associated streams.

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 (I-95) and Richmond Highway, both located to the east and south of Planning Sector LP1, and Ox Road, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 13 shows the recommended Transportation Plan.

This sector's proximity to I-95, Ox Road, and Richmond Highway, 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 RECOMMENDATIONS **FIGURE 13**

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

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

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

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

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

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

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

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

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 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, the Fairfax Water Facility and the Occoquan Regional Park, which are all planned to be retained over the long term. The Vulcan Quarry (an active rock quarry), is also located in the sector. It is planned to be mined, and considered for reconfiguration and conversion in phases to facilitate the creation of a water supply storage facility to be owned by Fairfax Water. The area south of

the I-95 Landfill and north of the Occoquan Regional Park is planned for park use, ultimately encompassing the former Youth Correctional Facility.

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

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

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

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

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

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

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

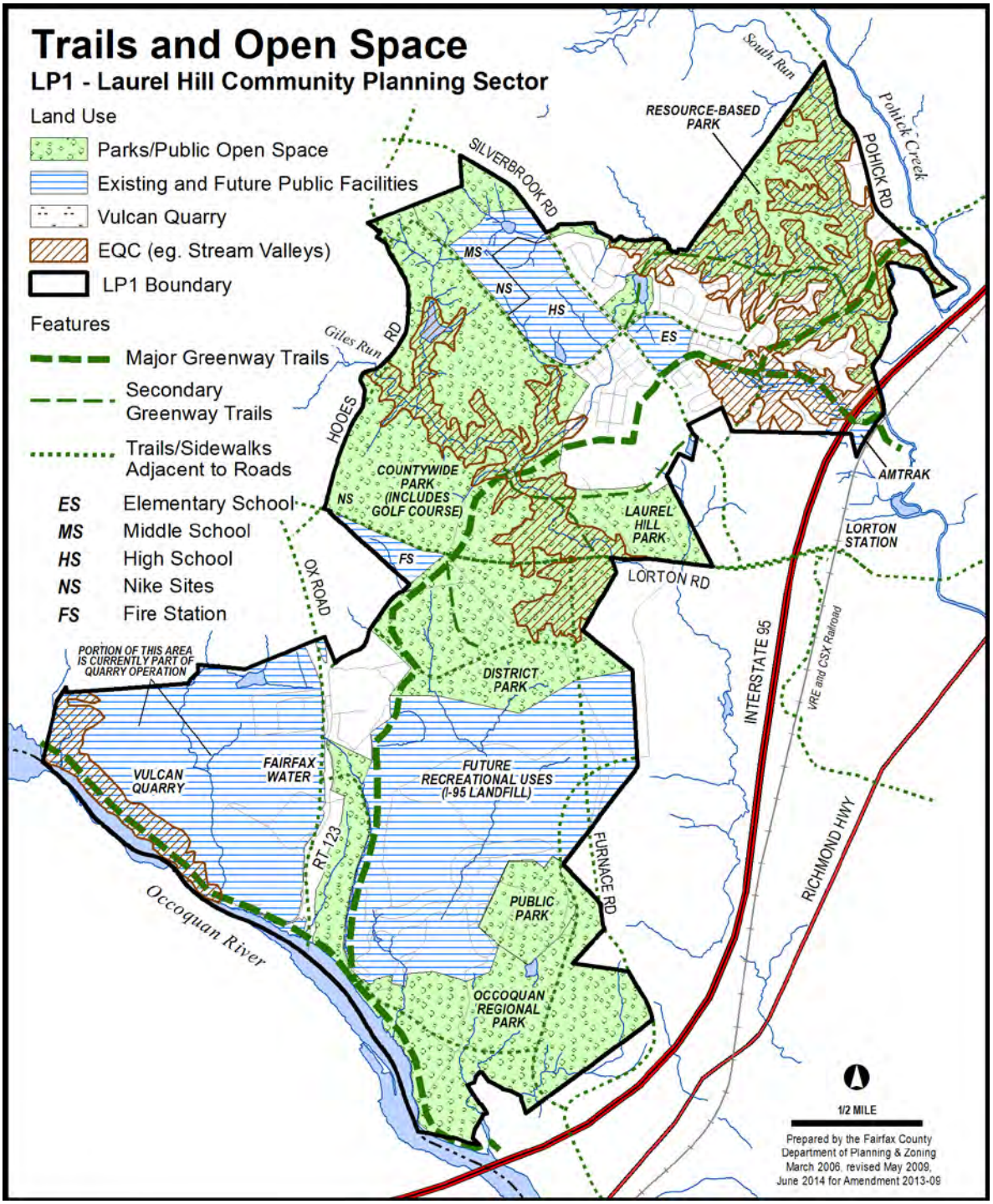

Trails and Open Space
LP1 - Laurel Hill Community Planning Sector
Land Use
Parks/Public Open Space
Existing and Future Public Facilities
Vulcan Quarry
EQC (eg. Stream Valleys)
LP1 Boundary
Features
Major Greenway Trails
Secondary Greenway Trails
Trails/Sidewalks Adjacent to Roads
ES Elementary School
MS Middle School
HS High School
NS Nike Sites
FS Fire Station
South Run
Pohick Creek
RESOURCE-BASED PARK
POHICK RD
SILVERBROOK RD
MS
NS
HS
ES
Giles Run
HOOES RD
COUNTYWIDE PARK (INCLUDES GOLF COURSE)
NS
LAUREL HILL PARK
AMTRAK
LORTON STATION
FS
OX ROAD
LORTON RD
INTERSTATE 95
VRE and CSX Railroad
PORTION OF THIS AREA IS CURRENTLY PART OF QUARRY OPERATION
DISTRICT PARK
VULCAN QUARRY
FAIRFAX WATER
FUTURE RECREATIONAL USES (I-95 LANDFILL)
RT 123
FURNACE RD
RICHMOND HWY
PUBLIC PARK
Occoquan River
OCCOQUAN REGIONAL PARK
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning March 2006, revised May 2009, June 2014 for Amendment 2013-09

FIGURE 14

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

- The pedestrian and bicycle circulation systems should be constructed with private and public resources. Responsibility for maintenance would be as follows: trails on the Countywide Trail System such as Pohick Stream Valley, Lorton Road, Furnace Road, Ox Road, Hooes Road and Silverbrook Road and additional trails constructed within land to be dedicated as publicpark 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 Ox Road.

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

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

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

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

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

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

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

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

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

PUBLIC FACILITIES

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

The I-95 Energy/Resource Recovery Facility is under contract until 2016, but anticipated to operate at least until 2031, if not beyond. Fairfax Water is required to provide adequate capacity to meet the long-term water supply needs for Fairfax County as identified in the Northern Virginia Regional Water Supply Plan, adopted by the Board of Supervisors on February 28, 2012, as may be amended by the Board. The proposed reconfiguration of the Vulcan Quarry and phased conversion to a water supply storage facility is an alternative identified in this Regional Water Supply Plan. These existing and planned public facilities should adhere to the following guidance:

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

- The Fairfax Water Facility should be considered for expansion to include the adjacent Vulcan Quarry to create a water supply storage facility. The Fairfax Water Facility should be buffered and screened along Ox Road and its northern boundary. As an interim use, land located on the northeast portion of the Fairfax Water Facility may be used by the Fairfax County Park Authority for park and recreational uses until such time as the area is needed for treatment plant expansion.

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.

<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:

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

Lorton Road as shown on Figure 11, with the specific site location to be coordinated with Fire and Rescue. In addition, there should be the potential for a future police substation, which may collocate with the fire and rescue station.

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

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

LAND UNIT RECOMMENDATIONS

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

LAND UNIT 1

Land Unit 1 is comprised of approximately 235 acres, of which approximately 91 percent is in environmentally sensitive areas (see Figure 16). 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.

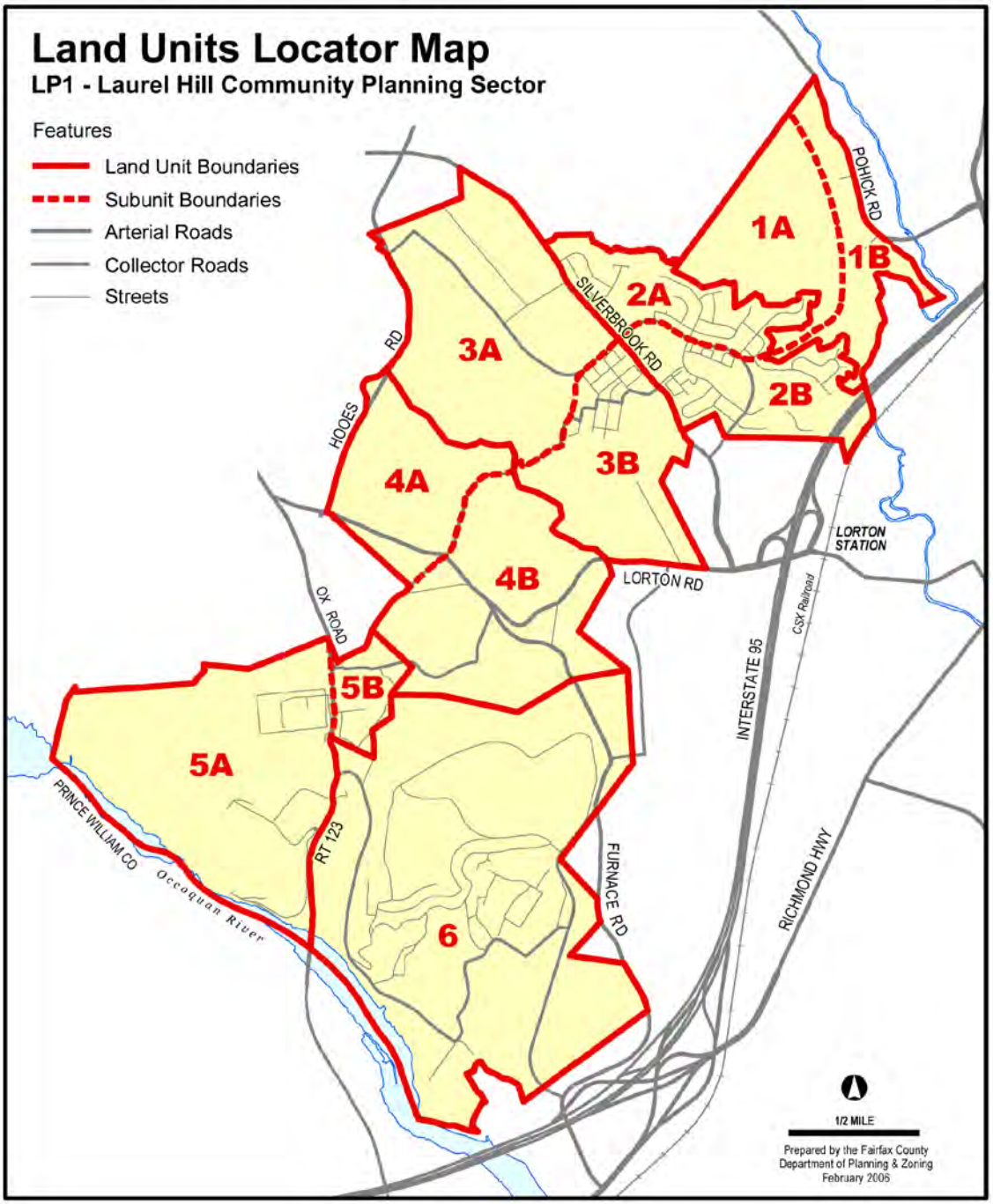

Land Units Locator Map
LP1 - Laurel Hill Community Planning Sector
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
1A
1B
2A
2B
3A
3B
4A
4B
5A
5B
6
POHICK RD
SILVERBROOK RD
HOOES RD
OX ROAD
LORTON RD
LORTON STATION
CSX Railroad
INTERSTATE 95
RICHMOND HWY
FURNACE RD
RT 123
PRINCE WILLIAM CO
Occoquan River
1/2 MILE
Prepared by the Fairfax County Department of Planning & Zoning
February 2006

FIGURE 15

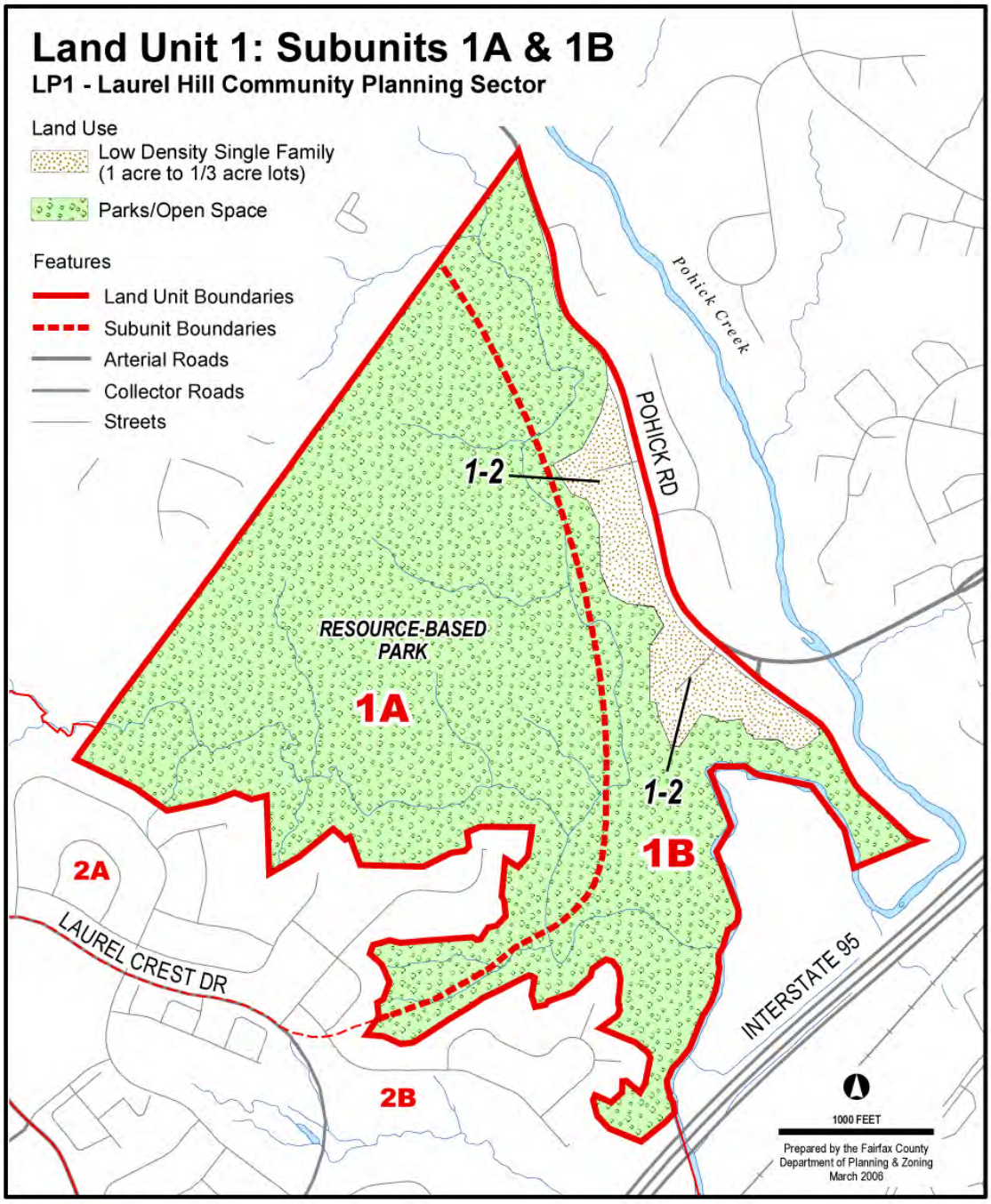

Land Unit 1: Subunits 1A & 1B
LP1 - Laurel Hill Community Planning Sector
Land Use
Low Density Single Family (1 acre to 1/3 acre lots)
Parks/Open Space
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
Pohick Creek
POHICK RD
1-2
RESOURCE-BASED PARK
1A
1-2
1B
2A
LAUREL CREST DR
INTERSTATE 95
2B
1000 FEET
Prepared by the Fairfax County Department of Planning & Zoning March 2006

FIGURE 16

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 17). The land unit is generally bounded by EQCs consisting of Silverbrook Run, Rocky Branch and South Run on the north; 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.

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.

LAND UNIT 3

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

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

Sub-unit 3A: The land within Sub-unit 3A is primarily gently rolling terrain withsteep 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, an interpretive exhibit for the former Nike Administrative Site, and preservation of natural resource areas associated with the

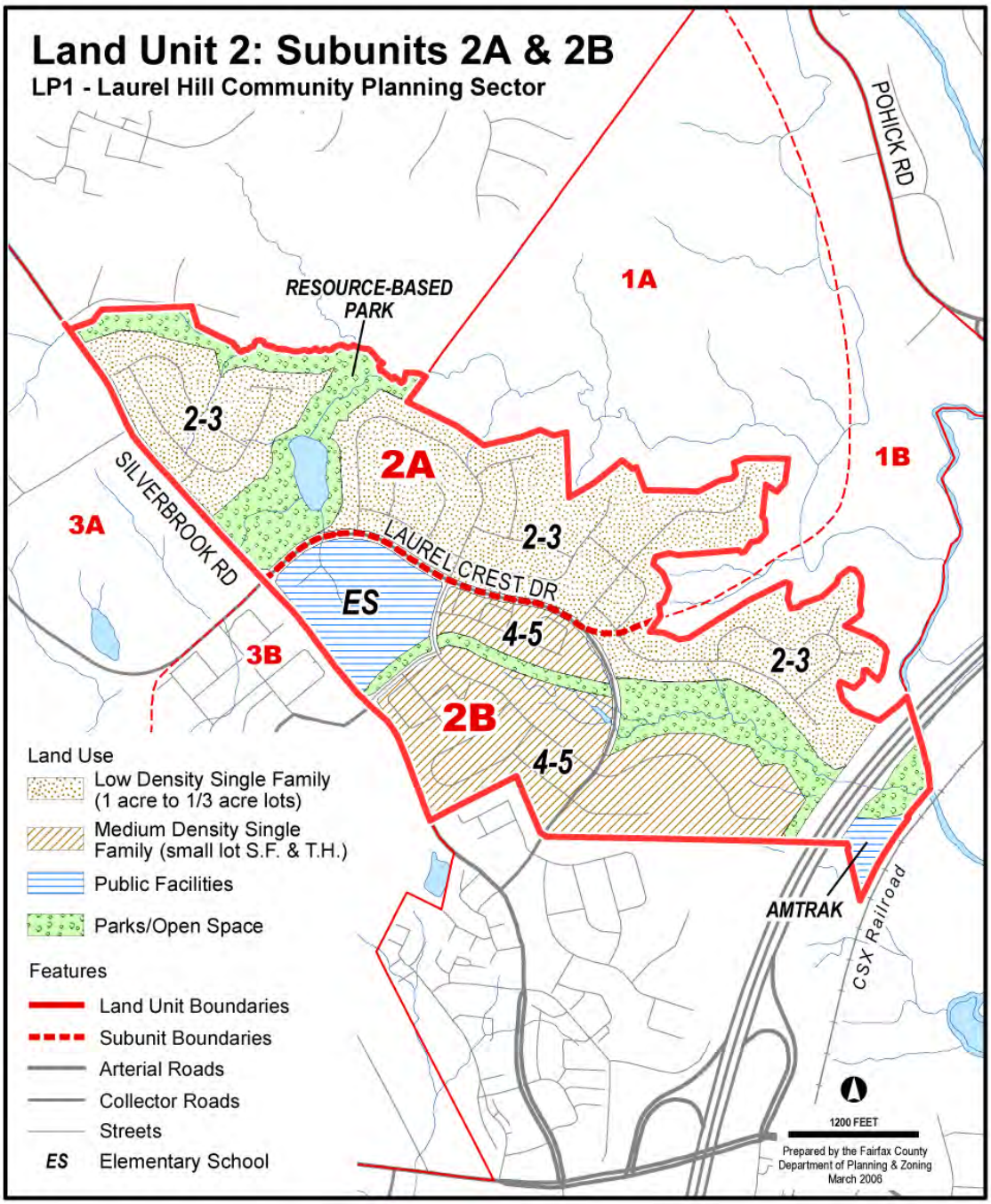

Land Unit 2: Subunits 2A & 2B
LP1 - Laurel Hill Community Planning Sector
POHICK RD
RESOURCE-BASED PARK
1A
1B
2-3
2A
SILVERBROOK RD
3A
LAUREL CREST DR
2-3
ES
4-5
3B
2-3
2B
4-5
AMTRAK
CSX Railroad
Land Use
Low Density Single Family (1 acre to 1/3 acre lots)
Medium Density Single Family (small lot S.F.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

FIGURE 17

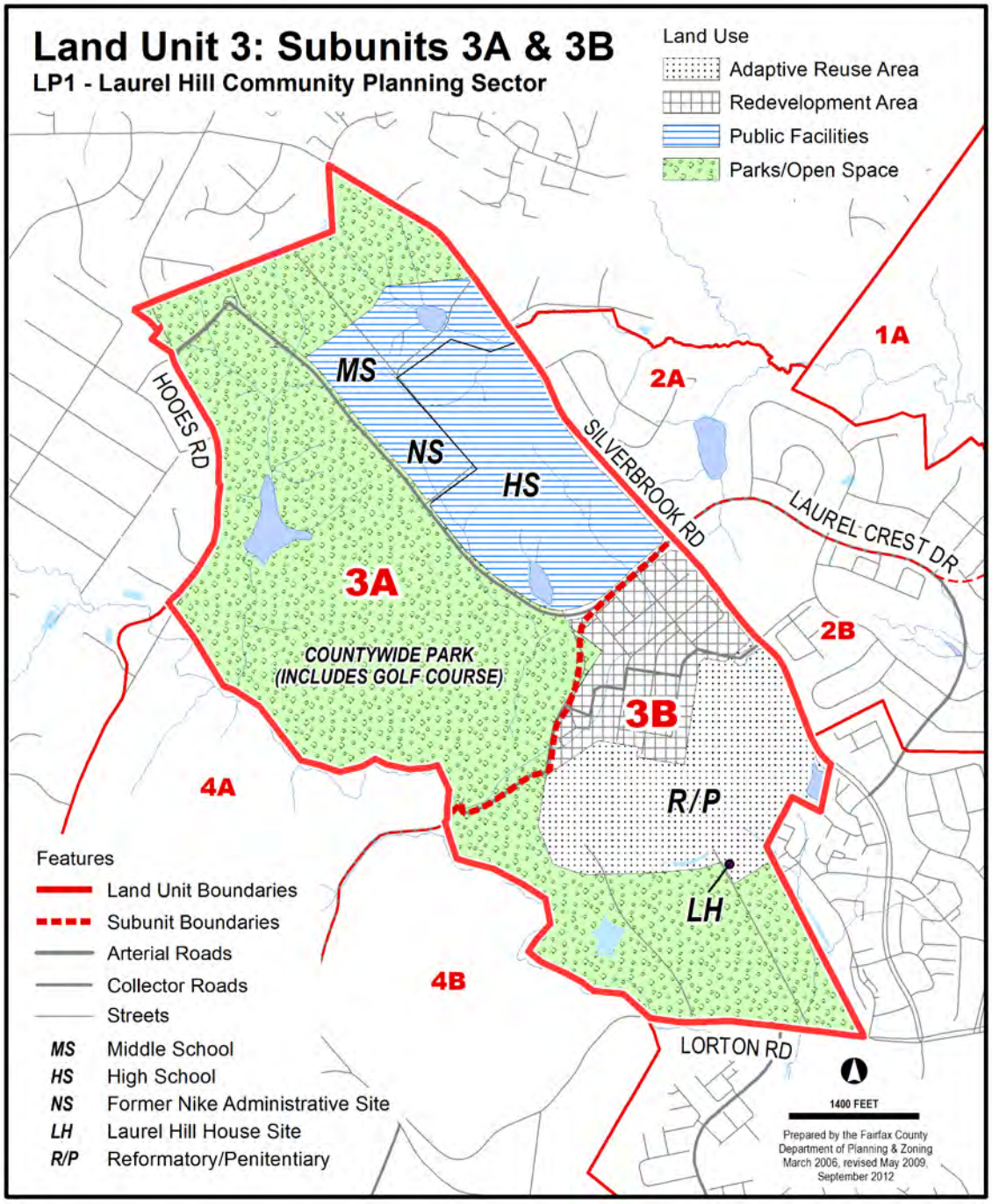

Land Unit 3: Subunits 3A & 3B
LP1 - Laurel Hill Community Planning Sector
Land Use
Adaptive Reuse Area
Redevelopment Area
Public Facilities
Parks/Open Space
1A
2A
2B
3A
3B
4A
4B
MS
NS
HS
R/P
LH
HOOES RD
SILVERBROOK RD
LAUREL CREST DR
LORTON RD
COUNTYWIDE PARK
(INCLUDES GOLF COURSE)
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
MS Middle School
HS High School
NS Former Nike Administrative Site
LH Laurel Hill House Site
R/P Reformatory/Penitentiary
1400 FEET
Prepared by the Fairfax County
Department of Planning & Zoning
March 2006, revised May 2009,
September 2012

FIGURE 18

ponds within the sub-unit. In addition to the South County Secondary School, the remaining acreage should be developed with a Middle School, recreational facilities and open space. Development within this sub-unit should occur under the following additional guidance:

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

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

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

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

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

Sub-unit 3B: The character of 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 (former Reformatory and Penitentiary), and the Laurel Hill House heritage resource area.

The former Central Facility Redevelopment Area is located on approximately 30-35 acres at the junction of the Laurel Hill Greenway and Silverbrook Road. The former Reformatory and Penitentiary, also known as the Adaptive Reuse Area, is located to the south of the Redevelopment Area, on the remainder of the former Central Facility property.

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

- The former Central Facility 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 connect the redevelopment area with 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 a public park.

- The remaining acreage south and west of the Adaptive Reuse Area should be part of the Countywide Park. Additional recreational facilities characteristic of a Countywide Park should be developed in this area.

ADAPTIVE REUSE AREA

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

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

Reformatory Dorms, Industrial Shops, and Guards Quarters

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

Penitentiary

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

buildings are planned for adaptive reuse for approximately 50,000 SF of office or commercial use.

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

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

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

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

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

Power Plant
The power plant (approximately 8,000 SF) is planned for adaptive reuse for retail use. Restaurant use may work well here. If a retail use is not viable, flexibility will be needed to allow for consideration of other uses for this structure. This building may be appropriate for residential use. A maximum of 12 units would be feasible in the building; these units would be in addition to the maximum number of units previously described for the site.

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

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

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

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

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

Design and Historic Preservation Guidance

- Design of the Adaptive Reuse Area should be sensitive to the historic architecture and create a high quality rehabilitation. Provided parking areas should meet county and user requirements, offer convenience to the uses and be designed, if practical, as visually unobtrusive.

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

Phasing

- Development of the site could either occur in one or more phases; however, issues affecting the entire site should be addressed through a coordinated plan. The plan should emphasize the adaptive reuse of historic buildings in a timely manner, before or concurrent with new construction.

Implementation

- Considering the complexity and potential costs related to developing the Adaptive Reuse Area, Fairfax County should encourage the federal and state governments to be active partners in the development. 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.

- In order to create a viable, self-sustaining development, the county may consider possible approaches to increasing the viability of the redevelopment of the Adaptive Reuse Area by modifying these recommendations, such as increasing the residential, retail, or other components, or by reducing the number of structures to be re-used, 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 19). 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.

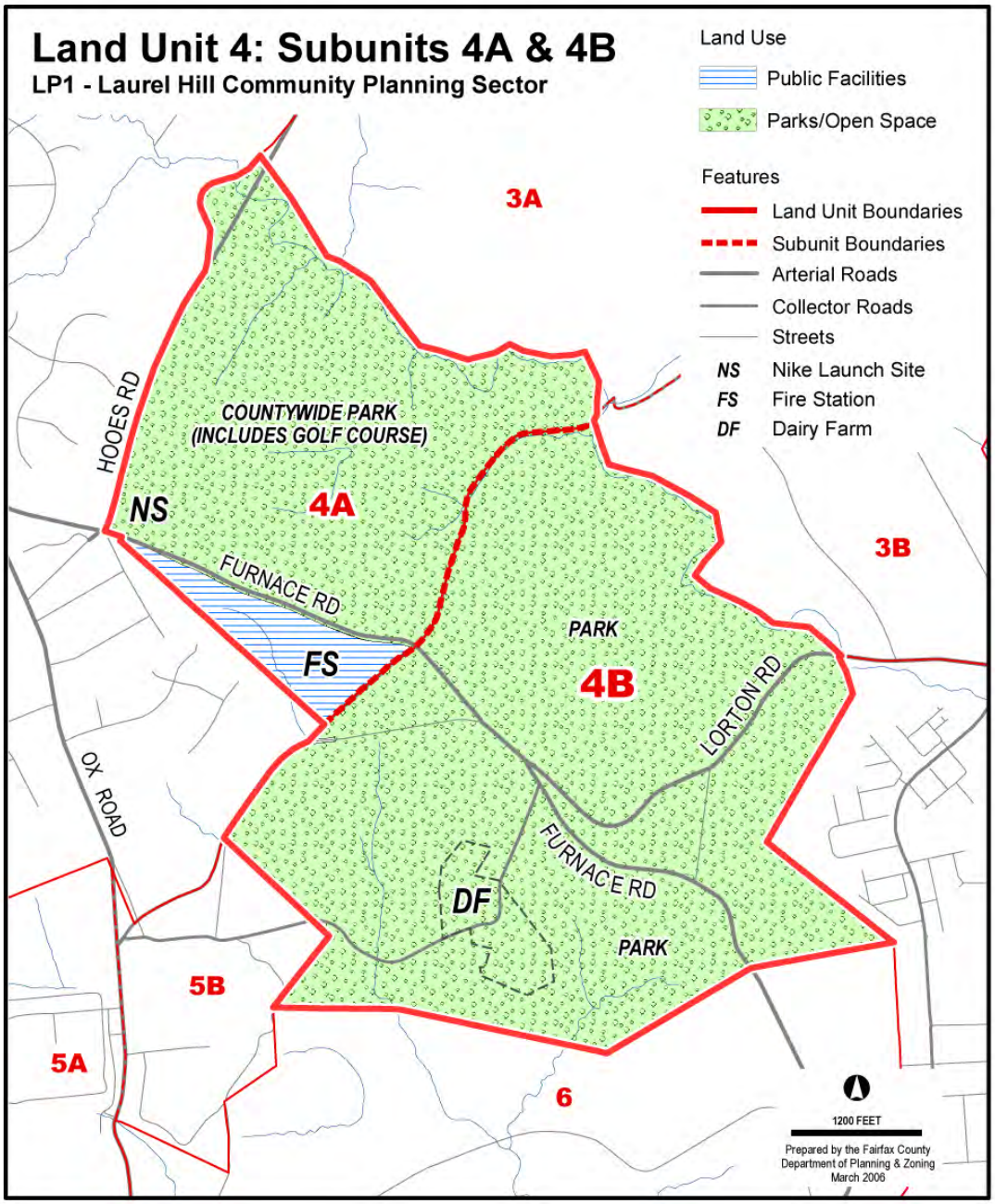

Land Unit 4: Subunits 4A & 4B
LP1 - Laurel Hill Community Planning Sector
Land Use
Public Facilities
Parks/Open Space
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
NS Nike Launch Site
FS Fire Station
DF Dairy Farm
3A
3B
4A
4B
5A
5B
6
COUNTYWIDE PARK
(INCLUDES GOLF COURSE)
HOOES RD
NS
FURNACE RD
FS
PARK
LORTON RD
OX ROAD
DF
FURNACE RD
PARK
1200 FEET
Prepared by the Fairfax County
Department of Planning & Zoning
March 2006

FIGURE 19

- 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.

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 20). 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 Ox Road. 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: A portion of this property is currently used for extraction by Vulcan Quarry. North of the Occoquan River between the quarry and Ox Road, is the approximately 247-acre Fairfax Water property. Buffering and screening along Ox Road (Route 123) and the northern boundary should be provided. In addition, if reconfiguration of the quarry is approved, a buffer area should be provided opposite the Occoquan Workhouse and adjacent to the existing solids disposal area and the former Lorton treatment plant located south of the existing Frederick P. Griffith Jr. treatment facility to screen the Workhouse and Route 123 from impacts created by future expansions of Fairfax Water's treatment facilities and the reconfigured mining area and

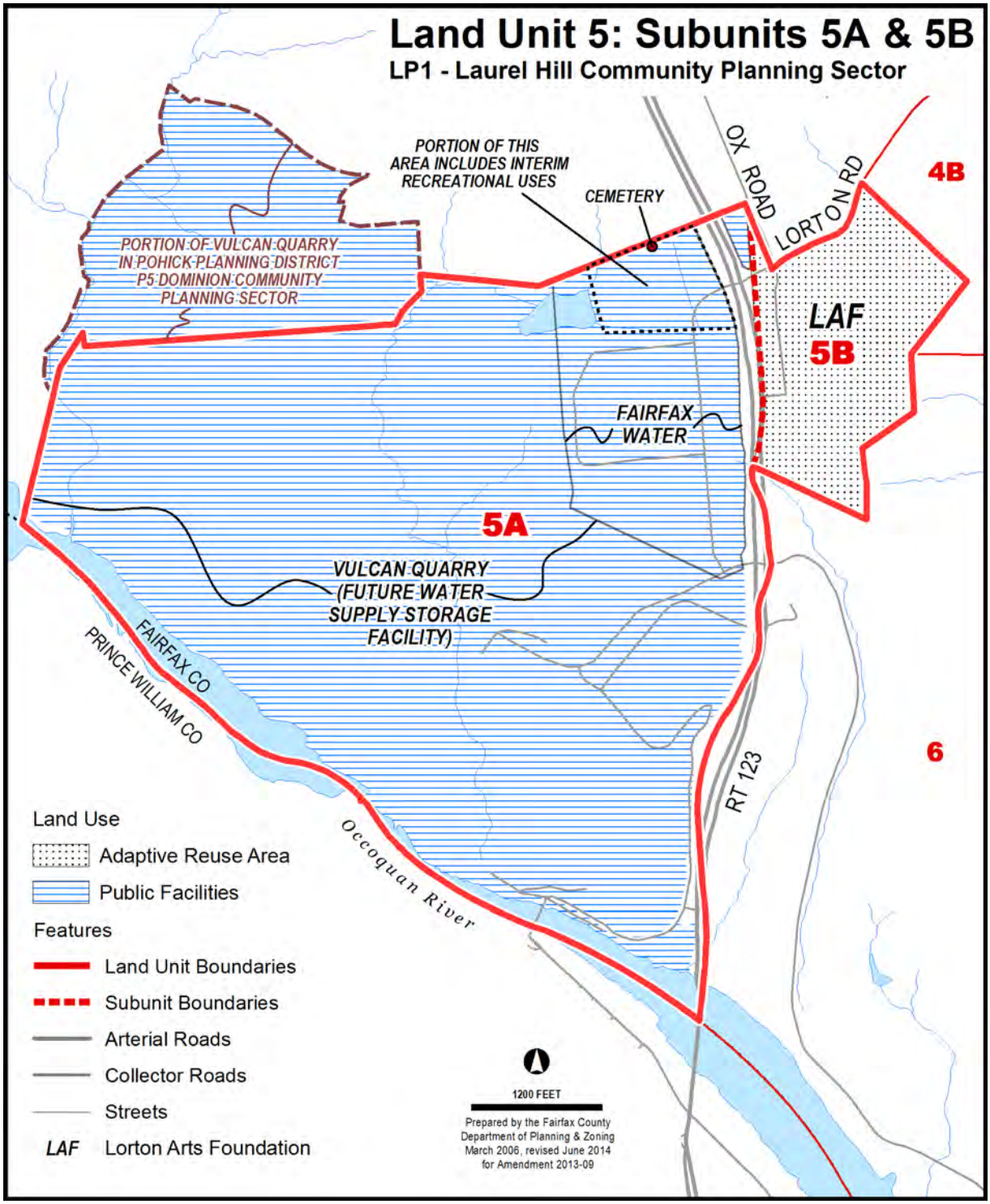

Land Unit 5: Subunits 5A & 5B
LP1 - Laurel Hill Community Planning Sector
PORTION OF THIS AREA INCLUDES INTERIM RECREATIONAL USES
CEMETERY
OX ROAD
LORTON RD
4B
PORTION OF VULCAN QUARRY IN POHICK PLANNING DISTRICT P5 DOMINION COMMUNITY PLANNING SECTOR
LAF
5B
FAIRFAX WATER
5A
VULCAN QUARRY (FUTURE WATER SUPPLY STORAGE FACILITY)
FAIRFAX CO
PRINCE WILLIAM CO
Occoquan River
RT 123
6
Land Use
Adaptive Reuse Area
Public Facilities
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
LAF Lorton Arts Foundation
1200 FEET
Prepared by the Fairfax County Department of Planning & Zoning March 2006, revised June 2014 for Amendment 2013-09

FIGURE 20

relocation of the quarry's stone crushing operations to this area. As an interim use, land located on the northeast portion of the Fairfax Water Facility may be used by the Park Authority for park and recreational uses until such time as the area is needed for treatment plant expansion. The half-acre prison cemetery, which was established at the turn of the 20th century, located west of the former Occoquan Workhouse on the Fairfax Water property, should be preserved.

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 River should be maintained.

The Fairfax Water Facility property extends northward to the boundary of the LP1 Laurel Hill Community Planning Sector. In order to meet the long term water supply storage needs of Fairfax County and the region, a water supply storage facility may be considered for establishment on lands currently owned by the Vulcan Quarry and Fairfax Water. Phasing is envisioned to occur as follows:

- The northern portion of the Vulcan Quarry would be available to Fairfax Water no later than 2035, when mining operations in this area would cease. At that time, this portion of the quarry would be converted to serve as Phase 1 of the planned water supply storage facility (shown on Figure 21). Additional land would be leased to Vulcan Quarry by Fairfax Water prior to Phase 1 to facilitate reconfiguration of the stone mining operations to replace lost capacity from the conversion of the northern portion of the quarry for water supply storage purposes, for relocation of the quarry's stone crushing operations and for storage space for overburden (topsoil and excess material) from mining activities. Mining operations on the southern portion of the quarry would continue until about 2085.

- The entirety of Vulcan Quarry land would be acquired by Fairfax Water no later than 2085. All quarry operations would then cease. At this time, the southern portion of the quarry would be converted to serve as Phase 2 of the new water supply storage facility. The locations described for the proposed conversion of the Vulcan Quarry to a water supply storage facility are shown in Figure 21.

Evaluation of any proposal for any long term water supply storage areas should consider the following in the evaluation of direct and indirect impacts to Environmental Quality Corridors (EQCs) and Resource Protection Areas (RPAs), as well as impacts created by proposed stream diversions. The following issues should be considered during the review of any rezoning, special permit, special exception and proffer condition amendment applications:

- The extent to which the proposed water supply storage facility is needed to address short, medium and long term water supply needs;

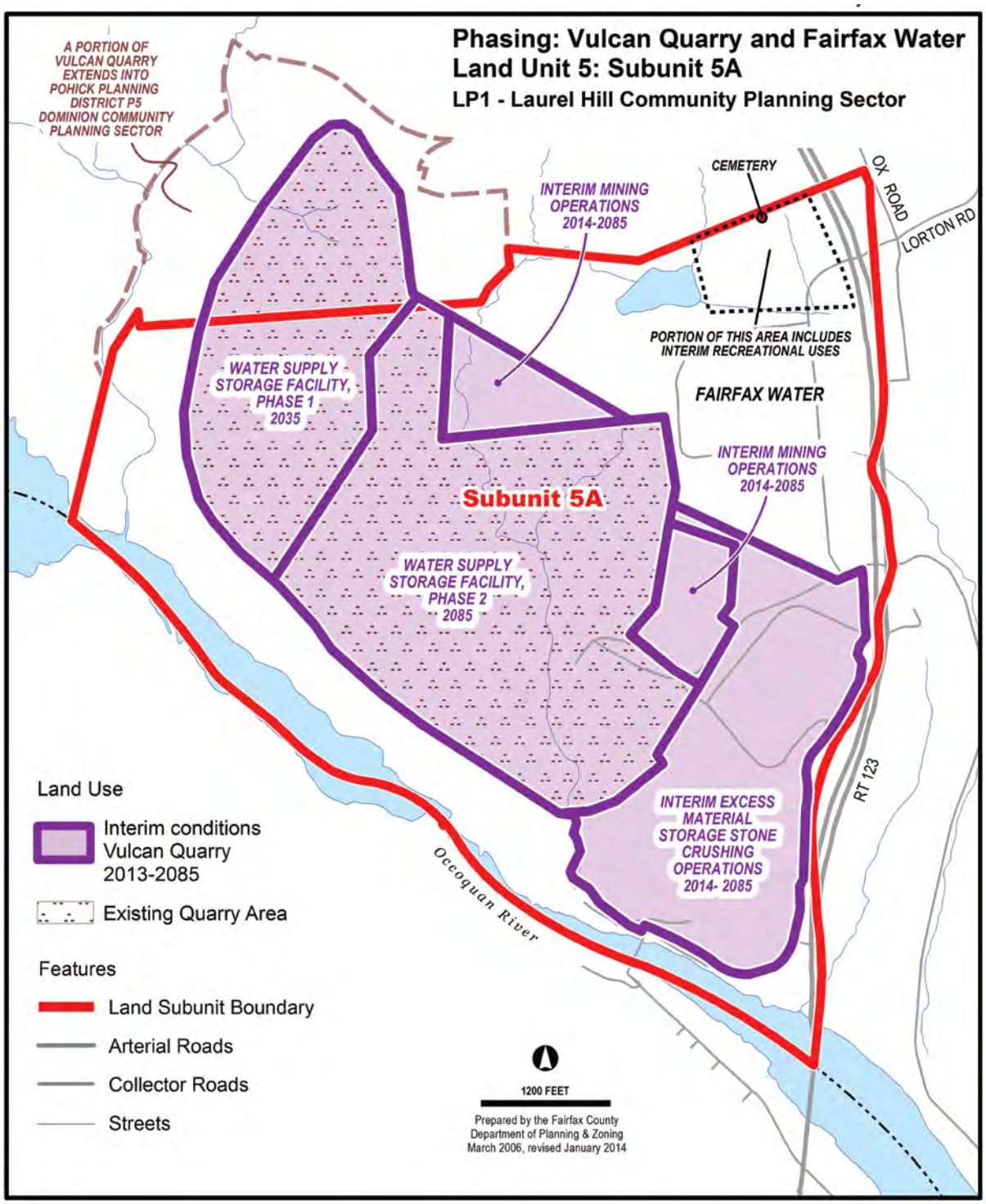

Phasing: Vulcan Quarry and Fairfax Water
Land Unit 5: Subunit 5A
LP1 - Laurel Hill Community Planning Sector
A PORTION OF VULCAN QUARRY EXTENDS INTO POHICK PLANNING DISTRICT P5 DOMINION COMMUNITY PLANNING SECTOR
INTERIM MINING OPERATIONS 2014-2085
CEMETERY
OX ROAD
LORTON RD
PORTION OF THIS AREA INCLUDES INTERIM RECREATIONAL USES
FAIRFAX WATER
WATER SUPPLY STORAGE FACILITY, PHASE 1 2035
INTERIM MINING OPERATIONS 2014-2085
Subunit 5A
WATER SUPPLY STORAGE FACILITY, PHASE 2 2085
INTERIM EXCESS MATERIAL STORAGE STONE CRUSHING OPERATIONS 2014- 2085
RT 123
Occoquan River
Land Use
Interim conditions Vulcan Quarry 2013-2085
Existing Quarry Area
Features
Land Subunit Boundary
Arterial Roads
Collector Roads
Streets
1200 FEET
Prepared by the Fairfax County Department of Planning & Zoning March 2006, revised January 2014

FIGURE 21

- The extent to which the proposed action would meet the long term water supply needs with the least amount of adverse environmental impact, compared to other alternatives;

- The extent to which any existing buffer areas will be removed or impacted by any proposed stream diversion;

- The placement and orientation of proposed temporary mining capacity augmentation areas should be evaluated in order to avoid and/or minimize impacts to EQCs, RPAs and streams;

- The extent of any impacts that the proposal would have on EQCs and measures that would be pursued to address Policy Plan guidance regarding disturbances to EQCs;

- The extent of any impacts that the proposal would have on RPAs and measures that would be taken in support of an exception under Chapter 118 of the Fairfax County Code (the Chesapeake Bay Preservation Ordinance); and;

- The extent to which there would be any proposed diversion of drainage that would be needed to implement the proposal and the measures that would be pursued to ensure that any such drainage diversion would not have adverse impacts on receiving waters.

Sub-unit 5B: Sub-unit 5B is wedge shaped and is generally bounded by Ox Road 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 20: 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 22). 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 23).

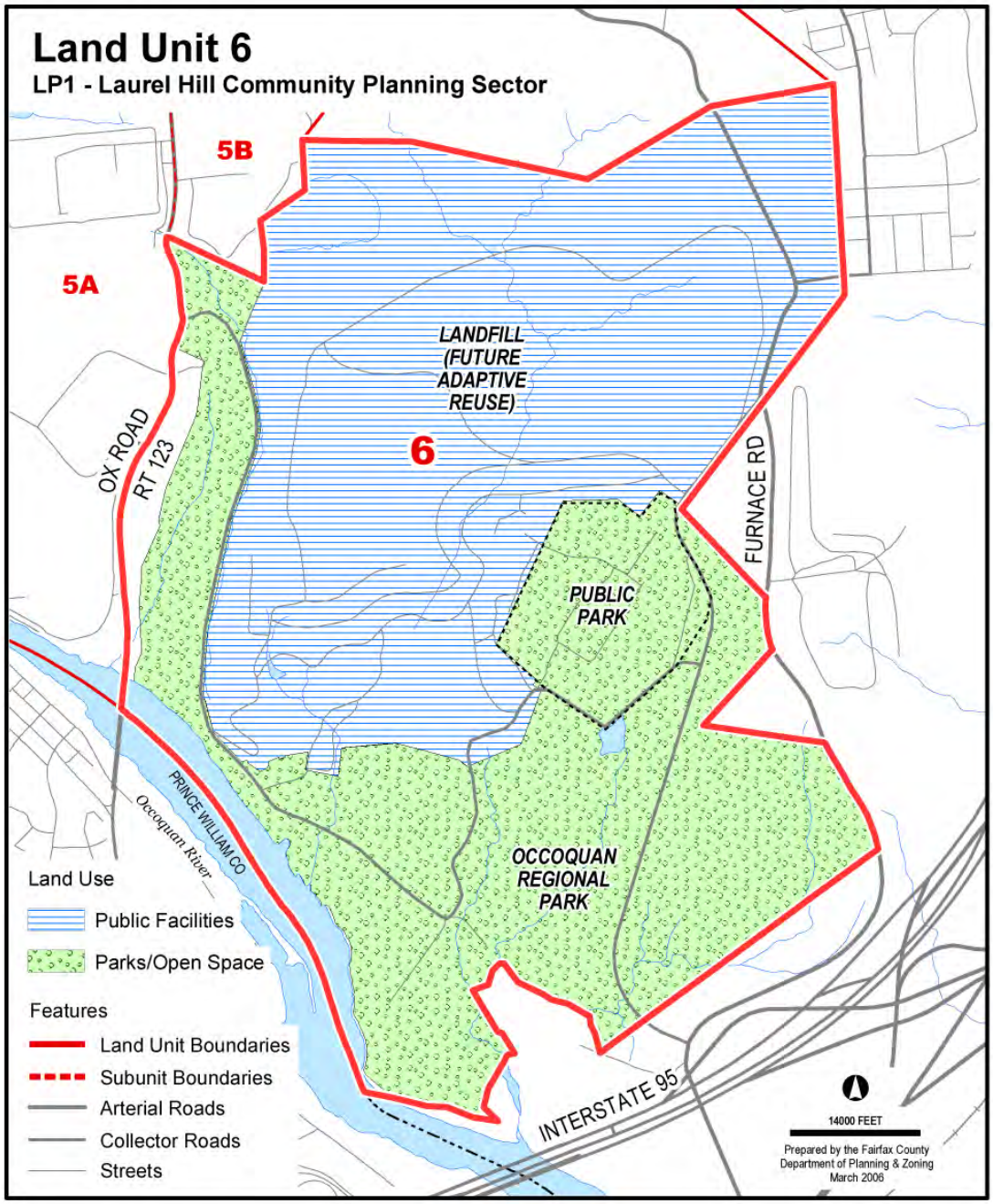
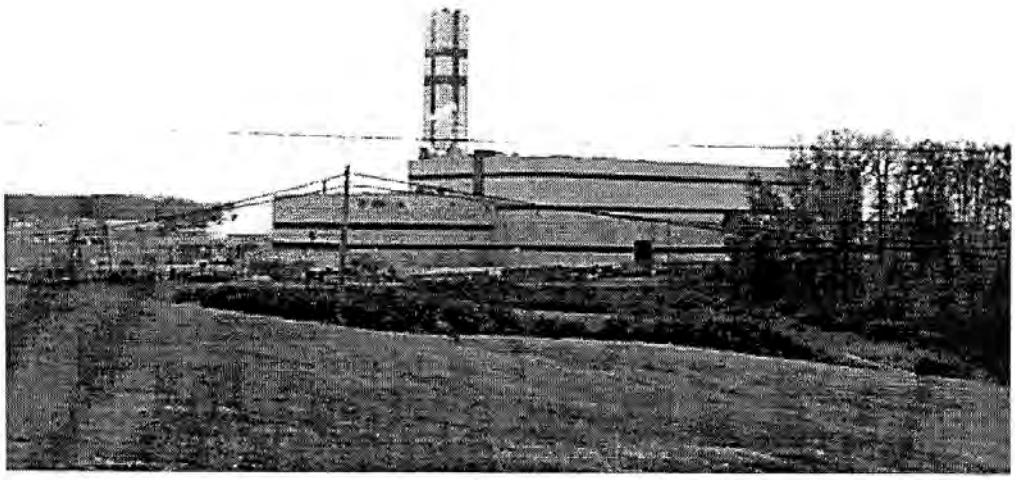

Land Unit 6
LP1 - Laurel Hill Community Planning Sector
5B
5A
LANDFILL (FUTURE ADAPTIVE REUSE)
6
OX ROAD
RT 123
FURNACE RD
PUBLIC PARK
OCCOQUAN REGIONAL PARK
PRINCE WILLIAM CO
Occoquan River
INTERSTATE 95
Land Use
Public Facilities
Parks/Open Space
Features
Land Unit Boundaries
Subunit Boundaries
Arterial Roads
Collector Roads
Streets
14000 FEET
Prepared by the Fairfax County Department of Planning & Zoning March 2006

FIGURE 22

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.



I-95 ENERGY/RESOURCE RECOVERY FACILITY **FIGURE 23**

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 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 Ox Road 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.

LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

CHARACTER

The Lorton-South Route 1 Community Planning Sector is generally bounded on the north by Accotink Creek, on the east by Fort Belvoir Main Post and Old Colchester Road, on the west by Furnace Road and on the south by the Occoquan River (see Figure 24).

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

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

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

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

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

The portion of the planning sector which lies south of Gunston Road (Route 242), west of Old Colchester Road and east of the properties fronting on Route 1 and Giles Run Road contains vacant land, a concrete contracting company and single-family detached houses. Neighborhood-serving retail uses are located at the southeast corner of Gunston Road and Richmond Highway. The area of the sector that lies between the I-95 and Richmond Highway interchange is developed with a dinner theatre restaurant and low-rise offices buildings.

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

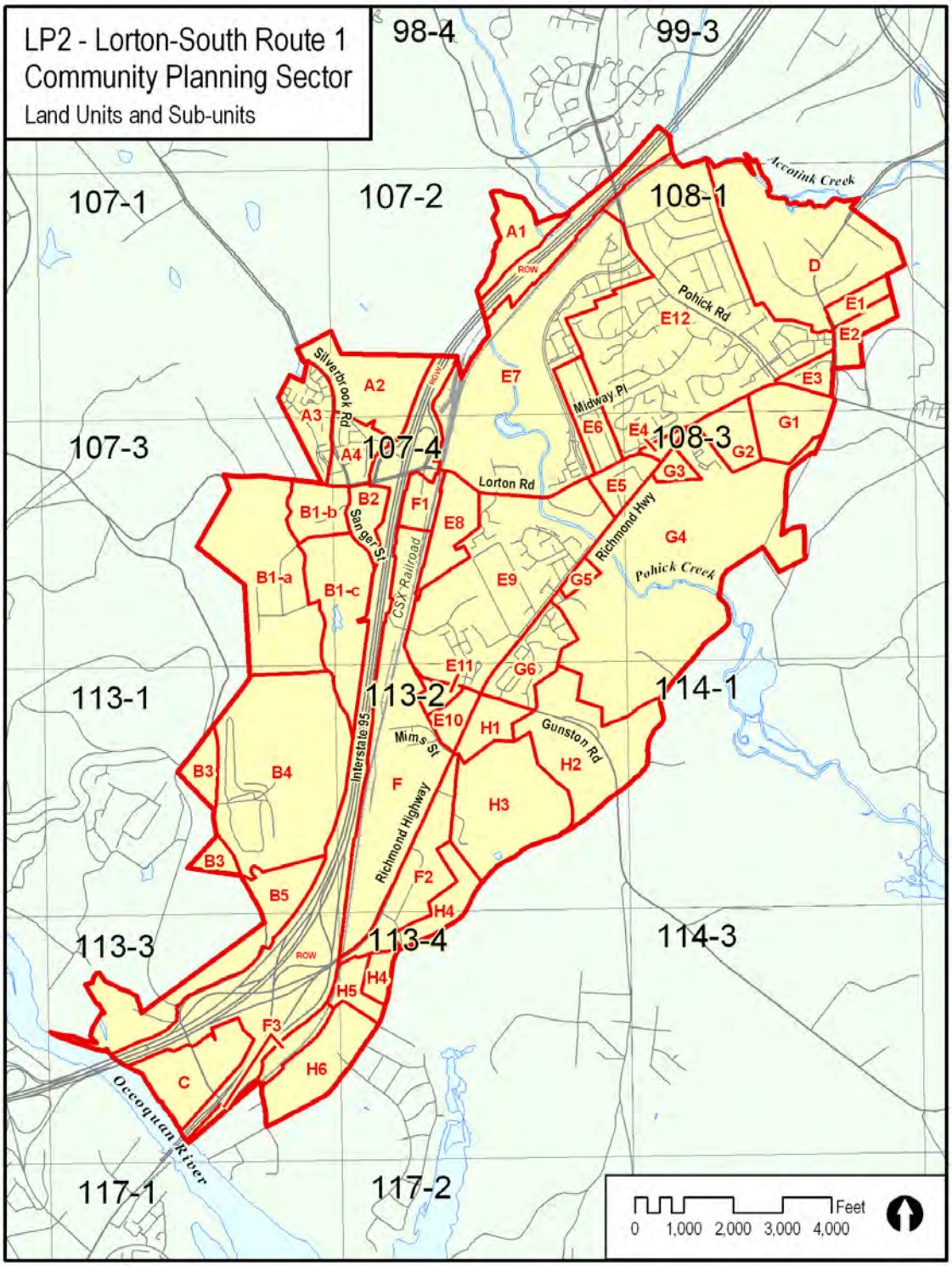

LP2 - Lorton-South Route 1
Community Planning Sector
Land Units and Sub-units
98-4
99-3
107-1
107-2
108-1
107-3
107-4
108-3
113-1
113-2
114-1
113-3
113-4
114-3
117-1
117-2
Accotink Creek
Pohick Rd
Silverbrook Rd
Midway Pl
Lorton Rd
Richmond Hwy
Pohick Creek
Sangster St
CSX Railroad
Interstate 95
Mims St
Gunston Rd
Richmond Highway
Occoquan River
ROW
A1
A2
A3
A4
B1-a
B1-b
B1-c
B2
B3
B4
B5
C
D
E1
E2
E3
E4
E5
E6
E7
E8
E9
E10
E11
E12
F
F1
F2
F3
G1
G2
G3
G4
G5
G6
H1
H2
H3
H4
H5
H6
0 1,000 2,000 3,000 4,000 Feet

FIGURE 24

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

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, nonresidential 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 Overlay 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 Richmond Highway 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 Richmond Highway and I-95 from the Occoquan River to Fort Belvoir; the I-95/Lorton Road interchange area; the Richmond Highway/I-95 interchange area; and the Richmond Highway/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 Laurel Hill 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 Laurel Hill 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 CSX Railroad tracks to the west and continues south of Mims Street to Hassett Street, incorporating properties fronting on both sides of Richmond Highway. 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, Richmond Highway 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 Richmond Highway 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. (See Figures 25-32).

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 Laurel Hill site (see Figure 25).

Sub-unit A1

This 26-acre sub-unit is west of I-95, bounded by Pohick Creek and the Laurel Hill 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 Silverbrook Road, south of the Laurel Hill 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 Laurel Hill site;
- Substantial buffering should be provided between all portions of property lines and the Laurel Hill site;
- Substantial contribution towards transportation improvements should be provided.

Sub-unit A3

Sub-unit A3 is located east of the Laurel Hill site and north of Lorton Road. This sub-unit is planned for multifamily 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 Laurel Hill site to buffer the residential uses from the prison property;
- 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;
- Access to the sub-unit may allow a temporary left-turn access to or from Lorton Road until Lorton Road reaches its ultimate lane configuration.
- Trails should be provided in accordance with the Countywide Trails Map; and
- Substantial contribution towards transportation improvements should be provided.

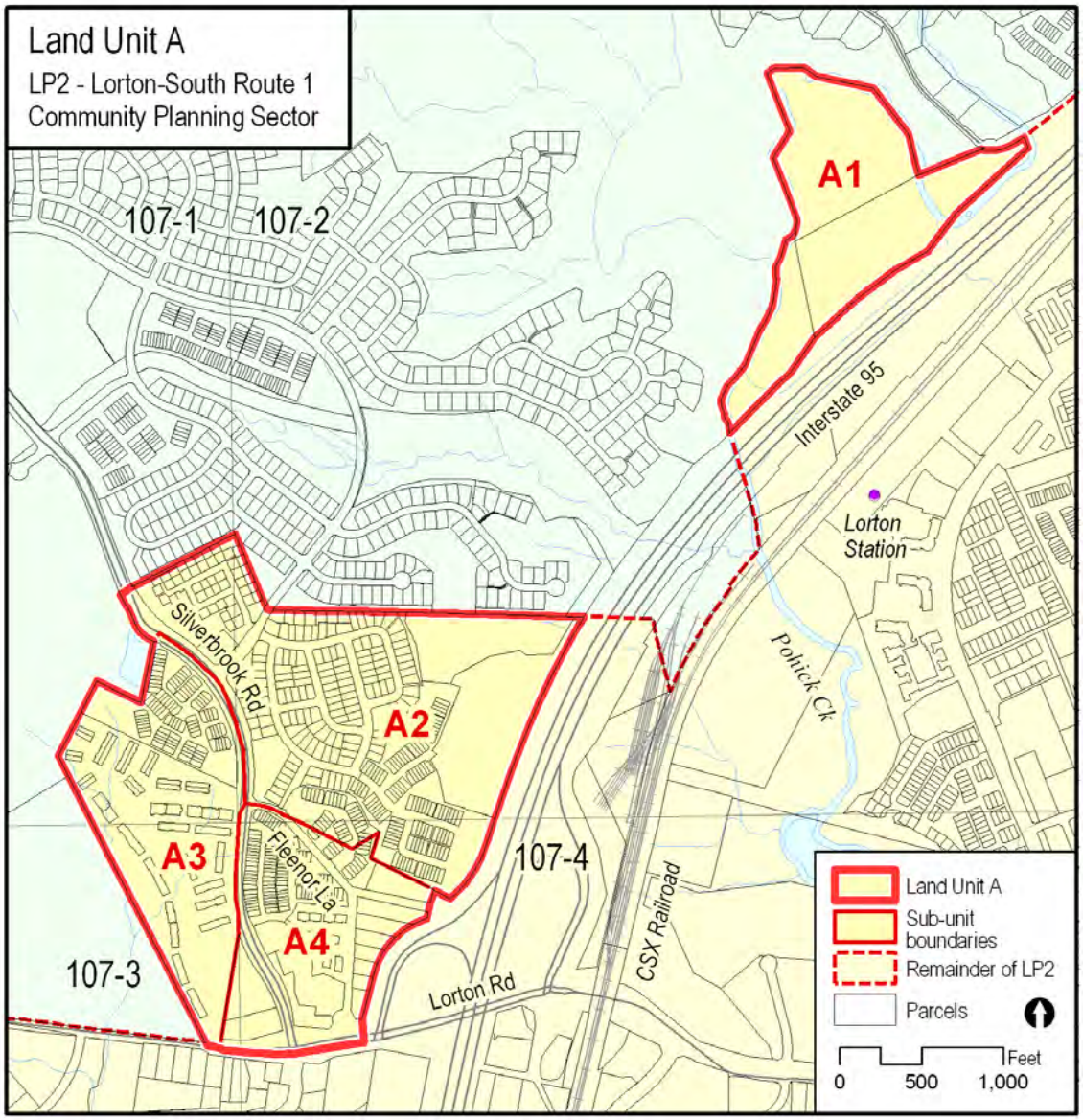

Land Unit A
LP2 - Lorton-South Route 1
Community Planning Sector
107-1
107-2
A1
Interstate 95
Lorton
Station
Silverbrook Rd
A2
Pohick Ck
A3
Fleenor La
A4
107-4
CSX Railroad
107-3
Lorton Rd
Land Unit A
Sub-unit
boundaries
Remainder of LP2
Parcels
Feet
0
500
1,000

FIGURE 25

Sub-unit A4

Sub-unit A4 is located north of Lorton Road and west of I-95. Sub-unit A4 is planned for community-serving retail uses provided that the following site-specific conditions are met:

- 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.

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

- Substantial contribution towards transportation improvements should be provided;
- Substantial buffering and screening should be provided between adjacent nonresidential 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;
- Substantial contribution towards transportation improvements should be provided;
- Substantial buffering and screening should be provided between adjacent nonresidential and residential uses;
- Trails should be provided in accordance with the Countywide Trails Map;
- Building heights should not exceed forty feet for nonresidential 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 Laurel Hill site to the west and the Occoquan River to the south (see Figure 26). 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 Laurel Hill 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.

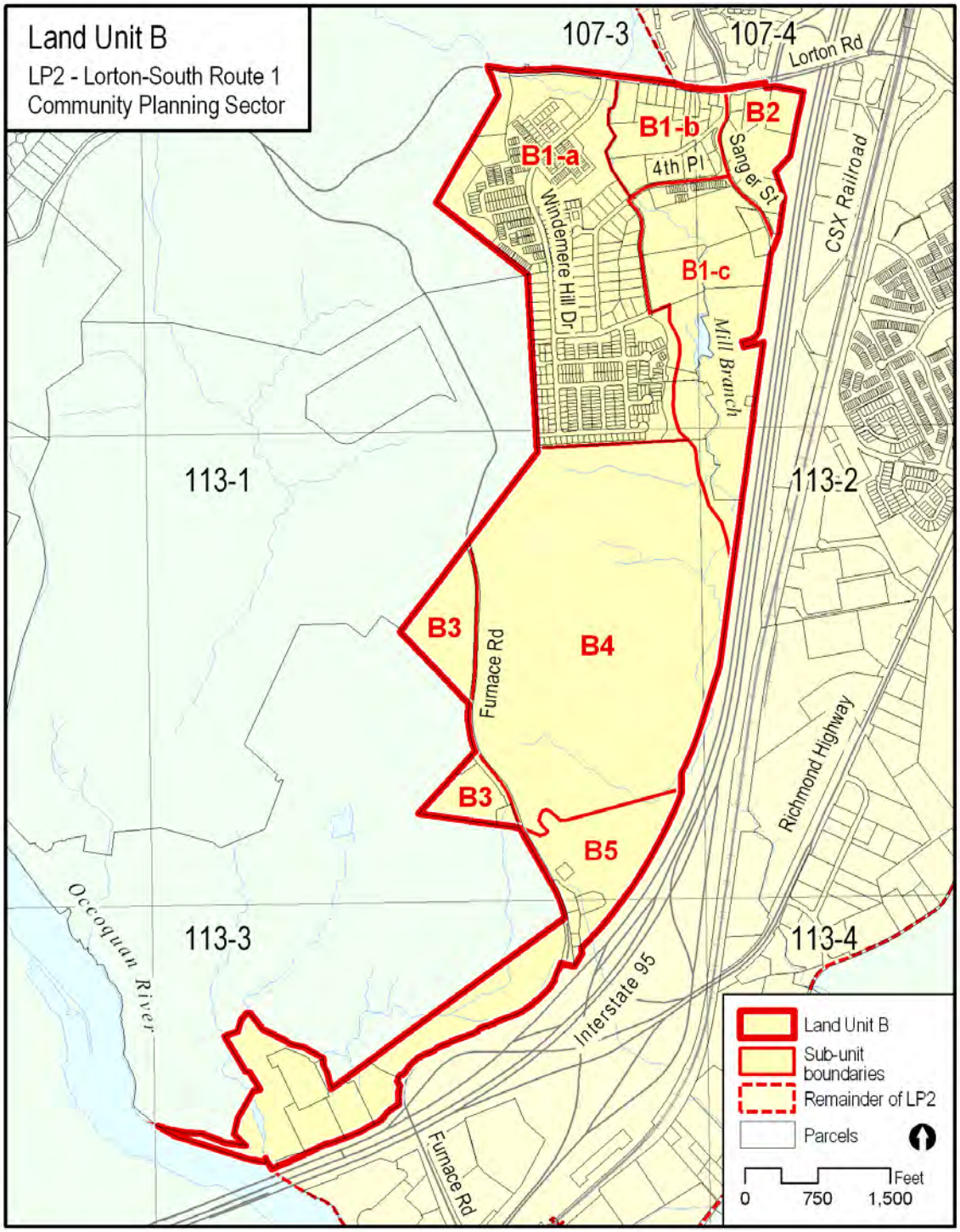

Land Unit B
LP2 - Lorton-South Route 1
Community Planning Sector
107-3
107-4
Lorton Rd
B1-a
B1-b
B2
4th Pl
Sanger St
CSX Railroad
Windemere Hill Dr
B1-c
Mill Branch
113-1
113-2
B3
Furnace Rd
B4
B3
B5
Richmond Highway
Occoquan River
113-3
113-4
Interstate 95
Furnace Rd
Land Unit B
Sub-unit boundaries
Remainder of LP2
Parcels
Feet
0
750
1,500

FIGURE 26

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;

- 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 Laurel Hill 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 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 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;

- 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 Laurel Hill 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 (The Village at Lorton Valley subdivision, Tax Map parcels 107-3((6)) All), 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 all parcels within tax map 107-3((8)) and 107-4((25)), the Gunston Commons subdivision. 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 parcel 107-4((1)) 85A and parcels within the Gunston Common subdivision, which are planned and zoned for residential use at 12-16 dwelling units per acre. The following site-specific condition 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. The area contains approximately 20 acres. Tax parcel 107-4((1))74, the site of a Fairfax County Public Schools Administration Transportation Center and eventual part of the Lorton Road/I-95 interchange is planned for public facilities. The remaining tax parcels 107-4((1))75A, 77, 78, 79, 80, 81 and 82 in Sub-unit B2 are planned for office use to accommodate medical office use and medical care facilities. Hotel or assisted living facility uses may also be appropriate. The remaining parcels mentioned above are planned for an overall intensity up to .40 FAR (253,000 square feet) derived from a property area of 14.55 acres, subject to the following conditions:

- Transportation improvements should be provided that ensure that the impact of the proposed development is mitigated so that there is no overall degradation of the transportation network in the vicinity of the site;

- Substantial contribution towards transportation improvements should be provided, including TDM commitments. Land should be dedicated for transportation improvements along Lorton Road and Sanger Street, including a bus shelter, and the interchange improvements along interstate 95. Sidewalks should be provided along Sanger Street and Lorton Road;

- Full consolidation should be achieved with the exception of parcel 74 which is planned for continued use as the Fairfax County Public Schools Administration Transportation Center and the planned future expansion of the I-95 – Lorton Road interchange;

- All structures should be located on the northern and center portions of the site. In order to be compatible with the massing and scale of nearby commercial structures, buildings located along Lorton Road shall be no taller than 60 feet for a maximum of 208 feet above sea level;

- Ancillary uses such as a restaurant, deli, retail, medical laboratory and pharmacy uses may be appropriate as ground floor uses. A daycare center which should primarily serve employees of the medical care and medical office uses may be appropriate as an ancillary ground floor use provided that noise impacts for the outdoor play area can be fully mitigated. Free-standing buildings for these ancillary uses should not be permitted;

- Parking should be consolidated into structures and surface parking should be minimized. Parking structures should provide façade and other architectural treatments and landscaping features to ensure an attractive appearance along major roadways and toward nearby residential communities;

- All buildings including parking structures should utilize low impact development features such as rooftop landscaping and stepped-back tiers with planters to minimize their impact on the environment;

- Most of parcel 81 and all of parcel 82 should remain undeveloped and be utilized as tree save areas except for areas that are needed to accommodate internal access drives and utilities;

- Underground stormwater detention facilities should be provided in order to preserve open space and maintain tree save areas;

- 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 re-vegetation where necessary, and minimize clearing and grading; and

- Noise or lighting impacts on the adjacent residential neighborhoods should be mitigated using techniques such as appropriate design, buffering, and sensitive operation.

Sub-unit B3

These two triangular-shaped pieces of property west of Furnace Road together contain about 27 acres. The northern piece of property is planned for light industrial use and for public open space when the adjacent landfills are covered. The southern piece of property is 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

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

Sub-unit B5 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 Sub-unit B5 should be provided to allow for a high-quality, integrated development;

- If portions of land on Sub-unit B5 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 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 Richmond Highway may be considered between Furnace Road and the Occoquan River Bridge;

- Effective landscaping, possibly including berms along Richmond Highway, 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, 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-unit B5 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 Richmond Highway interchange (see Figure 27). 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-unit B5 are undevelopable due to sensitive environmental conditions, then those areas should be preserved and development should be located and transferred to Land Unit C. Development on Land Unit C is planned up to .25 FAR; however, the FAR may be increased up to .27 to accommodate the transfer of development from Sub-unit B5 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 Richmond Highway may be considered between Furnace Road and the Occoquan River Bridge;

- Effective landscaping possibly including berms along Richmond Highway 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.

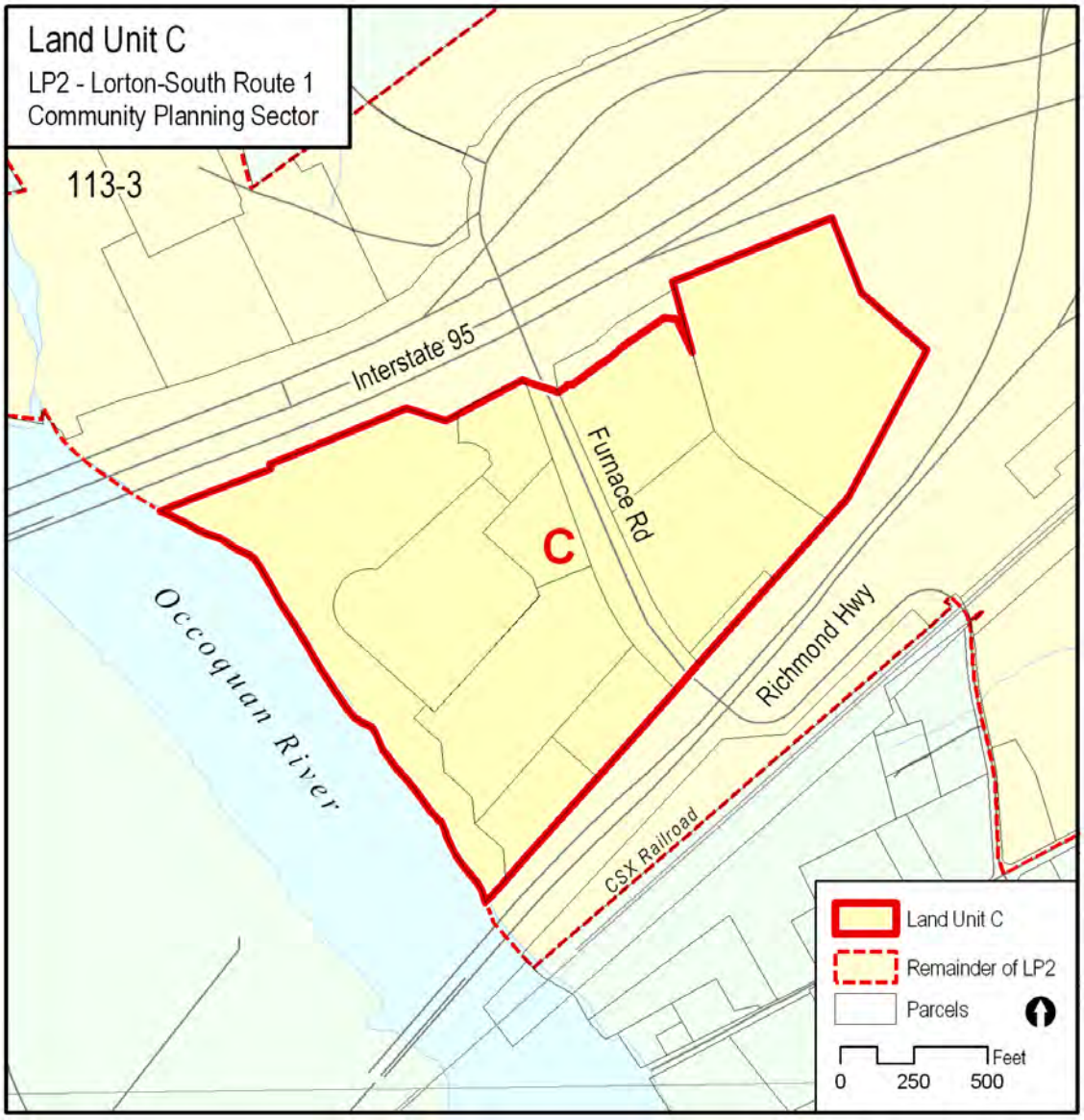

Land Unit C
LP2 - Lorton-South Route 1
Community Planning Sector
113-3
Interstate 95
Furnace Rd
C
Richmond Hwy
Occoquan River
CSX Railroad
Land Unit C
Remainder of LP2
Parcels
Feet
0
250
500

FIGURE 27

- 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-unit B5 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 (see Figure 28). 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.

As an option, the approximately 69 acres west of Telegraph Road may be appropriate for a mix of uses consisting of office, hotel, retail, civic and light industrial uses at an intensity up to .65 FAR if the following conditions are satisfied:

- Density for any redevelopment proposal should be based solely on the area brought forward for the particular development application;

- Parcels are substantially and logically consolidated. If all parcels are not consolidated, the site design should allow for or demonstrate the compatible integration of unconsolidated parcel(s) at a later date;

- Site design should provide:
  - an internal street grid;
  - a second street connection to Telegraph Road north of Lockport Place in a location determined in consultation with relevant Fairfax County agencies and the Virginia Department of Transportation;
  - pedestrian, bicycle and/or transit circulation systems to connect places within and outside the development;
  - a system of useable open spaces and urban parks; and
  - a unified landscape, streetscape, signage and architectural theme;

- Retail and hotel uses are limited to a maximum of 5 percent of each development proposal. Civic and community space should comprise at least 5,000 gross square feet and be provided with the first phase of development. Office use should encompass approximately 95 percent of total development but light industrial uses may replace up to 10 percent of office uses. Heavy industrial uses are prohibited;

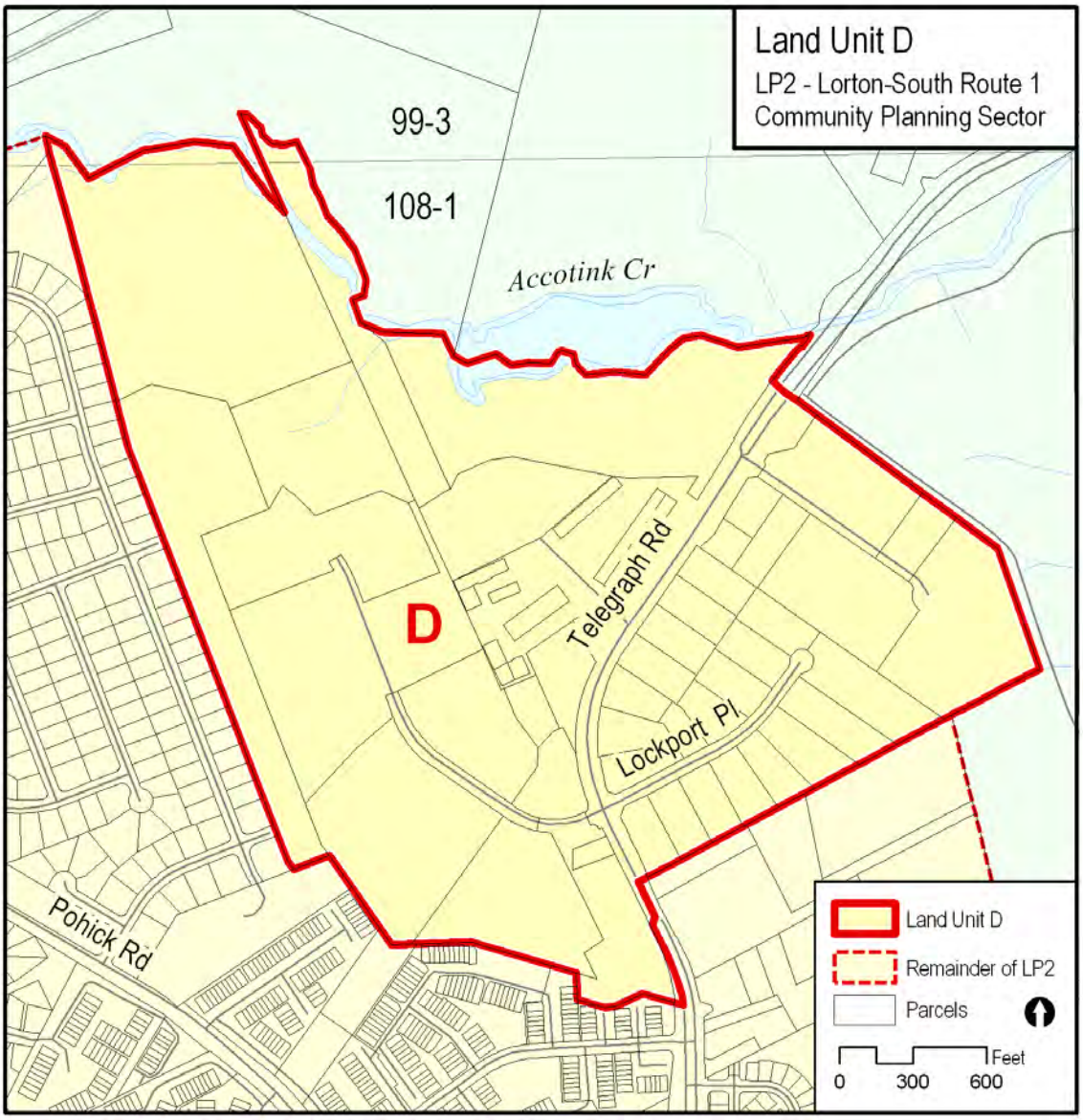

Land Unit D
LP2 - Lorton-South Route 1
Community Planning Sector
99-3
108-1
Accotink Cr
D
Telegraph Rd
Lockport Pl
Pohick Rd
Land Unit D
Remainder of LP2
Parcels
Feet
0
300
600

FIGURE 28

- Retail uses are located in the ground-level of office or hotel buildings. Free-standing retail uses should be limited. With the exception of banks, drive-through uses are not appropriate;

- Density and height tapers down closer to the surrounding residential development, with buffers and landscaping along edges closest to residential development;

- Structure height is consistent with the treeline to reduce visual instrusion on the adjacent residential community and to avoid impacting the viewshed of Pohick Church. Building height should not exceed 8 stories or 90'. Under no circumstances should structure height impair the viewshed of Pohick Church. Measures are incorporated to enhance the urban design and visual appeal of the area through measures such as high quality façade treatments and streetscapes;

- All parking structures are well landscaped with trees and shrubs. Façade treatments of parking structures should be considered as a component of the site design and architectural theme of development;

- Proposed buildings are approved by the Federal Aviation Administration (FAA) to assure no interference with operations at Davison Army Airfield;

- Lighting is located, directed, and designed to reduce glare and minimize impact to adjacent residential development;

- Buildings are designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;

- Right-of-way is dedicated along Telegraph Road in anticipation of the potential need for additional capacity associated with this option;

- Development will not degrade traffic below acceptable level of service (LOS) for streets impacted by the development;

- The TDM program should reduce peak hour trips to a level that is 20 percent below that which office development at a 0.5 FAR would generate, based on Institute of Transportation Engineers (ITE) trip generation rates. This trip reduction target should be achieved with each phase of development to be determined at the time of rezoning. Coordination with any existing TDM program and existing shuttle bus service in the area is encouraged. Specifically, the development should provide shuttle service to the Joe Alexander Transportation Center, and/or the Lorton Virginia Railway Express (VRE) Station or other destinations in the nearby area, such as Fort Belvoir.

- Provision of environmentally sensitive elements in the design, siting, and construction of development, including office buildings designed to meet the criteria for LEED Silver or equivalent green building certification. Optimization of green buildings performance beyond the certification level is encouraged;

- Inclusion of Low Impact Development (LID) development measures into stormwater management controls to reduce runoff and improve surface waters over existing conditions. Innovative measure and controls should be used to mitigate the impact of development on water quality and quantity. Redevelopment should also include other sustainable practices in accordance with the Environment section of the Policy Plan;

- Dedication of Resource Protection Area (RPA) and Environmental Quality Corridor (EQC) acreage to Fairfax County;

- Mitigation of the impacts on parks and recreation per policies contained in Objective 6 of the Park & Recreation section of the Policy Plan, including the construction of a publicly available urban park that meets Fairfax County Park Authority (FCPA) standards.

Land Unit E

Land Unit E is generally bounded by the CSX Railroad tracks to the west; Mims Street to the south; Richmond Highway to the east and Pohick Estates to the north (see Figure 29). 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 Richmond Highway 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 Richmond Highway 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 Richmond Highway are established (Williamsburg Square, Pohick Square and the Highlands Terrace Townhomes of Gunston and Gunston Square) and developing townhouse projects. The area between these residential uses and the CSX Railroad tracks is largely undeveloped and includes the 232-acre CSX site.

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 Overlay 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))8B, 8C, 8D and 10, as shown on Figure 29) is planned for wholesale/warehouse

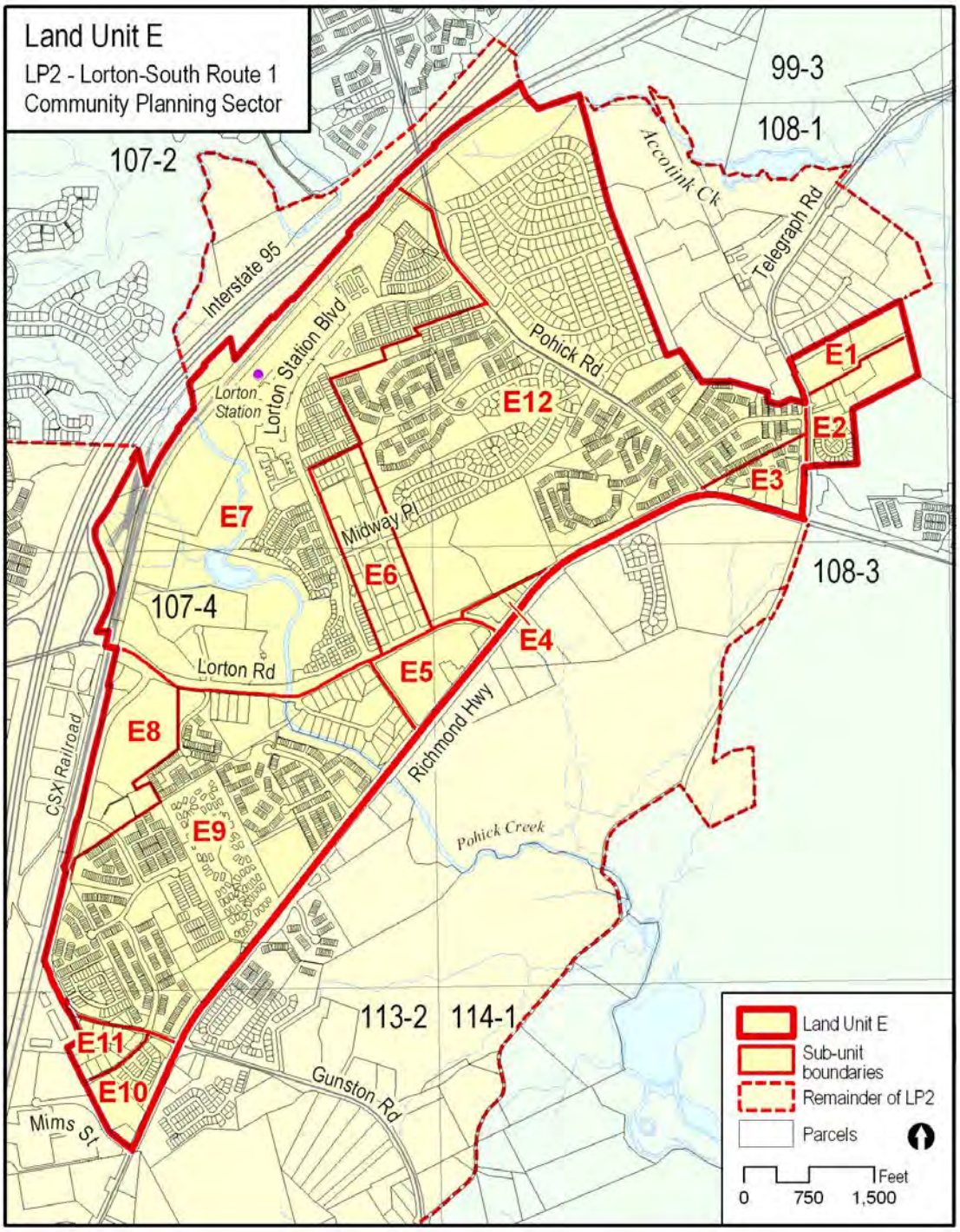

Land Unit E
LP2 - Lorton-South Route 1
Community Planning Sector
99-3
108-1
107-2
Accotink Ck
Telegraph Rd
Interstate 95
Lorton Station Blvd
Pohick Rd
Lorton Station
E1
E2
E3
E12
E7
Midway Pl
E6
108-3
107-4
E4
Lorton Rd
E5
E8
Richmond Hwy
CSX Railroad
E9
Pohick Creek
113-2
114-1
E11
E10
Gunston Rd
Mims St
Land Unit E
Sub-unit boundaries
Remainder of LP2
Parcels
Feet
0
750
1,500

FIGURE 29

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 Richmond Highway. Sub-unit E2 is planned for residential use at 8-12 dwelling units per acre except for the Lyndam Hill subdivision (tax map parcels 108-1 ((7)) All), which is planned and developed as 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 Overlay District at the northwest quadrant of Richmond Highway and Telegraph Road (see Figure 29). Parcels 108-1((1)) 22A, 24, 25, 26, and 28 located in the southern portion of this Sub-unit near Richmond Highway and closest to Pohick Church are planned for residential use at 3-4 dwelling units per acre, provided the units are part of a high quality design that is compatible with Pohick Church. Parcels 108-1 ((1)) 24, 25, 26, and 28 are owned by the Commonwealth of Virginia and may be used for future transportation improvements or open space.

The northern portion of the sub-unit is 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 nonresidential 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 nonresidential use, both existing and planned.

Sub-unit E4

This sub-unit, located southwest of the intersection of Richmond Highway and Lorton Road (see Figure 29), 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, except as specified under the option below for drive-thru uses. Efficient circulation should be provided and curb cuts should be minimized. Buffering and screening of adjacent residential development should be provided. Primary access to the site should be from Lorton Road. Secondary access may be provided from Richmond Highway, 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 within Sub-unit E4 may be considered for public park.

No new drive-through uses should be permitted. However, as an option, drive-through uses approved before 2011 such as a drive-in bank and drive-through pharmacy up to .15 FAR may be appropriate provided the following conditions are met:

- All parcels in the sub-unit are consolidated.
- Development should include no more than two separate buildings.
- Every effort should be made to orient buildings toward Richmond Highway and to avoid locating parking in front of buildings in order to create an attractive streetscape along Richmond Highway and to improve/enhance the visual image of this portion of Richmond Highway.
- Development includes appropriate landscaping to protect the integrity and character of Pohick Church and the Pohick Church Historic Overlay District.
- Development includes landscaping in the right-of-way along Lorton Road where it intersects with Richmond Highway, if permission is granted by VDOT.
- All recommendations on transportation and buffering and screening for Sub-unit E4 are satisfied.

Sub-unit E5

The Gunston Plaza Shopping Center has been developed in the vicinity of Lorton Road, Armistead Road and Richmond Highway. 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 I-95, generally between Pohick and Lorton Roads as shown on Figure 29. 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 multifamily 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 CSX 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 nonresidential 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 nonresidential and residential uses should be maintained so that the residential use component accounts for at least one-fourth of the total development;

- The nonresidential 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;

- 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 CSX Railroad should be provided;

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

- An enclosed commuter rail station structure that accommodates passenger and other public and accessory uses;

- 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 CSX Railroad tracks, south of Lorton Road, as shown on Figure 29. Sub-unit E8 is planned for a mix of uses such as office, open space, retail, cultural center, hotel/motel and recreational uses. The access to parcel 107-4((23))B is constrained because it does not have enough frontage on Lorton Road for an exit. Because of this limitation, auto-oriented uses and those that generate high amounts of vehicular traffic should be discouraged on this parcel. Effort should be made to maintain parcels 107-4((1))44 and107-4((1))54A as open space. In the event this parcel is developed, special care should be taken to ensure that it does not have a negative impact on the adjacent residential community. 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;

- 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 nonresidential 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 CSX Railroad should be provided.

Sub-unit E9

Sub-unit E9 is generally located south of Lorton Road, west of Richmond Highway, north of Gunston Cove Road and east of the CSX Railroad tracks. This sub-unit contains stable residential uses which are planned for 4-5 dwelling units per acre, 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 Richmond Highway. 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 nonresidential 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 nonresidential 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 Richmond Highway (see Figure 30). 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 Richmond Highway. Further expansion of industrial uses beyond the planned designation should not be allowed.

The area on the west side of Richmond Highway 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 Richmond Highway 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 Richmond Highway 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.

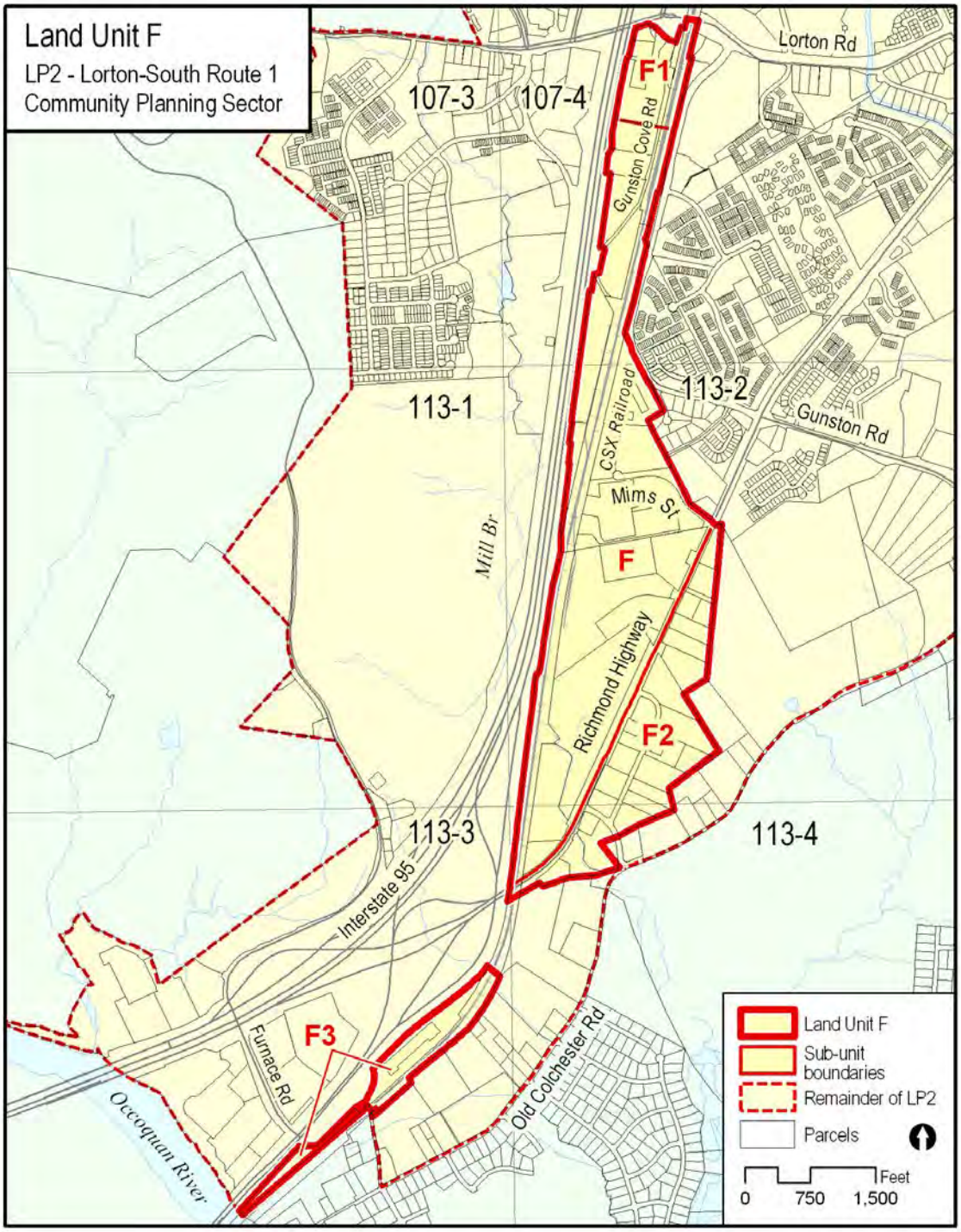

Land Unit F
LP2 - Lorton-South Route 1
Community Planning Sector
107-3
107-4
F1
Lorton Rd
Gunston Cove Rd
113-1
113-2
Gunston Rd
CSX Railroad
Mims St
Mill Br
F
Richmond Highway
F2
113-3
113-4
Interstate 95
F3
Furnace Rd
Old Colchester Rd
Occoquan River
Land Unit F
Sub-unit boundaries
Remainder of LP2
Parcels
Feet
0
750
1,500

FIGURE 30

Sub-unit F3

Sub-unit F3 is located between Richmond Highway and the CSX Railroad tracks and consists of Tax Map 113-3((1))40 and Tax Map 113-3((3))All. 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 Overlay 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((3)) All, which is developed as Gunston Commerce Center, and should include the restriction that the 400-foot Rule shall not apply to this subdivision. 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 Richmond Highway 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 (see Figure 31). 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 Overlay District. The provisions of the Pohick Church Historic Overlay District can be found in Appendix A, A1-100 of the Zoning Ordinance. 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 Richmond Highway, 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 Overlay District, substantial screening should be provided adjacent to the treatment plant storage facility, which is located on Old Colchester Road;

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

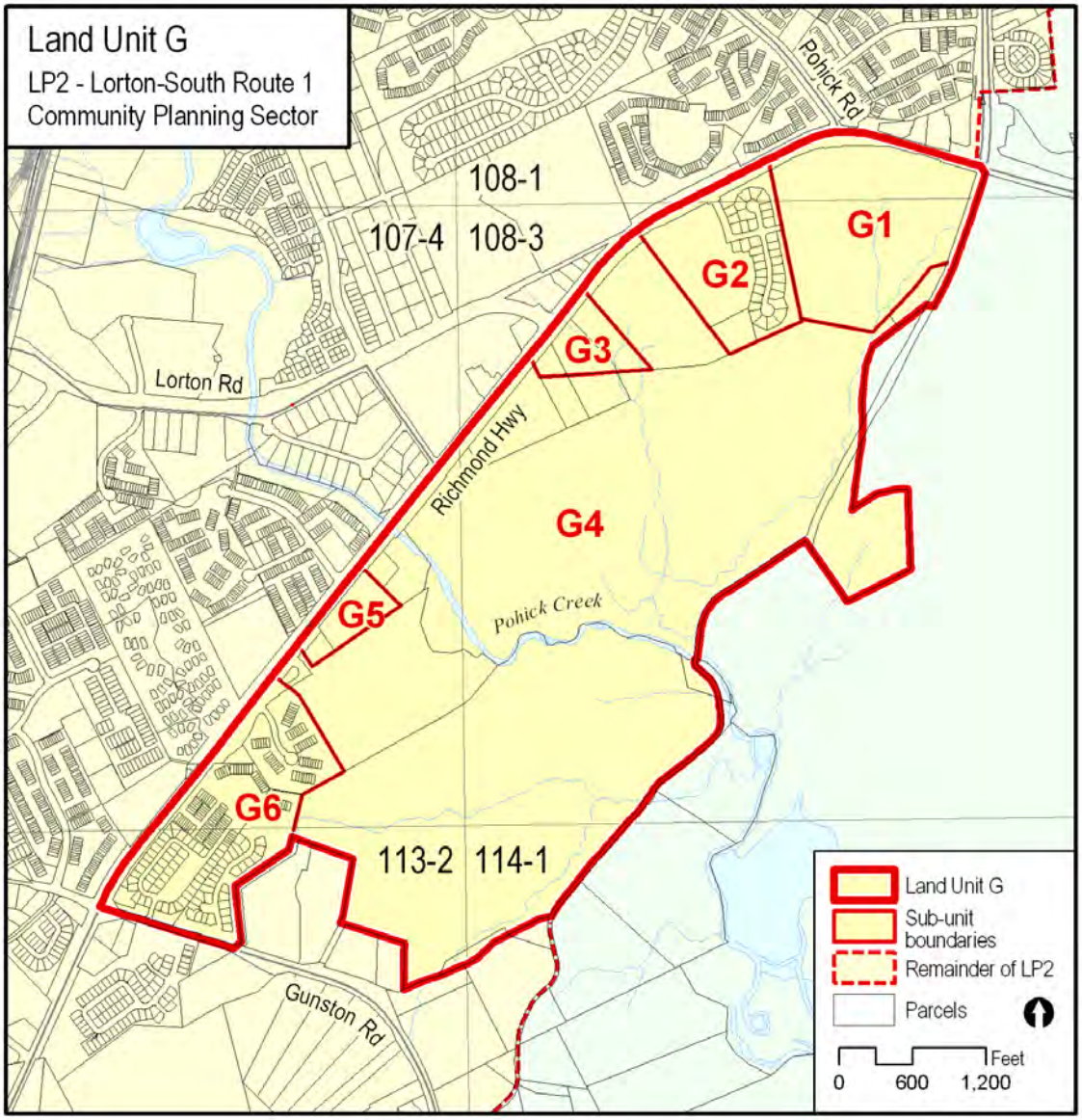

Land Unit G
LP2 - Lorton-South Route 1
Community Planning Sector
108-1
107-4
108-3
G1
G2
G3
G4
G5
G6
113-2
114-1
Pohick Rd
Lorton Rd
Richmond Hwy
Pohick Creek
Gunston Rd
Land Unit G
Sub-unit boundaries
Remainder of LP2
Parcels
Feet
0
600
1,200

FIGURE 31

- Buildings taller than Pohick Church (39.5 feet) shall not be allowed and freestanding signs shall 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 shall 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 Richmond Highway should be accomplished only by taking land on the north side of the existing roadway. All development within the historic overlay district must be reviewed by the Architectural Review Board. No incompatible development shall 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 (see Figure 31) is located on the east side of Richmond Highway and south of Pohick Road. It is also located within the Pohick Church Historic Overlay 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 Overlay District, as described under Sub-unit G1. Substantial buffering shall 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 Richmond Highway if any plant expansion utilizes parcels fronting on Richmond Highway;

- 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) located on the east side of Richmond Highway across from the Williamsburg Square townhouse development is planned for public facilities use. The entirety of this sub-unit is owned by Fairfax County and should be used as a buffer to the Noman M. Cole, Jr. Pollution Control Plant. Recreational uses could be considered for the site provided that all environmental contaminants are fully identified and remediated or mitigated. Parcel 107-4((1))32 is part of the pollution control plant and is developed with tennis and basketball courts that are operated and maintained by the Fairfax County Park Authority. Development should be extensively buffered from the Noman M. Cole, Jr. Pollution Control Plant.

Sub-unit G6

Sub-unit G6 (see Figure 31) is located on the east side of Richmond Highway 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 Richmond Highway between Gunston Road and Furnace Road (see Figure 32). 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 Richmond Highway.

Sub-unit H1

Sub-unit H1 is located on the southeast corner of Gunston Road and Richmond Highway. 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))27 and 113-2((8))1-73, developed as Lorton Station subdivision) 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 nonresidential 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 Richmond Highway 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 nonresidential 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. A portion of Sub-unit H2 is planned for residential use at .2-.5 dwelling unit per acre to provide a transition between the Richmond Highway Corridor and Mason Neck. Parcels 113-2((1)) 28-33, 36, and 37A 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.

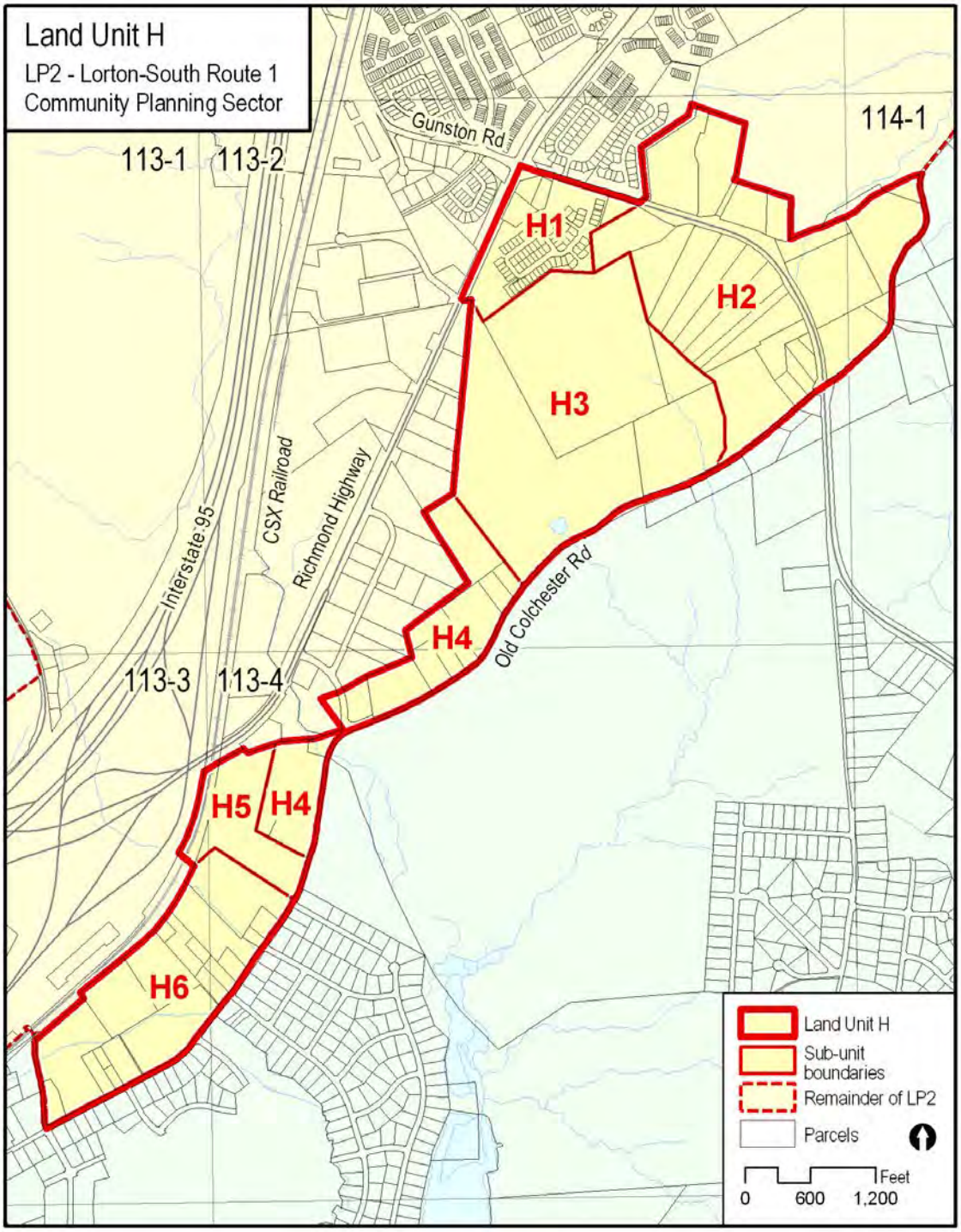

Land Unit H
LP2 - Lorton-South Route 1
Community Planning Sector
113-1
113-2
113-3
113-4
114-1
Gunston Rd
H1
H2
H3
H4
H4
H5
H6
Interstate 95
CSX Railroad
Richmond Highway
Old Colchester Rd
Land Unit H
Sub-unit boundaries
Remainder of LP2
Parcels
Feet
0
600
1,200

FIGURE 32

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 Richmond Highway 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 nonresidential 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

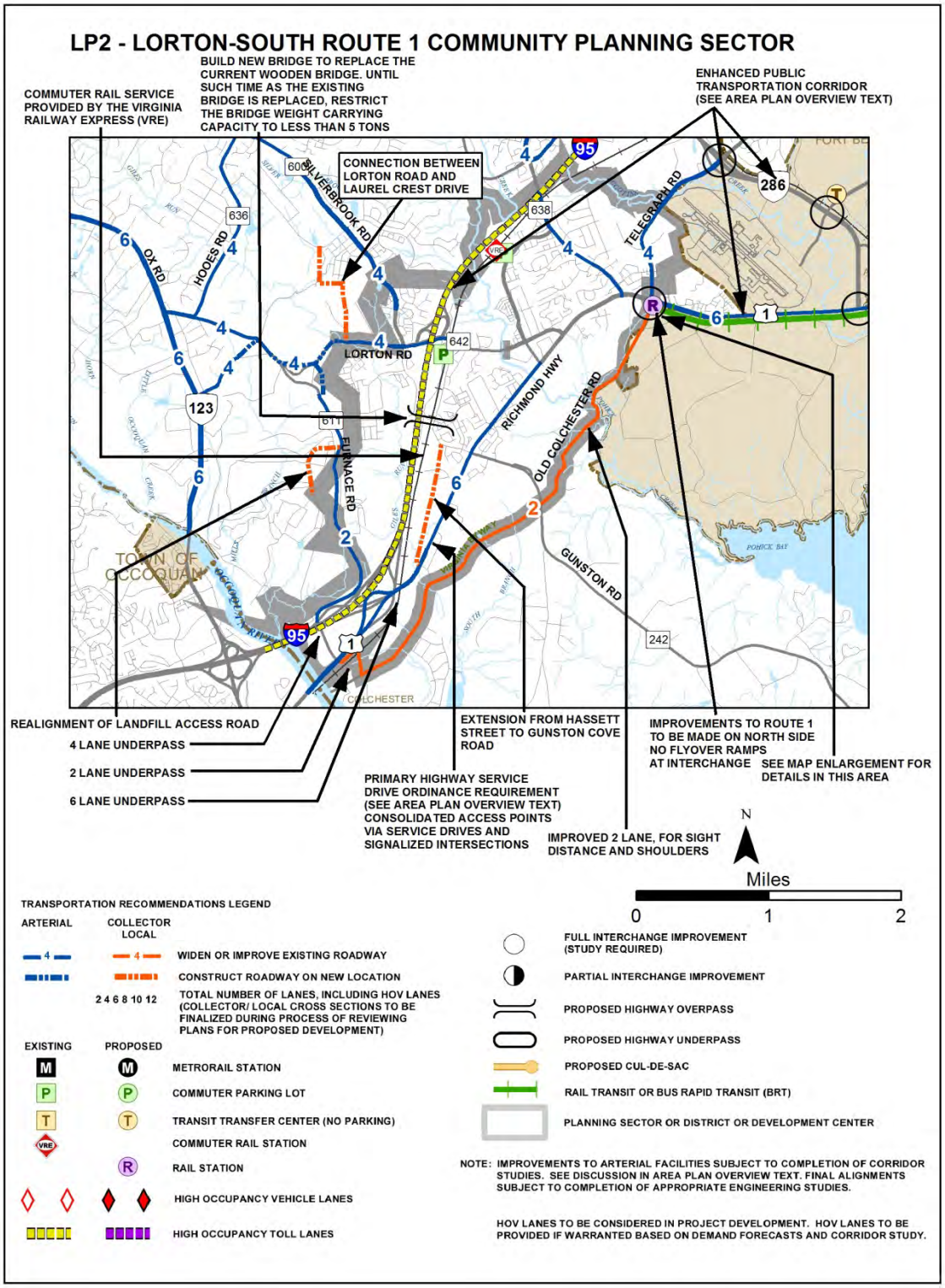
Sub-unit H6 is planned for residential use at .2-.5 dwelling unit per acre. The area is adjacent to the Town of Colchester and may contain important historic and archaeological resources. A study should be undertaken to determine whether an historic overlay district should be established in this area 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 33 and 34. 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.

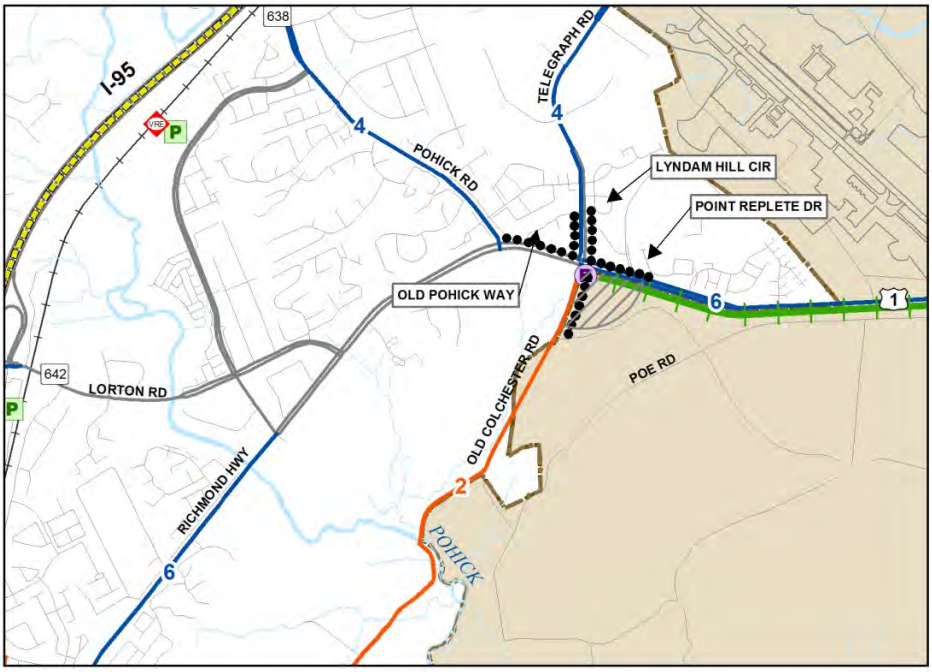
The complete "build-out" development of the land uses planned in Sub-units A2, A3, A4, B1, B2, E6, E7, E8, F west of the railroad and sub-unit F1 adjacent to the Lorton Road interchange as well as other areas that will benefit from Lorton area improvements will create transportation needs which are regional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

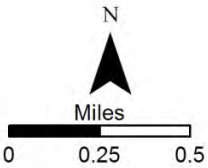
- Improvement for east-west vehicular flow, such as the widening of Lorton Road as well as improvements to ramps of the existing I-95 interchange.

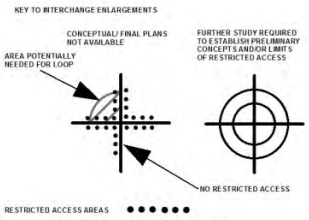


TRANSPORTATION RECOMMENDATIONS **FIGURE 33**

LP2 - LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR INTERCHANGE RECOMMENDATIONS







TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL	COLLECTOR LOCAL	
4	4	WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
	2 4 6 8 10 12	TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING	PROPOSED	
M	M	METRORAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
VRE		COMMUTER RAIL STATION
	R	RAIL STATION
		HIGH OCCUPANCY VEHICLE LANES
		HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

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 34**
LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

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 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 Richmond Highway and to provide additional access from Mason Neck to the west, consider the realignment of Hassett Street from Richmond Highway on the south to intersect with the planned extension of Gunston Cove Road along the east side of the CSX Railroad from Richmond Highway on the south to Lorton Road on the north.

Heritage Resources

Part of the Pohick Church Historic Overlay District lies within this sector. The provisions of the Pohick Church Historic Overlay District are described under Land Use, Land Unit G, Sub-unit G1.

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

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 Richmond Highway, 400 feet to the east from the intersection of Richmond Highway and Gunston Road south to the intersection of Richmond Highway 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 Richmond Highway and south of Gunston Road, the county's administrative policy established July 2, 1979, which permits the extension of sanitary sewer lines, under certain circumstances, up to 400 feet beyond the approved sewer service area boundary shall not apply. Therefore, no structure or use which is located outside the approved sewer service area shall be permitted to connect to public sanitary sewer.

Any pumping station(s) required to implement the expansion of the Approved Sewer Service Area in the LP2-Lorton Route 1 South Community Planning Sector will be sited on the west side of Richmond Highway 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 Richmond Highway. 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 35. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

FIGURE 35
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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

LP3 MASON NECK COMMUNITY PLANNING SECTOR

CHARACTER

The Mason Neck Community Planning Sector is generally bounded by Old Colchester Road, Pohick Bay, Gunston Cove, the Occoquan River and Belmont Bay (See Figure 36).

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

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

Mason Neck State Park, owned by the Commonwealth of Virginia, has as its objectives protection of the bald eagle and the provision of environmental education and passive recreation. The Meadowood Special Recreation Management Area, owned by the Bureau of Land Management, provides hiking, horseback riding and mountain bike trails along with over 800 acres of forest and meadows and environmental education programs.

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

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

Another feature of the Mason Neck Community Planning Sector is the large amount of land in Agricultural and Forestal Districts. The purpose of the Agricultural and Forestal District is to protect and encourage the development and improvement of lands for the production of

food and other agricultural and forestal products. The district also conserves land as valued natural and ecological resources, provides open spaces for clean air sheds, watershed protection, wildlife habitat and aesthetics.

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

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

Another distinguishing feature of the Mason Neck Community Planning Sector is Gunston Hall. The historic building was the residence of George Mason, originator of the Virginia Bill of Rights, and is listed in the National Register of Historic Places and Virginia Landmarks Register. Gunston Hall is also a National Historic Landmark. Gunston Hall and Colchester Town Archaeological site are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Wiley-Gunston Heights Conservation Area

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

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

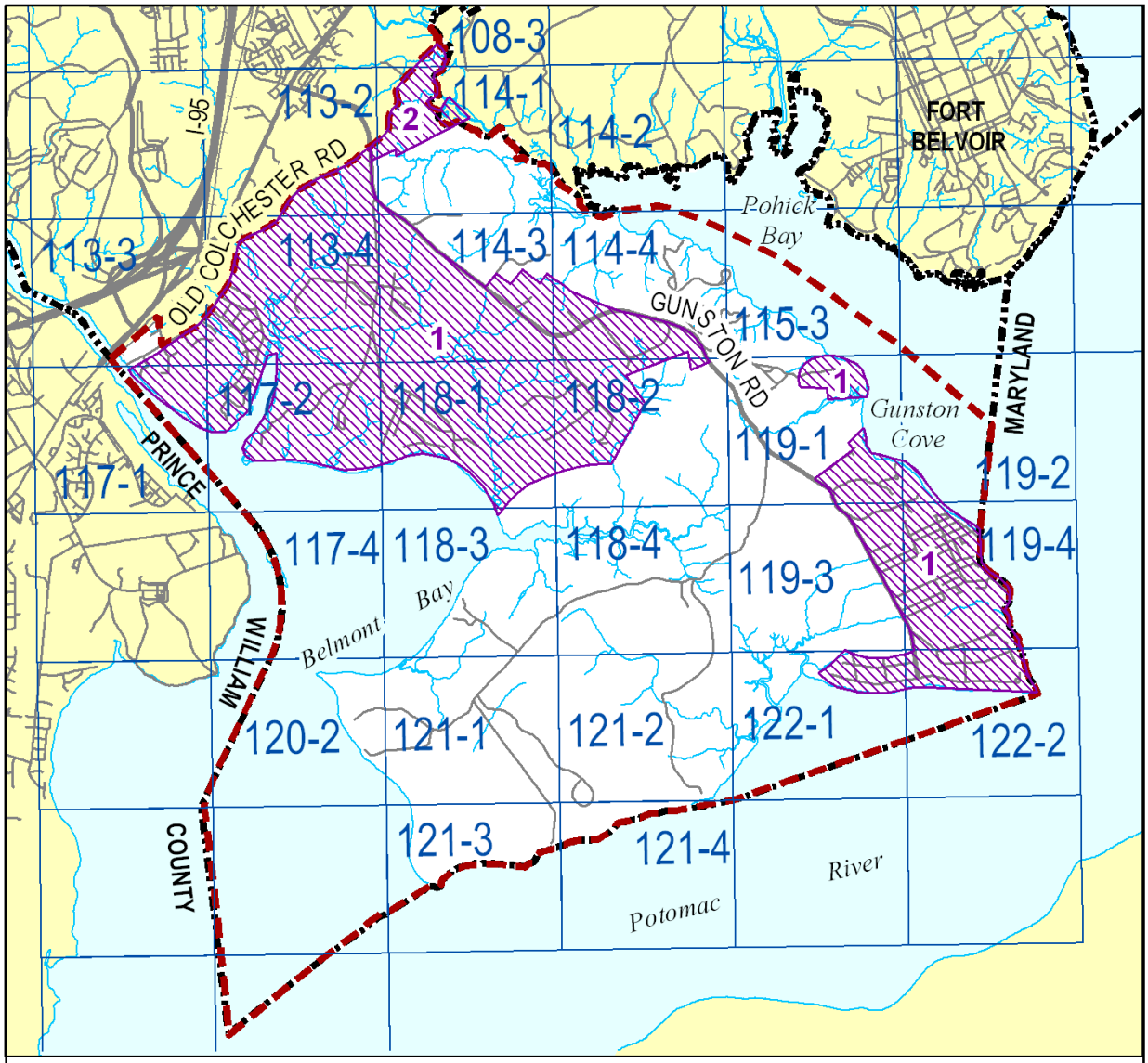
Figure 36 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

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.



LP3-Mason Neck Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

6000 FEET

MAP PREPARED BY DPZ

FIGURE 36

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 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]

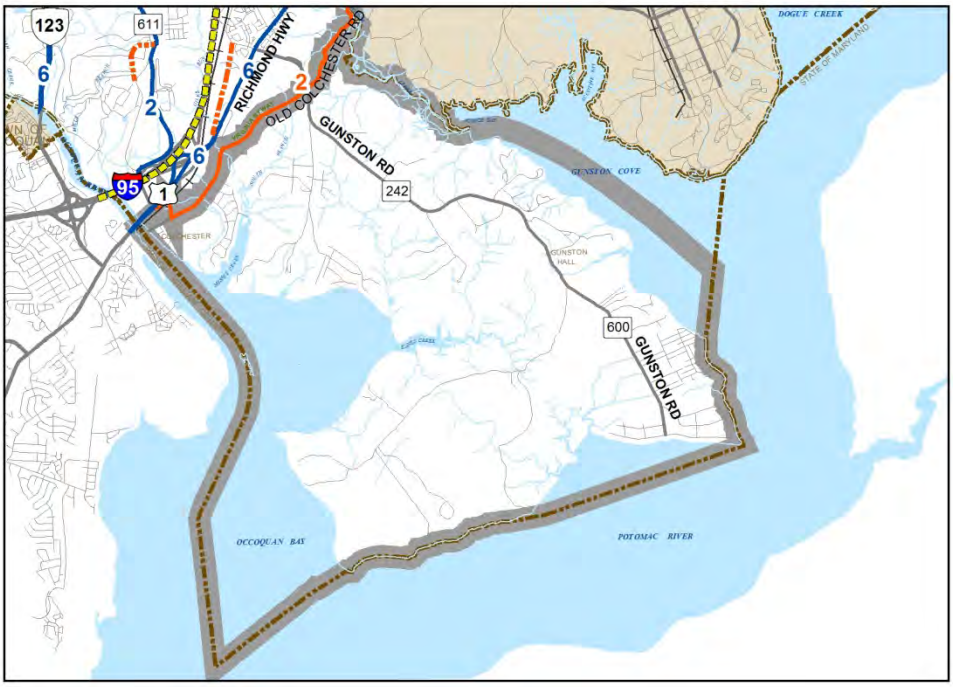
Transportation

Transportation recommendations for this sector are shown on Figure 37. 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.

LP3 - MASON NECK COMMUNITY PLANNING SECTOR



N
Miles
0 1 2

TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL — COLLECTOR LOCAL

- 4 — 4 — WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING — PROPOSED

- M — M — METRORAIL STATION
- P — P — COMMUTER PARKING LOT
- T — T — TRANSIT TRANSFER CENTER (NO PARKING)
- VRE — COMMUTER RAIL STATION
- R — RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

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 37**

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.

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;

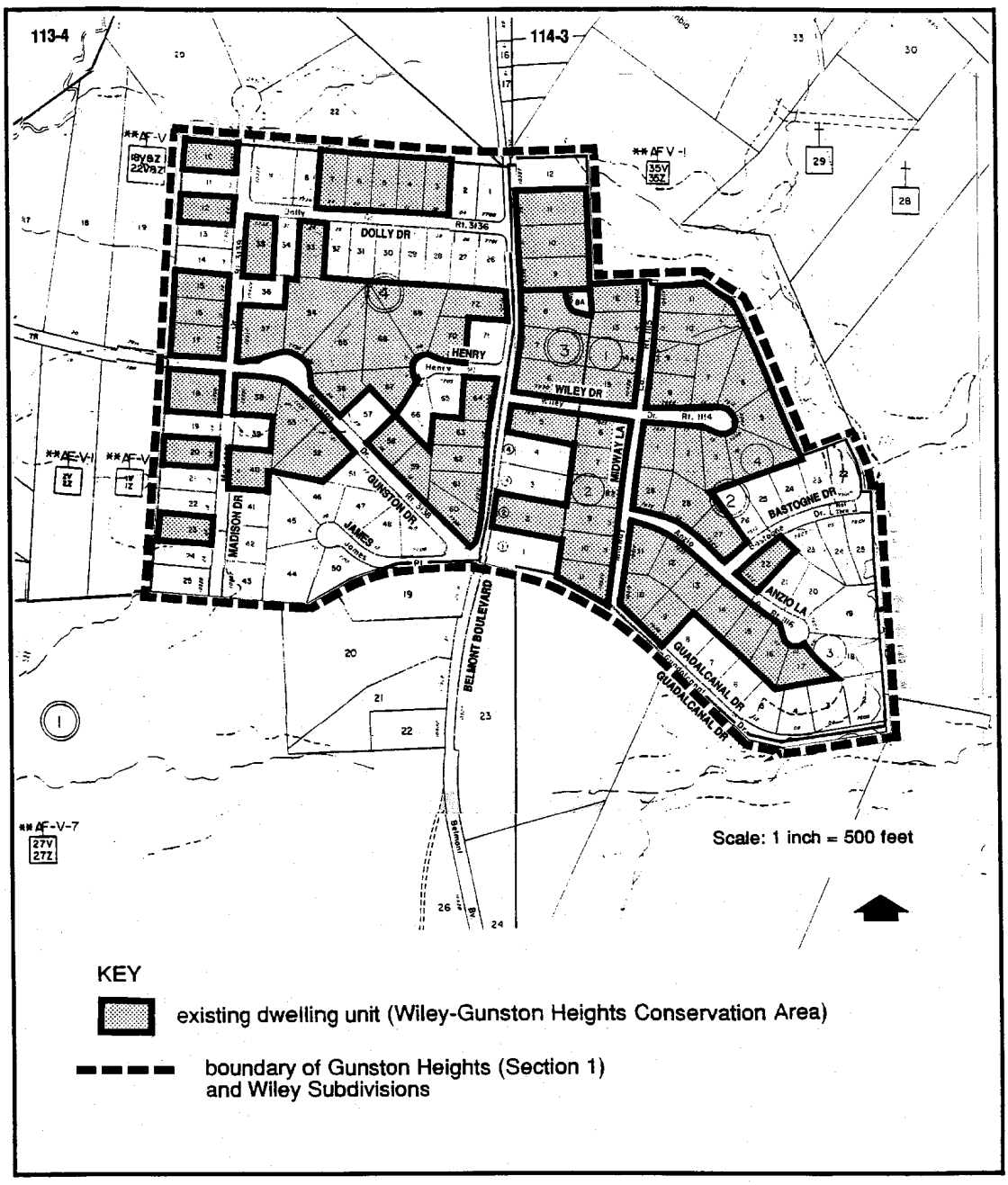
- *The Cranford Church/Indian Springs Farm Area*—In general, this area is located along and includes the intersection of Old Colchester and Gunston Roads;

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

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

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.



GUNSTON HEIGHTS (SECTION1) / WILEY SUBDIVISION **FIGURE 38**
EXISTING DWELLING UNITS

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.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 39. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 39
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.

LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

Fort Belvoir has conducted a thorough heritage resource survey and assessment of its sensitivity areas. Although the numerous resources recorded are on federal property, they are a significant part of Fairfax County's heritage. Fort Belvoir's managers are pursuing an aggressive preservation effort concerning the fort’s heritage resources which is consistent with county policy. Fort Belvoir Historic District is listed in the Virginia Landmarks Register, and the district, along with individual sites within the district, is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

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

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

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 are coincidental with the planning sector boundaries. The Concept recommends that the federal government develop or redevelop these areas only when plans are coordinated with the county and consistent with the county goals and the Comprehensive Plan.

RECOMMENDATIONS

Land Use

Figure 40 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 Richmond Highway. [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).

   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 Richmond Highway and Telegraph Road as part of the site design.

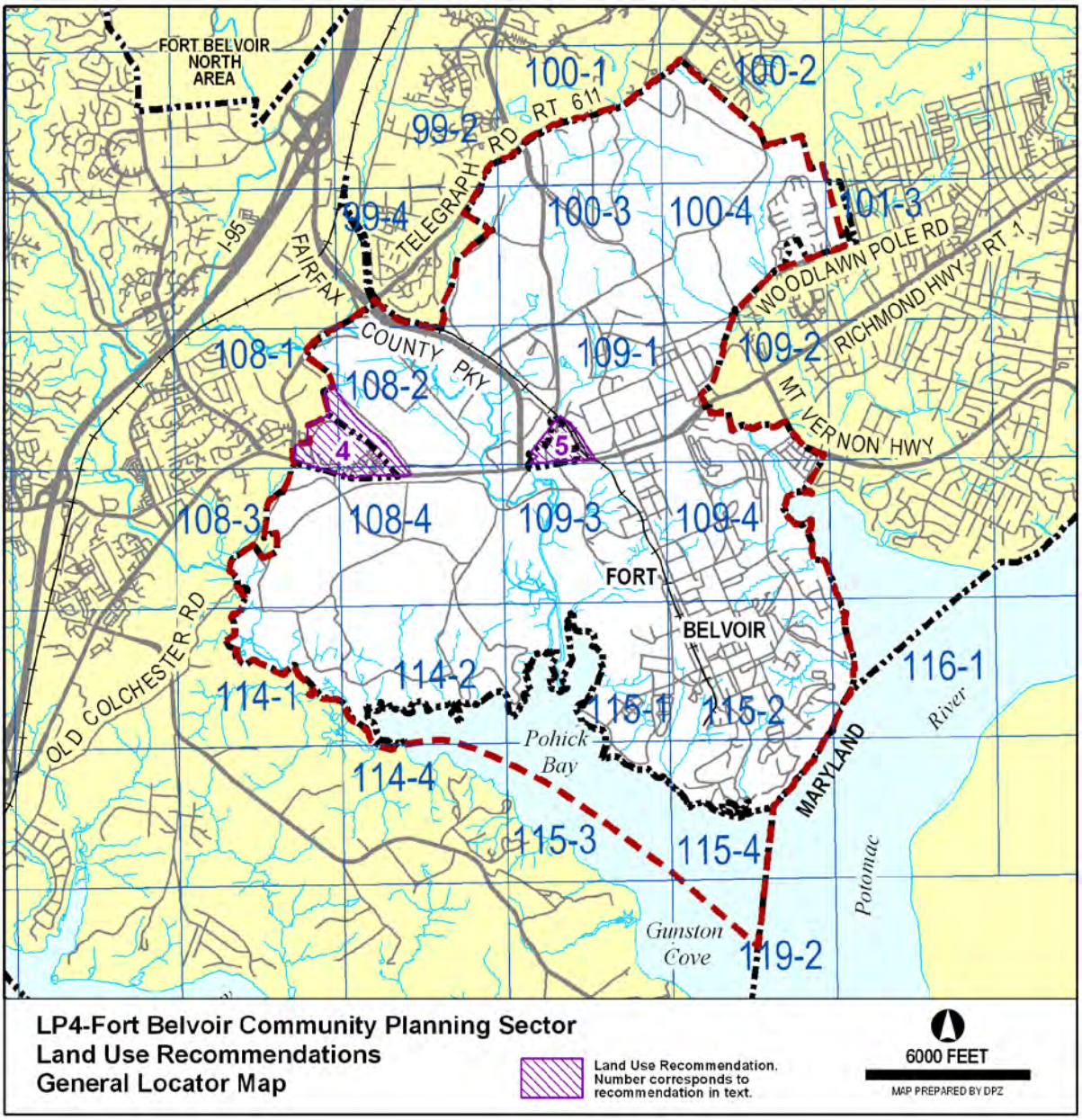

FORT BELVOIR NORTH AREA
100-1
100-2
99-2
RT 611
TELEGRAPH RD
99-4
100-3
100-4
101-3
I-95
FAIRFAX
WOODLAWN POLE RD
RICHMOND HWY
RT 1
108-1
COUNTY PKY
109-1
109-2
108-2
MT VERNON HWY
4
5
108-3
108-4
109-3
109-4
FORT
BELVOIR
OLD COLCHESTER RD
114-1
114-2
115-1
115-2
116-1
Pohick Bay
River
MARYLAND
114-4
115-3
115-4
Potomac
Gunston Cove
119-2
LP4-Fort Belvoir Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
6000 FEET
MAP PREPARED BY DPZ

FIGURE 40

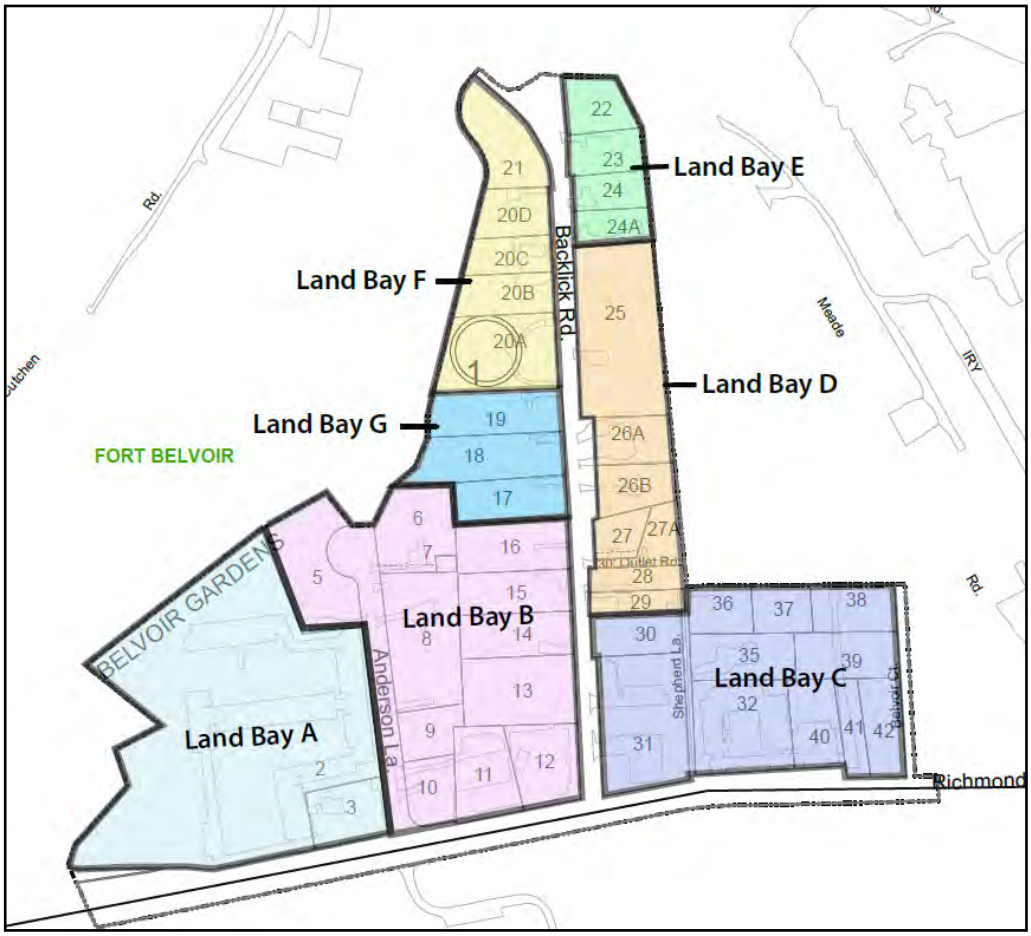
5. The non-military area known as the Village of Accotink is planned as follows: (See Figure 41 for Land Bay boundaries)

	Base		Option	
Land Bay	**RESIDENTIAL USE (dwelling units per acre)**	**NONRESIDENTIAL USE (square feet)**	**RESIDENTIAL USE**	**NONRESIDENTIAL USE**
A	20-30 du/ac	Retail: 109-1 ((1)) 3	N/A	N/A
B	2-3 du/ac; 16-20 du/ac: (109-1((1)) 8, 9, 10)	Retail: 109-1 ((1)) 11, 12	30-40 du/ac	25,000 sf retail; 16,000 sf office as an alternative to an equivalent amount of residential square feet
C	2-3 du/ac: 109-1((1))30 5-8 du/ac: 109-1 ((1)) 35, 36, 37 38, 39,41, 42 16-20 du/ac: 109-1 ((1)) 31	Retail: 109-1 ((1)) 32, 40	16-20 du/ac	30,000 sf retail (.1 FAR)
D	2-3 du/ac	N/A	N/A	N/A
E	2-3 du/ac	N/A	N/A	N/A
F	2-3 du/ac	N/A	N/A	N/A
G	2-3 du/ac	N/A	5-8 du/ac	N/A

Base Recommendation

Residential and neighborhood-serving retail uses are recommended for the Village of Accotink as shown on the Comprehensive Plan Map. The retail uses are not intended to be expanded or intensified. Residential densities range from 2-3 du/ac to 20-30 du/ac. Development of new residential use should provide appropriate consolidation, buffering and screening. Compliance with county ordinances and policies regarding workforce and affordable housing should be addressed.

The house at 9121 Backlick Road (parcel 109-1((1))29) and the lodge hall at 9012 Backlick Road (parcel 109-1((1))21) are recommended to be documented and evaluated for inclusion in the Fairfax County Inventory of Historic Sites. See the Heritage Resources section for further guidance. The Accotink United Methodist Church (Accotink UMC) is a local landmark as identified on the Fairfax County Inventory of Historic Sites, and should be preserved and protected. Development adjacent to and across from Accotink UMC should be compatible with the church in terms of scale, height, and visual impact.



ACCOTINK VILLAGE LAND BAYS **FIGURE 41**

Option for Redevelopment

As an option, redevelopment of a portion of the Village of Accotink is recommended to create a walkable community that provides a mix of residential use, neighborhood-serving retail uses, and limited office use linked through open spaces and sidewalks. A mix of multifamily residential units with integrated support retail is envisioned to be located near the intersection of Richmond Highway and Backlick Road, tapering to lower intensity uses to the north. In total, residential use should comprise at least 70 percent of the entire village. A limited amount of office use is also appropriate. Redevelopment should be phased, and full consolidation of all parcels within each land bay is encouraged with each phase of development. If complete consolidation is not achieved, the redevelopment design should demonstrate how these parcels can be integrated at the option level. In the interim, unconsolidated parcels should provide interparcel vehicular and pedestrian access. Land Bays B and C: Land Bay B is planned for residential use at a density of 30-40 du/ac with approximately 25,000 square feet of ground floor retail use. In place of an equal amount of residential square feet, office use up to 16,000 square feet located above ground floor retail may be appropriate. Land Bay C is planned for residential use at 16-20 du/ac with

approximately 30,000 of ground floor retail use. Buffering and screening should be utilized along property lines that are adjacent to the existing cell tower.

In both land bays, the retail component should be of a neighborhood-serving character. Residential buildings should provide convenient access to open space, recreational space, and community-serving retail uses. Building height may be a maximum of 60 feet along Richmond Highway provided the height of structures within the land bay is tapered to create a satisfactory transition to adjoining single-family residences. Affordable and workforce housing should be provided through compliance with the Affordable Dwelling Unit Ordinance and other relevant County policies.

Ground floor commercial uses should have direct public access and display windows oriented toward pedestrian walkways, and where appropriate, to vehicular drives and/or streets. Storefront windows along the facades should reflect a pedestrian scale. Blank walls of buildings, loading areas, or rear-facades should be treated in such a way that does not detract from the pedestrian experience. Consideration should be given to accommodate entranceways, sidewalk cafes, or other urban design amenities.

In order to foster walkability, single-use, free-standing commercial structures should be avoided. Similarly, drive-through uses are discouraged. In the case where free-standing structures and drive-through uses are beneficial in the short run as interim improvements, the structures should be of an appropriate character and scale. These uses should comply with the Guidelines for Interim Improvement of Commercial Establishments and other applicable county policies. The consolidation guidance in paragraph one under the Option for Redevelopment should be met.

Land Bay G: If the land bay is consolidated, residential use at a density of 5-8 du/ac may be appropriate. To the extent possible, building(s) should be oriented to Backlick Road. Parking should be located to the rear away from Backlick Road. The scale, height, and visual impact of development should be compatible with Accotink UMC.

Urban Design

High quality site design, architecture, landscaping, and lighting should contribute to the visual appeal of the area. With regard to landscaping, the use of native plant species that are common to Fairfax County is strongly encouraged. Buildings should be oriented to and aligned with the street on which they are located. Structures along Backlick Road should have minimal setbacks from the sidewalk to maintain the character of the area and create a walkable environment. Architectural design features such as variations of window and building details should be encouraged. To achieve a compatible transition from higher-density, mid-rise mixed-use development to low-density single-family houses and/or institutional uses, buffering and screening should be utilized in the form of landscaping and/or through building design. Redevelopment adjacent to single-family detached and/or attached residential units should be compatible in terms of height, scale, and visual impact.

Surface parking should be limited to on-street or loading spaces. Underground parking is preferred; if structured parking is utilized, it should be consolidated into structures that are integrated into the streetscape in order to avoid adverse visual impacts to pedestrian or vehicular corridors and unconsolidated parcels. Façade treatments of parking structures should add visual interest to the streetscape. Measures should be incorporated to avoid a canyon-like appearance of structures.

Where appropriate, public art, historical markers, and/or interpretive signage should be installed to commemorate the history of the Village of Accotink and provide a public education opportunity as endorsed in the Heritage Resources section of the Policy Plan.

Circulation and Access

Pedestrian connections are necessary within parcels and between development projects to create a pleasant environment. A walkable environment along Backlick Road and Richmond Highway should be created; this can be achieved through the inclusion of trees, street furniture, appropriate landscaping, wide sidewalks, and minimal buildings setbacks from the sidewalk and/or property line. A pedestrian circulation system should interconnect interior sections of developments with destinations at the edges along Richmond Highway. On the edges of properties, wide sidewalks should be provided to allow for safe and more active pedestrian movement. Each phase of development should include a circulation plan to integrate pedestrian and bicycle movement through the site and between areas exterior to the development. Safe pedestrian and bicycle movement should be complemented through a system of walkways and crossings where possible. Individual vehicular access points onto Richmond Highway should be discouraged.

Transportation

Transportation demand management strategies should be implemented to mitigate adverse impacts on the adjacent roadway network and provided with each phase during the development review process. A traffic operational analysis of the intersection of Backlick Road and Richmond Highway is recommended prior to any action being taken to redevelop the study area.

The Transportation Plan Map recommends widening Richmond Highway to six lanes, adding a transitway on Richmond Highway, and including bicycle/pedestrian amenities. Coordination with Fairfax County and the Virginia Department of Transportation (VDOT) is needed to ensure that adequate right-of-way is provided to implement projects associated with the widening and other improvements, including placement of utilities. Redevelopment of the study area should accommodate transit operations. Safe and logical access and connectivity should be considered if transit service is expanded in the future.

A cul-de-sac located along Backlick Road at some point between the new development at Richmond Highway and the Beulah Road split may be appropriate to manage through traffic and should be analyzed. Resulting impacts to traffic operations due to the cul-de-sac at the intersections of Richmond Highway with the Fairfax County Parkway and Backlick/Pohick Road, in particular, should be evaluated. If a cul-de-sac is supported, ways to employ the cul-de-sac as a community focal point should be considered while respecting the historic context of the area and individual properties. A provision should be made for continuous access for emergency vehicles. Consultation with VDOT, Fort Belvoir, and other appropriate agencies should be undertaken during the study process.

Parks and Open Space

The option for redevelopment will generate the need for approximately 3 acres of additional parkland within the Village of Accotink. Playgrounds, basketball courts, an off-leash dog park, or other facilities should be included in the development plans for Land Bays B and C, and should be supported by a connected pedestrian network. The provision of publicly accessible outdoor spaces that are connected to park and recreation opportunities, such as fountains or other focal points of interest is recommended. If trails are proposed within the site, they should be constructed outside of the floodplain. Use of plant species native and common to Fairfax County

is strongly encouraged. If on-site recreational needs cannot be accommodated, contributions to constructing a master planned park facility and/or replacing or improving aging park facilities at nearby parks is recommended.

Environment

Measures to preserve the existing Resource Protection Area (RPA) and Environmental Quality Corridor (EQC) in accordance with applicable county and state policy and guidelines are encouraged. A portion of existing development in Land Bay A encroaches in the RPA. Restoration and reforestation of the RPA is encouraged to the greatest extent possible.

Low-Impact Development (LID) measures should be incorporated into stormwater management controls to reduce runoff and improve surface waters over existing conditions. Innovative measures and controls should be used to mitigate the impact of development on water quality and quantity. Redevelopment should also include other sustainable practices in accordance with the Environment section of the Policy Plan.

Commitment to LEED certification or equivalent for nonresidential development is strongly encouraged. For residential development, ENERGY STAR® Qualified Homes, or an equivalent residential rating system is recommended.

Transportation

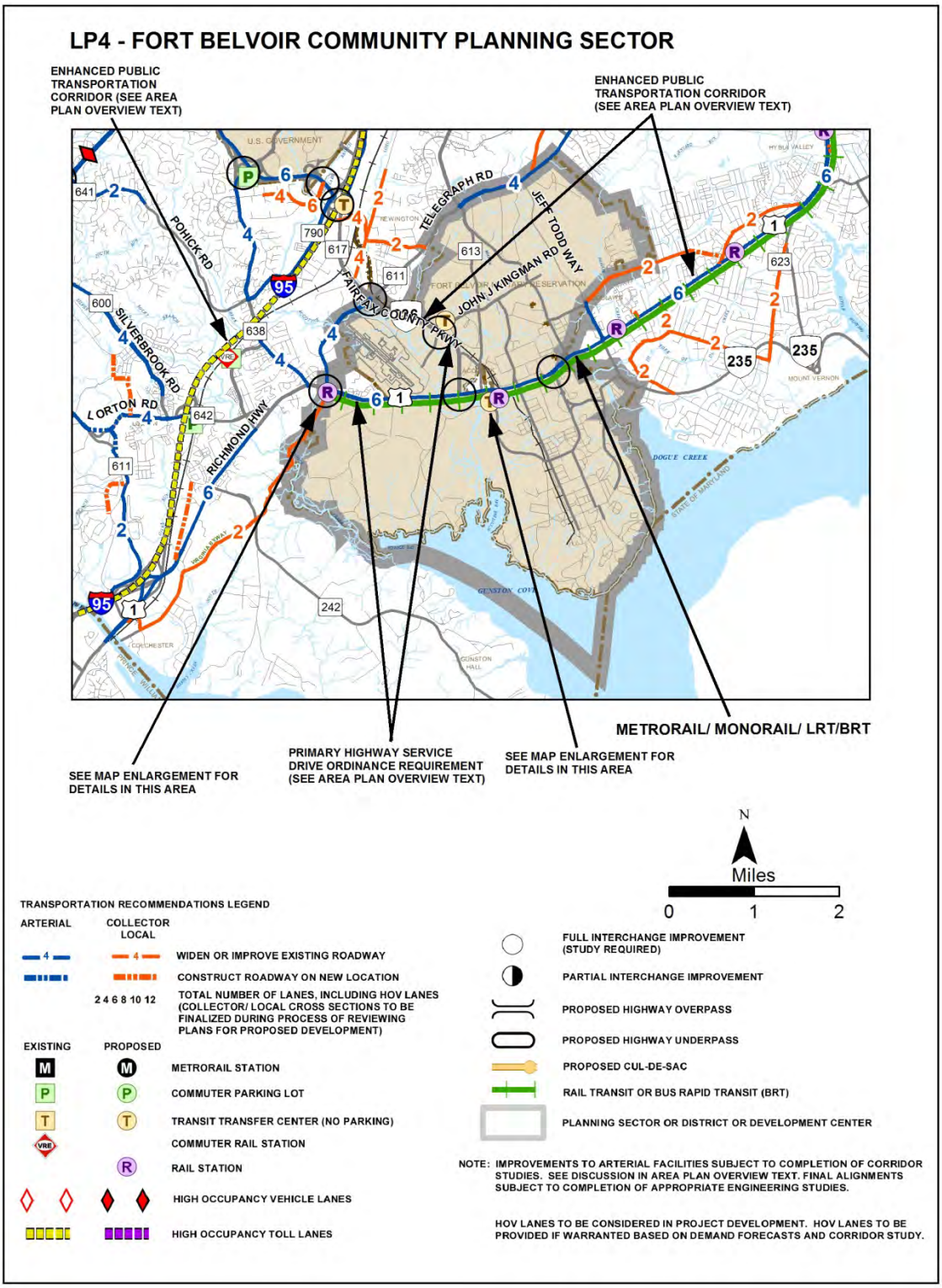
Transportation recommendations for this sector are shown on Figures 42, 43, and 44. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations 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 42 and 44 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

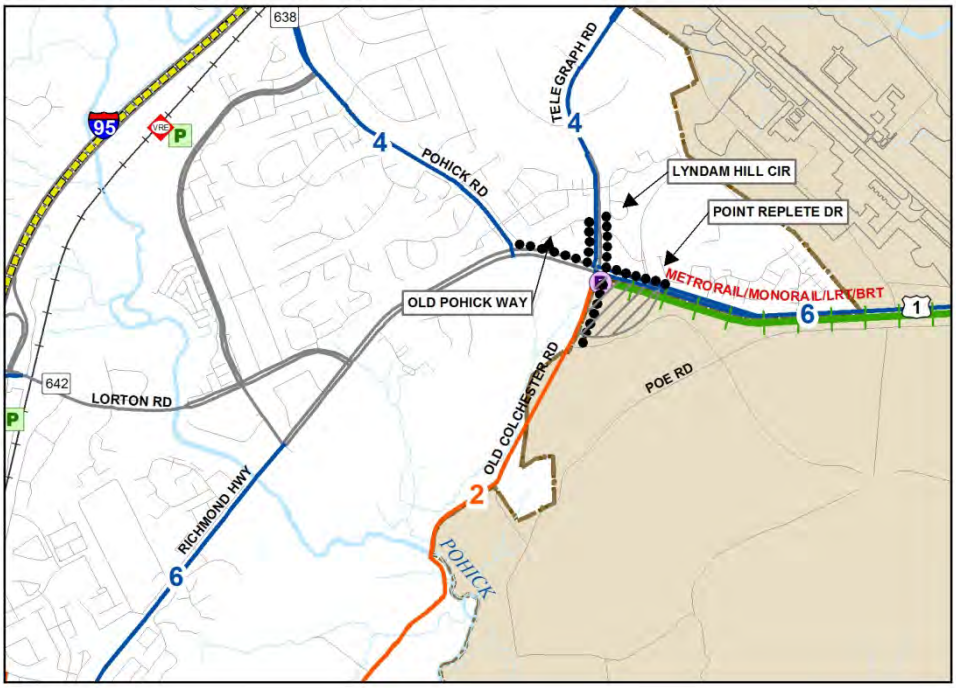
Part of the Pohick Church Historic Overlay District lies within this sector. The provisions of the Pohick Church Historic Overlay District (Appendix 1, A1-100 of the Zoning Ordinance) limit development to single-family residential, local-serving commercial and tourist-oriented uses. All improvements shall be designed to be compatible with the scale and appearance of the church complex. All development must be reviewed by the Architectural Review Board.

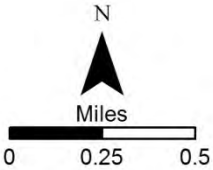
The remains of the Belvoir site, which is located in the southern region of Fort Belvoir near the Potomac River, continue to reflect an important element of local heritage and should be protected.

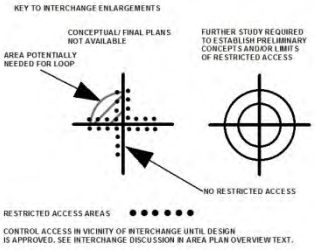


TRANSPORTATION RECOMMENDATIONS **FIGURE 42**

LP4 - FORT BELVOIR COMMUNITY PLANNING SECTOR INTERCHANGE RECOMMENDATIONS







TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL	COLLECTOR LOCAL	
4	4	WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
	2 4 6 8 10 12	TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

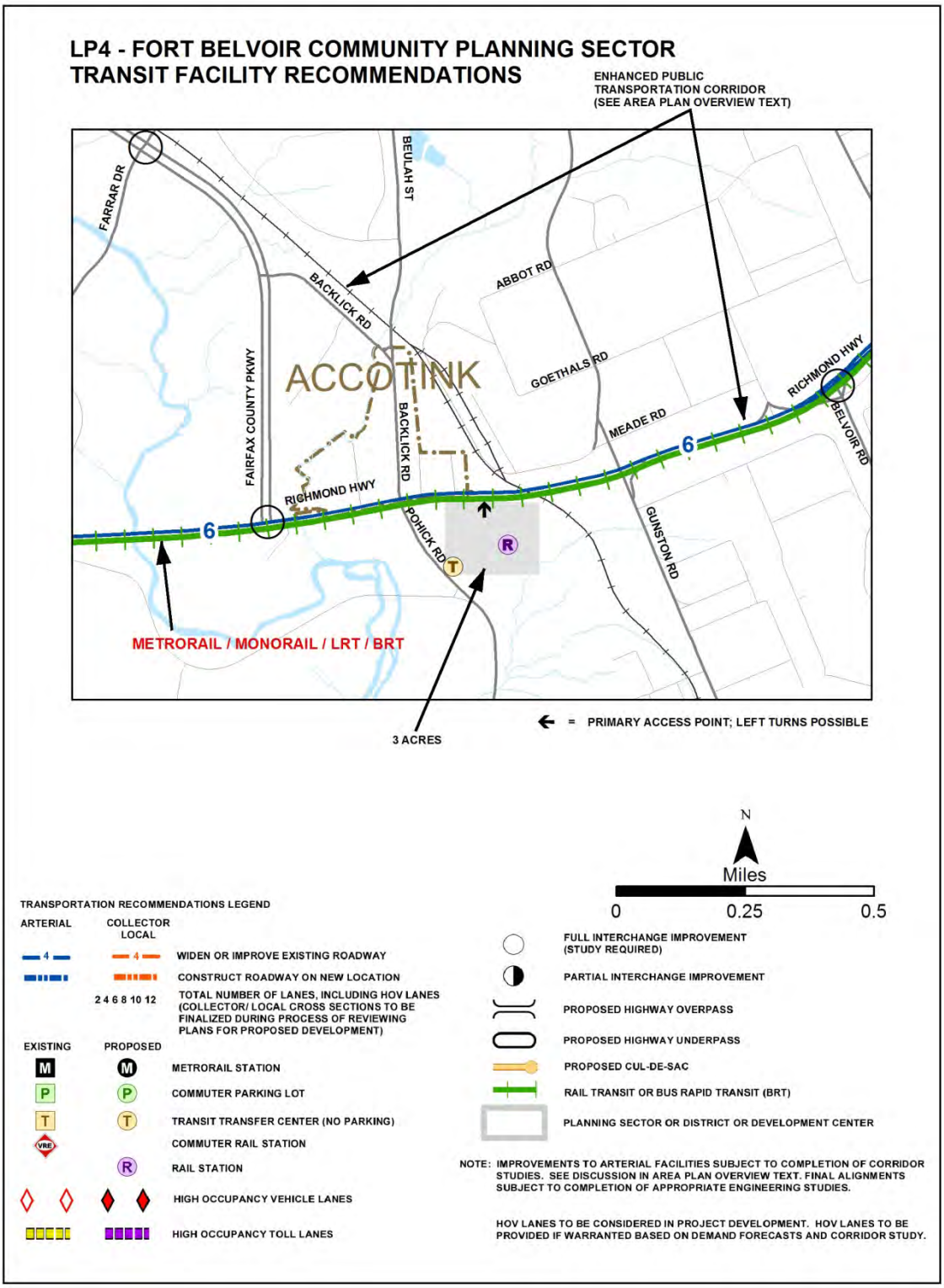
EXISTING	PROPOSED	
M	M	METRORAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
VRE		COMMUTER RAIL STATION
	R	RAIL STATION
		HIGH OCCUPANCY VEHICLE LANES
		HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

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 43**



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 44**
LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

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

Part of the Mount Air Historic Overlay District Lies within this sector. Regulations for this district are discussed in the Newington Community Planning Sector of the Springfield Planning District.

Part of the Woodlawn Historic Overlay District lies within this sector. Regulations for this district are discussed in the Woodlawn Community Planning Sector of the Mount Vernon Planning District.

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

Accotink United Methodist Church (Accotink UMC) and cemetery (Parcel 109-1 ((1)) 25) have noted historical significance and are listed in the Fairfax County Inventory of Historic Sites. They should be preserved and protected. Development adjacent to and across from Accotink UMC should be compatible with the church in terms of scale, height, and visual impact. The lodge hall at 9012 Backlick Road (Parcel 109-1 ((1)) 21) and a house at 9121 Backlick Road (Parcel 109-1 ((1)) 29) are recommended to be documented and evaluated for inclusion in the Fairfax County Inventory of Historic Sites. If the house at 9121 Backlick Road is determined eligible for listing in the inventory, restoration and reuse of the house should be explored. Where appropriate, public art, historical markers, and/or interpretive signage should be installed to commemorate the history of the Village of Accotink and provide a public education opportunity as endorsed in the Heritage Resources section of the Policy Plan.

Prior to any zoning action, the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. There are known or predicted archaeological resources in this area related to Native American and historic occupation or use. There is a high potential that such resources may remain undisturbed. Staff from the Cultural Resource Management and Protection Section of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further archaeological testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance or data recovery excavation and interpretation.

<u>Public Facilities</u>

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 45. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 45
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.

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.