PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2013-CW-T3
September 2, 2015

GENERAL LOCATION: Countywide

SUPERVISOR DISTRICT: All

PLANNING AREA: All

PLANNING DISTRICT: All

SUB-DISTRICT DESIGNATION: All

PARCEL LOCATION: All

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, September 16, 2015 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, October 20, 2015 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

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

Reasonable accommodation is available upon 7 days advance notice. For additional information about accommodation call (703) 324-1334.

MAP NOT APPLICABLE

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STAFF REPORT FOR PLAN AMENDMENT 2013-CW-T3

BACKGROUND

On July 9, 2013, the Fairfax County Board of Supervisors (Board) authorized countywide Plan Amendment (PA) 2013-CW-T3 on the 2013 Pilot Comprehensive Plan Amendment Work Program to update the county's Comprehensive Plan by reflecting completed transportation facilities. The Countywide Transportation Plan Map, part of the Comprehensive Plan, depicts existing transportation facilities and planned transportation improvements. The improvements also are recommended on the Countywide Land Use Plan Map and the Area Plans volumes of the Comprehensive Plan. The Board recognized the need for this amendment during the update to the Comprehensive Land Use Plan Map (PA S11-CW-1CP, Adopted No. 2011-12), adopted on June 19, 2012.

PROPOSED PLAN AMENDMENT

The proposed Plan amendment would update the Countywide Transportation Plan Map, Comprehensive Land Use Plan Map, and Area Plan volumes of the Comprehensive Plan to reflect existing conditions. The revised Plan maps and text would show completed planned transportation improvements as existing facilities. The amendment also would add publicly owned, commuter parking facilities to the map(s) and make editorial changes.

This Plan amendment does not incorporate ongoing transportation Plan amendments. These Plan amendments are currently undergoing their own review process. Conclusions and action will be taken on those amendments on a later date.

PLANNING HISTORY

The Board adopted the first Fairfax County Countywide Transportation Plan Map on September 8, 1976. Since this adoption, the map has been updated multiple times to integrate new planned facilities and to reflect the completion of planned facilities. The Board adopted the most recent version of the Transportation Plan Map on July 31, 2006 as part of a countywide transportation plan update. This map reflects Comprehensive Plan amendments adopted through September 13, 2011.

ANALYSIS

To update the map to reflect completed facilities, a standardized definition and criteria for completed facilities was developed. Completion criteria for the various types of facilities shown on the Transportation Plan Map are shown in Table 1.

Table 1: Completed Facilities Criteria

Interchanges	**Planned improvements proposed to be removed from illustration:** • When the mainline facility's through traffic is no longer stop controlled, and • When both crossing roads have been built to their final planned number of lanes, and o Or when the final number of planned lanes on both streets can be accommodated by the existing facility (interchange).
Low Density/Rural Residential Roads	**Planned improvements proposed to be removed from illustration:** • When the road has been built to the planned number of lanes, and • When sight distance issues have been addressed, and • When shoulders are present on the facility, and • When existing safety issues on the road have been mitigated.
Urban/Suburban Roads	**Planned improvements proposed to be removed from illustration:** • When the road has been built to the planned number of lanes, and • When curb and gutter has been built on the complete road segment, and • When the road has sidewalks (on both sides) for the majority of its length, and o For this update sidewalks had to be present for approximately 75% of its length.
Commuter Parking Lot Facilities	**Completed facilities proposed to be depicted on map:** • If the facility is owned and maintained by the Virginia Department of Transportation (VDOT) or Fairfax County, and • When the facility is not co-located at a park, and • When the facility is not located on private property, e.g. shopping center, house of worship.

These criteria were applied to the recommendations in the Transportation Plan Map and corresponding Area Plan figures and text recommendations in the Comprehensive Plan, as amended through July 28, 2015. Those facilities found to meet the criteria for a completed facility and that had been completed by July 28, 2015 are recommended to be removed from the Transportation Plan Map and Area Plan figures, as they are no longer planned facilities. Corresponding Area Plan text and figure recommendations would be modified as well, including

any oversights from the 2006 update to the Transportation Plan Map. The list of completed facilities can be found in Attachment I.

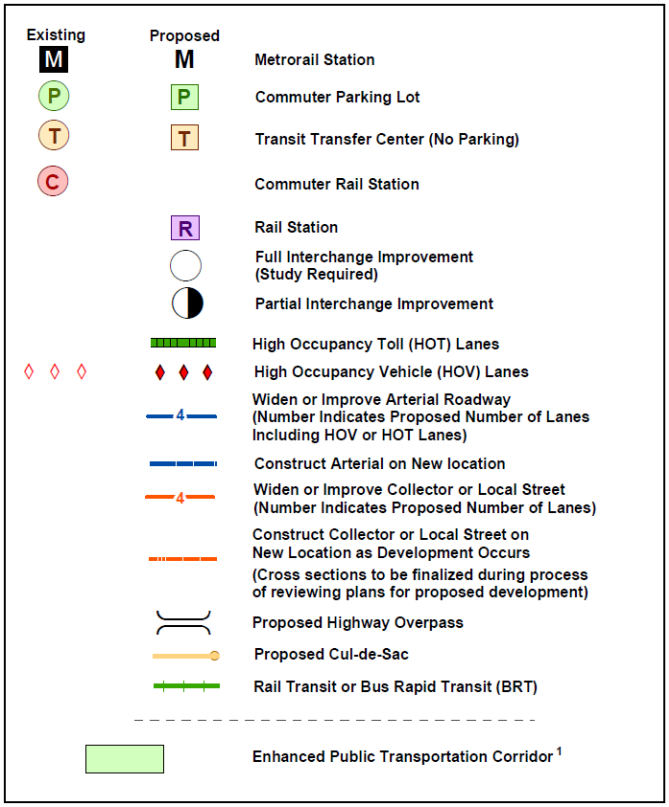
In addition, modifications to the legend are proposed to make the symbology more consistent, based on discussions with the Planning Commission Transportation Committee. Existing facilities would be illustrated as squares and planned facilities as circles. With this modification, existing facilities consistently would be represented as the same shape, as Metrorail and VRE symbols are both squares. The change in symbology would help to clarify the legend and make the map more logical.

Three new symbols are proposed to be included in the Transportation Plan Map: new symbology for existing High Occupancy Toll (HOT) lane facilities, an updated symbol for Commuter Rail Stations and planned underpasses. In previous editions of the Transportation Plan Map, only proposed HOT lane facilities were shown on the Transportation Plan Map. Since the adoption of the last version of the Transportation Plan Map, HOT lane facilities have been completed in the county on both Interstate 95 (I-95) and Interstate 495 (I-495). The symbol for Commuter Rail Stations also is proposed to change to the Virginia Railway Express (VRE) symbol, as all of the commuter rail stations on the map are VRE Stations. This modification would enhance the accuracy of the map by reflecting existing conditions. Finally, the Reston Phase I Plan Amendment ST09-III-UP1(A) introduced a new symbol to the legend for roadway underpasses, which is now included in the legend.

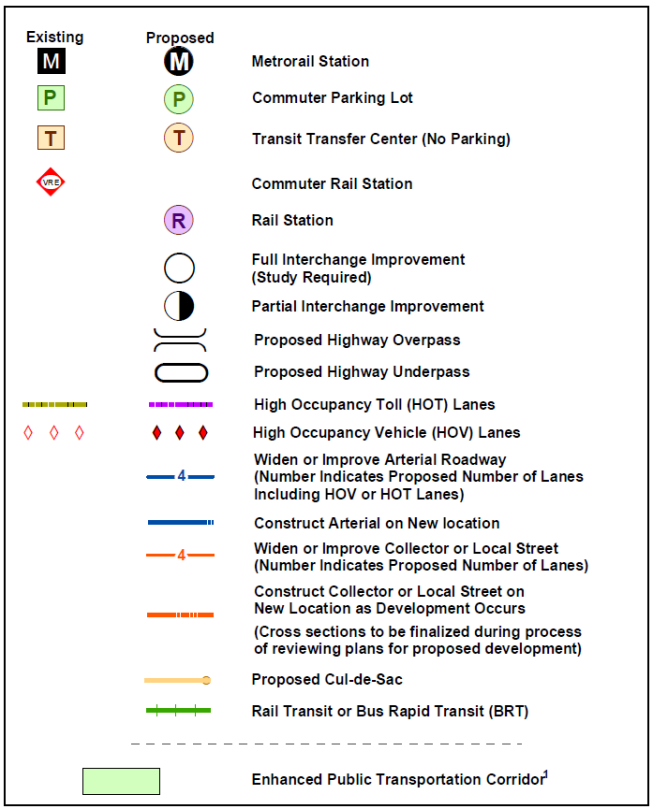
The existing and proposed legend can be seen in Figure 1. The resulting revisions to the transportation figures are shown in Attachment II – Attachment VI.

Figure 1: Symbology

2011 (Current Symbology)



2014 (Proposed Symbology)



CONCLUSION

This editorial update to the Plan will improve the accuracy of the transportation recommendations within the Comprehensive Plan. The representation of completed facilities, modification to the symbology, and addition of publicly owned Commuter Parking Lots will improve the functionality and legibility of the Plan. The update ensures that the Transportation Plan Map and Comprehensive Plan reflect the most recent conditions possible, through July 28, 2015.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

PROPOSED FIGURE CHANGES

MODIFY FIGURES: Fairfax County Comprehensive Plan, 2013 Edition, Areas I, II, III and IV, and the Policy Plan. All transportation recommendations figures will be updated to reflect completed improvements, as shown in Attachment II – Attachment VI.

PROPOSED AREA I CHANGES

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Area Plan Overview as amended through 3-24-2015, General Planning Area Recommendations, Transportation, Supporting Facility Recommendations, page 13:

"**Supporting Facility Recommendations**

Regardless of the mode of public transportation chosen in a specific corridor, supporting facilities such as commuter park-and-ride lots must be identified and located. Such sites could serve as parking areas for HOV or express bus collection, or as rail stations, or perhaps for both functions as public transportation ridership increases over time. The Plan locates these sites in order that actions can be taken to preserve their availability, since the supply of potential sites is rapidly decreasing as the county continues to develop.

. . .

The countywide Transportation Plan map contains several different symbols representing different types of supporting facilities. These are briefly discussed below:

. . .

~~*C = Commuter Rail Station*~~ *VRE =* *Virginia Railway Express*. ~~Commuter Rail~~ Virginia Railway Express Stations are identified along the Norfolk Southern and ~~RF & P~~ CSX rail lines where commuter rail service is ~~planned~~ provided. VRE station parking areas are generally surface lots accommodating between 200 and 800 vehicles."

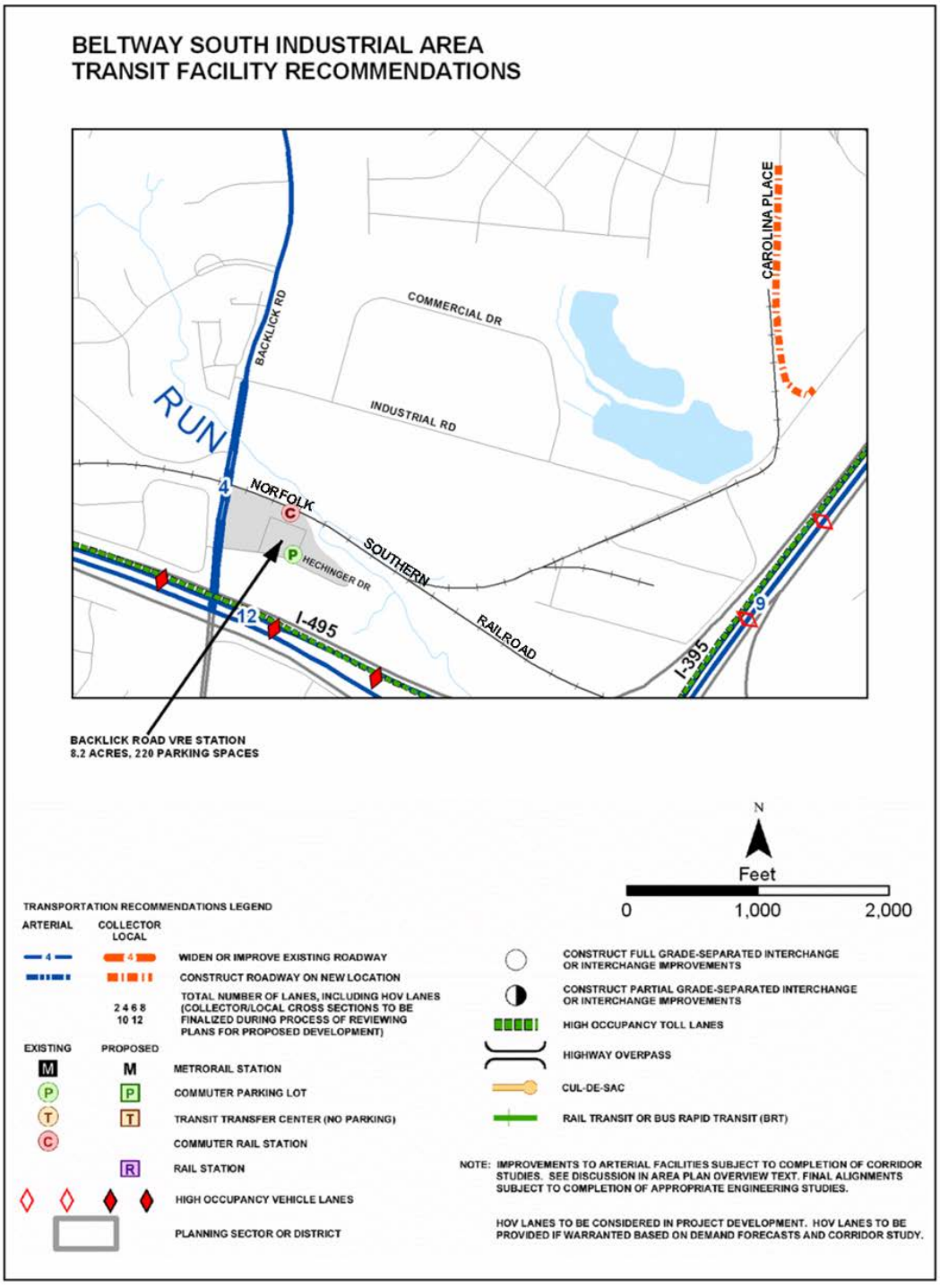
MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Annandale Planning District as amended through 11-18-2014, Districtwide Recommendations, Transportation, page 4:

"Transportation [underlined in original text]
. . .

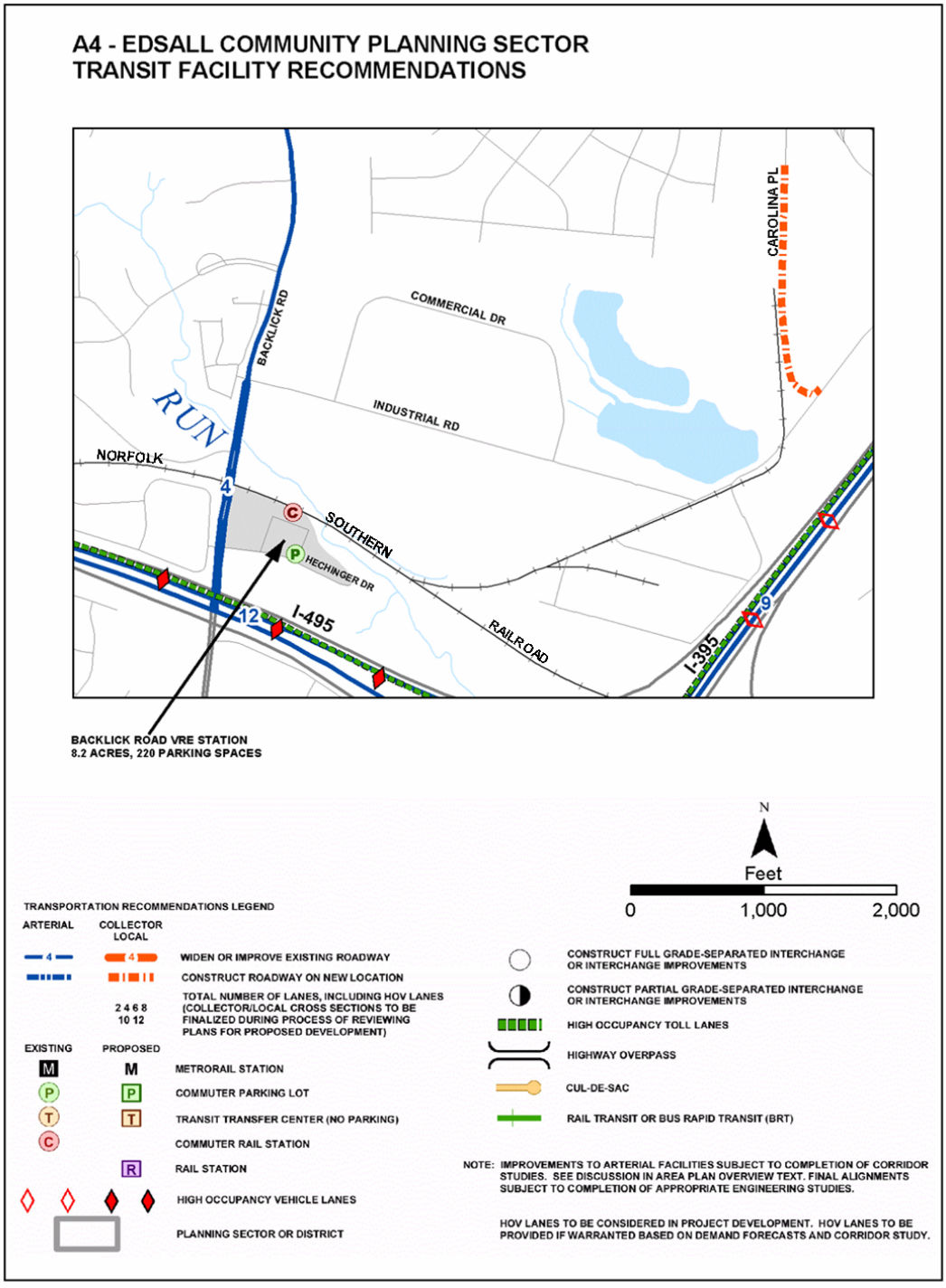
The Capital Beltway is ~~planned for~~ 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to just north of the Dulles Airport Access Highway, and is planned for 12 lanes including HOT lanes (two in each direction) to the American Legion Bridge."

DELETE

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Annandale Planning District as amended through 11-18-2014, Beltway South Industrial Area, Figure 28, "Beltway South Industrial Area, Transit Facility Recommendations," page 85, because the figure is no longer relevant as the Commuter Parking Lot is existing.



DELETE FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Annandale Planning District as amended through 11-18-2014, A4 – Edsall Community Planning Sector, Figure 43, "A4-Edsall Community Planning Sector, Transit Facility Recommendations," page 115, because the figure is no longer relevant as the Commuter Parking Lot is existing.



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Merrifield Suburban Center as amended through 3-4-2014, Area-Wide Recommendations, Transportation, Roadway Improvements, Interchanges, page 42:

"***Interchanges*** - The provision of an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, revised access patterns must be accommodated in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. The amount of land needed, and the extent to which access must be re-oriented varies with the actual design of the interchange. Development or redevelopment of properties adjacent to future interchange improvements should recognize the need to reorient access in a manner consistent with the future interchange design.

There ~~are three~~ is one interchange planned for improvement~~s~~ ~~which~~ that serves the Merrifield Suburban Center: I-66/I-495~~, Arlington Boulevard/I-495 and Gallows Road/I-495~~. In addition, there is one new interchange planned for the Lee Highway/Gallows Road intersection~~, and one new partial interchange planned for Lee Highway/I-495.~~"

. . .

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Merrifield Suburban Center as amended through 3-4-2014, Area-Wide Recommendations, Transportation, Policy Recommendations, Roadway Improvements, Collectors/Local Streets, pages 42 and 44:

"***Collectors/Local Streets*** - Collector roadways route traffic to and from local streets to the arterial road system. Collector roads 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 will occur in conjunction with redevelopment activity. The following collector and local street improvements are planned to improve traffic circulation within the Merrifield Suburban Center (See Transportation Map, Figure 18):

. . .

- ~~Merrilee Drive could function as the "Main Street" for the Merrifield Suburban Center by linking the Metro Station and the planned "Town Center." In order for this to occur, Merrilee Drive is planned to extend north to intersect with Prosperity Avenue and the Dunn Loring-Merrifield Metro Station property, and to extend south across Lee Highway and connect with Eskridge Road. The extension of Merrilee Drive to the south requires the realignment of Eskridge Road and Merrilee Drive.~~

- ~~Eskridge Road is planned to extend south to connect with Williams Drive as well as to extend to the north to connect with Merrilee Drive as described above. The extension of Eskridge Road to the north requires the realignment of Eskridge Road and Merrilee Drive.~~ Eskridge Road now connects Merrilee Drive to Williams Drive, but does not yet have a sidewalk on its western side.

- Williams Drive, north of Arlington Boulevard, is planned to connect with Prosperity Avenue, either with a connection to Hamaker Court [shown on Figure 18] or directly across to Prosperity Avenue [not shown].

- ~~Strawberry Lane is planned for improvement and may be extended to Eskridge Road.~~

. . .

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Merrifield Suburban Center as amended through 3-4-2014, Land Unit Recommendations, Land Unit A, page 50:

"**LAND UNIT A**

Land Unit A is approximately 15 acres and is currently planned and developed with the Dunn Loring-Merrifield Metro Station (see Figure 21). The Metro Station property is envisioned to redevelop with office or hotel uses having retail and service uses on the ground level or to redevelop with a mix of uses with residential use as a major component. The focal point of this development is envisioned to be a public plaza or green that is located at the northern terminus of the Merrilee Drive extension. The plaza and the street level retail are intended to help create a more urban and people-oriented place that provides convenient retail services and encourages pedestrian movement between the Metro station and the planned high intensity development to the south.

. . .

Option 1: As an option, up to eight acres of the Metro Station property may be appropriate to redevelop with office and/or hotel uses up to a 1.0 FAR (or approximately 350,000 square feet), with the remaining acreage to be used for metro parking and related uses. Development proposals under this option must provide for all applicable Area-Wide guidelines as well as for the following:

. . .

- ~~Development should be coordinated with the extension of Merrilee Drive to Prosperity Avenue.~~"

. . .

PROPOSED AREA II CHANGES

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Area Plan Overview as amended through 3-24-2015, Introduction, General Planning Area Recommendations, Transportation, Supporting Facility Recommendations, page 13:

"**Supporting Facility Recommendations**

Regardless of the mode of public transportation chosen in a specific corridor, supporting facilities such as commuter park-and-ride lots must be identified and located. Such sites could serve as parking areas for HOV or express bus collection, or as rail stations, or perhaps for both functions as public transportation ridership increases over time. The Plan locates these sites in order that actions can be taken to preserve their availability, since the supply of potential sites is rapidly decreasing as the county continues to develop.

. . .

The countywide Transportation Plan map contains several different symbols representing different types of supporting facilities. These are briefly discussed below:

. . .

~~*C = Commuter Rail Station*~~ *VRE =* *Virginia Railway Express*. ~~Commuter Rail~~ Virginia Railway Express Stations are identified along the Norfolk Southern and ~~RF & P~~ CSX rail lines where commuter rail service is ~~planned~~ provided. VRE station parking areas are generally surface lots accommodating between 200 and 800 vehicles."

PROPOSED AREA III CHANGES

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Area Plan Overview as amended through 3-24-2015, Introduction, General Planning Area Recommendations, Transportation, Supporting Facility Recommendations, page 13:

"**Supporting Facility Recommendations**

Regardless of the mode of public transportation chosen in a specific corridor, supporting facilities such as commuter park-and-ride lots must be identified and located. Such sites could serve as parking areas for HOV or express bus collection, or as rail stations, or perhaps for both functions as public transportation ridership increases over time. The Plan locates these sites in order that actions can be taken to preserve their availability, since the supply of potential sites is rapidly decreasing as the county continues to develop.

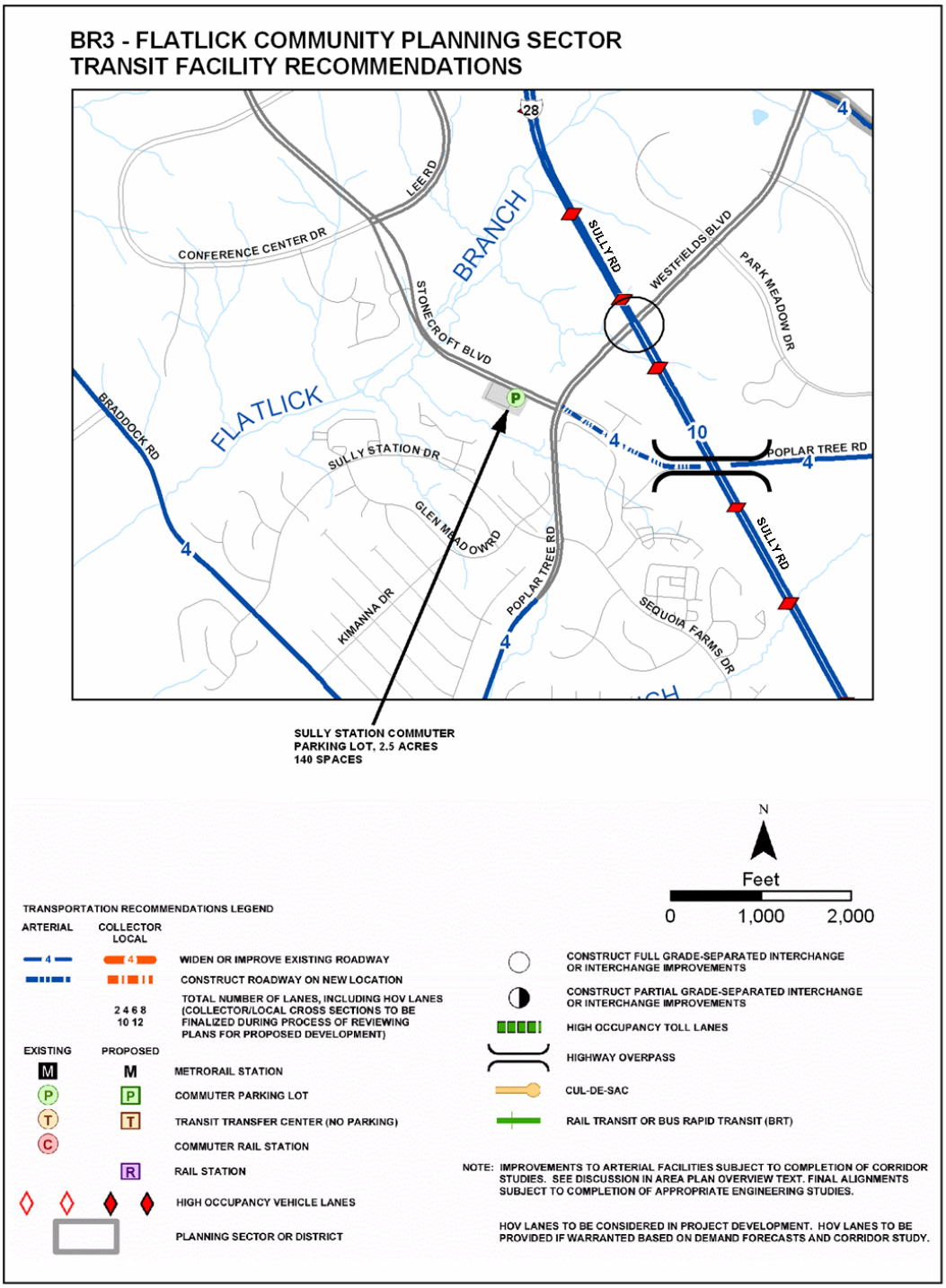
. . .

The countywide Transportation Plan map contains several different symbols representing different types of supporting facilities. These are briefly discussed below:

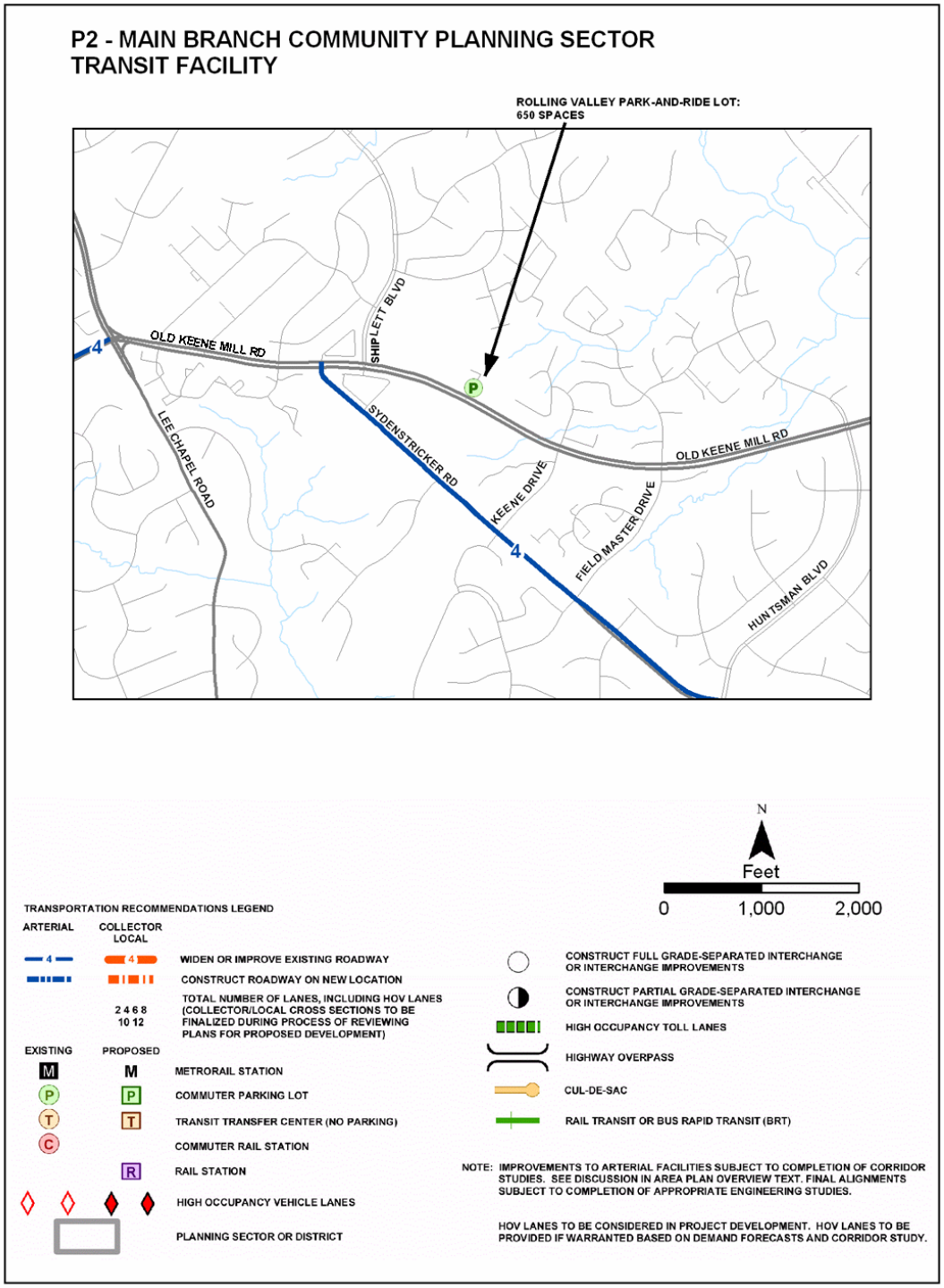
. . .

~~*C = Commuter Rail Station*~~ *VRE =* *Virginia Railway Express*. ~~Commuter Rail~~ Virginia Railway Express Stations are identified along the Norfolk Southern and ~~RF & P~~ CSX rail lines where commuter rail service is ~~planned~~ provided. VRE station parking areas are generally surface lots accommodating between 200 and 800 vehicles."

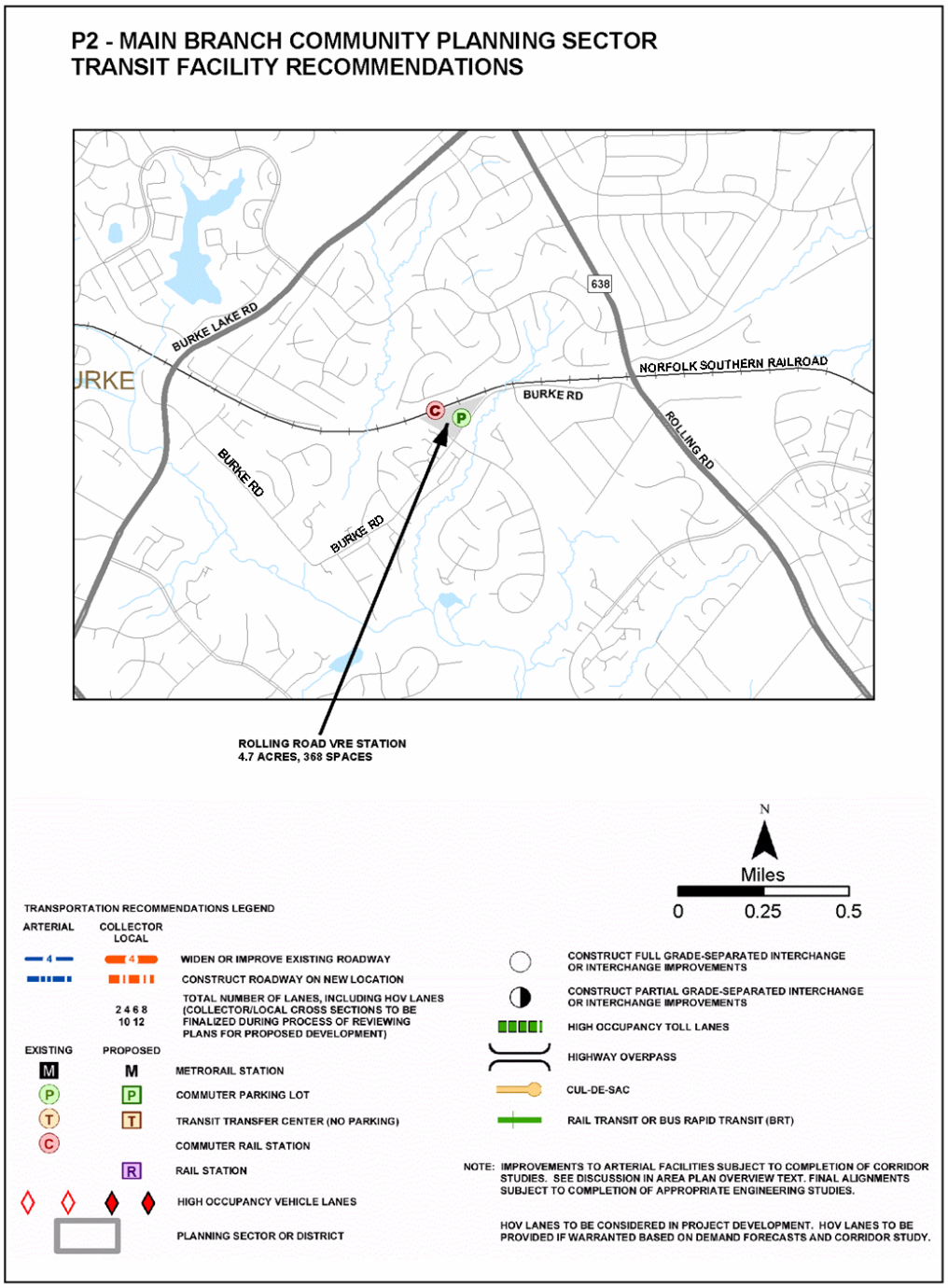
DELETE FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District as amended through 12-2-2014, BR3-Flatlick Community Planning Sector, Figure 21, "Transit Facility Recommendations," page 58, because the figure is no longer relevant as the Commuter Parking Lot is existing.



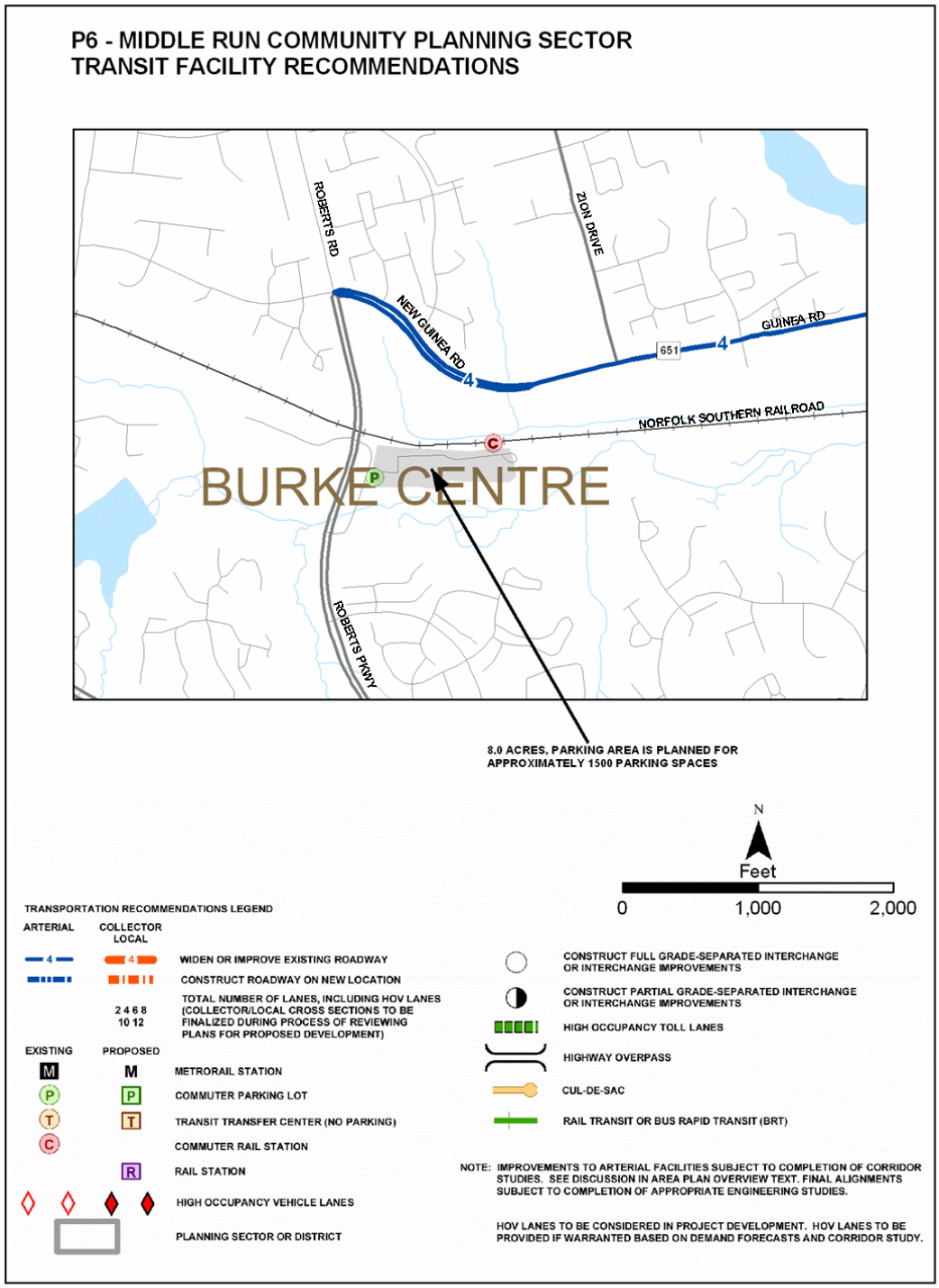
DELETE FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Pohick Planning District as amended through 3-24-2015, P2-Main Branch Community Planning Sector, Figure 17, "Transit Facility," page 38, because the figure is no longer relevant as the Commuter Parking Lot is existing.



DELETE FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Pohick Planning District as amended through 3-24-2015, P2-Main Branch Community Planning Sector, Figure 18, "Transit Facility Recommendations," page 39, because the figure is no longer relevant as the Commuter Parking Lot is now 366 spaces.



DELETE FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Pohick Planning District as amended through 3-24-2015, P6-Middle Run Community Planning Sector, Figure 33, "Transit Facility Recommendations," page 74, because the figure is no longer relevant as the Commuter Parking Lot is now 1,510 spaces.



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Pohick Planning District as amended through 3-24-2015, P6-Middle Run Community Planning Sector, Recommendations, Public Facilities, recommendation #1, page 75:

"1. The Burke Centre Commuter Rail Station parking area ~~is planned for approximately 1500~~ has 1,510 parking spaces. This facility should have improved pedestrian and bicycle connectivity to the surrounding communities to the north, west, east and south. These trails should link to the existing and planned local and county trail networks, which will encourage pedestrian and bicycle access to the station and would reduce the need for additional parking."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District as amended through 7-28-2015, Overview, District-Wide Recommendations, Public Facilities, recommendation #5, page 25:

"5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street.~~, at Reston East and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District as amended through 7-28-2015, UP7-West Ox Community Planning Sector, Recommendations, Transportation, page 240:

"Transportation [underlined in original text]

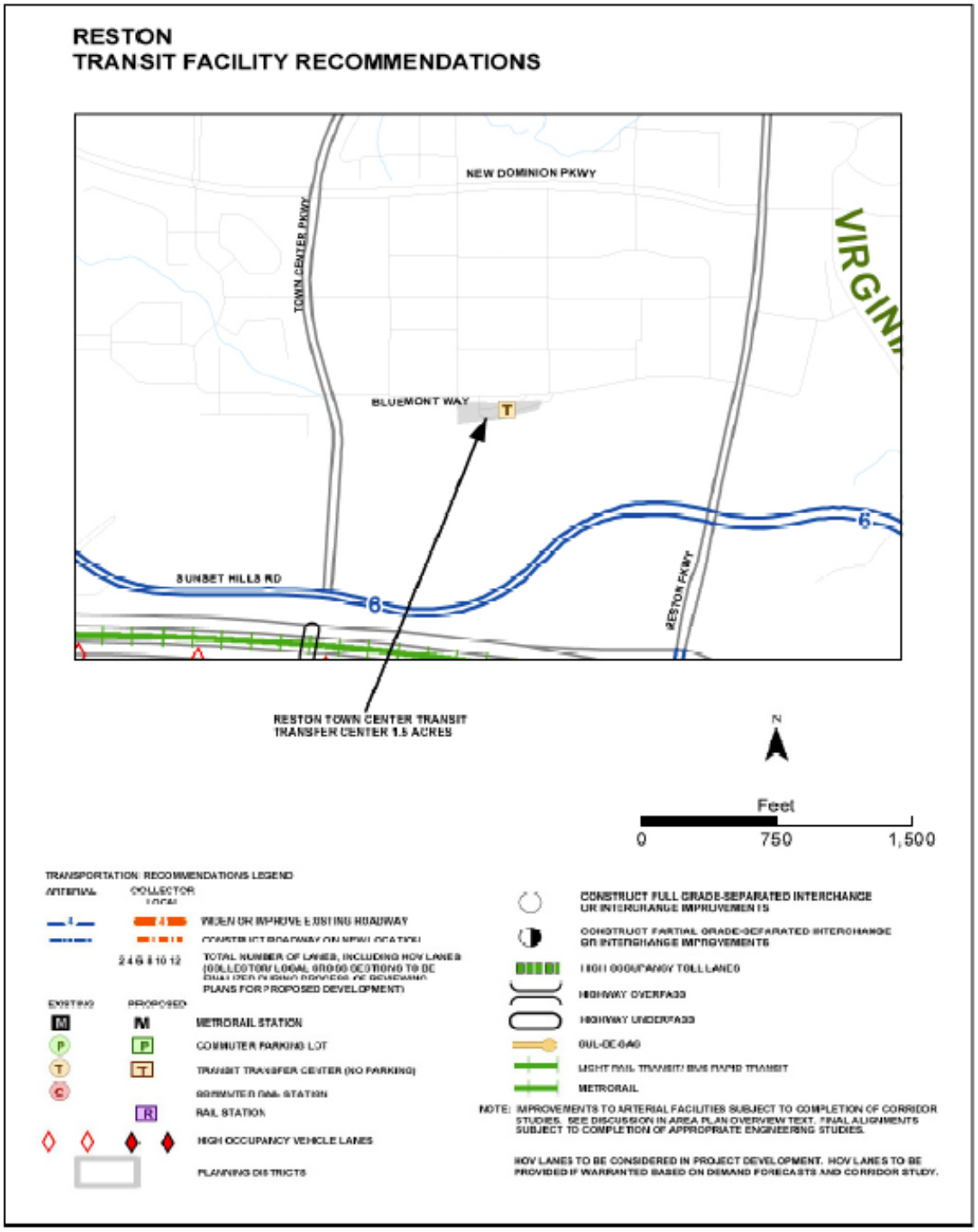
Transportation recommendations for this sector are shown on Figure 81. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

. . .

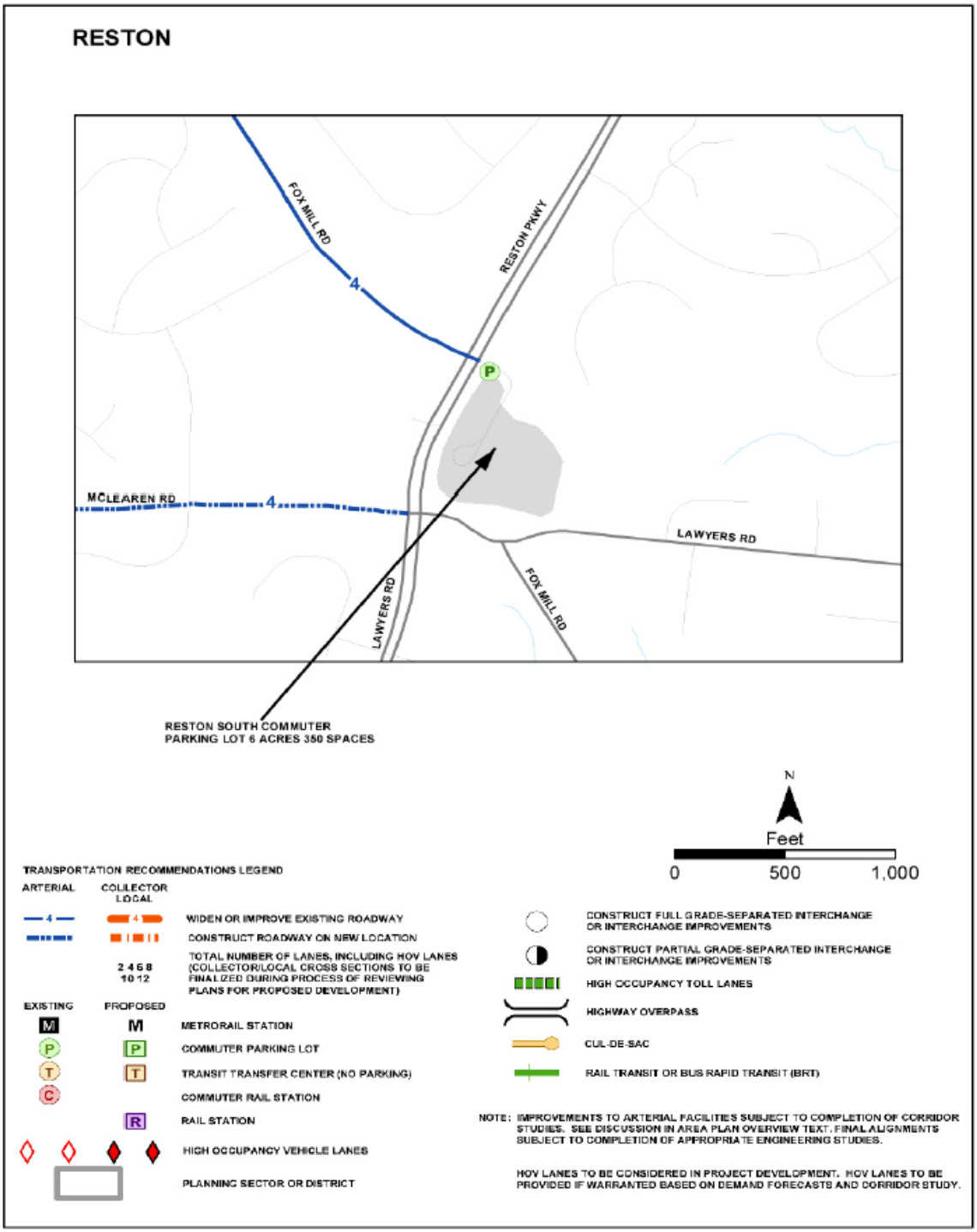
~~Construct an interchange at Sully Road and Frying Pan Road. Actual staging of intersection/interchange construction is to be determined based on traffic volumes and the extent to which commitments to complete the interchange exist.~~"

. . .

DELETE
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Reston as amended through 6-2-2015, Figure 9, "Transit Facility Recommendations," page 32, because the figure is no longer relevant as the Transit Center is existing.



DELETE
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Reston as amended through 6-2-2015, Figure 12, "Transit Facility Recommendations," page 35, because the figure is no longer relevant as the Commuter Parking Lot is now 350 spaces.



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center as amended through 7-28-2015, Land Unit D-2, Recommendations, Transportation, page 95:

"Transportation [underlined in original text]

To improve the area road network by alleviating traffic congestion and enhancing traffic safety along McLearen Road between Towerview Road and the ~~proposed~~ interchange of McLearen Road and Route 28, the planned four lane, undivided collector street, Park Center Road, should be extended eastward from its intersection with Towerview Road through lot 24-2((1))20, then curve southward through parcel 24-4((1))3 adjacent to the eastern boundary of lot 24-4((1))2 to intersect McLearen Road opposite its westernmost intersection with EDS Drive."

PROPOSED AREA IV CHANGES

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Area Plan Overview as amended through 3-24-2015, Introduction, General Planning Area Recommendations, Transportation, Supporting Facility Recommendations, page 14:

"**Supporting Facility Recommendations**

Regardless of the mode of public transportation chosen in a specific corridor, supporting facilities such as commuter park-and-ride lots must be identified and located. Such sites could serve as parking areas for HOV or express bus collection, or as rail stations, or perhaps for both functions as public transportation ridership increases over time. The Plan locates these sites in order that actions can be taken to preserve their availability, since the supply of potential sites is rapidly decreasing as the county continues to develop.

. . .

The countywide Transportation Plan map contains several different symbols representing different types of supporting facilities. These are briefly discussed below:

. . .

~~*C = Commuter Rail Station*~~ *VRE =* *Virginia Railway Express*. ~~Commuter Rail~~ Virginia Railway Express Stations are identified along the Norfolk Southern and ~~RF & P~~ CSX rail lines where commuter rail service is ~~planned~~ provided. VRE station parking areas are generally surface lots accommodating between 200 and 800 vehicles."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area as amended through 10-28-2014, Area-Wide Recommendations, Transportation, page 16:

"**Transportation**

. . .

Many public transportation services and facilities serve the Franconia-Springfield Area, including the Franconia-Springfield Metro station, the Virginia Railway Express (VRE) commuter rail station, over 5,000 commuter parking spaces, Greyhound interstate bus service, Metrobus regional service, and county bus services including the Fairfax County Connector and Prince William County services, brought together at the Joe Alexander Transportation Center located south of the Franconia-Springfield Parkway at Frontier Drive. In addition to regional and county transit services, the Transportation Association of Greater Springfield (TAGS) provides local circulator bus service weekdays between the Transportation Center and the Springfield regional shopping mall/future town center. ~~Planned~~ The high occupancy toll (HOT) lanes on I-95, I-395 and I-495 ~~will~~ provide further transit connectivity and service to the Franconia-Springfield Area, while also providing needed additional roadway capacity on these facilities."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area as amended through 10-28-2014, Fort Belvoir North Area, Transportation, page 92:

"TRANSPORTATION

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the FBNA (See Figure 28):

. . .

- ~~Widen Fullerton Road to 4 lanes between Backlick Road and the Fairfax County Parkway;~~
- ~~Widen I-95 to 11 lanes, including HOT lanes, HOT designation, and the extension of the existing HOV lanes south to Prince William County;~~
- Dedicate a site of at least 5 acres for a Transit Facility within the eastern portion of the FBNA site."

LAND USE

PLAN MAP: The Comprehensive Land Use Plan map would be updated to reflect the new symbology and completed facilities.

TRANSPORTATION

PLAN MAP: The Countywide Transportation Plan Map would be updated to reflect the new symbology and completed facilities.

ATTACHMENT I

List of Changes to Transportation Plan Map

Item #	Tax Map	Name	Segment from	Segment to
1	100-1; 100-4	Mulligan Road	Richmond Highway (Route 1)	Telegraph Road
2	89-4; 98-2; 99-1	Fairfax County Parkway	Franconia Springfield Parkway	I-95
3	99-1	Fullerton Road	Angus Court	Boston Blvd
4	99-1	Fullerton Road	Boston Boulevard	Fairfax County Parkway
5	56-1	Legato Road	Post Forest Drive	Lee Highway (Route 29)
6	56-2	Government Center Parkway	Ridgetop Road	Waples Mill Road
7	49-3	Eskridge Road	Lee Highway (Route 29)	Merrifield Town Center
8	49-3	Eskridge Road	Merrifield Town Center	Williams Drive
9	49-3	Merrifield Town Center	Eskridge Road	District Avenue
10	49-3	Strawberry Lane	Eskridge Road	Yates Way
11	49-3	District Avenue	Lee Highway (Route 29)	Merrifield Town Center
12	55-2; 55-4	Autumn Willow Drive	Autumn Willow Drive	Lincoln Drive
13	39-1	Westwood Meadows Court	George Washington Road	Westwood Meadows Court
14	25-2	Tatnuck Court	Monroe Manor Drive	Tatnuck Court
15	55-2	Kristina Court	Westbrook Drive	
16	62-3	Bradley Boulevard		
17	71-1	McWhorter Place		
18	30-1; 29-4; 39-2; 39-4; 49-2; 49-4; 59-2; 59-4; 70-2; 70-4; 79-2; 80-1; 80-2	I-495 HOT lanes	Express Lane merge	I-95

Item #	Tax Map	Name	Segment from	Segment to
19	30-1; 29-4; 39-2; 39-4; 49-2; 49-4; 59-2; 59-4; 70-2; 70-4; 79-2; 80-1; 80-2	I-495 HOV lanes	Express Lane merge	I-95
20	44-3; 44-4	Poplar Tree	Sully Road (Route 28)	Newbrook Drive
21	30-1; 29-4; 39-2; 39-4; 49-2; 49-4; 59-2; 59-4; 70-2; 70-4; 79-2; 80-1; 80-2	I-495 widening	Express Lane merge	I-95
22	72-4; 72-3; 81-1; 80-2; 80-4; 90-2; 90-4; 99-2; 91-1; 99-3; 108-1; 107-2; 107-4; 113-2; 113-1; 113-3	I-95/I-395 HOT lanes	Edsall Road	Alexandria City Line
23	80-4; 90-2; 90-4; 99-2; 99-1; 99-3; 108-1; 107-2; 107-4; 113-2; 113-1; 113-3	I-95 Widening	Capital Beltway/I-495	Prince William County Line
	NA - Arlington/Alexandria	I-395 Hot Lanes	Edsall Road	District of Columbia
24	55-1; 45-3; 45-1	Stringfellow Road	Fair Lakes Boulevard	Lee Jackson Memorial Highway (Route 50)
25	54-1; 43-3	Stone Road (Westfields)	Stonecroft Boulevard	Braddock Road
26	54-1; 54-3	Stone Road	Lee Highway (Route 29)	Braddock Road
27	55-3; 66-1	Clifton Road	Lee Highway (Route 29)	New Braddock Road
28	78-3	Burke Lake Road	Burke Centre Parkway	Fairfax County Parkway
29	107-4; 108-3	Lorton Road	Silverbrook Road	Richmond Highway (Route 1)
30	46-3; 46-1; 35-4; 35-2	West Ox Road	Lee Jackson Memorial Highway (Route 50)	Lawyers Road

Item #	Tax Map	Name	Segment from	Segment to
31	49-2; 49-4	Gallows Road	I-66	Arlington Boulevard (Route 50)
32	49-1	Merrilee Drive	Lee Highway (Route 29)	Prosperity Avenue
33	49-1	Merrifield Avenue	Door Avenue	Merilee Drive
34	55-2; 55-4	Lincoln Drive	Autumn Willow Drive	Westbrook Drive
35	113-3	Furnace Road	I-95	Richmond Highway (Route 1)
37	49-3	Executive Park Drive	Arlington Boulevard (Route 50)	Prosperity Avenue
38	49-3	Javier Road	Arlington Boulevard (Route 50)	Williams Drive
39	49-4	Telestar Court	Porter Road	Gatehouse Road
40	49-4	Porter Road	Lee Highway (Route 29)	Gallows Road
41	49-4	Porter/Strawberry Lane	Yates Way	Telestar Court
42	49-3; 49-4	Gatehouse Road	Williams Drive	Gallows Road
43	49-2	Providence Forest Drive	Gallows Road	Hartland Road
44	49-2	Park Tower Drive	Gallows Road	End of facility
45	49-2	Belleforest Drive	Gallows Road	Park Tower Drive
46	49-3	Williams Drive	Arlington Boulevard (Route 50)	Javier Road
47	34-4	Centerview Drive	Centreville Road	Lee Jackson Memorial Highway (Route 50)
48	48-3; 48-4	Vaden Drive	Saintsbury Drive	Lee Highway (Route 29)
49	15-4	Sully Road (Route 28) & Frying Pan Road		
50	24-2	Sully Road (Route 28) & McLearen Road		
51	44-1	Sully Road (Route 28) & Willard Road		

Item #	Tax Map	Name	Segment from	Segment to
52	44-3	Sully Road (Route 28) & Westfields Boulevard		
53	107-4	I-95 & Lorton Road		
54	83-1	Telegraph Road & Huntington Avenue		
55	34-2	Sully Road (Route 28) & Air and Space Museum Parkway		
56	39-2	I-495 & Leesburg Pike (Route 7)		
57	29-4	I-495 & Dolley Madison Boulevard (Route 123)		
58	59-2	I-495 & Gallows Road		
59	59-4	I-495 & Little River Turnpike (Route 236)		
60	49-4	I-495 & Arlington Boulevard (Route 50)		
61	83-1	I-95 & Telegraph Road		
62	49-2	I-495 & Lee Highway (Route 29)		
63	40-4; 40-1; 40-2; 30-3; 29-4; 29-3; 29-1; 28-2; 28-1; 18-4; 18-3; 17-4	Silver Line	East Falls Church	Wiehle-Reston East
64	44-3	Commuter Parking (Sully Station)	Stonecroft Blvd & Westfields	
65	54-3	Commuter Parking (Centreville (Stone Road))	Lee Highway and Stone Road	
66	55-1	Commuter Parking (Stringfellow)	Stringfellow Road & I-66	
67	107-4	Commuter Parking (Lorton)	Gunston Cove Road & Lorton Road	

Item #	Tax Map	Name	Segment from	Segment to
68	17-3	Reston Town Center Transit Transfer Center		
69	26-3	Reston South Park & Ride		
70	29-3	Spring Hill Metro Station		
71	29-4	Tysons Corner Metro Station		
72	29-4	McLean Metro Station		
73	29-3	Greensboro Metro Station		
74	17-4	Wiehle-Reston East Metro Station		
75	17-4	Wiehle-Reston East Parking Garage		
76				
77	98-2	Saratoga Park-n-Ride		
78	90-2	Backlick North Park-n-Ride		
79	51-3	Seven Corners Transit Transfer Center		

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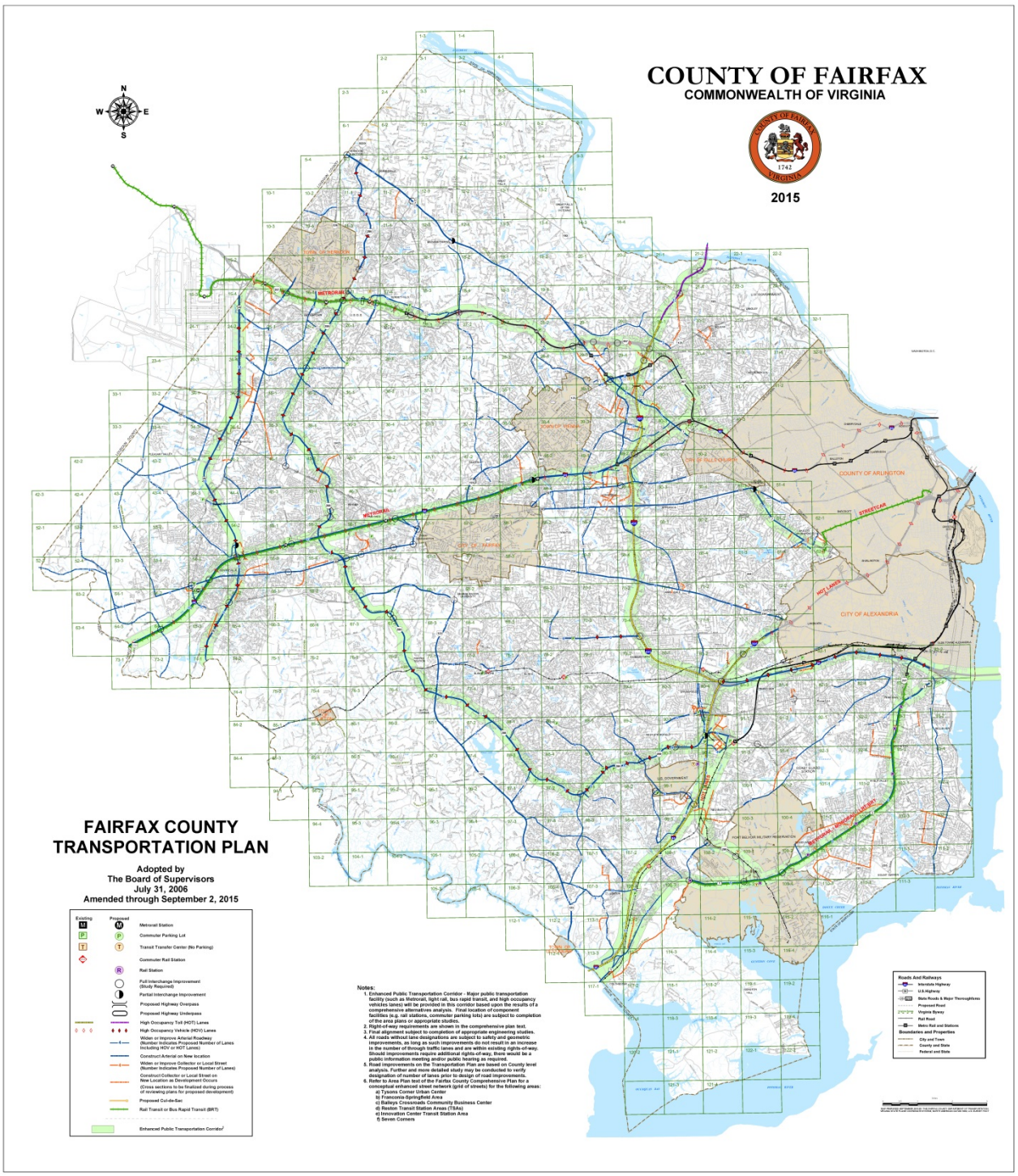
MODIFY

FIGURES: Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, (as amended through 3-24-2015), Transportation Figure 1 "Transportation Plan Map," Page 3, to remove completed improvements, reflect existing conditions and add county-owned commuter parking facilities



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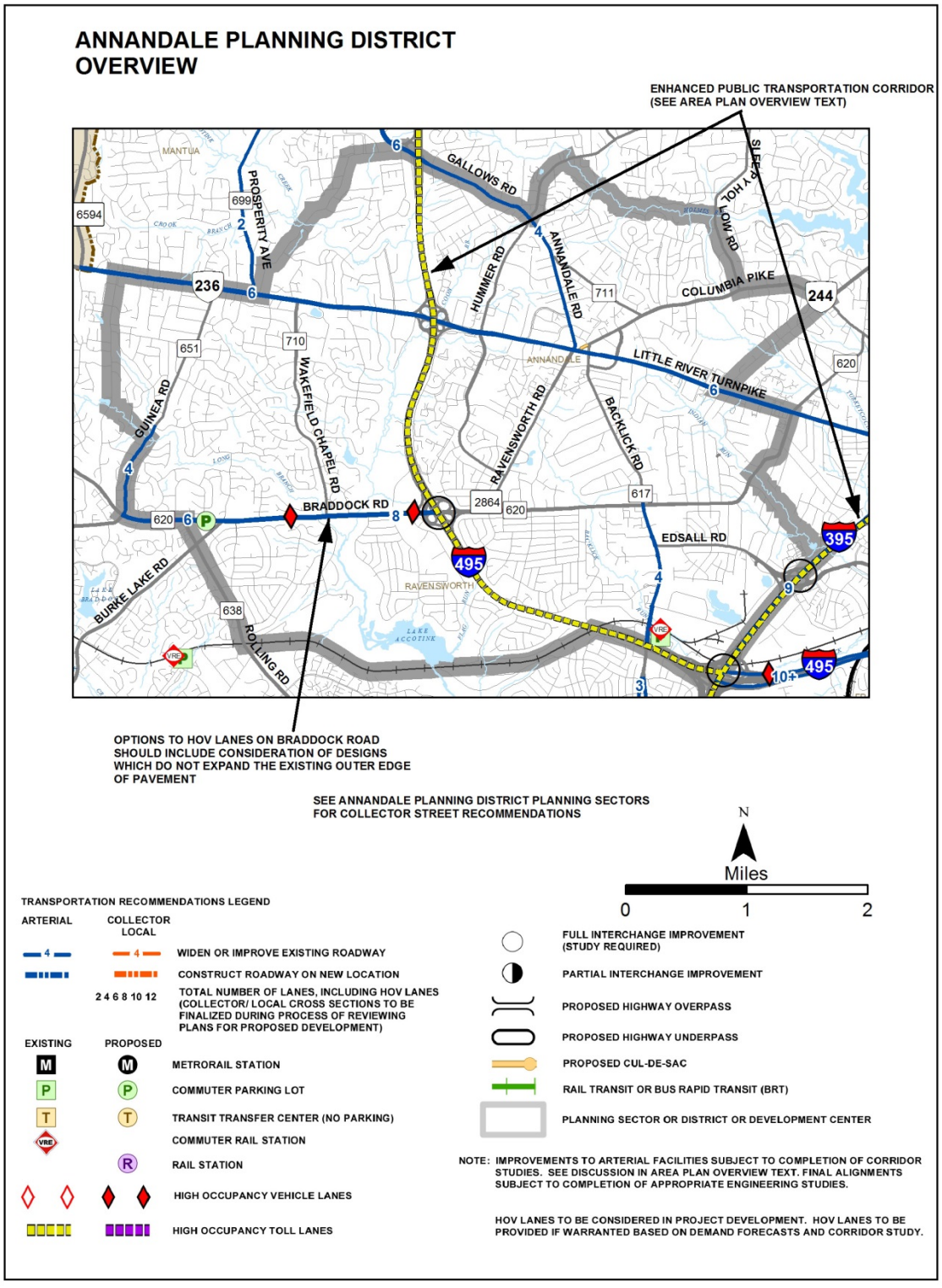
Area I
Transportation Figure Changes

MODIFY FIGURES: Fairfax County Comprehensive Plan, Area I, Annandale Planning District (as amended through 11-18-2014), Baileys Planning District (as amended through 7-28-2015), Jefferson Planning District (as amended through 7-28-2015), Lincolnia Planning District (as amended through 10-28-2014) and Merrifield Suburban Center (as amended through 3-2-2014), to remove completed improvements, reflect existing conditions and add county-owned commuter parking facilities, as shown on the following pages:

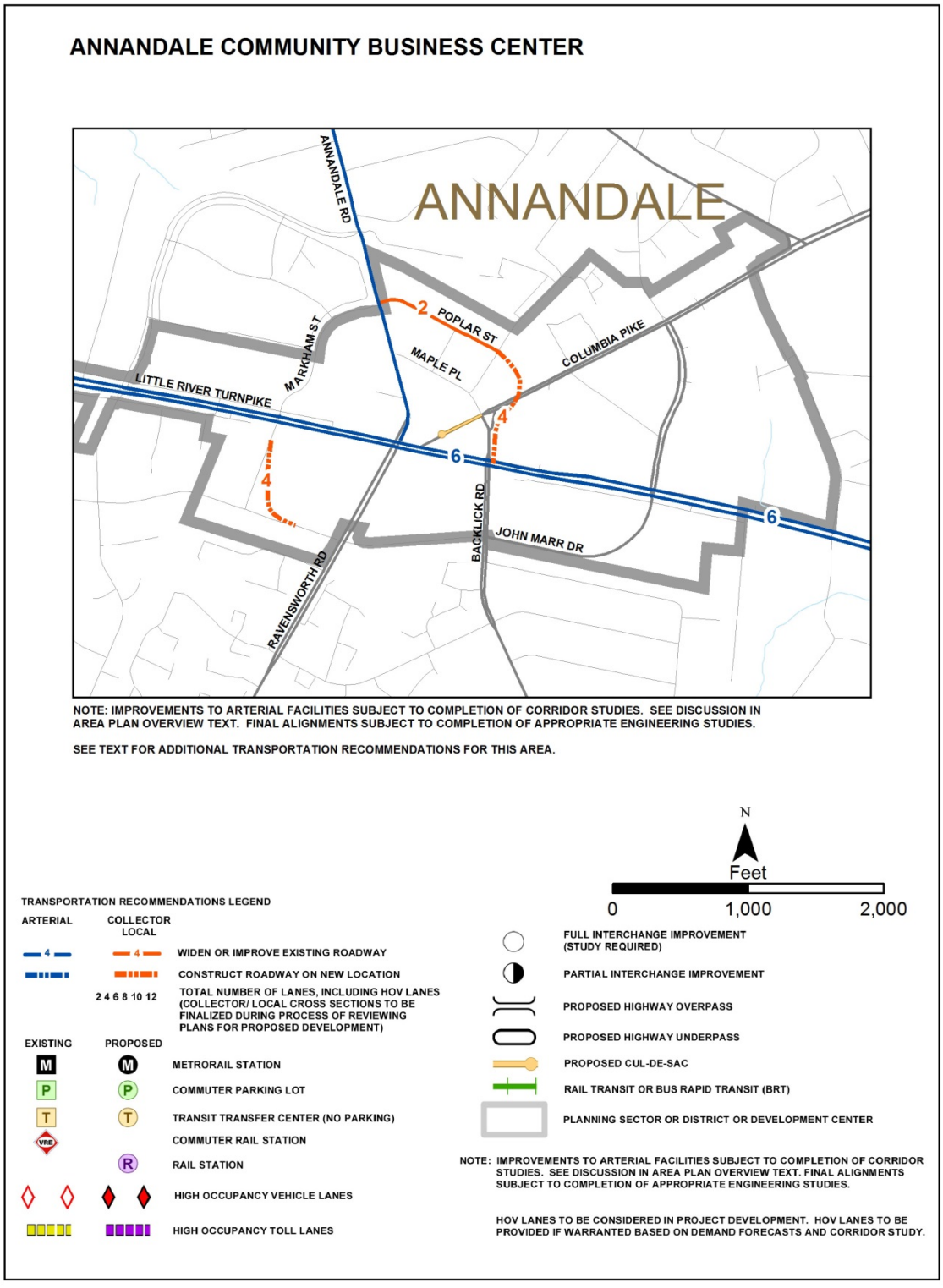
AREA I		
Page	**Figure**	**Figure Title**
Annandale (Amended through 11-18-2014)		
5	2	Countywide Transportation Recommendations, Annandale Planning District, Overview
45	16	Annandale Community Business Center, Transportation Recommendations
84	27	Beltway South Industrial Area, Transportation Recommendations
85	28	Beltway South Industrial Area, Transit Facility Recommendations – THIS FIGURE WILL BE DELETED
89	30	Ravensworth Industrial Area, Transportation Recommendations
95	31	A1-Masonville Community Planning Sector, Transportation Recommendations
102	36	A2-Columbia Community Planning Sector, Transportation Recommendations
108	39	A3-Indian Run Community Planning Sector, Transportation Recommendations
114	42	A4-Edsall Community Planning Sector, Transportation Recommendations
115	43	A4-Edsall Community Planning Sector, Transit Facility Recommendations – THIS FIGURE WILL BE DELETED
121	46	A5-North Springfield Community Planning Sector, Transportation Recommendations
127	49	A6-Accotink Community Planning Sector, Transportation Recommendations
134	52	A7-Wakefiled Community Planning Sector, Transportation Recommendations
140	55	A8-Pine Ridge Community Planning Sector, Transportation Recommendations
146	58	A9-Holmes Run Community Planning Sector, Transportation Recommendations
153	61	A10-Ossian Hall Community Planning Sector, Transportation Recommendations
Baileys Planning District (Amended through 7-28-2015)		
4	2	Countywide Transportation Recommendations, Baileys Planning District, Overview
33	Map 3	Baileys Crossroads Community Business Center, Transportation Recommendations
39	Map 4	Baileys Crossroads Community Business Center, Transportation Recommendations-Bicycle Network
178	49	B1-Willston Community Planning Sector, Transportation Recommendations
184	52	B2-Glen Forest Community Planning Sector, Transportation Recommendations
190	55	B3-Commerce Park Community Planning Sector, Transportation Recommendations
191	56	B3-Commerce Park Community Planning Sector, Access Recommendations
199	59	B4-Glasgow Community Planning Sector, Transportation Recommendations
200	60	B4-Glasgow Community Planning Sector, Access and Circulation Recommendations
201	61	B4-Glasgow Community Planning Sector, Access Recommendations
209	64	B5-Barcroft Community Planning Sector, Transportation Recommendations

Page	Figure	Figure Title
210	65	B4, B5 Community Planning Sectors, Access and Circulation Recommendations
211	66	B5 Community Planning Sector, Access Recommendations
Jefferson Planning District (Amended through 7-28-2015)		
4	2	Countywide Transportation Recommendations, Jefferson Planning District, Overview
20	10	J1-Hillwood Community Planning Sector, Transportation Recommendations
27	13	J2-Sleepy Hollow Community Planning Sector, Transportation Recommendations
32	16	J3-Westlawn Community Planning Sector, Transportation Recommendations
38	19	J4-Walnut Hill Community Planning Sector, Transportation Recommendations
42	21	J5-Woodburn Community Planning Sector, Transportation Recommendations
44	22	J6-Merrifield Community Planning Sector, Transportation Recommendations
50	25	J7-Pine Spring Community Planning Sector, Transportation Recommendations
56	28	J8-Community Planning Sector, Transportation Recommendations
63	31	J9-Greenway Village Community Planning Sector, Transportation Recommendations
71	34	J10-Jefferson North Community Planning Sector, Transportation Recommendations
72	35	West Falls Church Transit Station Area, Transportation Recommendations
Lincolnia Planning District (Amended through 3-4-2014)		
4	2	Countywide Transportation Recommendations, Jefferson Planning District, Overview
19	10	L1-Pinecrest Community Planning Sector, Transportation Recommendations
27	13	L2-Lincolnia Community Planning Sector, Transportation Recommendations
35	17	L3-Bren Mar Community Planning Sector, Transportation Recommendations
Merrifield Suburban Center (Amended through 3-4-2014)		
41	18	Merrifield Suburban Center, Transportation Recommendations

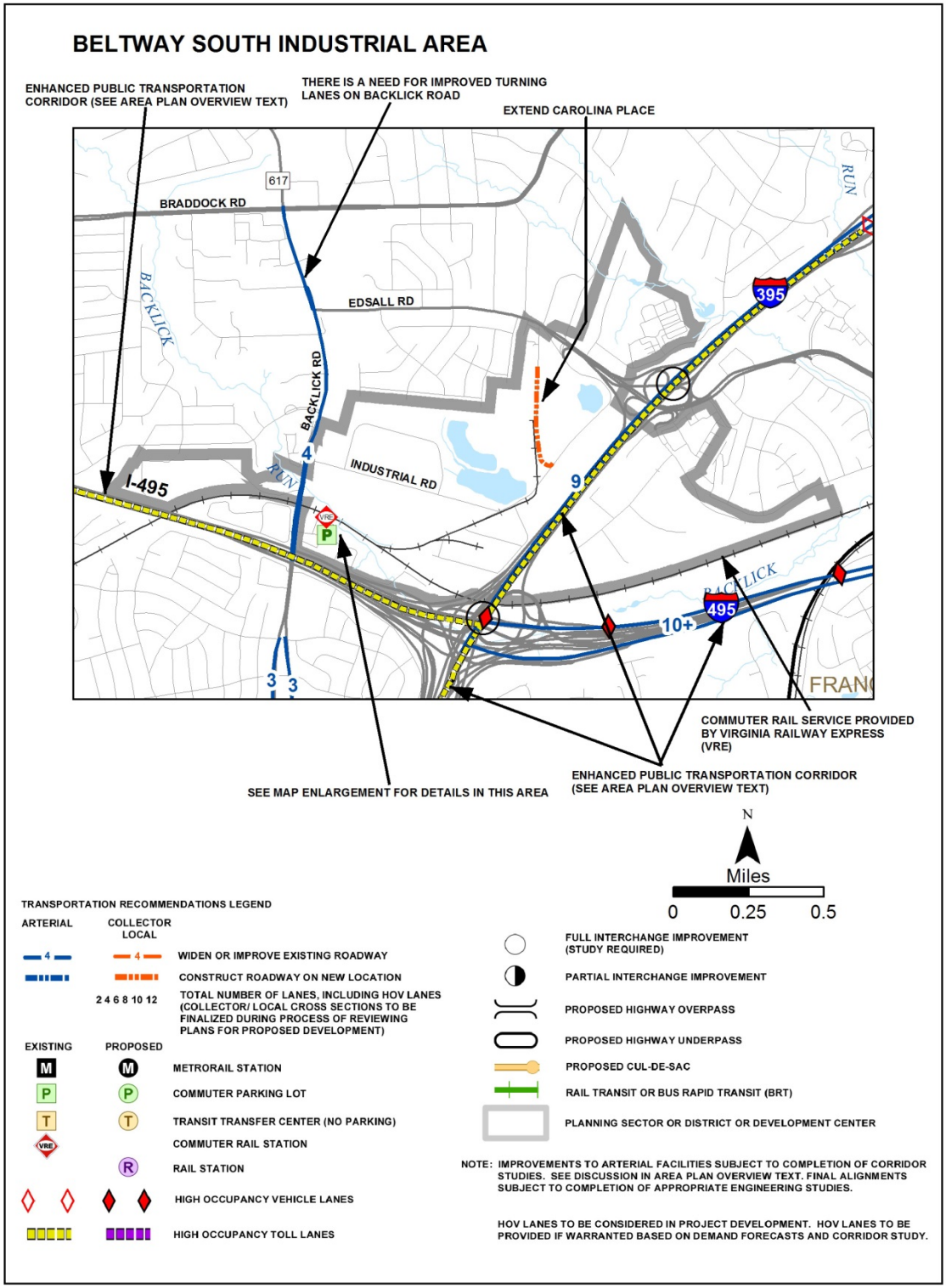
Annandale Planning District, Figure 2, "Annandale Planning District, Countywide Transportation Recommendations, Annandale Planning District," page 5, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Little River Turnpike and I-495 & Gallows Road, the I-95/I-395 HOT Lanes and to integrate the new legend:



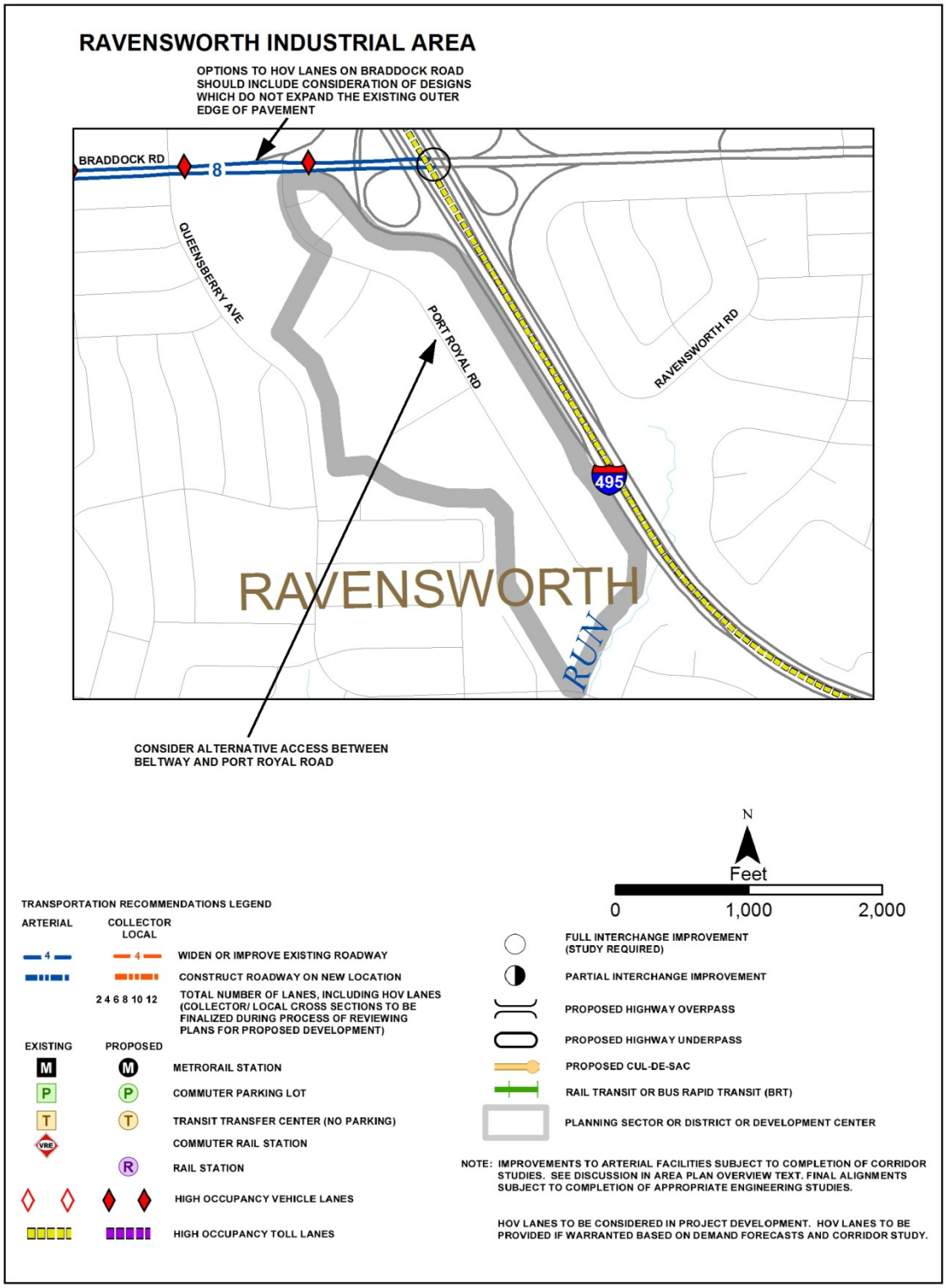
Annandale Planning District, Figure 16, "Annandale Planning District, Annandale Community Business Center," page 45 to integrate the new legend:



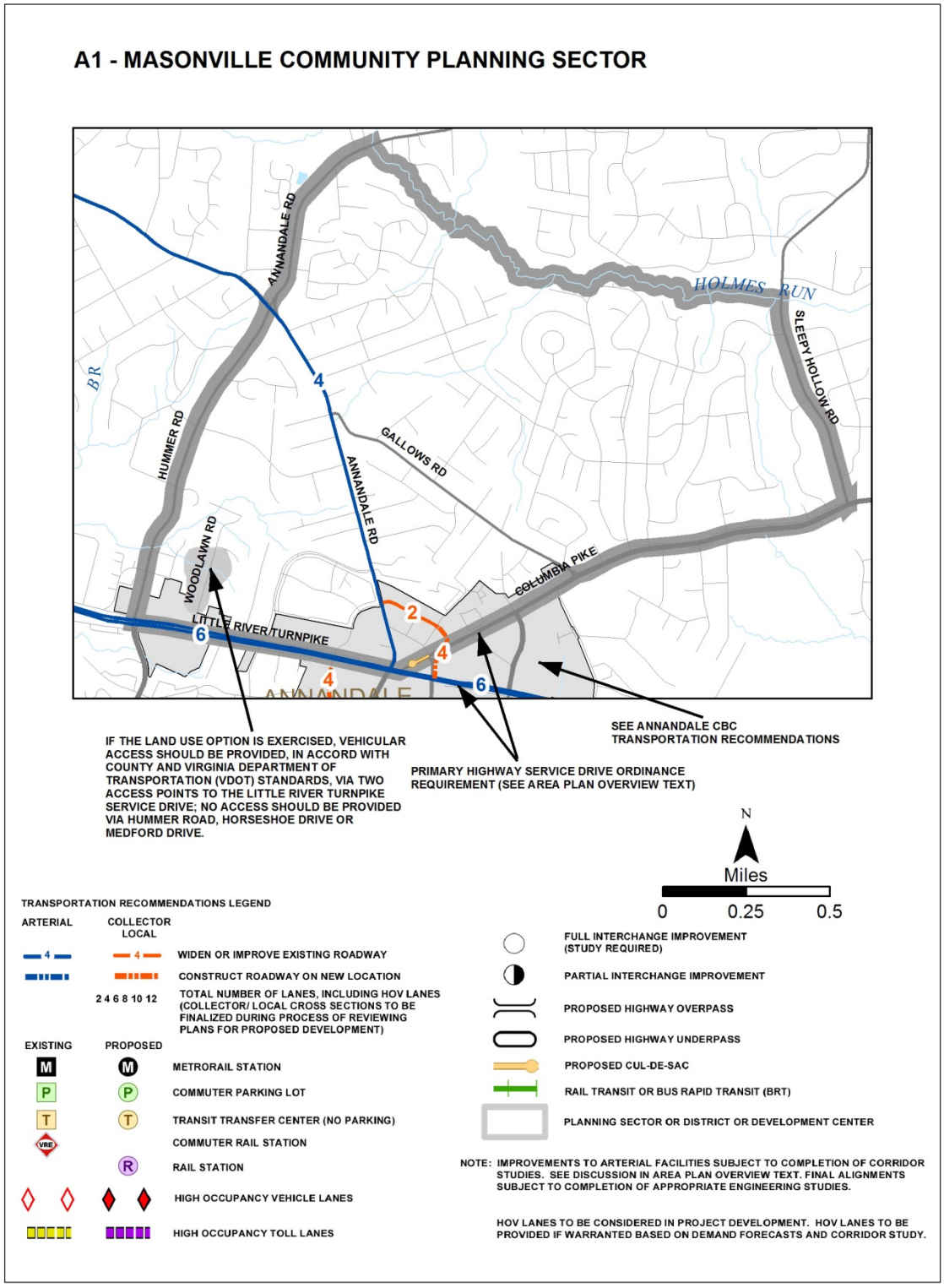
Annandale Planning District, Figure 26, "Beltway South Industrial Area, Transportation Recommendations," page 84, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Little River Turnpike, the I-95/I-395 HOT Lanes, and to integrate the new legend:



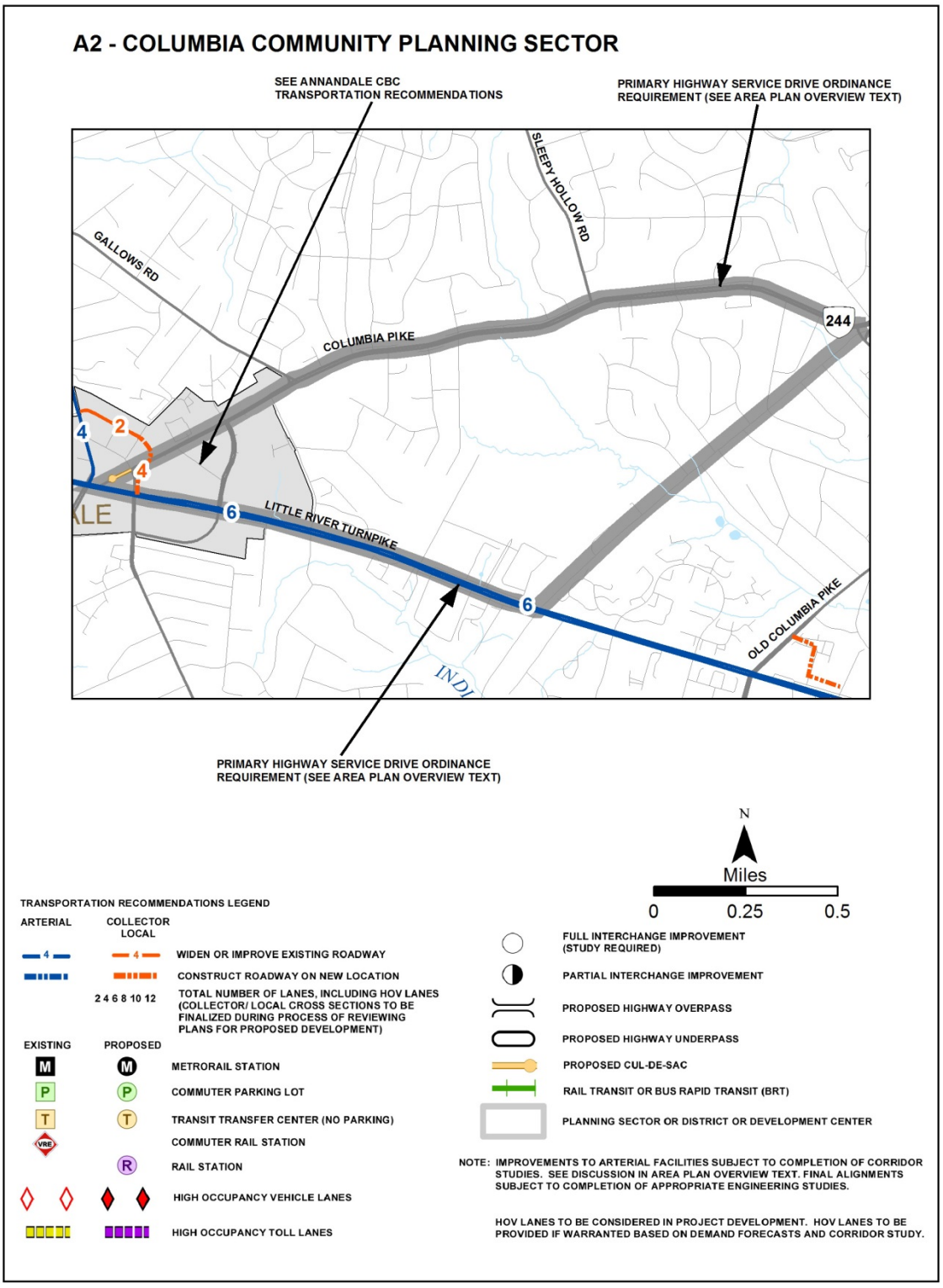
Annandale Planning District, Figure 30, "Annandale Planning District, Ravensworth Industrial Area, Transportation Recommendations, Transportation Recommendations," page 89, to reflect the completion I-95/I-395 HOT Lanes and widening, and to integrate the new legend:



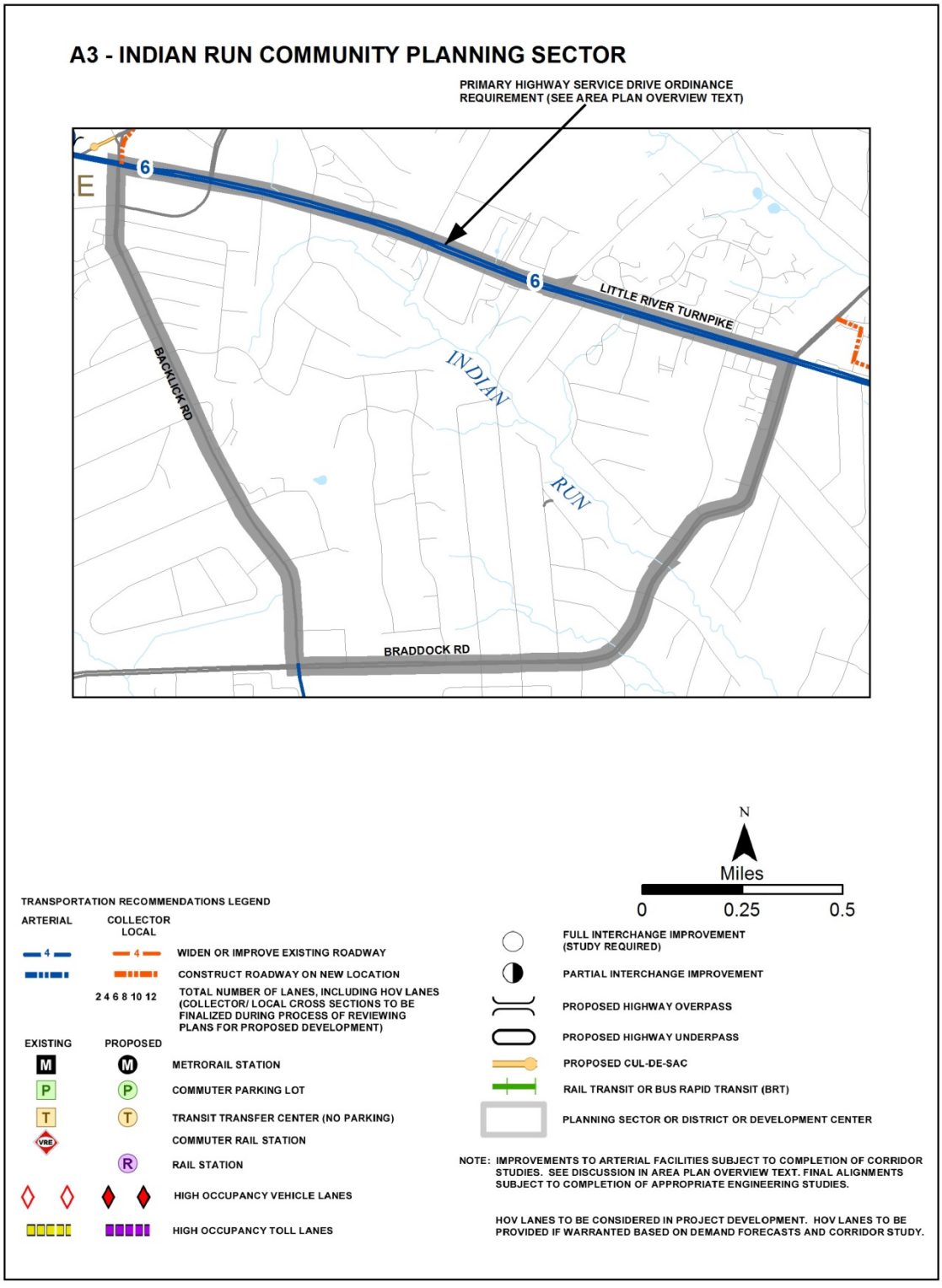
Annandale Planning District, Figure 31, "A1-Masonville Community Planning Sector, Transportation Recommendations," page 95, to reflect the completion of McWhorter Place and integrate the new legend:



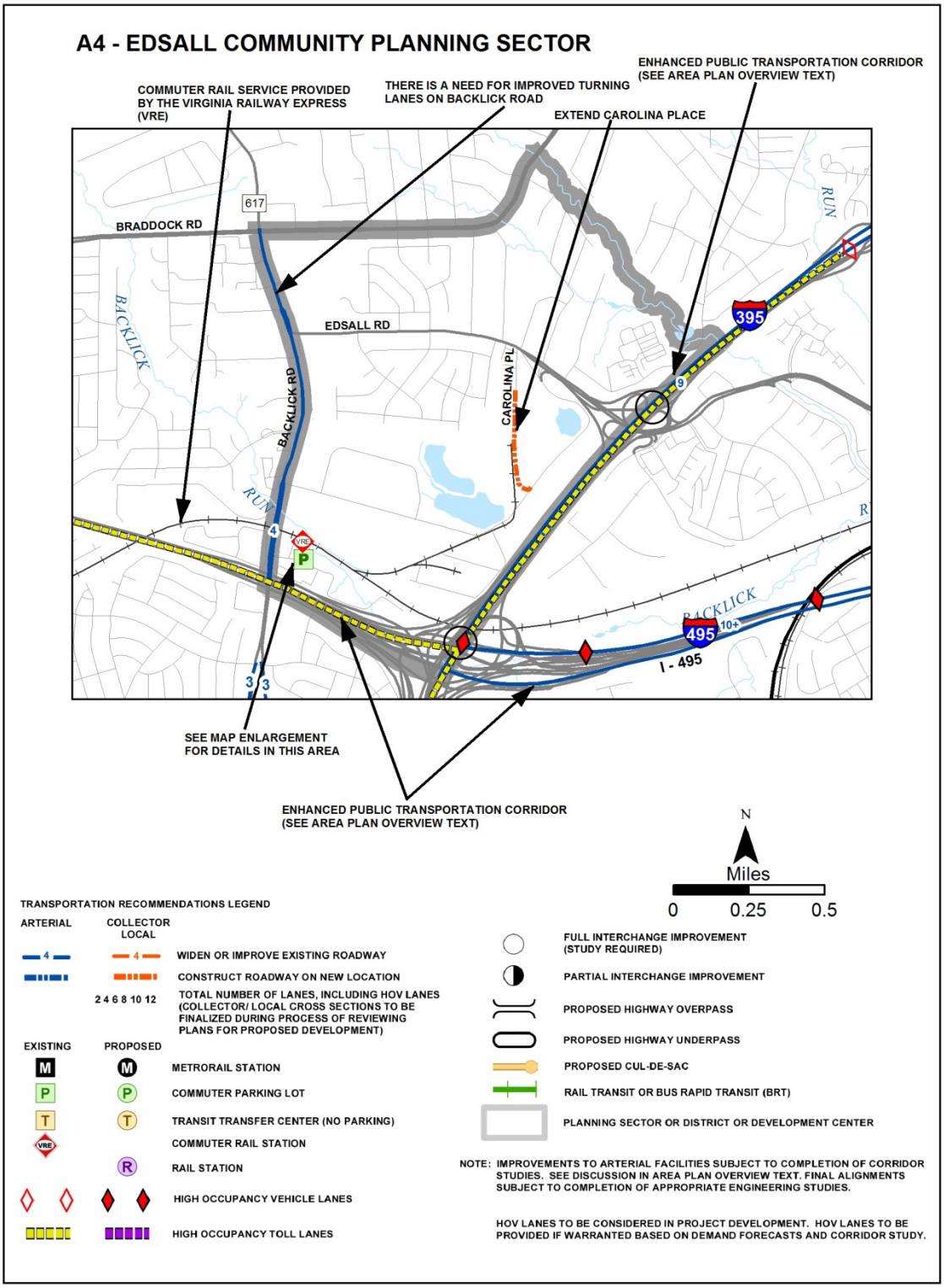
Annandale Planning District, Figure 36, "A2-Columbia Community Planning Sector, Transportation Recommendations," page 102, to integrate the new legend:



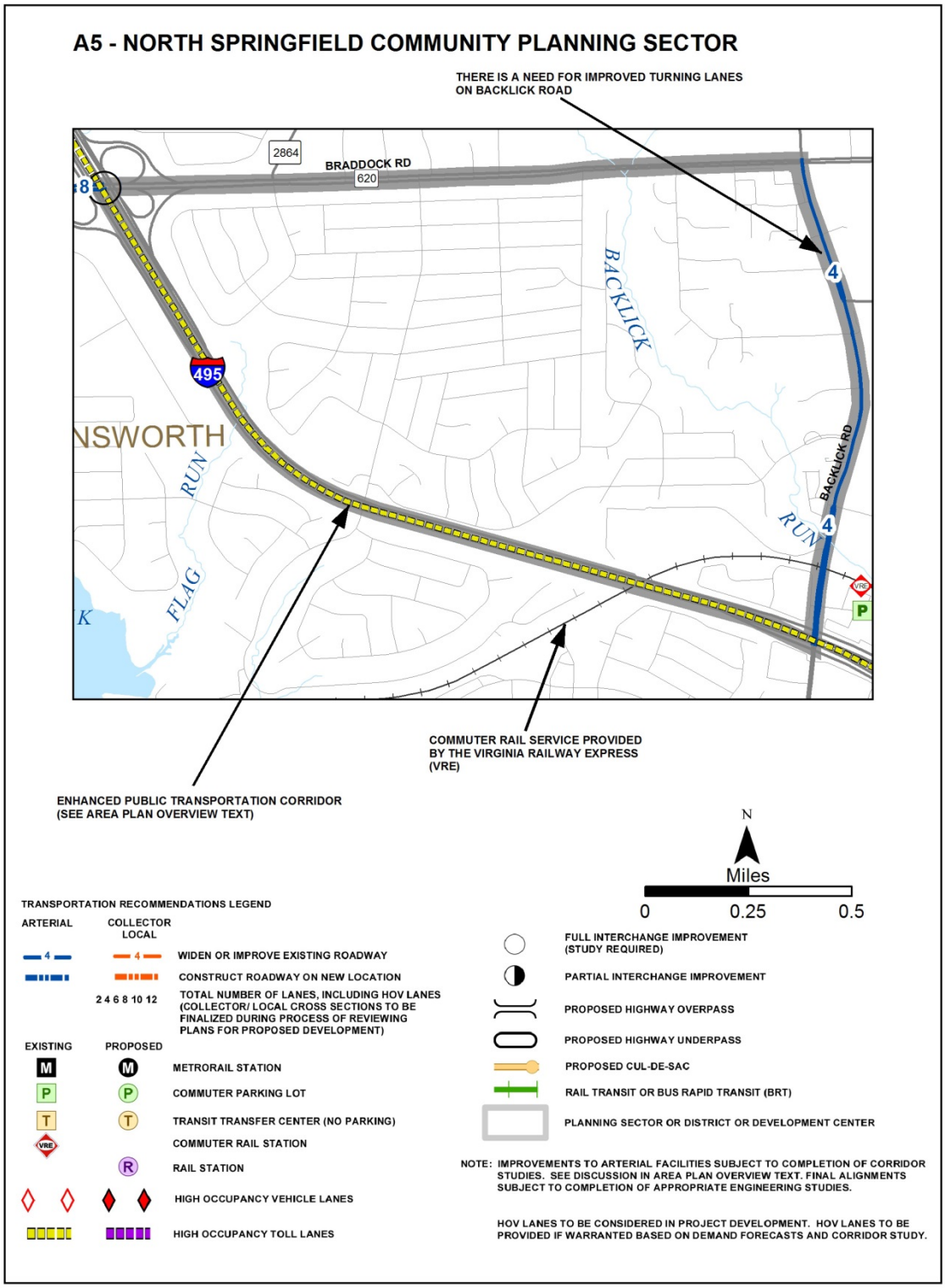
Annandale Planning District, Figure 39, "A3-Indian Run Community Planning Sector, Transportation Recommendations," page 108, to integrate the new legend:



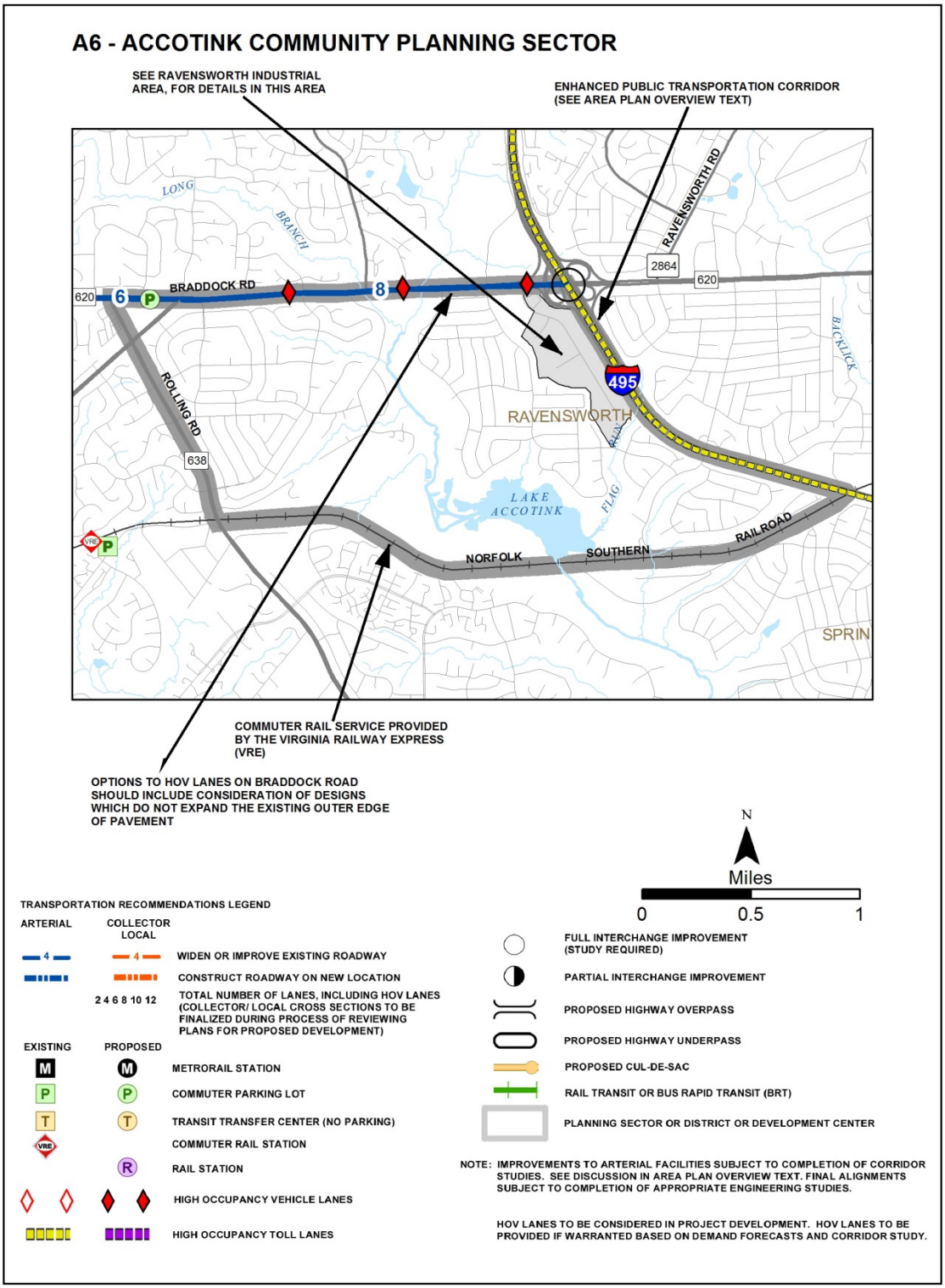
Annandale Planning District, Figure 42, "A4-Edsall Community Planning Sector, Transportation Recommendations," page 114, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the I-95/I-395 HOT Lanes, and to integrate the new legend:



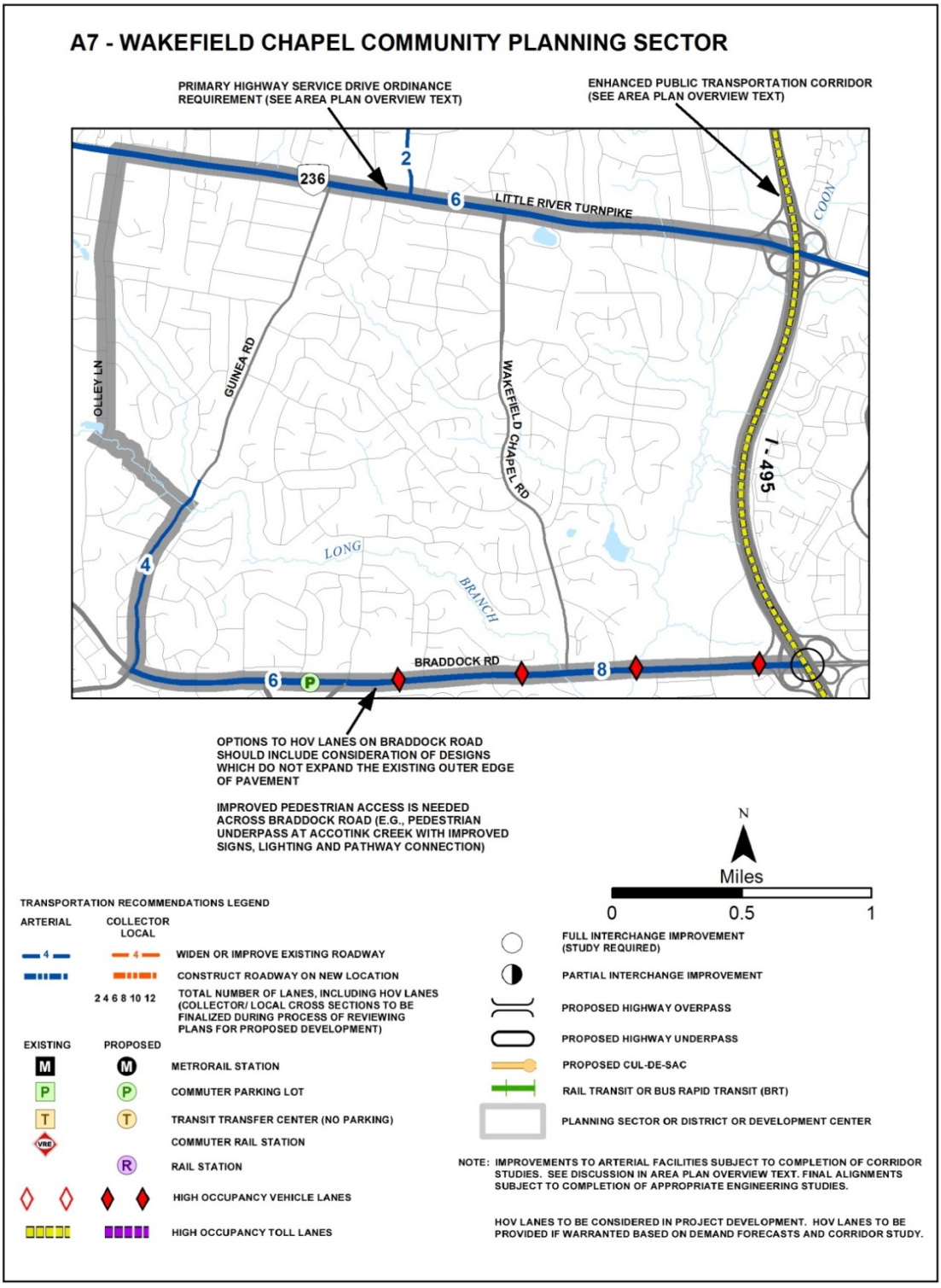
Annandale Planning District, Figure 46, "A5-North Springfield Community Planning Sector, Transportation Recommendations," page 121, to reflect the completion of the I-495 HOT/HOV Lanes and widening, and to integrate the new legend:



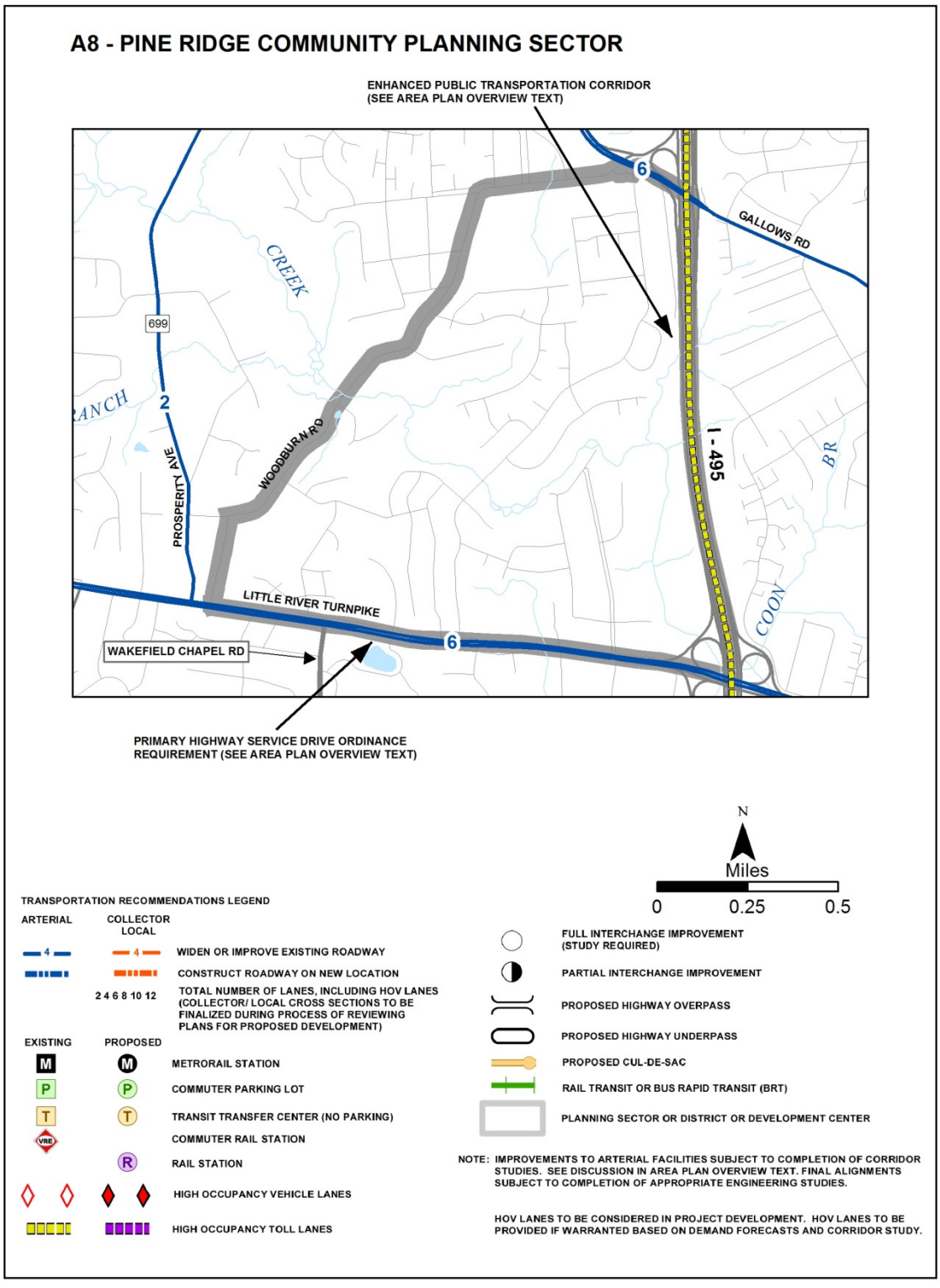
Annandale Planning District, Figure 49, "A6-Accotink Community Planning Sector, Transportation Recommendations," page 127, to reflect the completion of the I-495 HOT/HOV Lanes and widening, and to integrate the new legend:



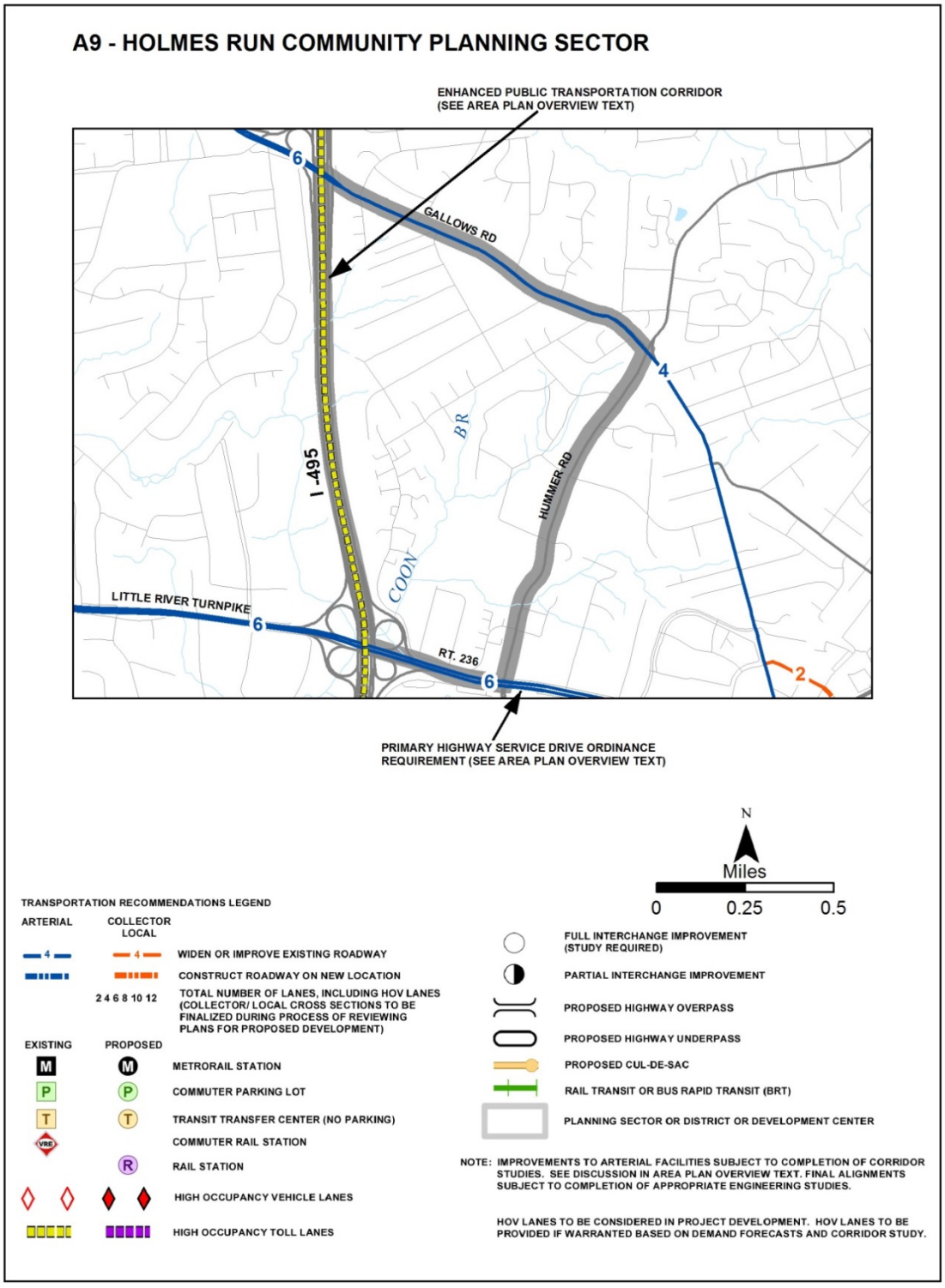
Annandale Planning District, Figure 52, "A7-Wakefiled Community Planning Sector, Transportation Recommendations," page 137 to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Little River Turnpike, and to integrate the new legend:



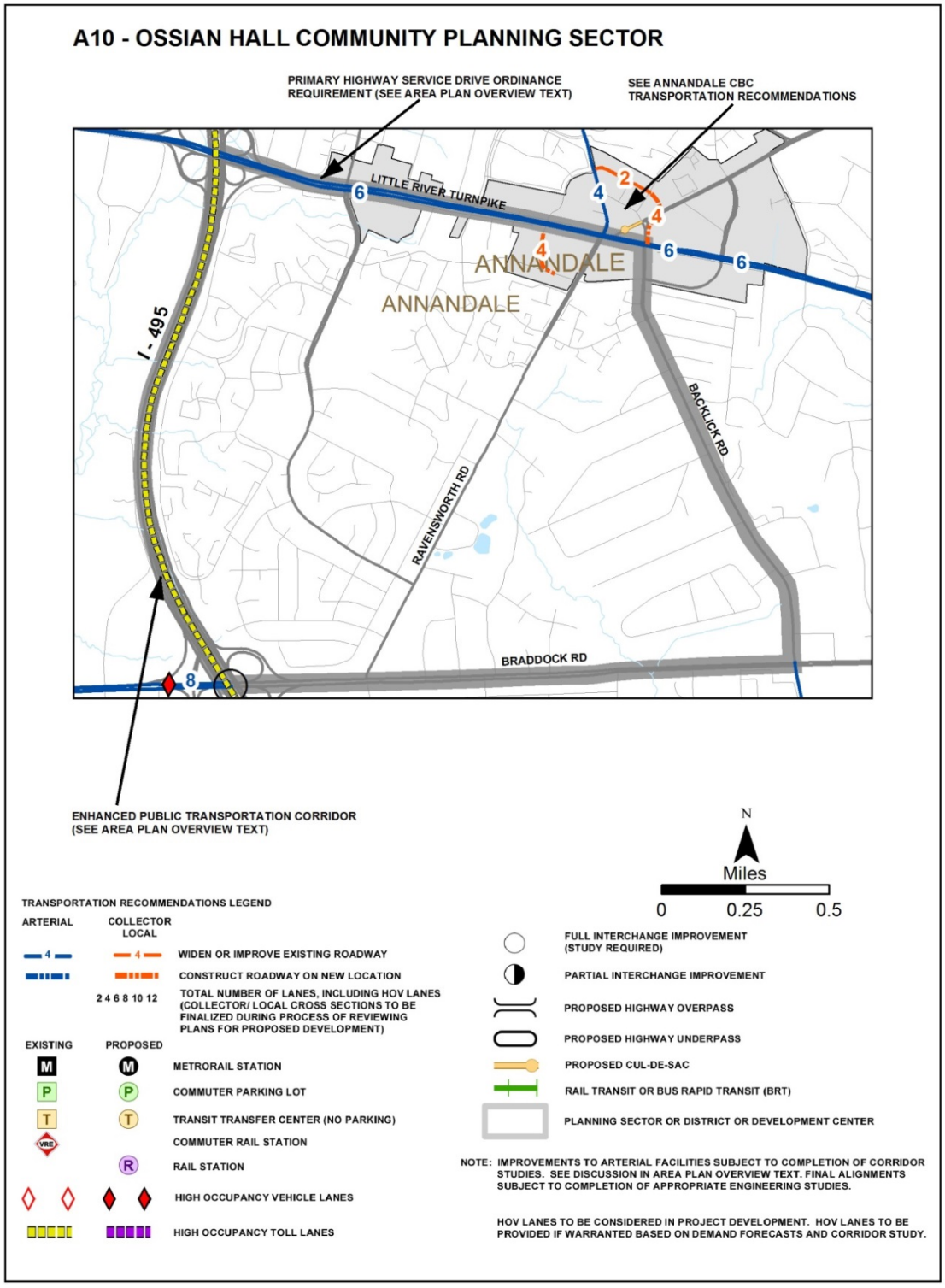
Annandale Planning District, Figure 55, "A8-Pine Ridge Community Planning Sector, Transportation Recommendations," page 140, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Little River Turnpike, and to integrate the new legend:



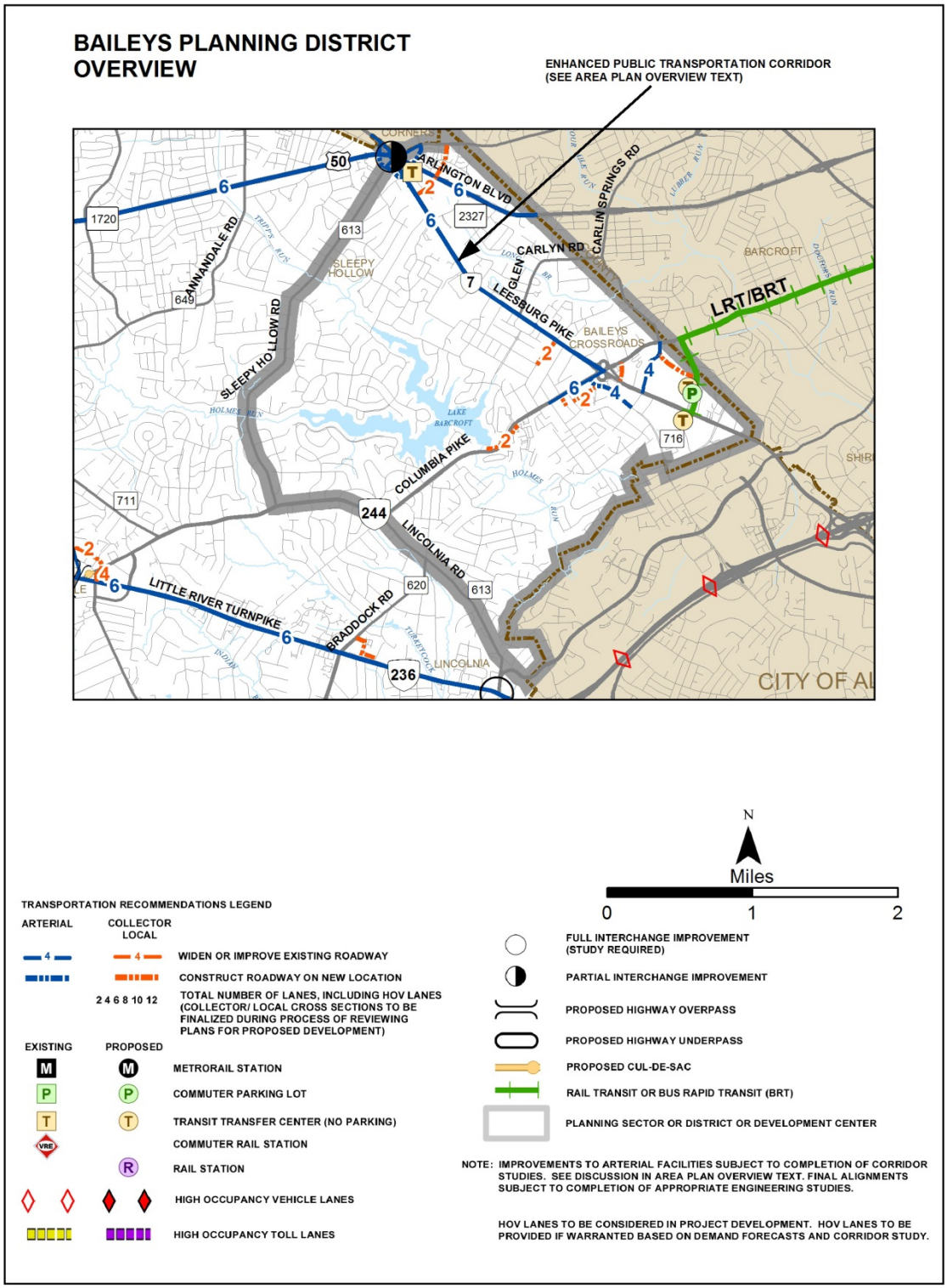
Annandale Planning District, Figure 58, "A9 - Holmes Run Community Planning Sector, Transportation Recommendations," page 146, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Little River Turnpike, and to integrate the new legend:



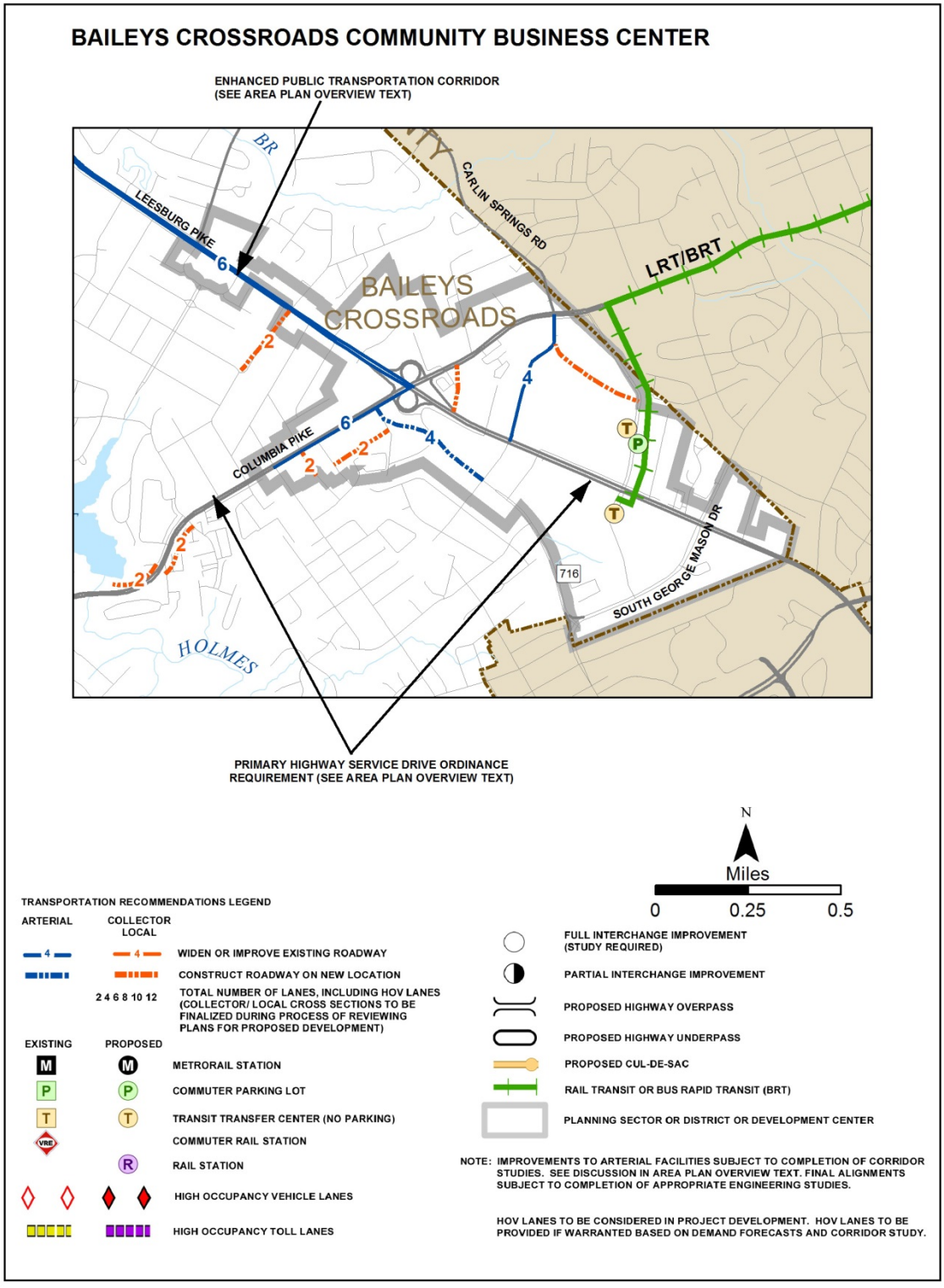
Annandale Planning District, Figure 61, "A10-Ossian Hall Community Planning Sector, Transportation Recommendations," page 153, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Little River Turnpike, McWhorter Place, and to integrate the new legend:



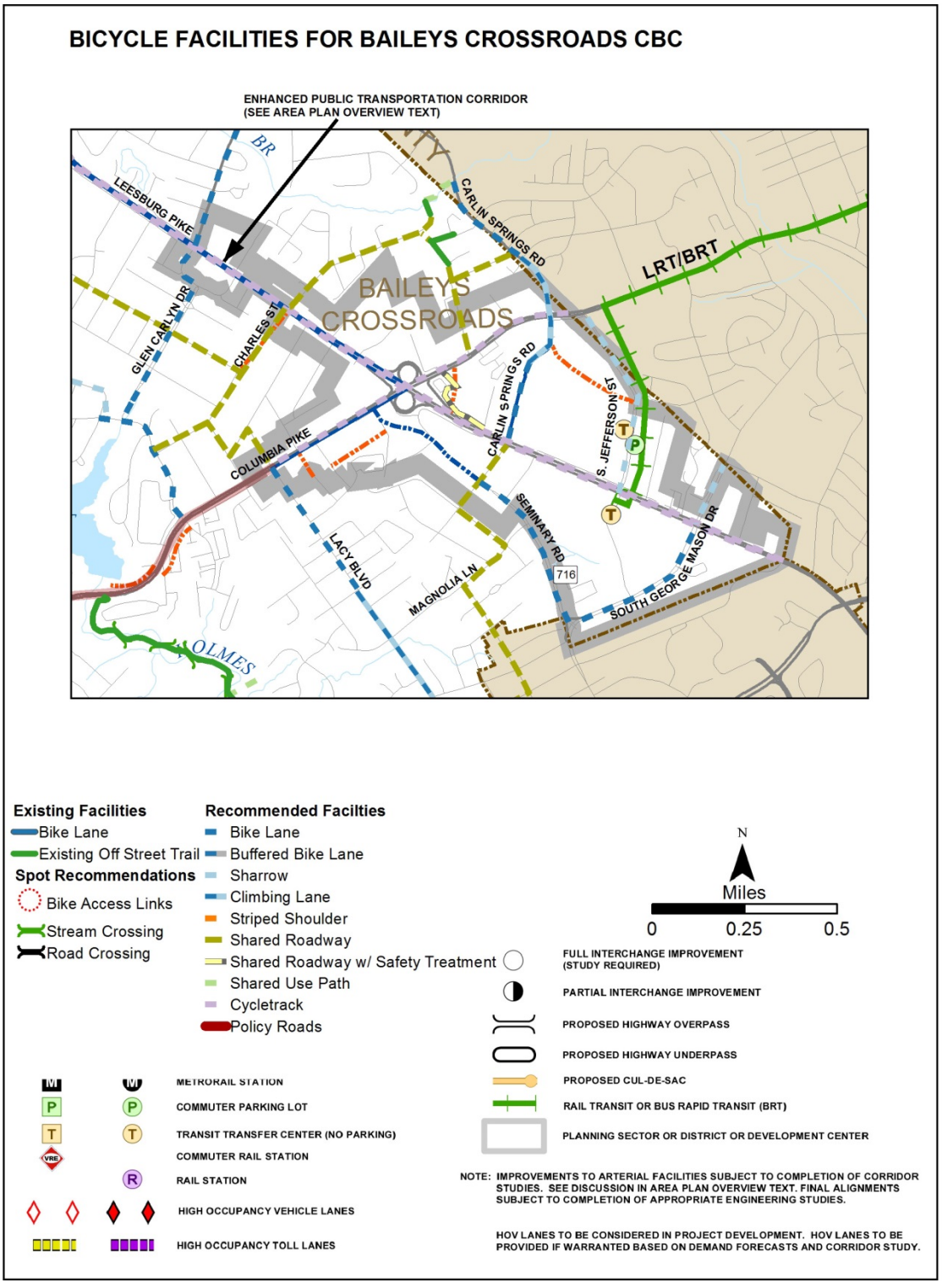
Baileys Planning District, Figure 2, "Countywide Transportation Recommendations, Baileys Planning District," page 4, to reflect the completion of the Seven Corners Transit Transfer Center and to integrate the new legend:



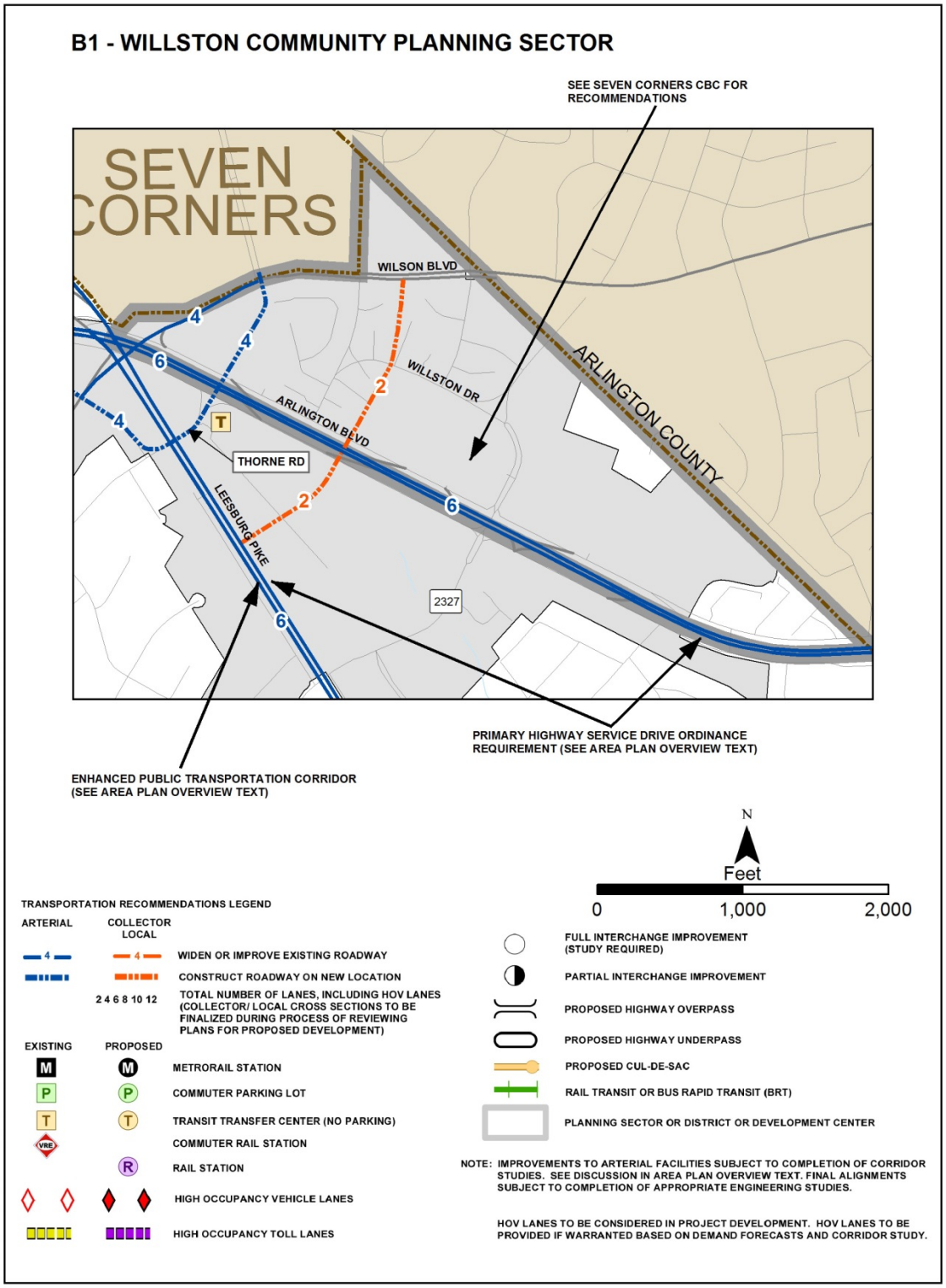
Baileys Planning District, Map 3, "Baileys Crossroads Community Business Center Transportation Recommendations," page 33, to integrate the new legend:



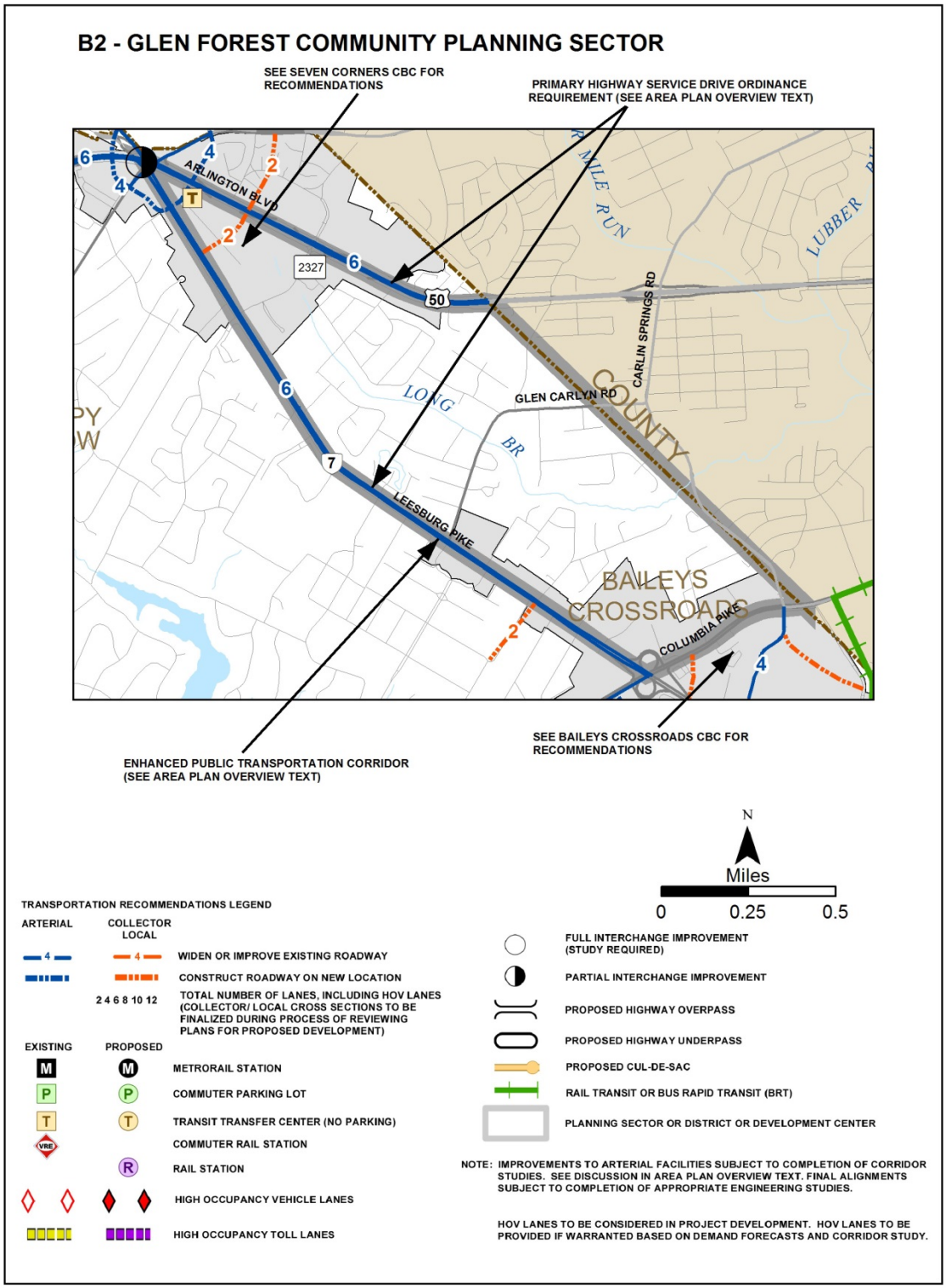
Baileys Planning District, Map 4, "Baileys Crossroads Community Business Center, Transportation Recommendations-Bicycle Network," page 39 to integrate the new legend:



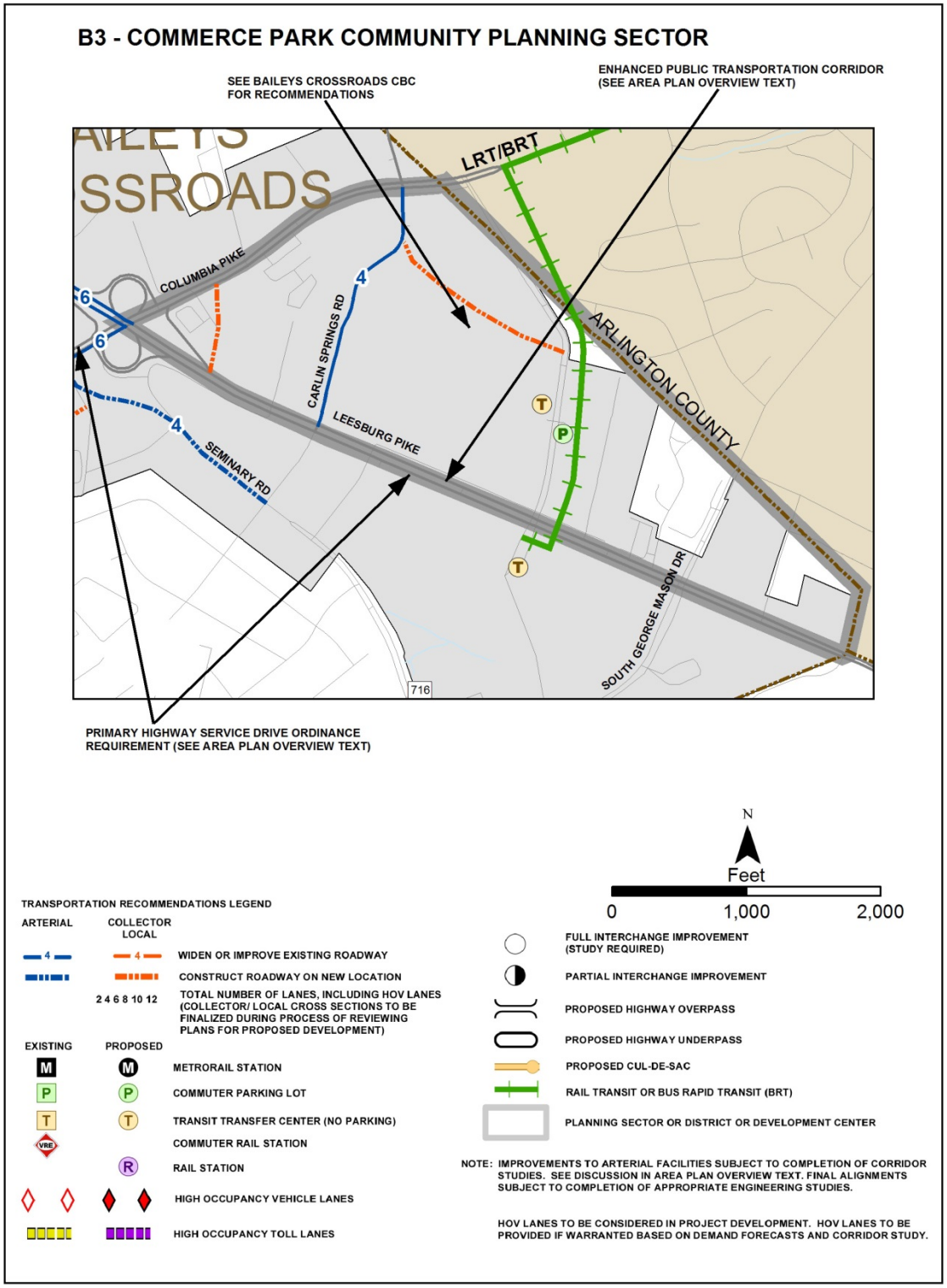
Baileys Planning District, Figure 49, "B1-Willston Community Planning Sector, Transportation Recommendations," page 178, to reflect the completion of the Seven Corners Transit Transfer Center and to integrate the new legend:



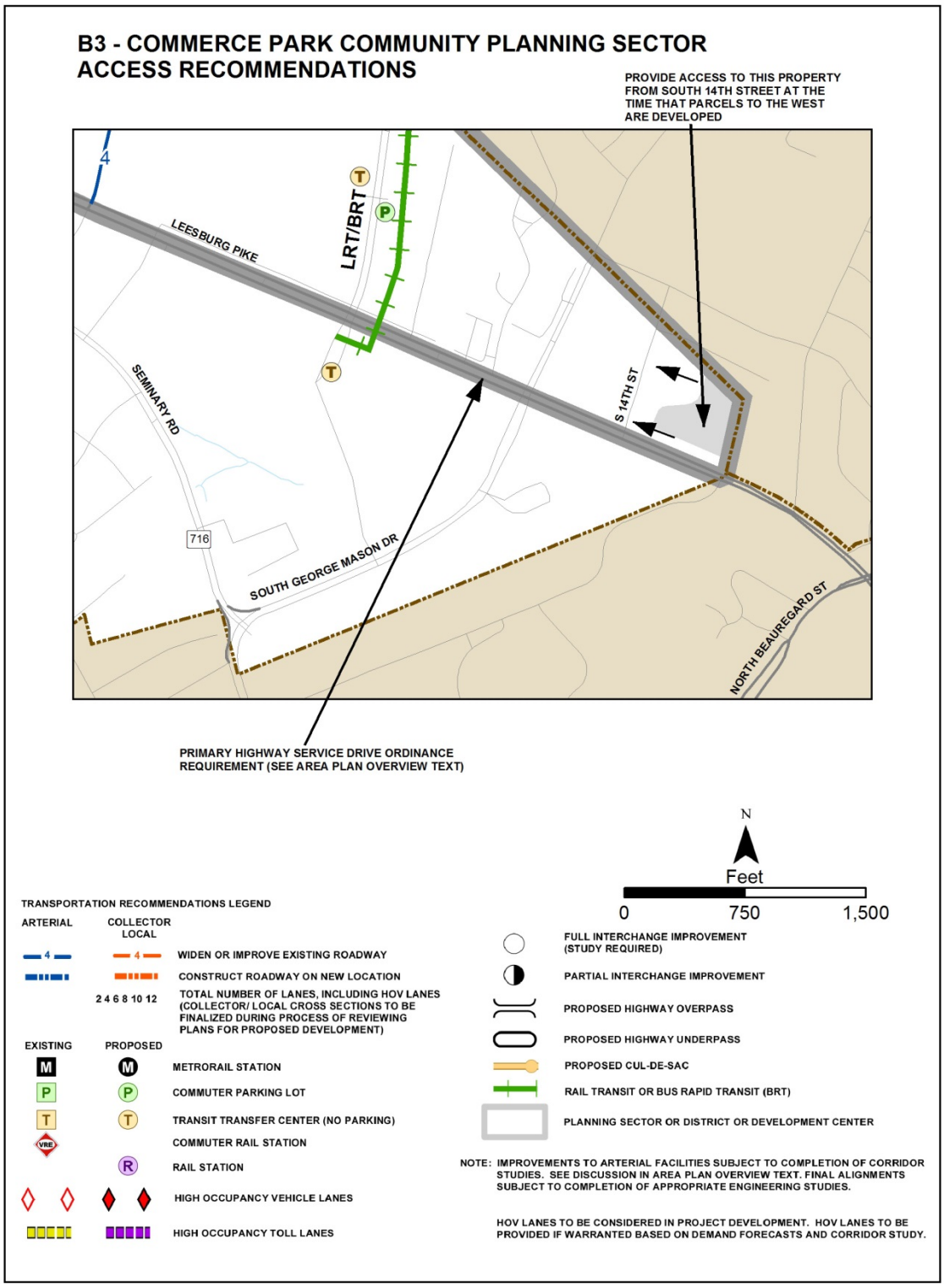
Baileys Planning District, Figure 52, "B2-Glen Forest Community Planning Sector, Transportation Recommendations," page 184, to reflect the completion of the Seven Corners Transit Transfer Center and to integrate the new legend:



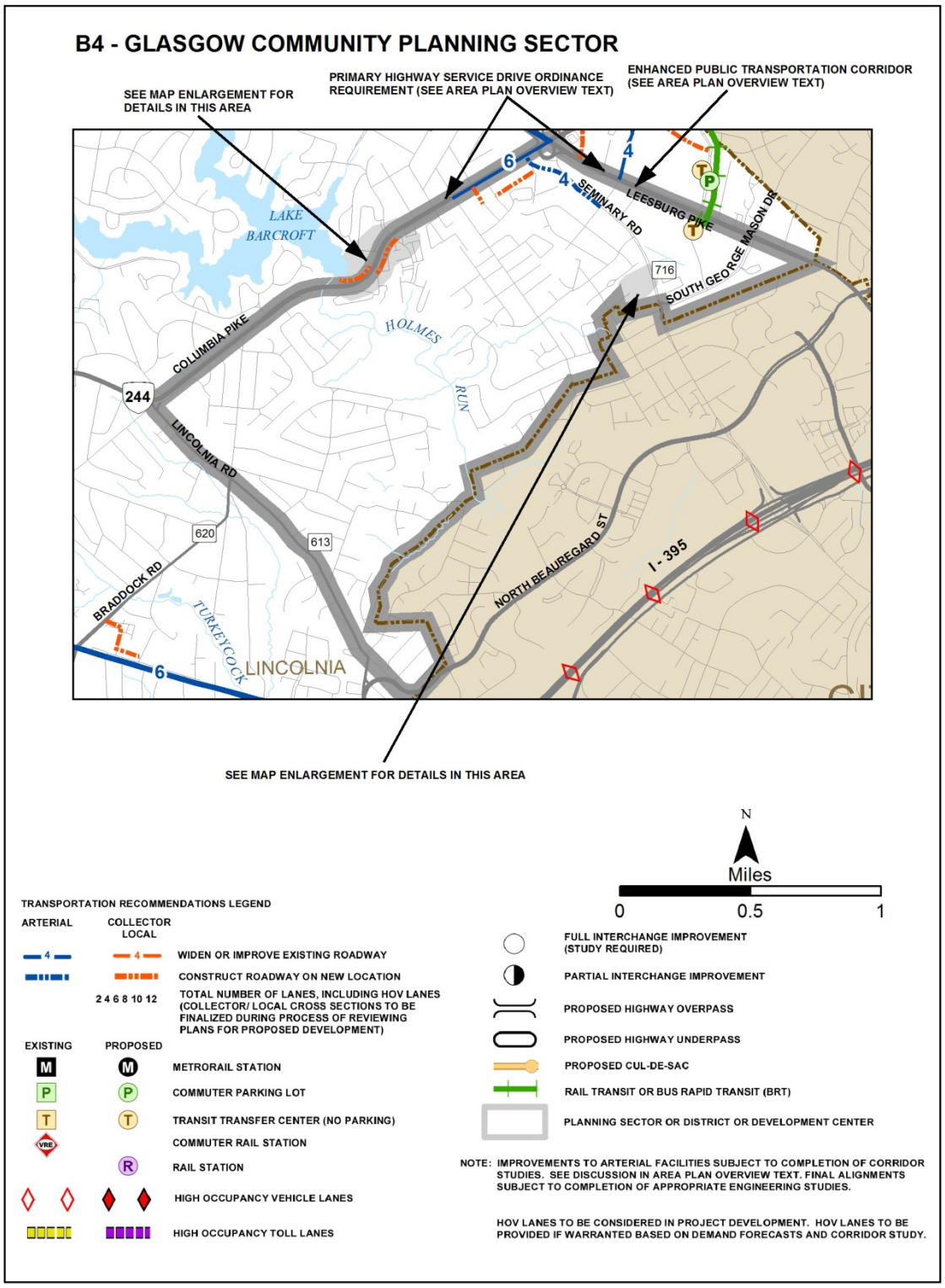
Baileys Planning District, Figure 55, "B3-Commerce Park Community Planning Sector, Transportation Recommendations," page 190, to integrate the new legend:



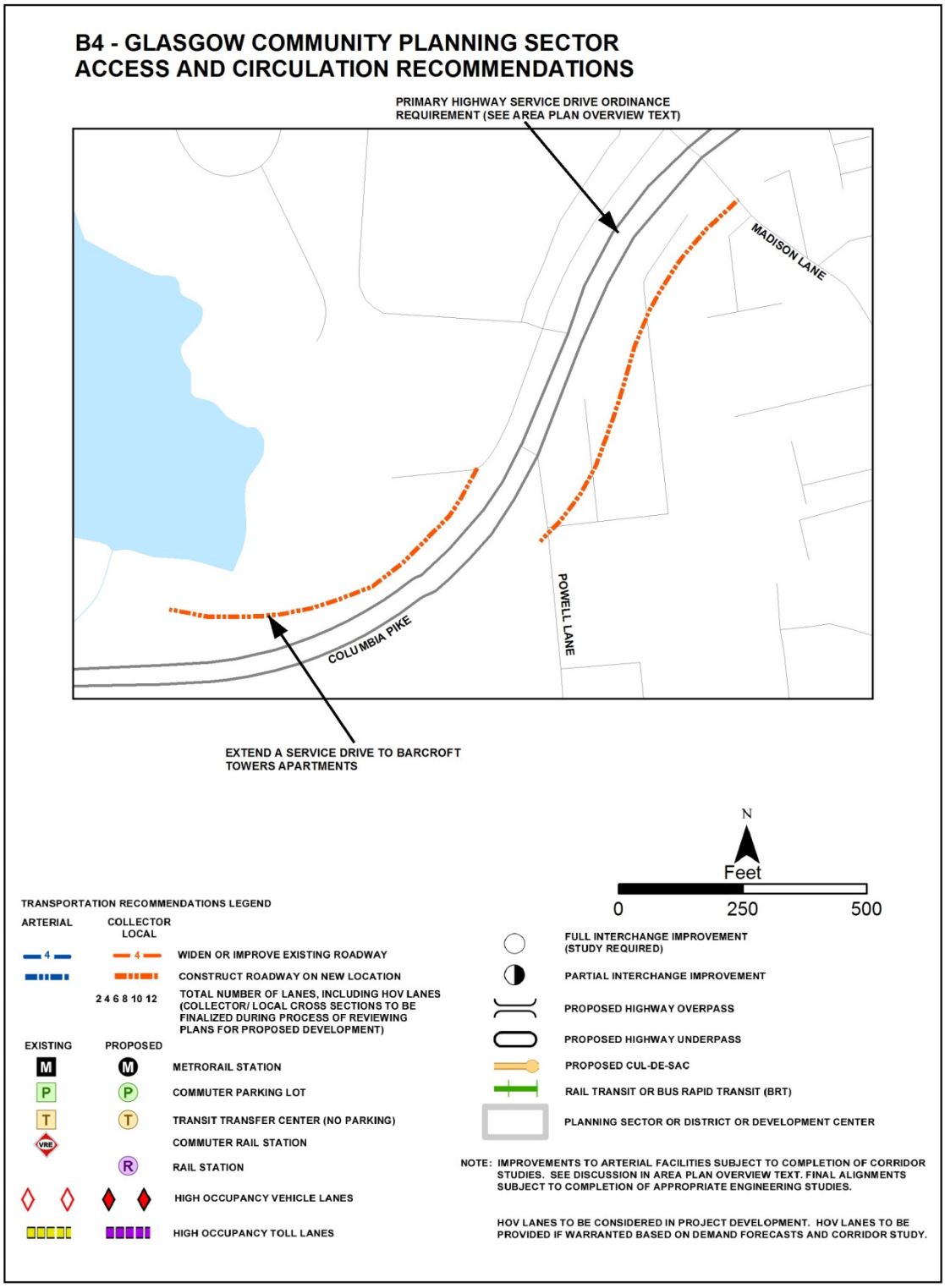
Baileys Planning District, Figure 56, "B3-Commerce Park Community Planning Sector, Access Recommendations," page 191, to integrate the new legend:



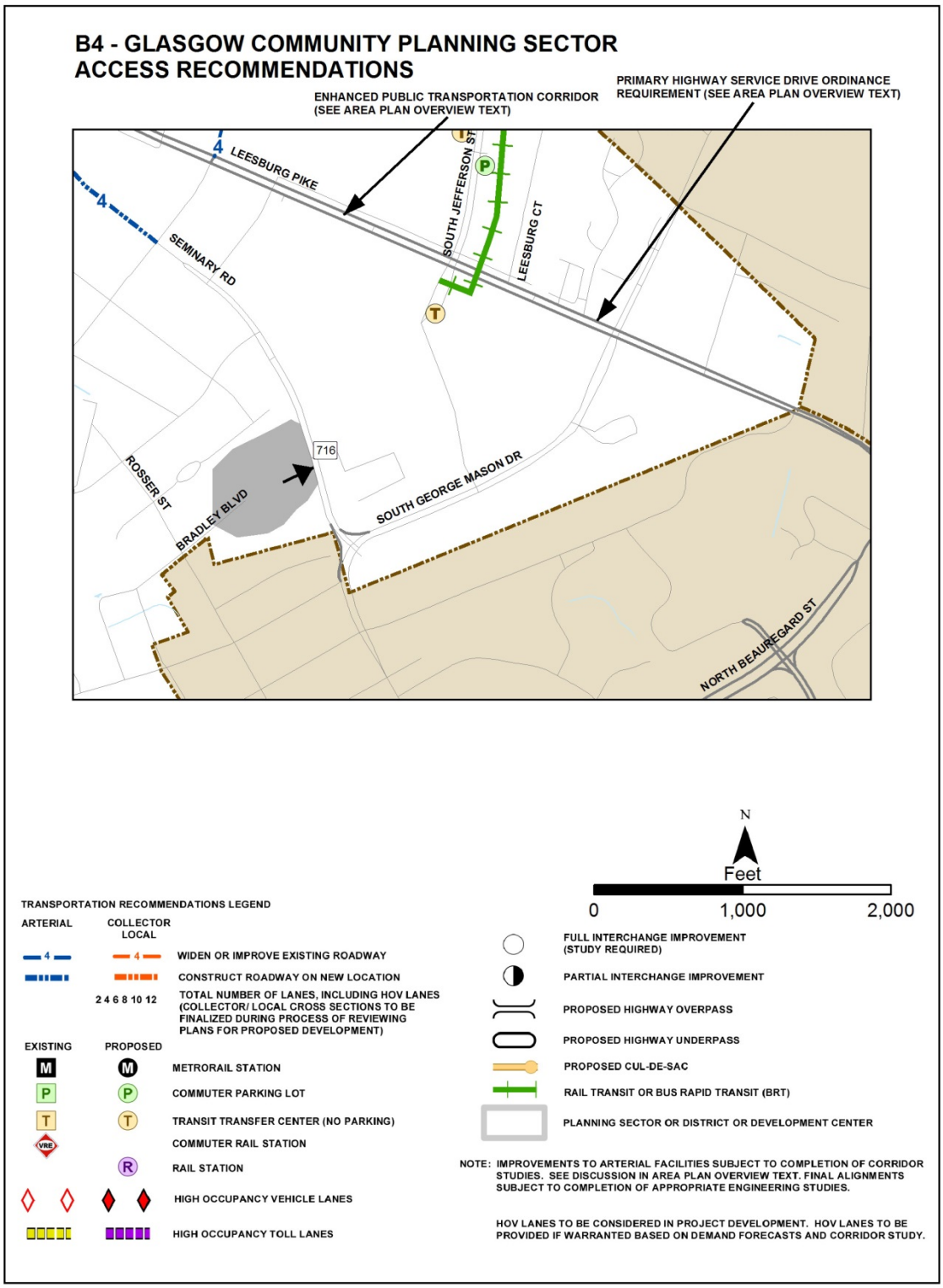
Baileys Planning District, Figure 59, "B4-Glasgow Community Planning Sector, Transportation Recommendations," page 199, to integrate the new legend:



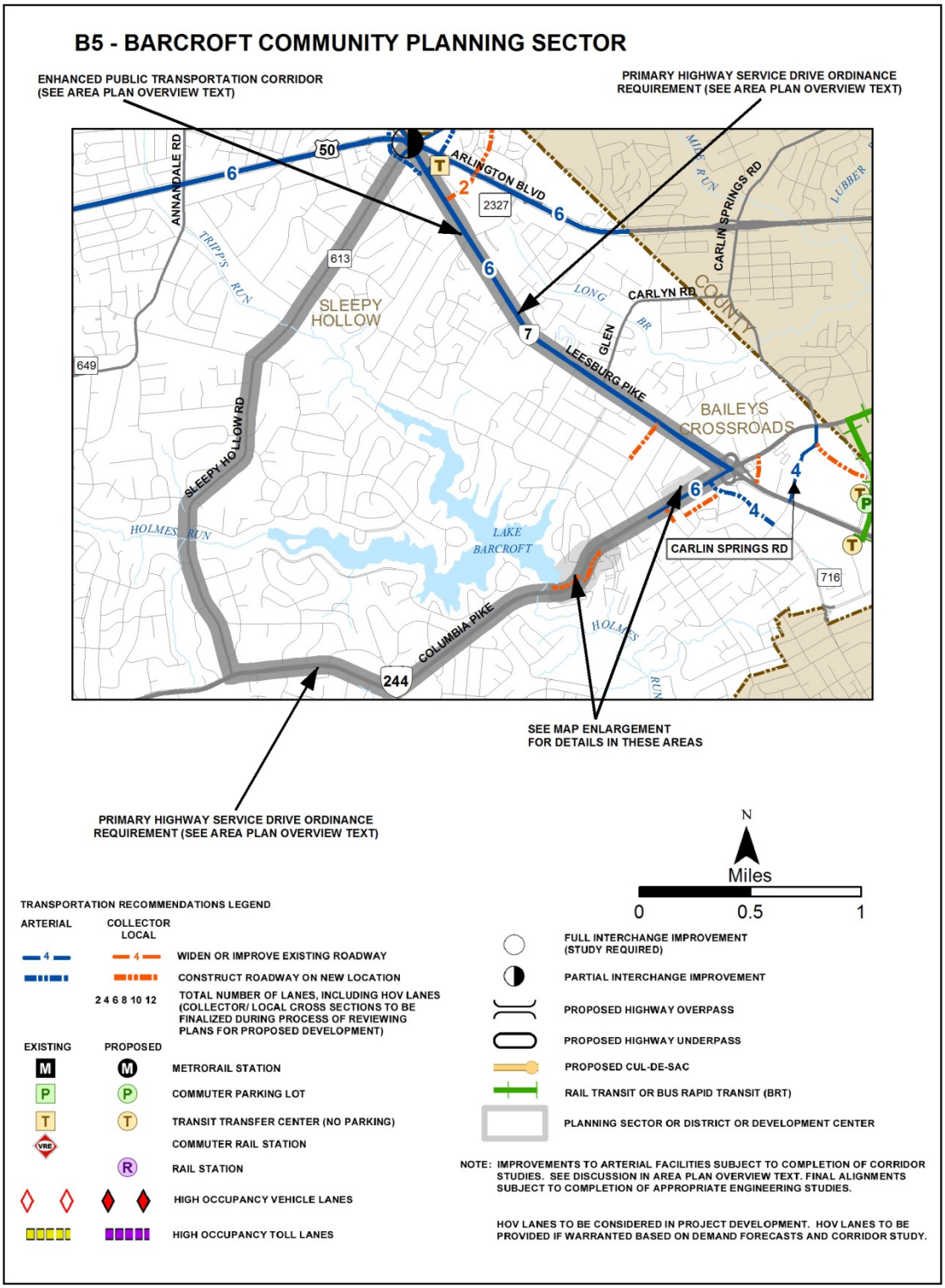
Baileys Planning District, Figure 60, "B4-Glasgow Community Planning Sector, Access and Circulation Recommendations," page 200, to integrate the new legend:



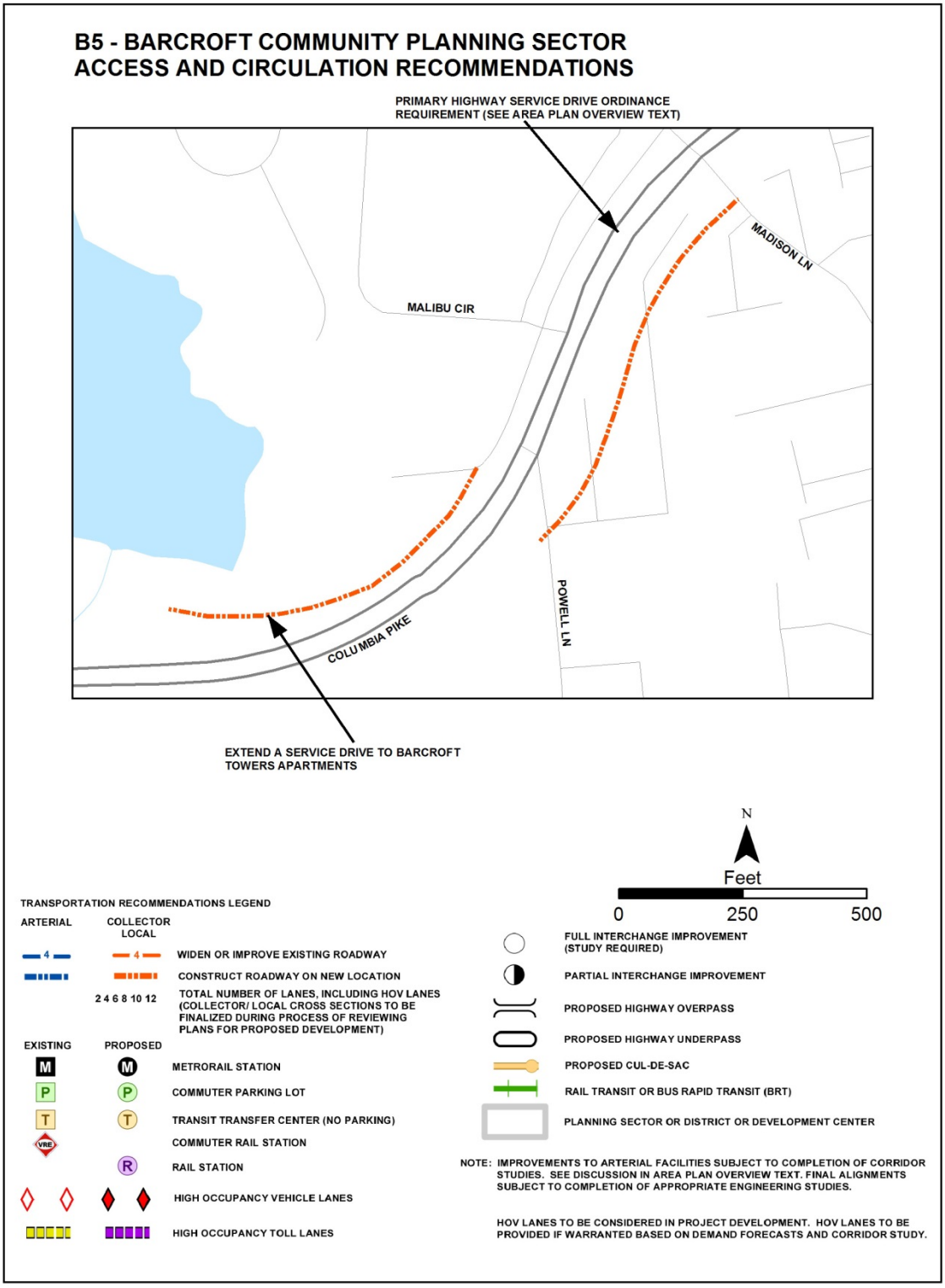
Baileys Planning District, Figure 61, "B4-Glasgow Community Planning Sector, Access and Circulation Recommendations ," page 201, to integrate the new legend:



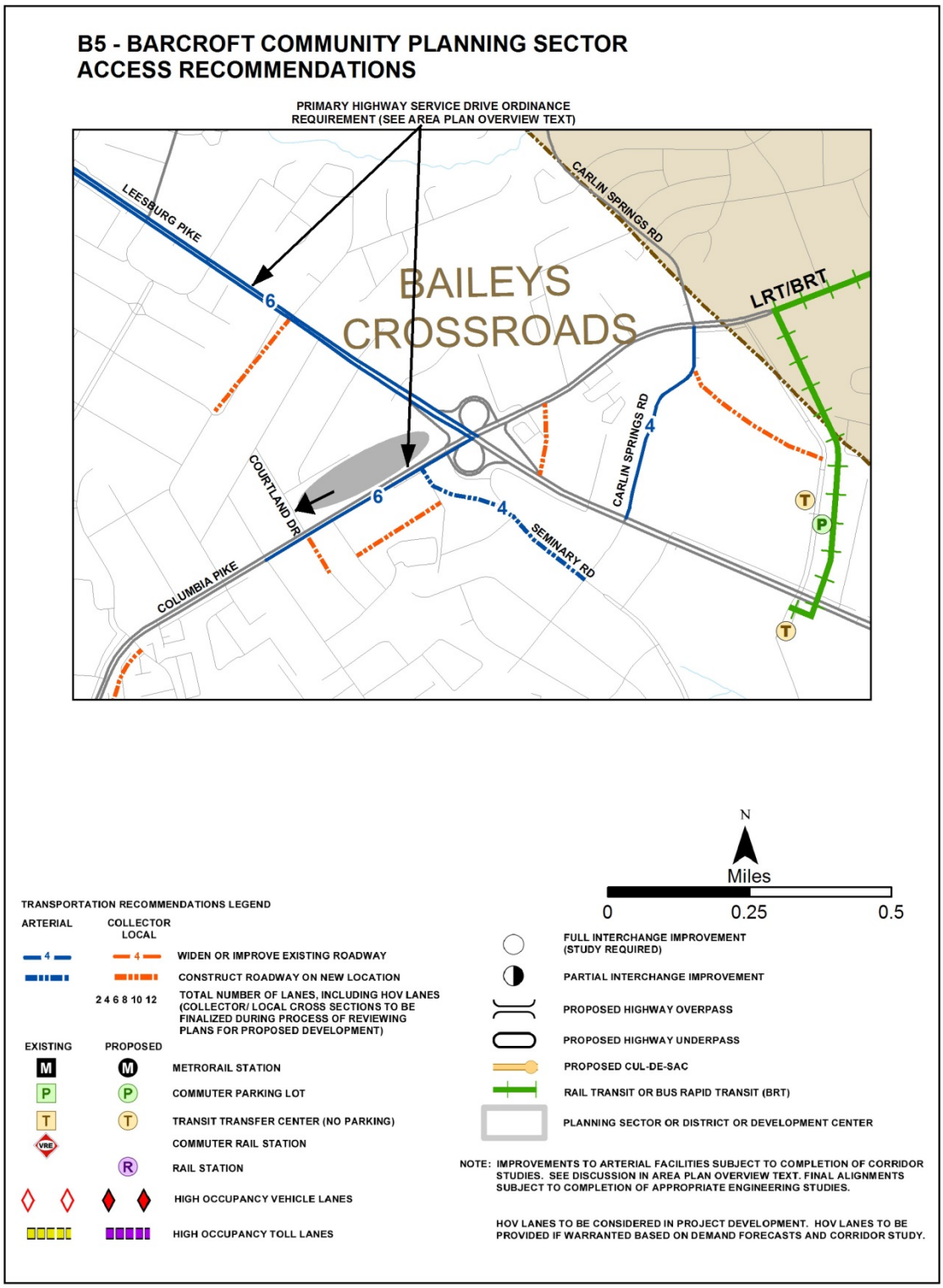
Baileys Planning District, Figure 64, "Barcroft Community Planning Sector, Transportation Recommendations," page 209 to reflect the completion of the Seven Corners Transit Transfer Center and to integrate the new legend:



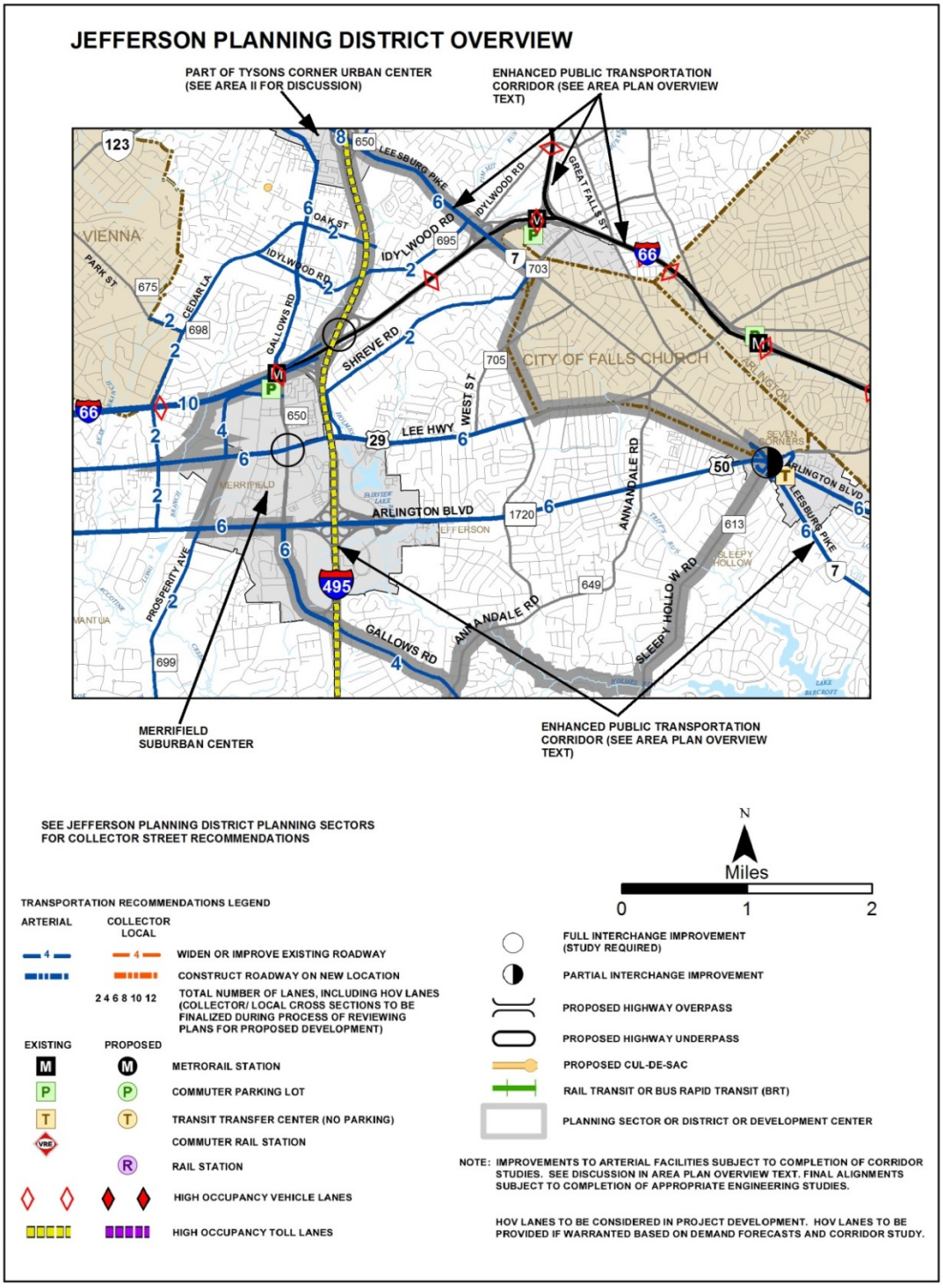
Baileys Planning District, Figure 65, "B4, B5 Community Planning Sectors, Access and Circulation Recommendations," page 210, to integrate the new legend:



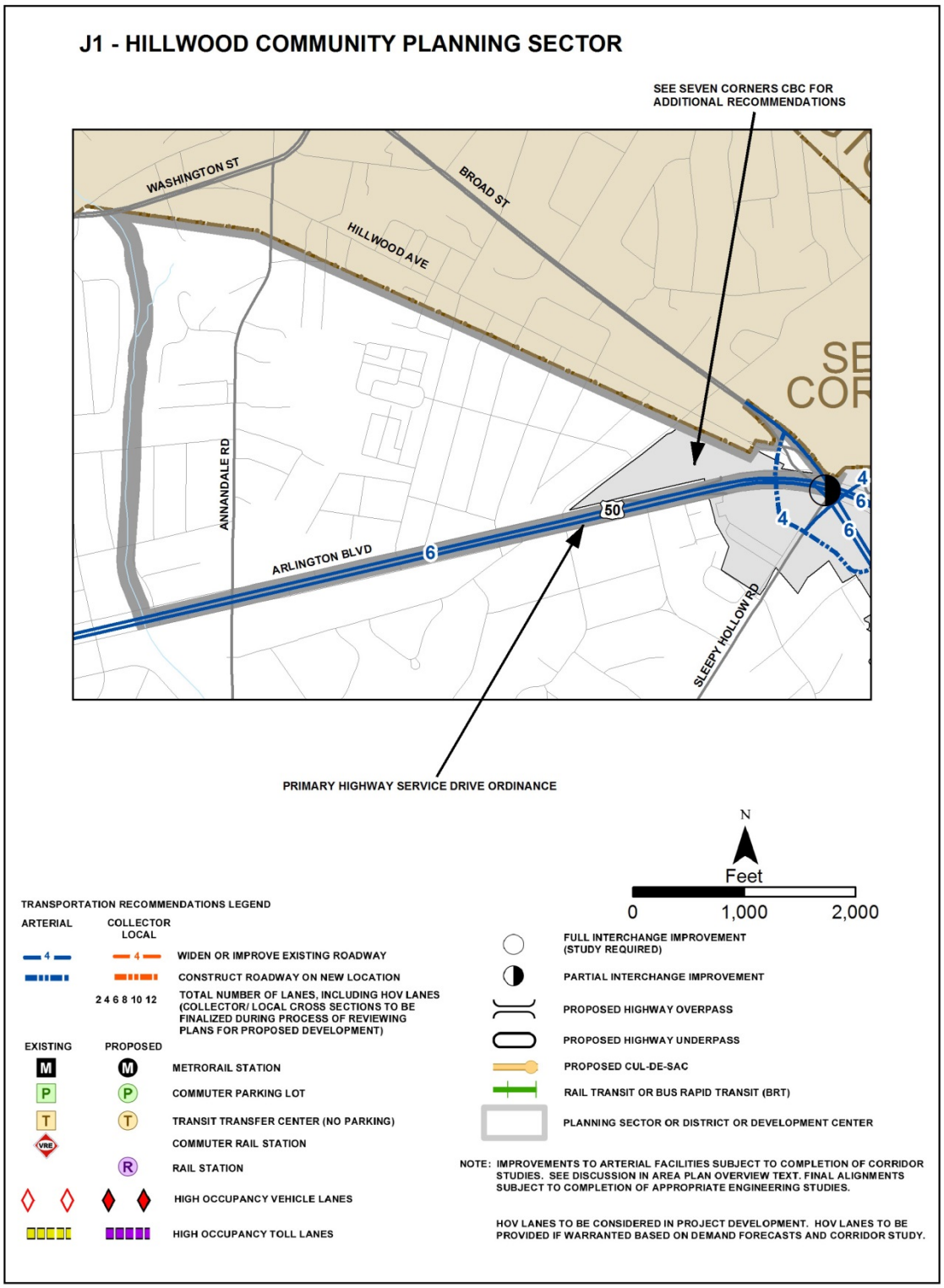
Baileys Planning District, Figure 66, "B5 Community Planning Sector, Access Recommendations," page 211 to integrate the new legend:



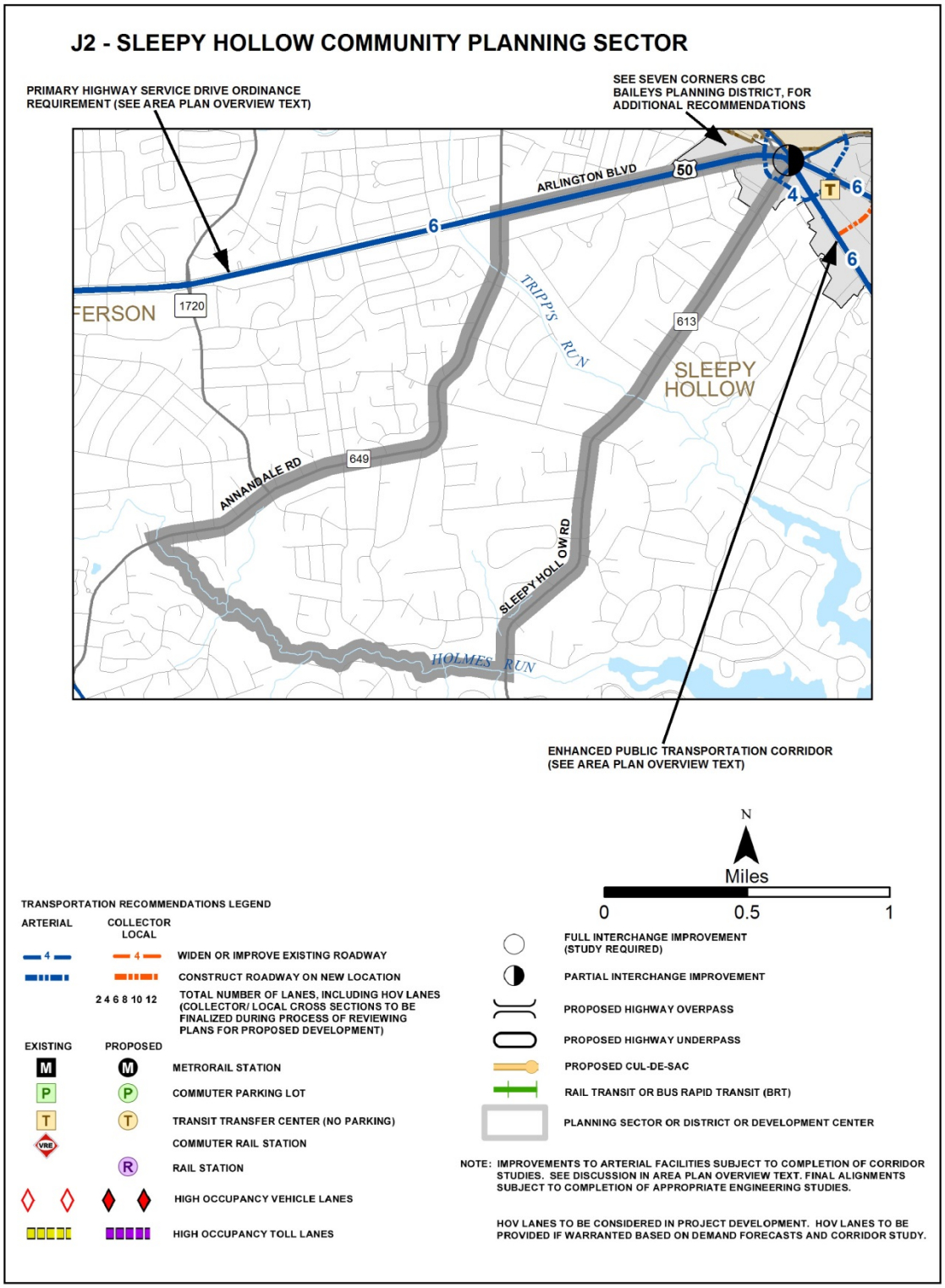
Jefferson Planning District, Figure 2, "Countywide Transportation Recommendations, Jefferson Planning District," page 4, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Gallows Road, Arlington Boulevard, Lee Highway, and Leesburg Pike; the opening of the Silver Line, the completion of the Seven Corners Transit Center, the widening of Gallows Road, and to integrate the new legend:



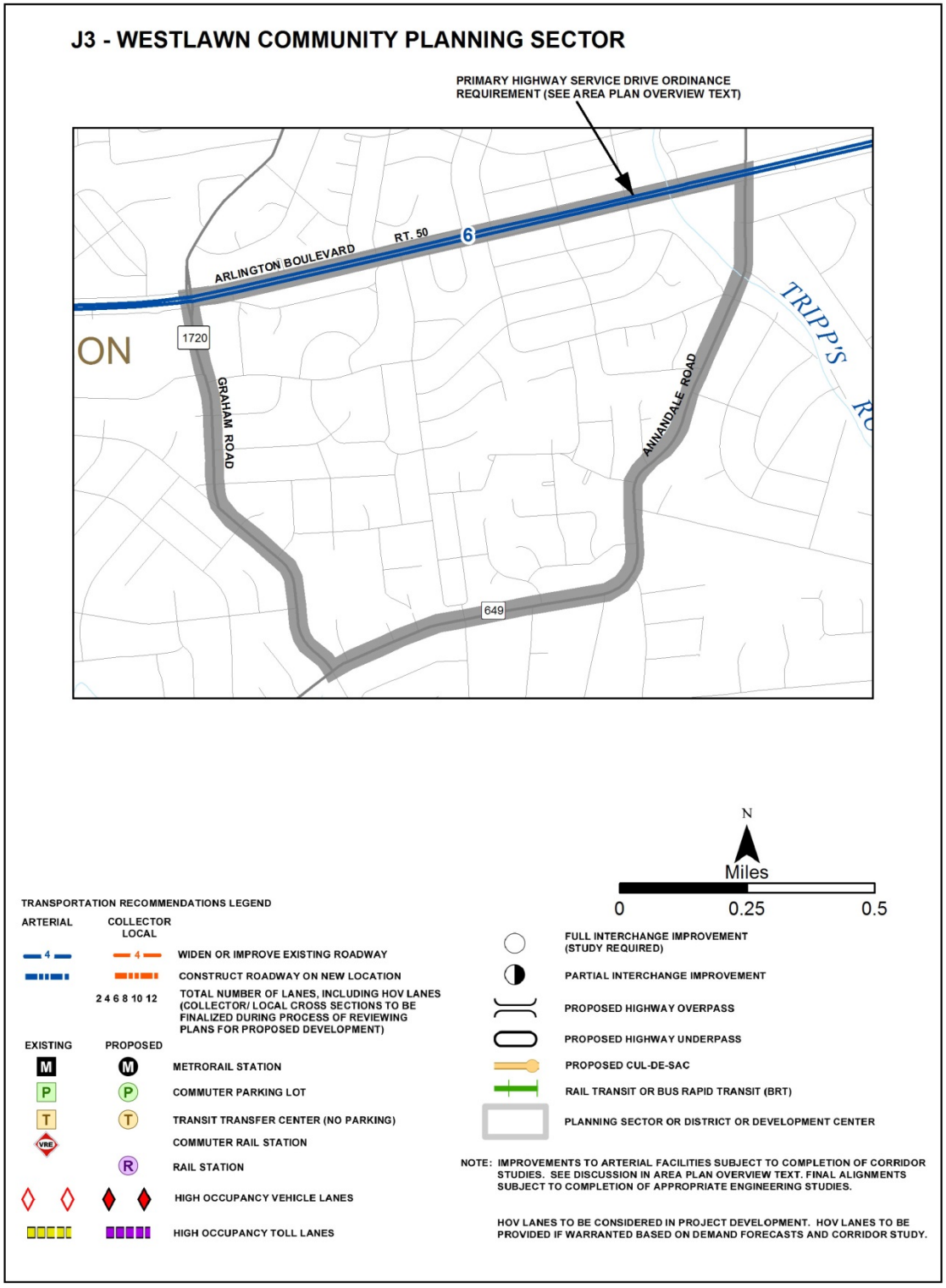
Jefferson Planning District, Figure 10, "J1-Hillwood Community Planning Sector, Transportation Recommendations," page 20, to integrate the new legend:



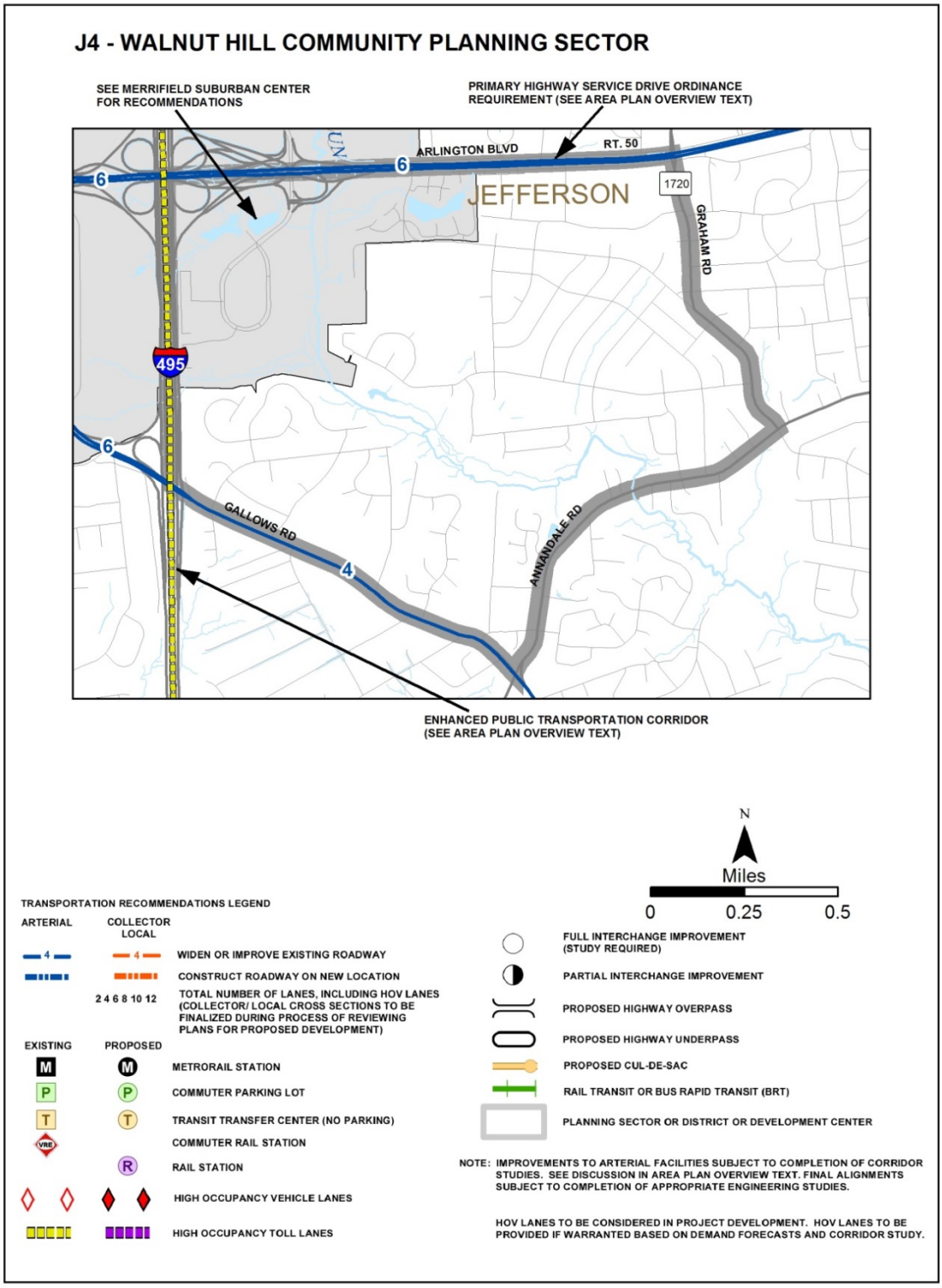
Jefferson Planning District, Figure 13, "J2-Sleepy Hollow Community Planning Sector, Transportation Recommendations," page 27 to reflect the completion of the Seven Corners Transit Transfer Center and to integrate the new legend:



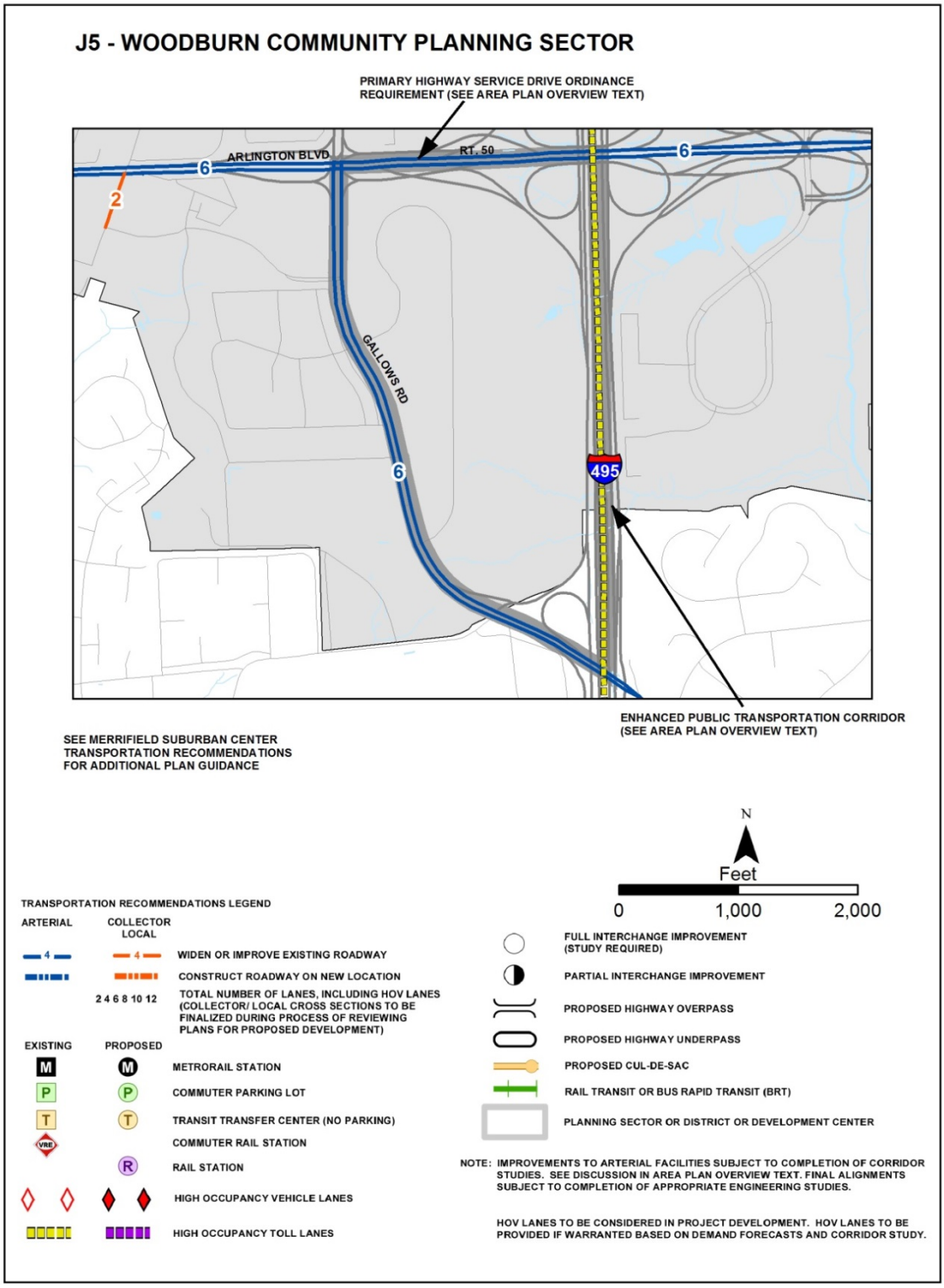
Jefferson Planning District, Figure 16, "J3-Westlawn Community Planning Sector, Transportation Recommendations," page 32 to integrate the new legend:



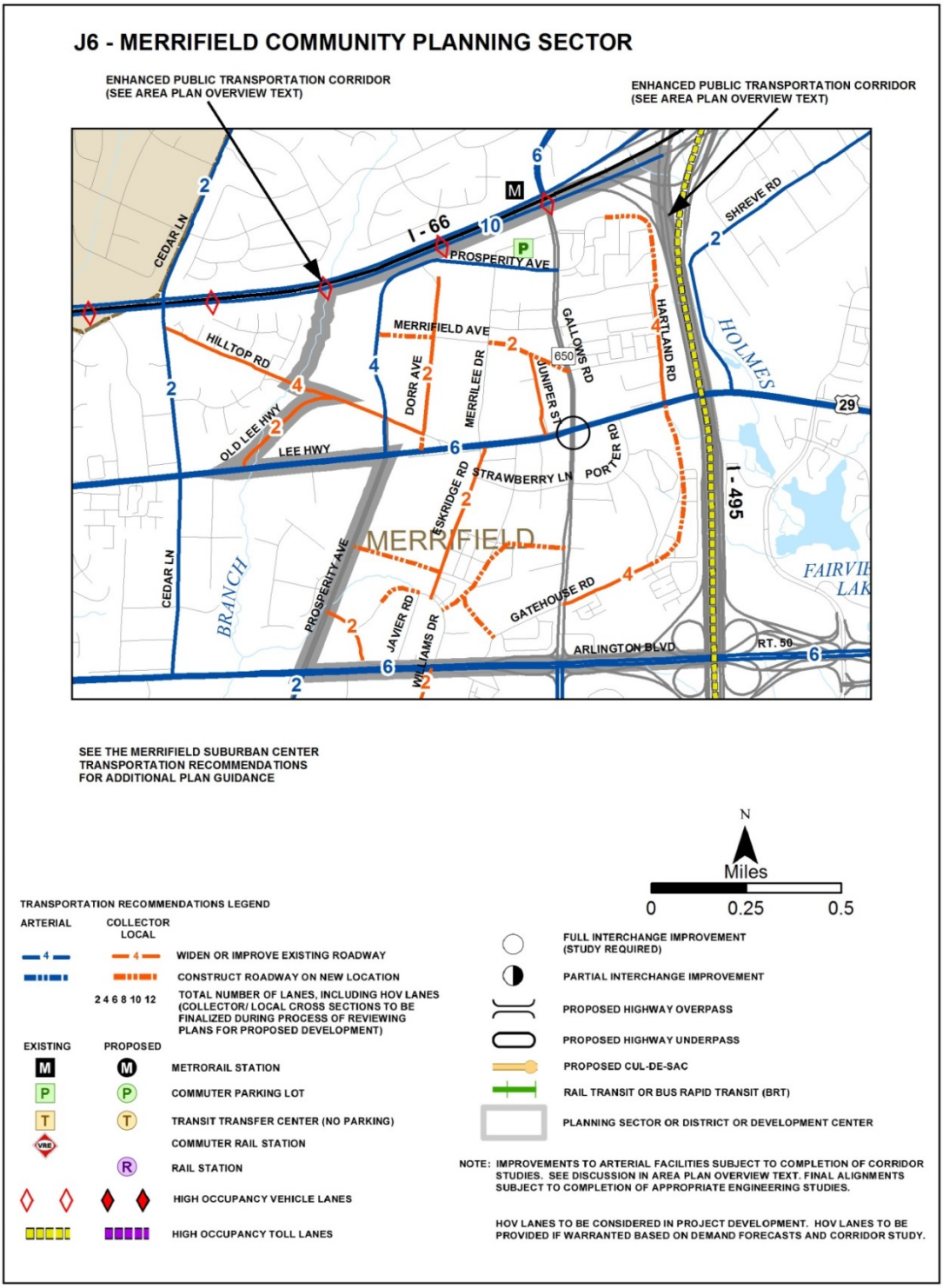
Jefferson Planning District, Figure 19, "J4-Walnut Hill Community Planning Sector, Transportation Recommendations," page 38, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Gallows Road and Arlington Boulevard, and to integrate the new legend:



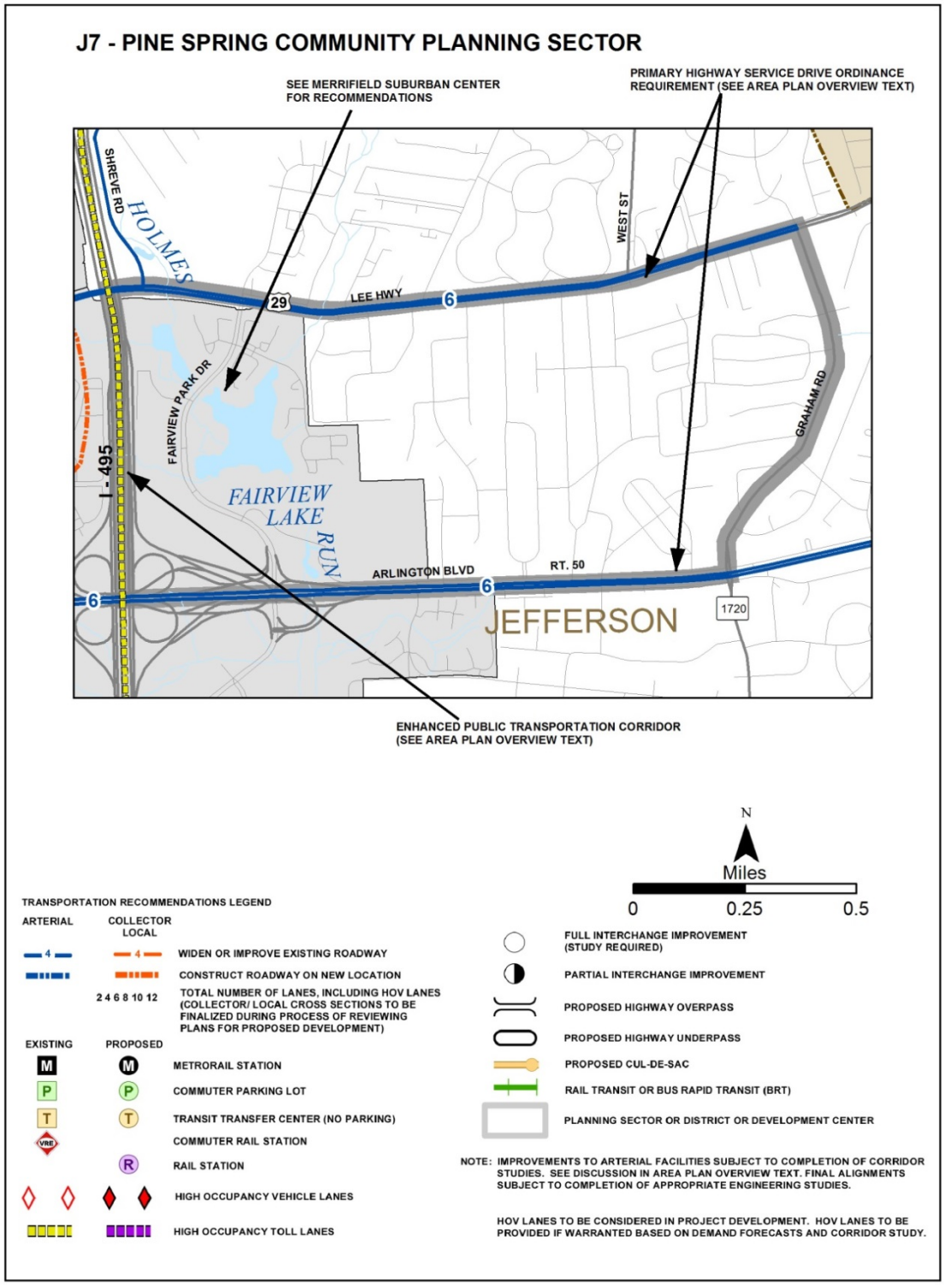
Jefferson Planning District, Figure 21, "J5-Woodburn Community Planning Sector, Transportation Recommendations," page 42, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Gallows Road and Arlington Boulevard, and to integrate the new legend:



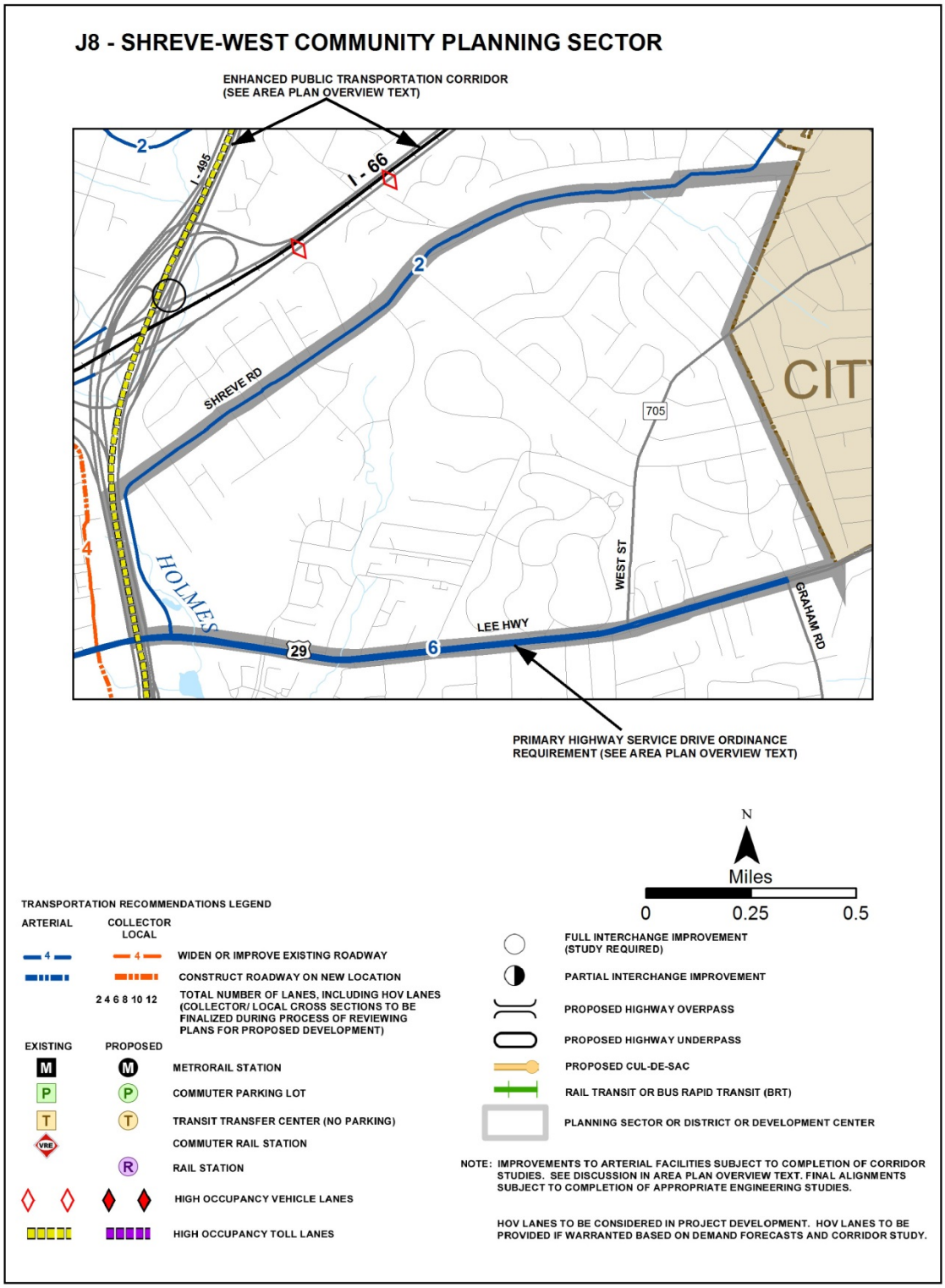
Jefferson Planning District, Figure 22, "J6-Merrifield Community Planning Sector, Transportation Recommendations," page 44, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Lee Highway and Arlington Boulevard, the build out of the roadway network in Merrifield, and to integrate the new legend:



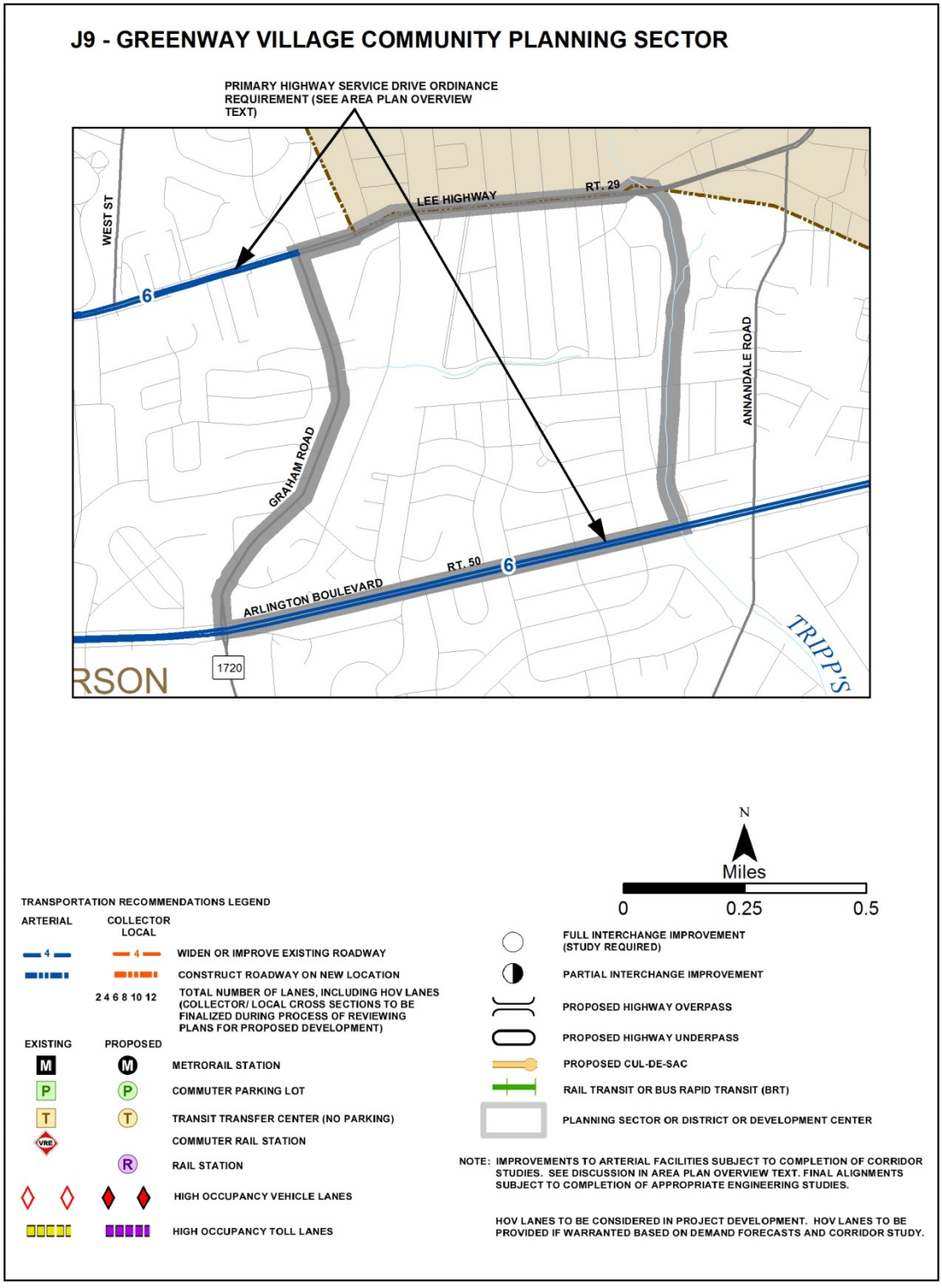
Jefferson Planning District, Figure 25, "J7-Pine Spring Community Planning Sector, Transportation Recommendations," page 50, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Lee Highway and Arlington Boulevard, and to integrate the new legend:



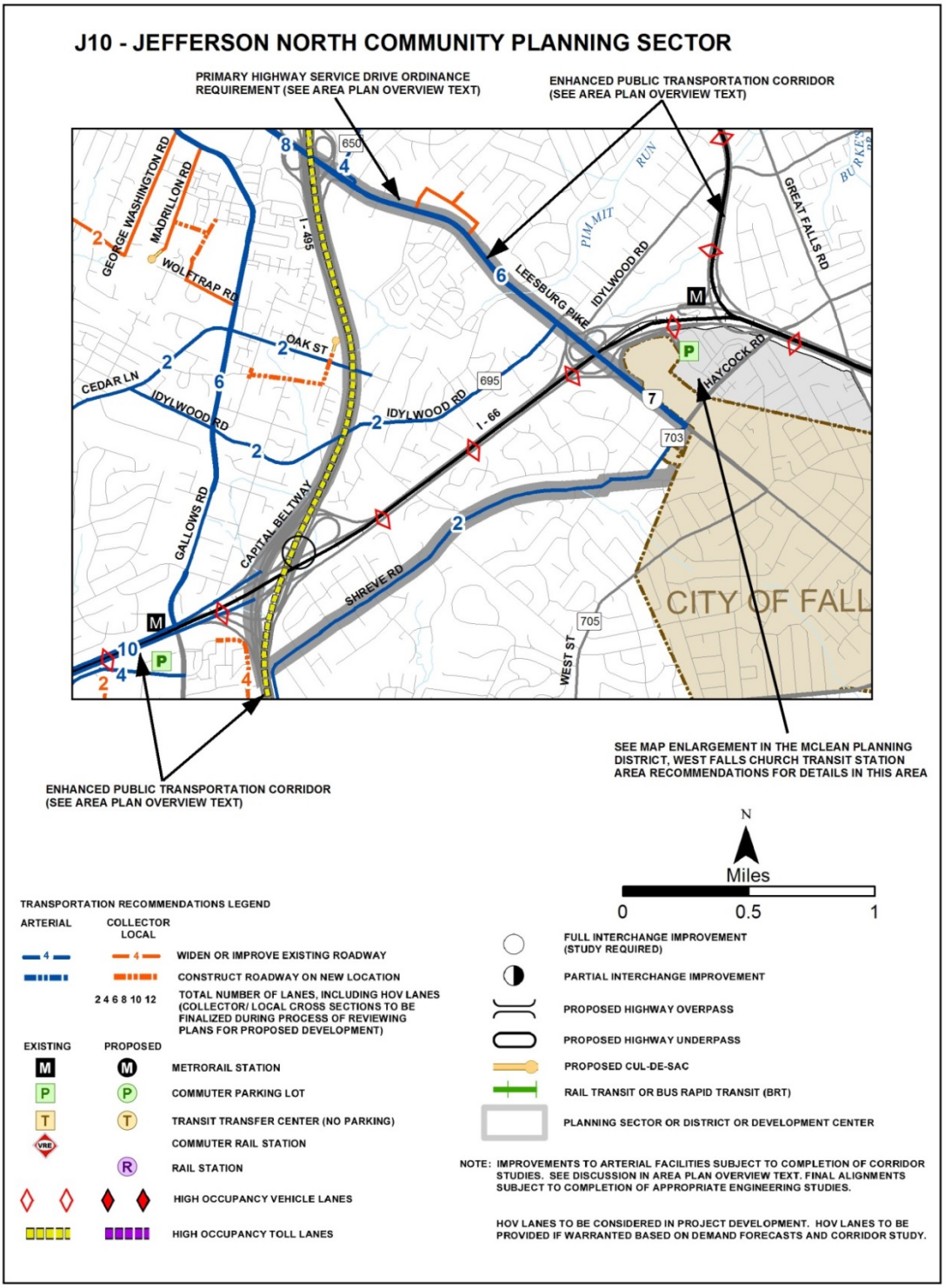
Jefferson Planning District, Figure 28, "J8-Community Planning Sector, Transportation Recommendations," page 56, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Lee Highway, and to integrate the new legend:



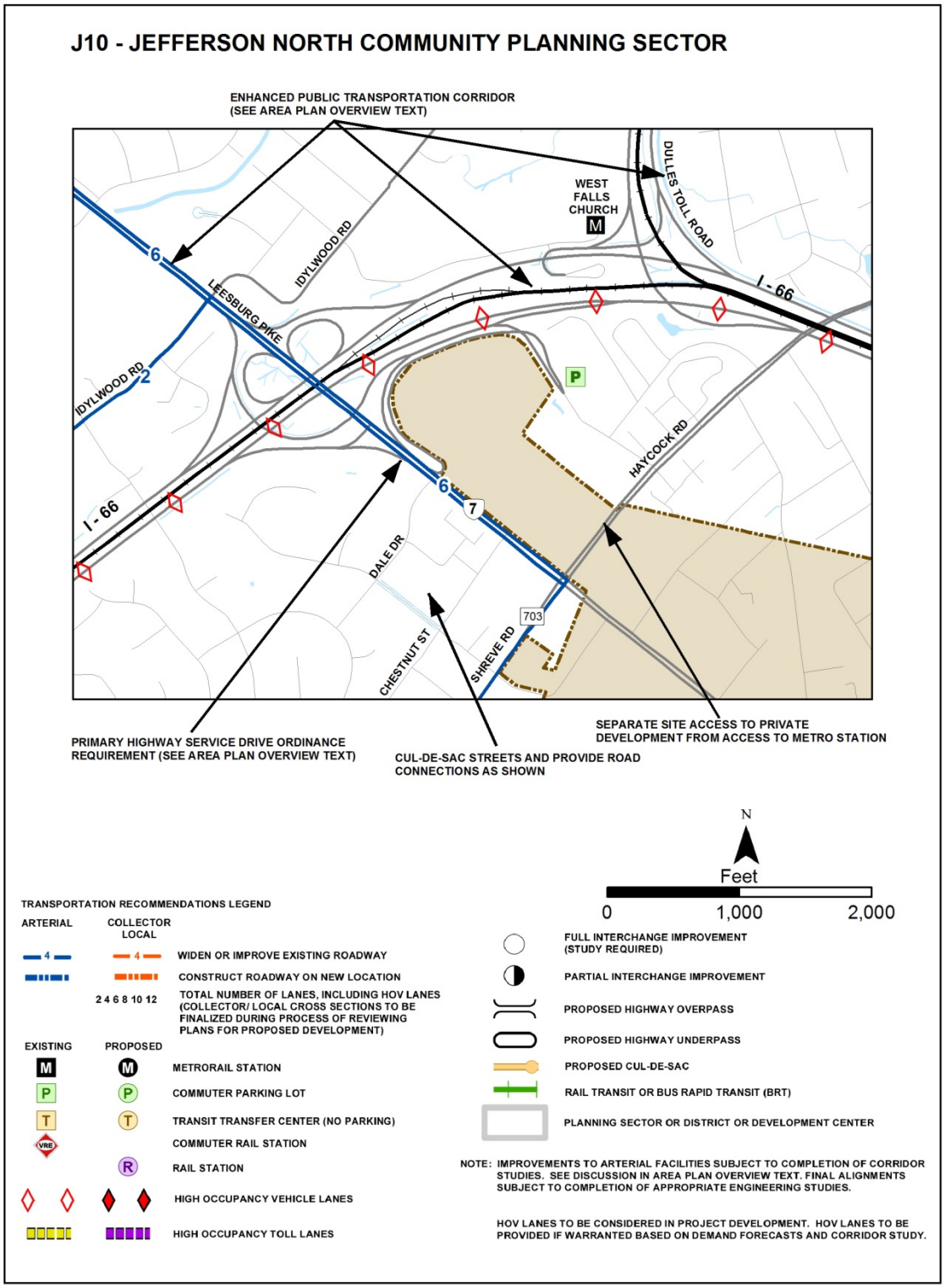
Jefferson Planning District, Figure 31, "J9-Greenway Village Community Planning Sector, Transportation Recommendations," page 63, to integrate the new legend:



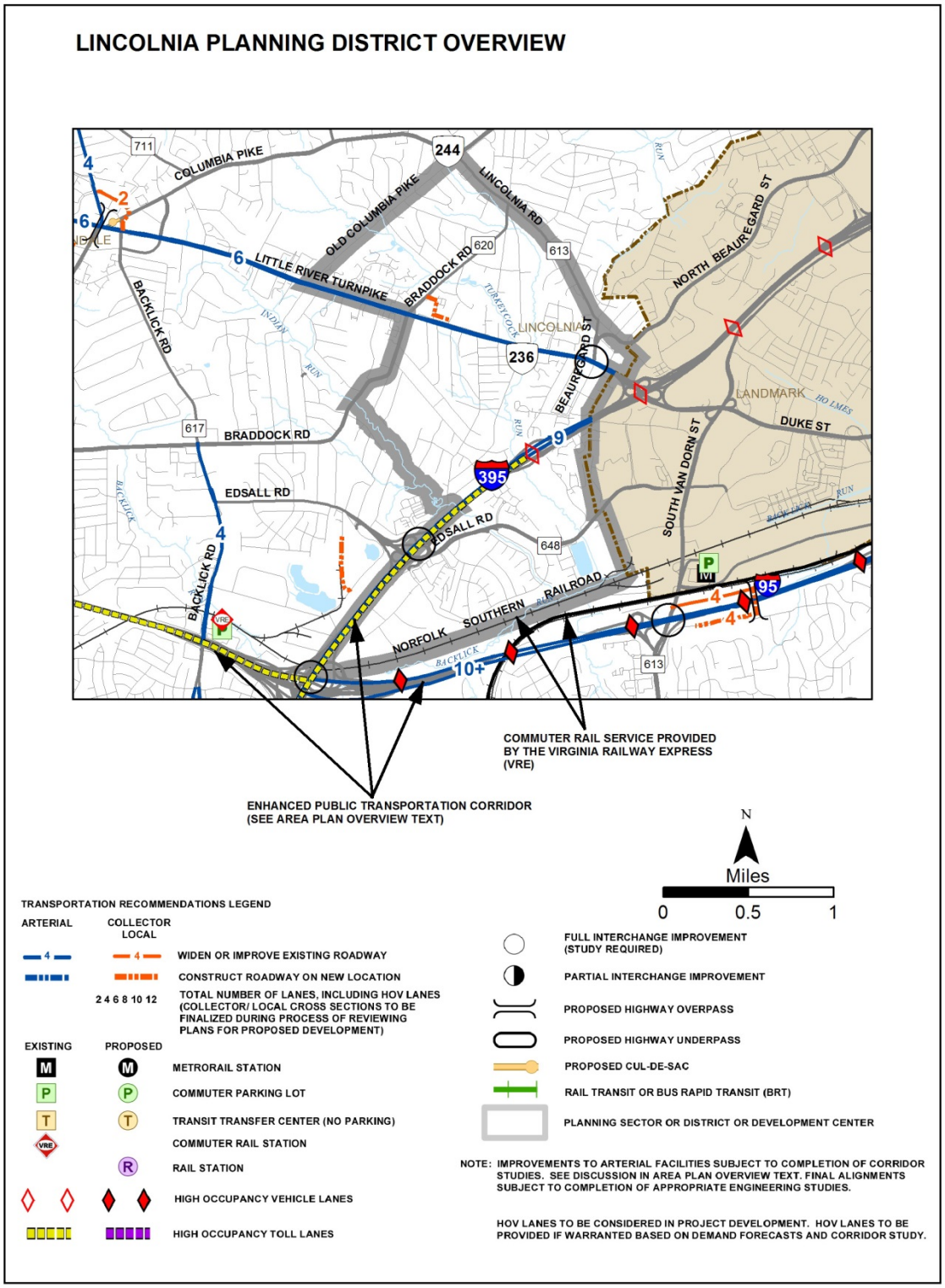
Jefferson Planning District, Figure 34, "J10-Jefferson North Community Planning Sector, Transportation Recommendations," page 71, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Leesburg Pike, the opening of the Silver Line, and to integrate the new legend.



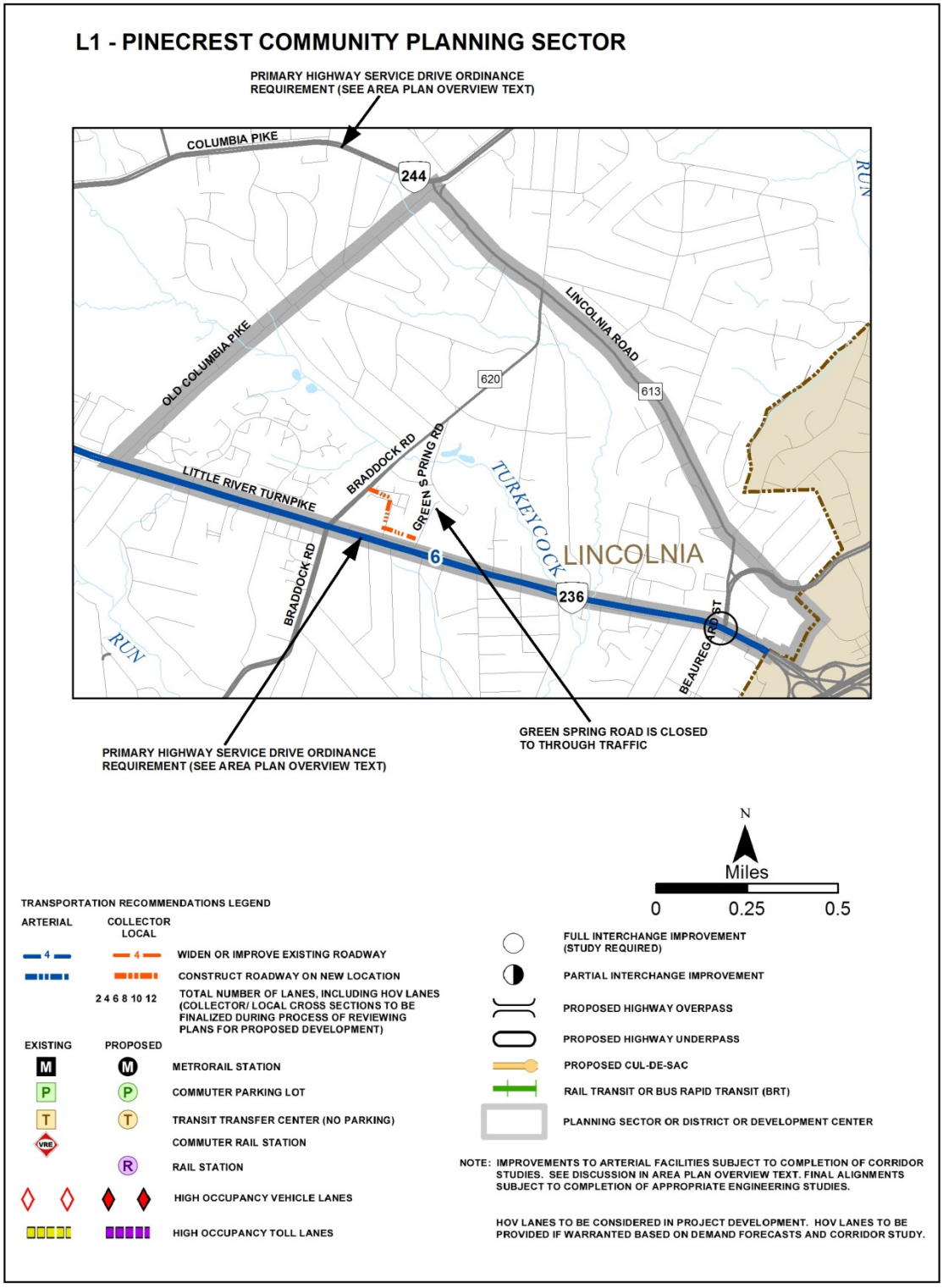
Jefferson Planning District, Figure 35, "West Falls Church Transit Station Area, Transportation Recommendations," page 72, to reflect the opening of the Silver Line and to integrate the new legend:



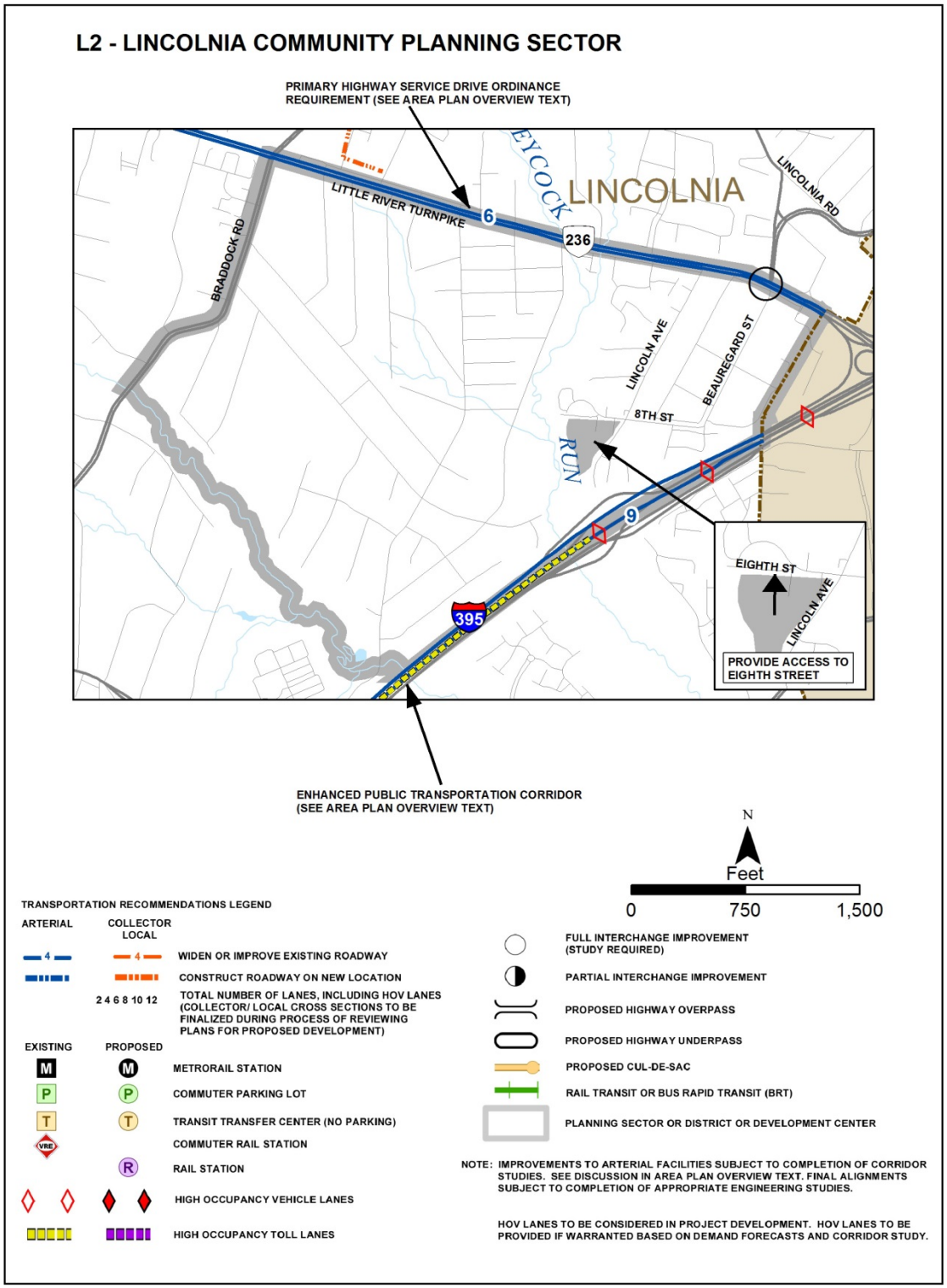
Lincolnia Planning District, Figure 2, "Countywide Transportation Recommendations, Jefferson Planning District, Overview," page 4, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the I-95/I-395 HOT Lanes, and to integrate the new legend:



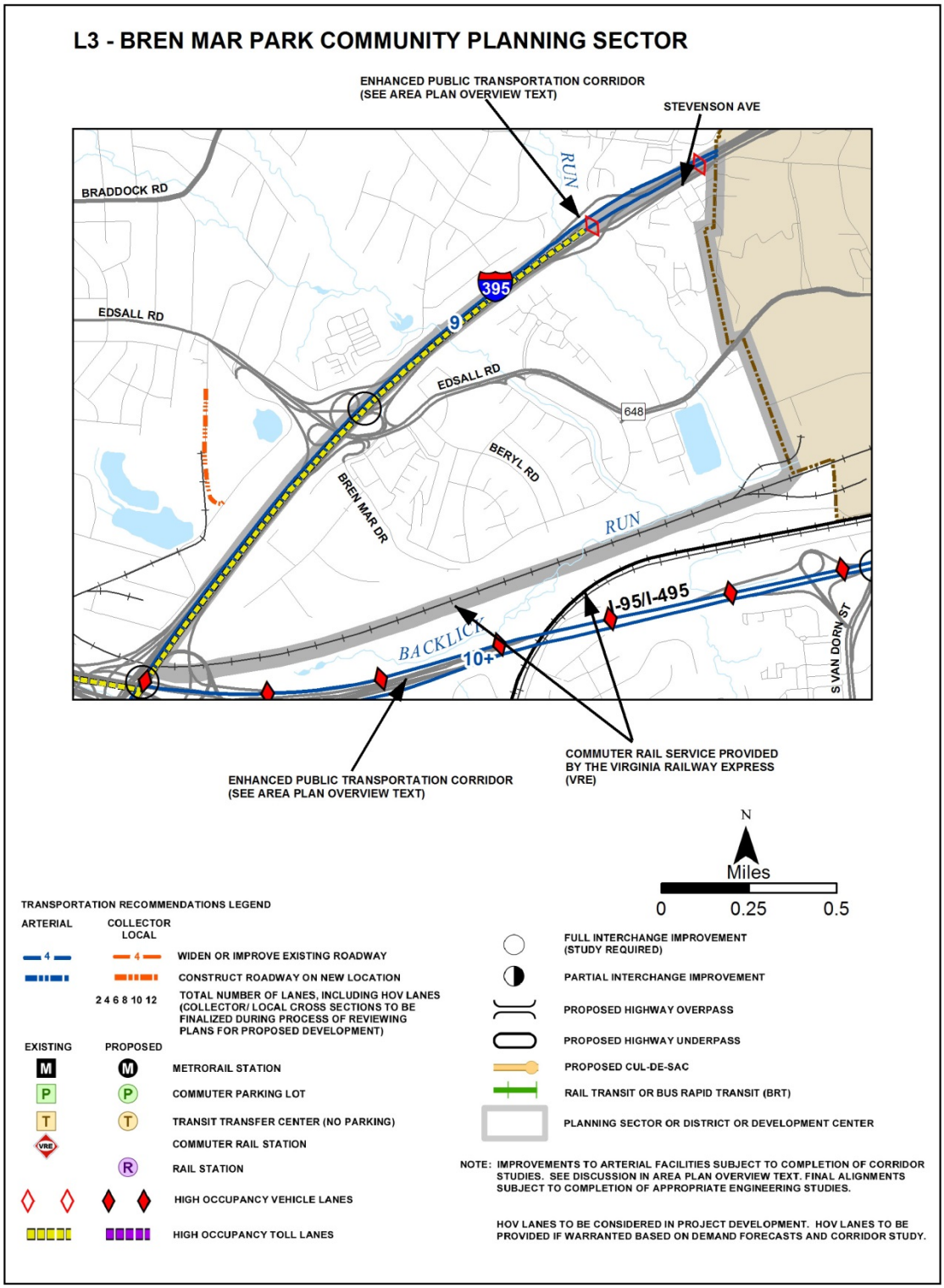
Lincolnia Planning District, Figure 10, "L1-Pinecrest Community Planning Sector, Transportation Recommendations," page 19, to integrate the new legend:



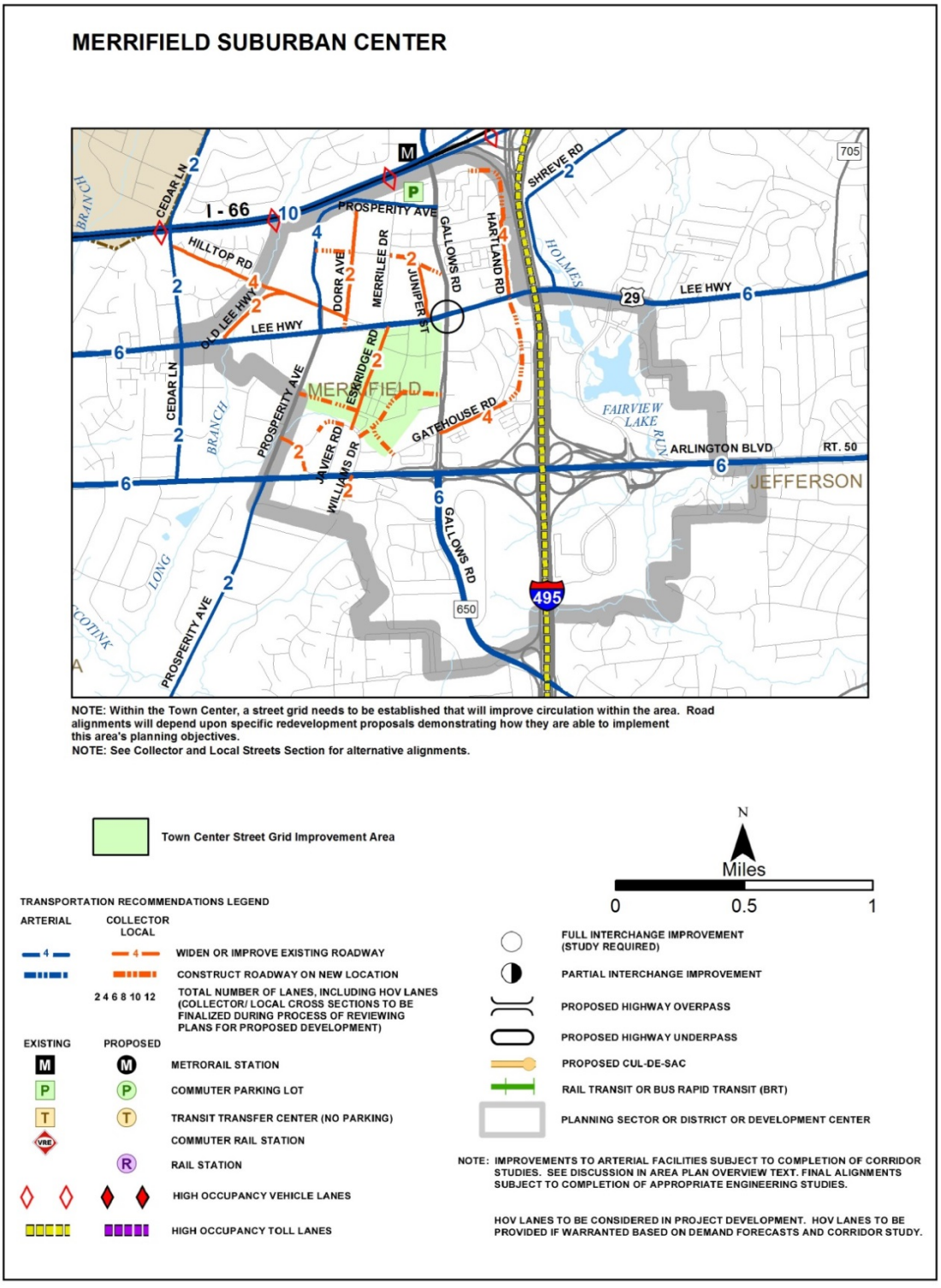
Lincolnia Planning District, Figure 13, "L2-Lincolnia Community Planning Sector, Transportation Recommendations," page27, to reflect the completion of the I-95/I-395 HOT Lanes and to integrate the new legend:



Lincolnia Planning District, Figure 17, "L3-Bren Mar Community Planning Sector, Transportation Recommendations," page 35, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the I-95/I-395 HOT Lanes, and to integrate the new legend:



Merrifield Suburban Center, Figure 18, "Merrifield Suburban Center, Transportation Recommendations," page 41, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Gallows Road, Lee Highway, and Arlington Boulevard, and to integrate the new legend:



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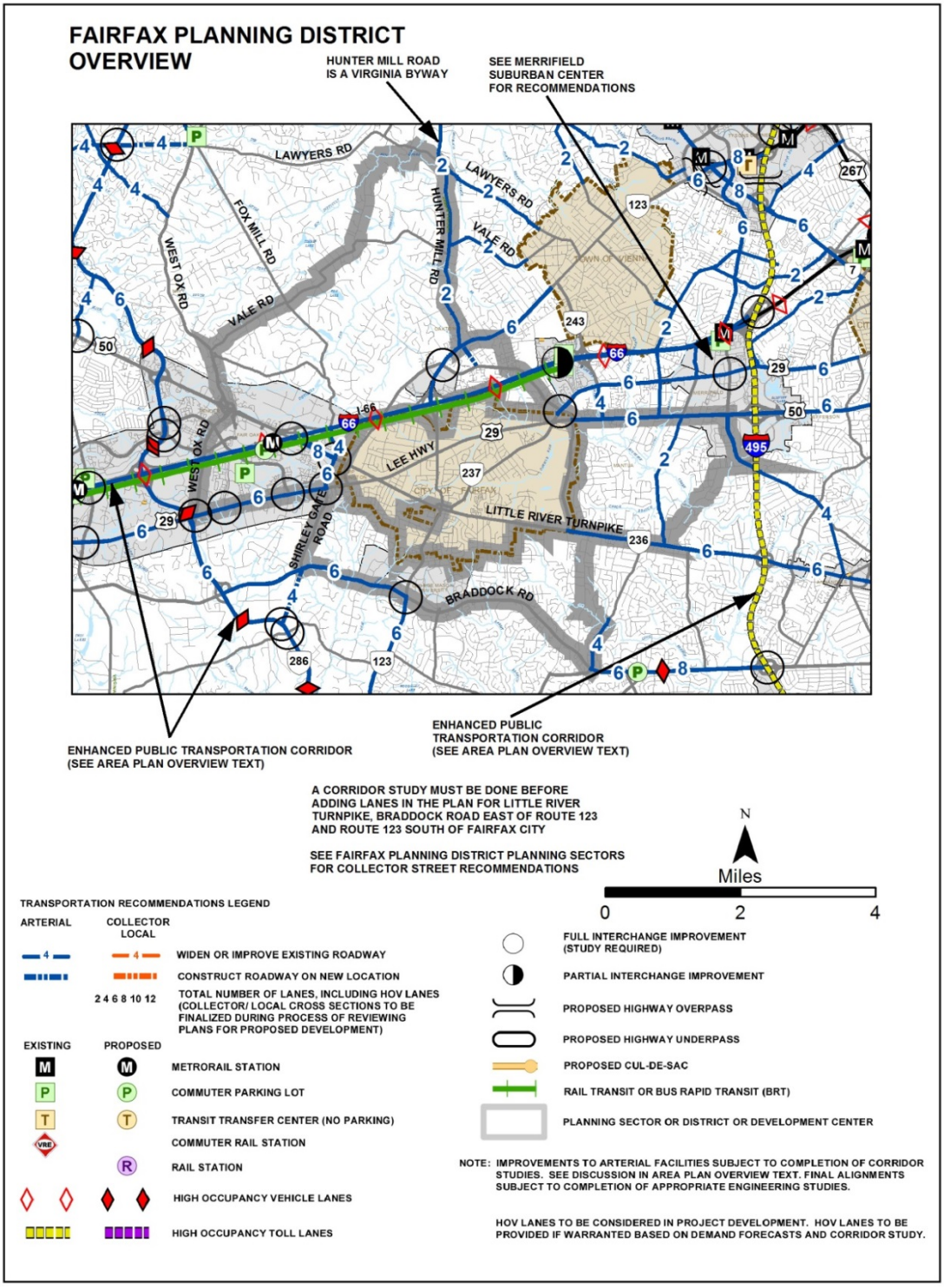
Area II
Transportation Figure Changes

MODIFY FIGURES: Fairfax County Comprehensive Plan, Area II, Fairfax Planning District (as amended through 3-24-2015), McLean Planning District (as amended through 3-24-2015), Vienna Planning District (as amended through 3-24-2015), remove completed improvements, reflect existing conditions and add county-owned commuter parking facilities, as shown on the following pages:

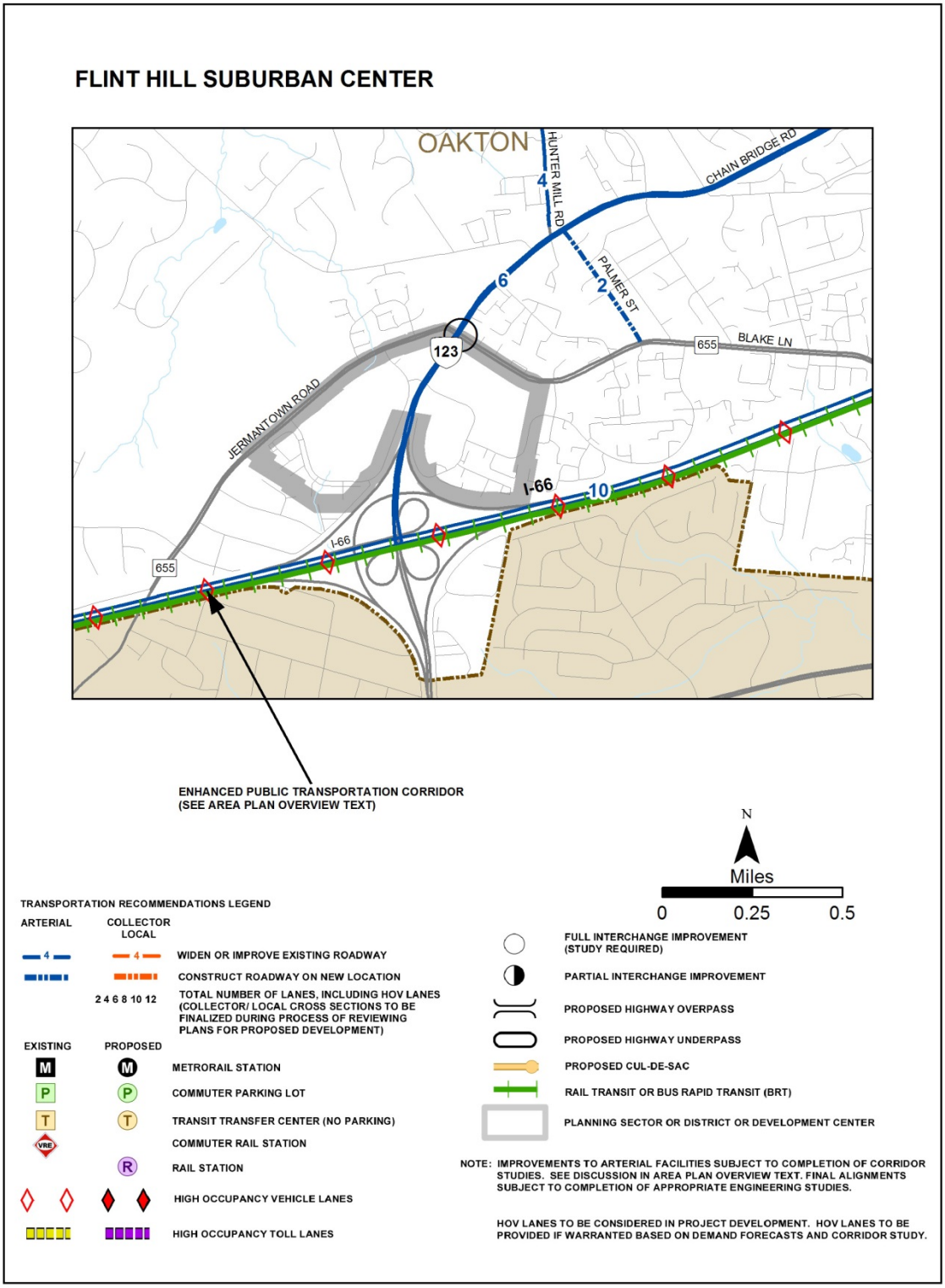
AREA II		
Page	**Figure**	**Figure Title**
Fairfax Planning District (Amended through 3-24-2015)		
5	2	Countywide Transportation Recommendations, Fairfax Planning District, Overview
24	9	Flint Hill Suburban Center, F3, F4 Community Planning Sectors, Transportation Recommendations
31	12	F1-Braddock Community Planning Sector, Transportation Recommendations
38	15	F2-Mantua Community Planning Sector, Transportation Recommendations
45	18	F3-Mosby Woods Community Planning Sector, Transportation Recommendations
46	19	F3-Mosby Woods Community Planning Sector, Interchange Recommendations
47	20	F3, F4 Community Planning Sectors, Interchange Recommendations
55	23	F4-Fox Lake Community Planning Sector, Transportation Recommendations
56	24	F3, F4 Community Planning Sectors, Interchange Recommendations
72	30	F7-George Mason Community Planning Sector, Transportation Recommendations
73	31	F7-George Mason Community Planning Sector, Interchange Recommendations
McLean Planning District (Amended through 3-24-2015)		
4	2	Countywide Transportation Recommendations, McLean Planning District, Overview
34	10	McLean Community Business Center, M3, M4 Community Planning Sectors, Transportation Recommendations
88	15	West Falls Church Transit Station Area, M2 Community Planning Sector, Transportation Recommendations
96	19	M2-Pimmit Community Planning Sector, Transportation Recommendations
104	22	M3-Kirby Community Planning Sector, Transportation Recommendations
105	23	M3-Kirby Community Planning Sector, Access Recommendations
111	26	M4-Balls Hill Community Planning Sector, Transportation Recommendations
117	29	M5-Potomac Palisades Community Planning Sector, Transportation Recommendations
123	32	M6-Spring Hill Community Planning Sector, Transportation Recommendations
129	35	M7-Wolf Trap Community Planning Sector, Transportation Recommendations
130	36	M7-Wolf Trap Community Planning Sector, Transit Facility Recommendations
Vienna Planning District (Amended through 3-24-2015)		
4	2	Countywide Transportation Recommendations, Vienna Planning District, Overview
22	9	Vienna Transit Station Area, V1, V5 Community Planning Sectors, Transportation Recommendations
49	16	V1-Lee Community Planning Sector, Transportation Recommendations
50	17	V1-Lee Community Planning Sector, Access Recommendations
51	18	F3, V1 Community Planning Sectors, Interchange Recommendations
60	21	V2-Cedar Community Planning Sector, Transportation Recommendations

Page	Figure	Figure Title
61	22	V2-Cedar Community Planning Sector, Access and Circulation Recommendations
70	25	V3-Spring Lake Community Planning Sector, Transportation Recommendations
71	26	V3-Spring Lake Community Planning Sector, Access and Circulation Recommendations
72	27	M1, V3-Tysons Corner Area, Transportation Recommendations
78	30	V4-Piney Branch Community Planning Sector, Transportation Recommendations
84	33	V5-Nutley Community Planning Sector, Transportation Recommendations
88	35	V6-Vienna Community Planning Sector, Transportation Recommendations

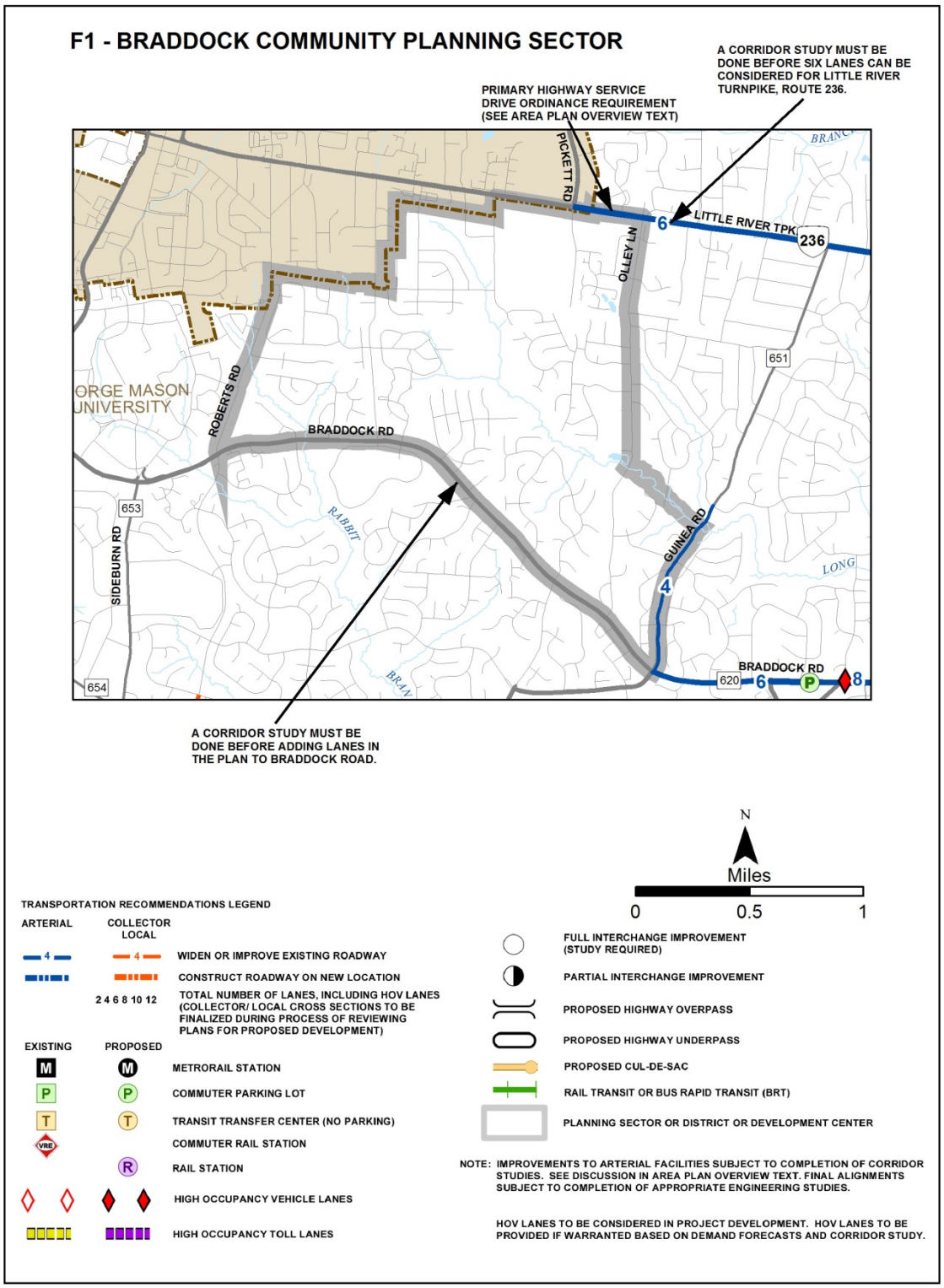
Fairfax Planning District, Figure 2, "Countywide Transportation Recommendations, Fairfax Planning District, Overview," page 5, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Little River Turnpike, Gallows Road, Arlington Boulevard, Lee Highway and Leesburg Pike, the opening of the Silver Line and the Mclean, Tysons Corner and Greensboro Metro Stations, the widening of Legato Road and West Ox Road, and to integrate the new legend:



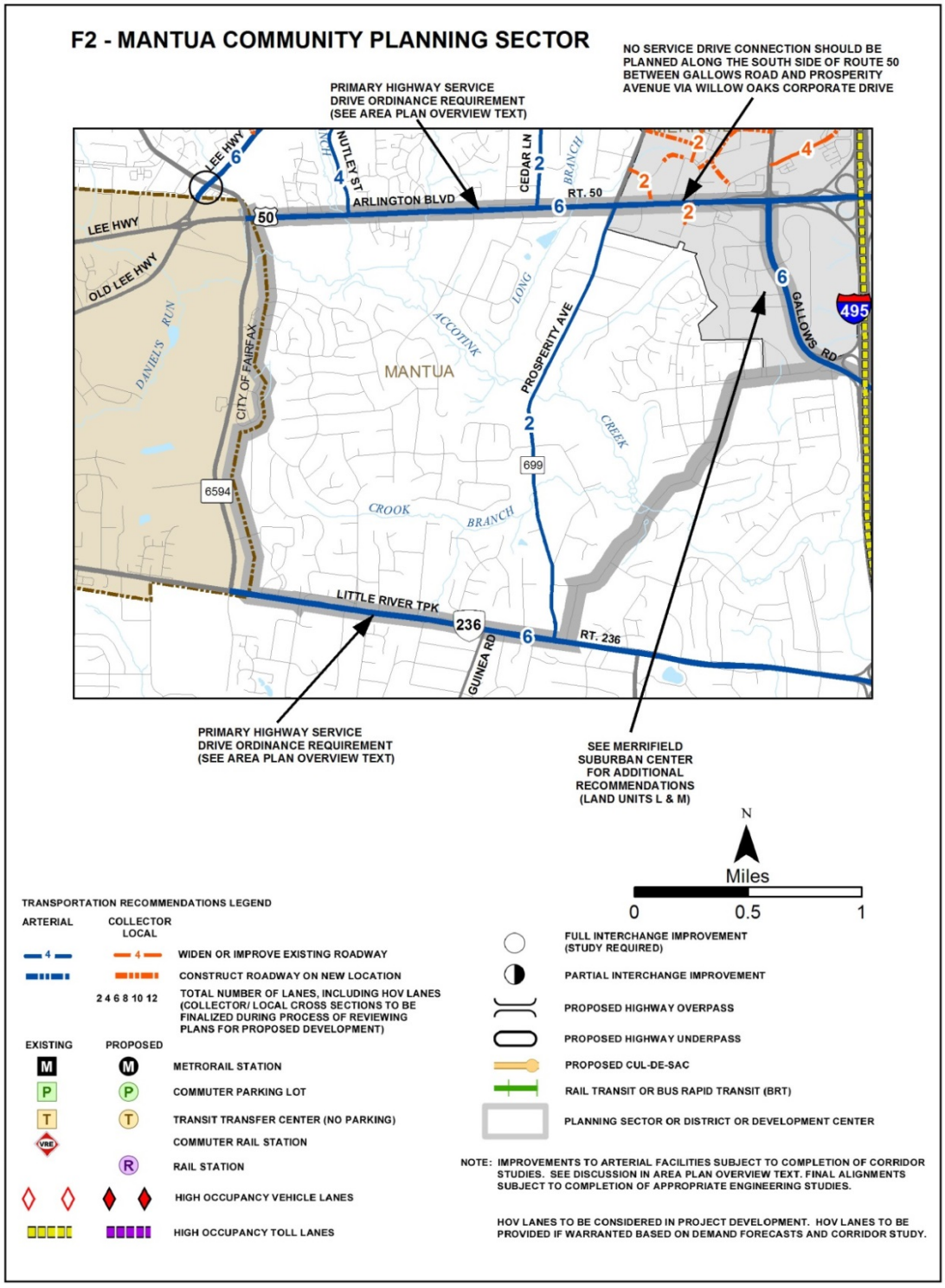
Fairfax Planning District, Figure 9, "Flint Hill Suburban Center, F3, F4 Community Planning Sectors, Transportation Recommendations," page 24, to integrate the new legend:



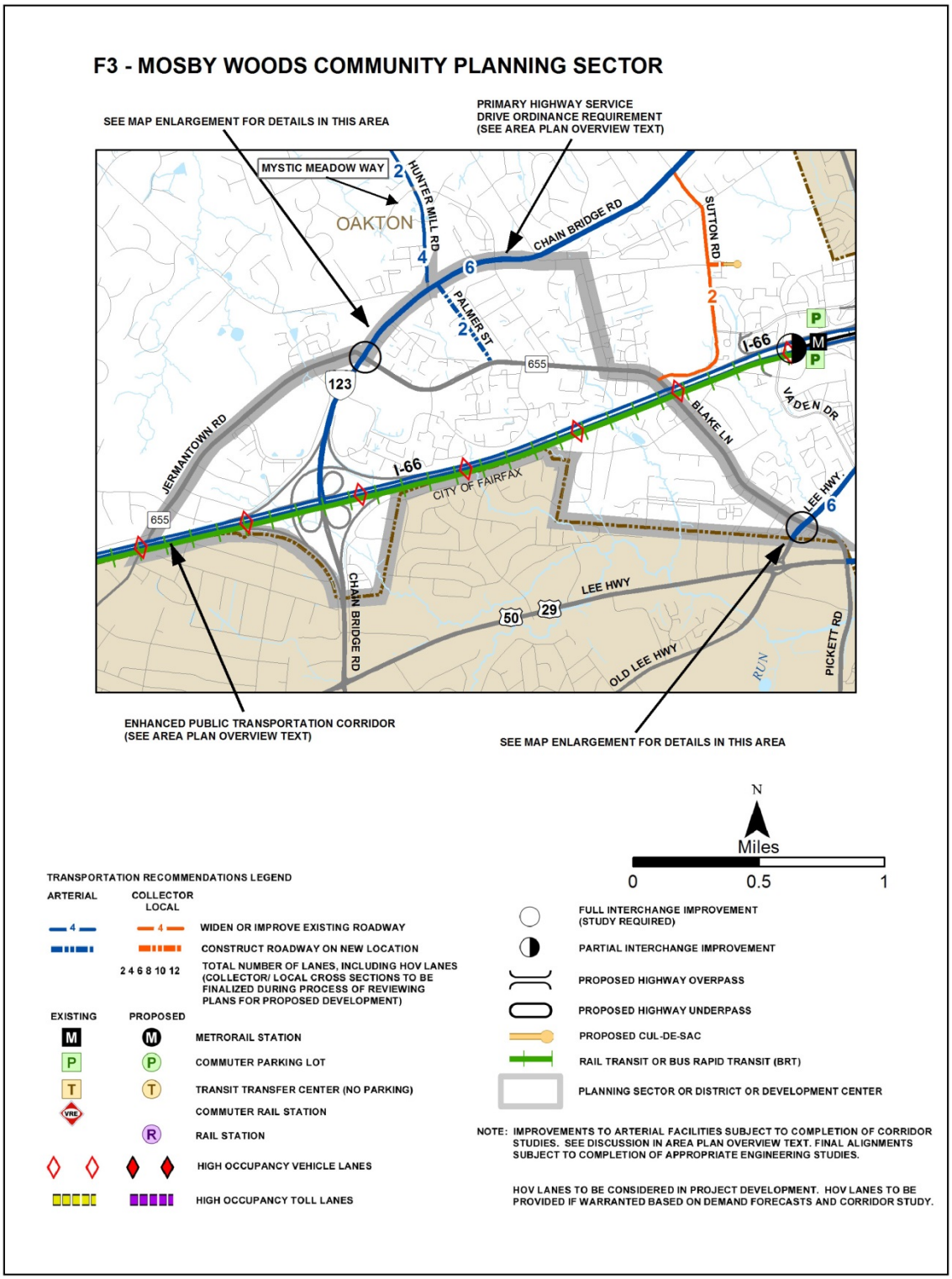
Fairfax Planning District, Figure 12, "F1-Braddock Community Planning Sector, Transportation Recommendations," page 31, to integrate the new legend:



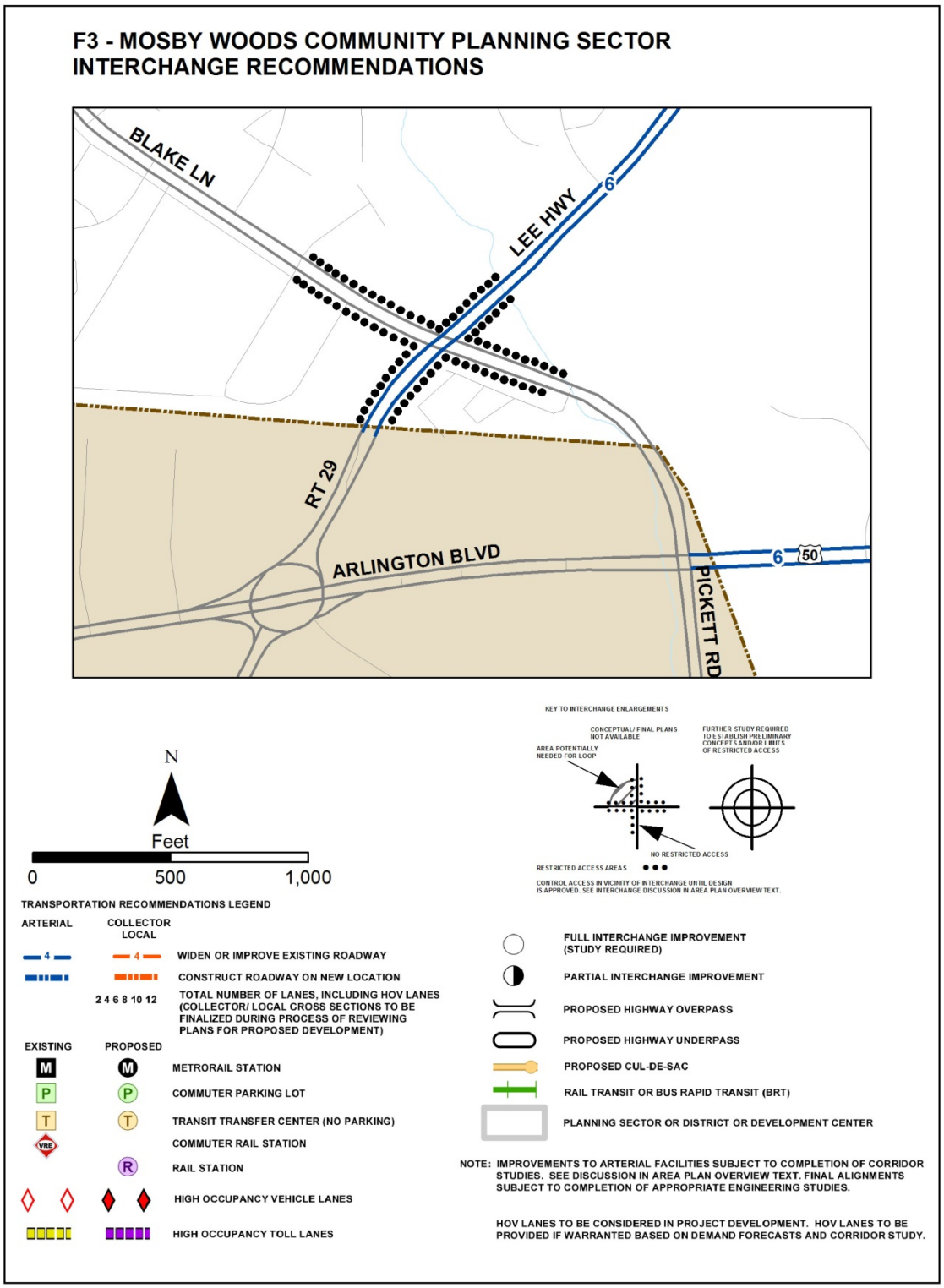
Fairfax Planning District, Figure 15, "F2-Mantua Community Planning Sector, Transportation Recommendations," page 38, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Arlington Boulevard and I-495 and Gallows Road, the build out of the roadway network in Merrifield, and to integrate the new legend:



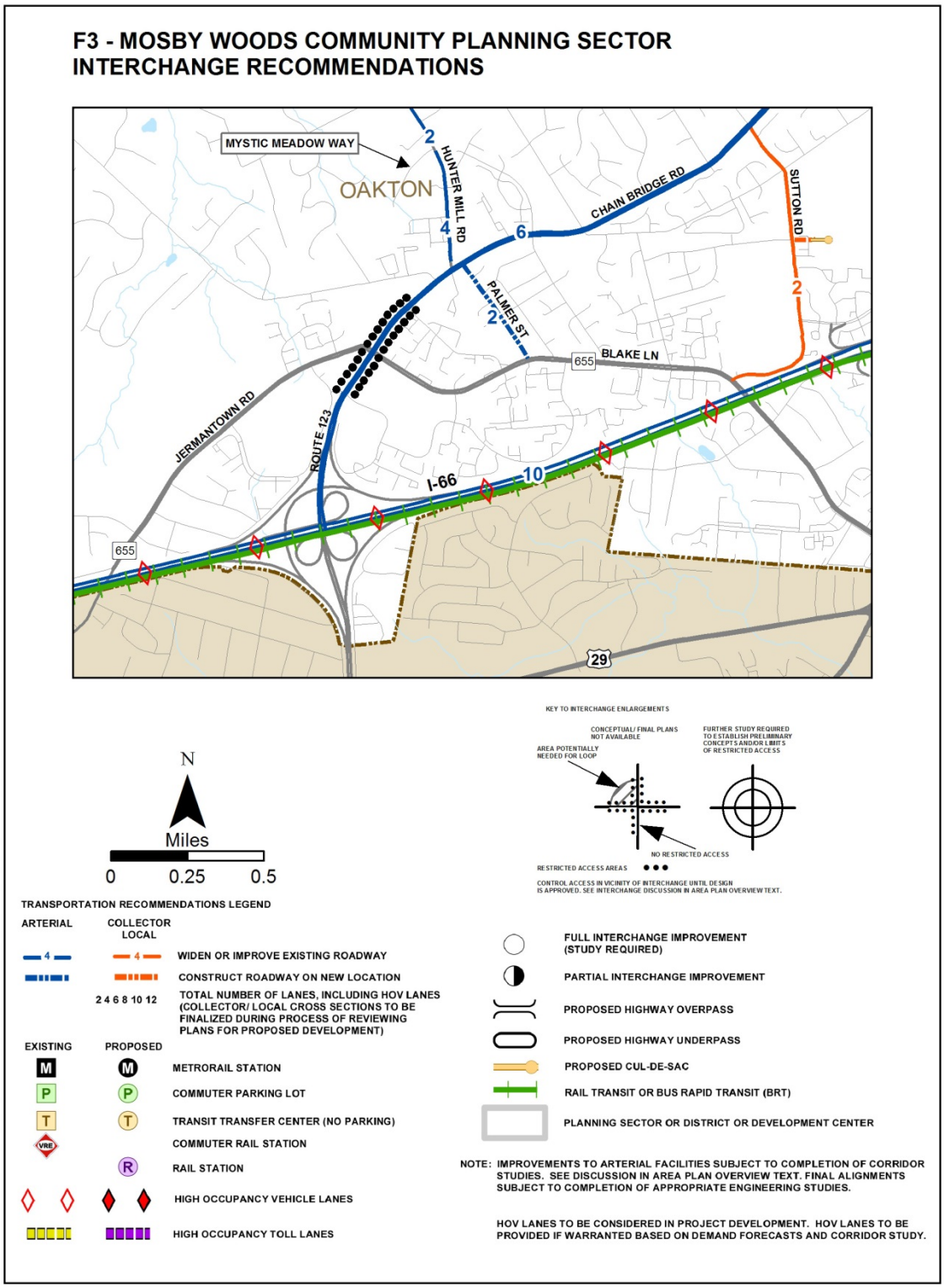
Fairfax Planning District, Figure 18, "F3-Mosby Woods Community Planning Sector, Transportation Recommendations 45, to reflect the completion of Vaden Drive and to integrate the new legend:



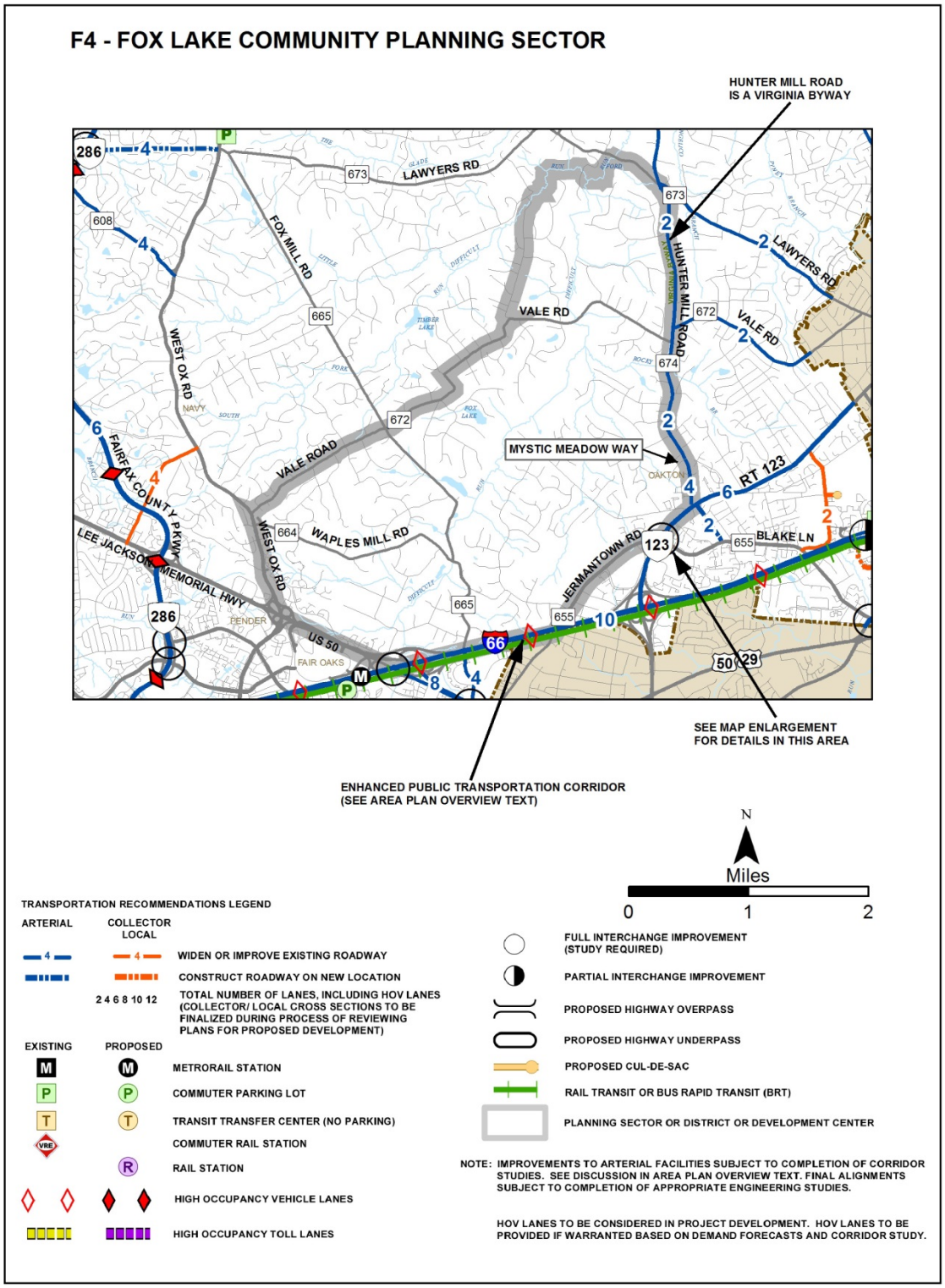
Fairfax Planning District, Figure 19, "F3-Mosby Woods Community Planning Sector, Interchange Recommendations," page 46, to integrate the new legend:



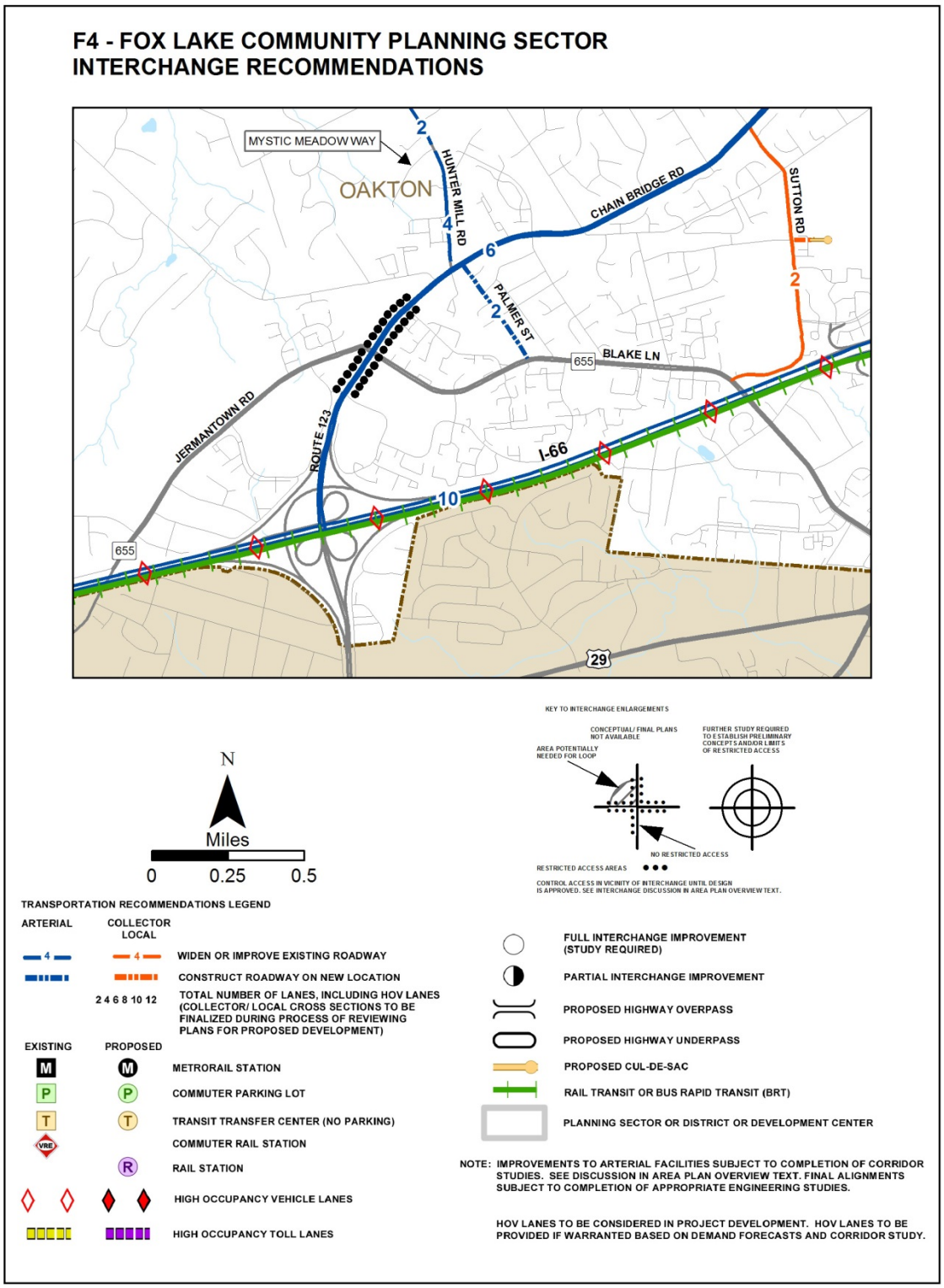
Fairfax Planning District, Figure 20, "F3-Mosby Woods Community Planning Sector, Interchange Recommendations," page 47, to integrate the new legend:



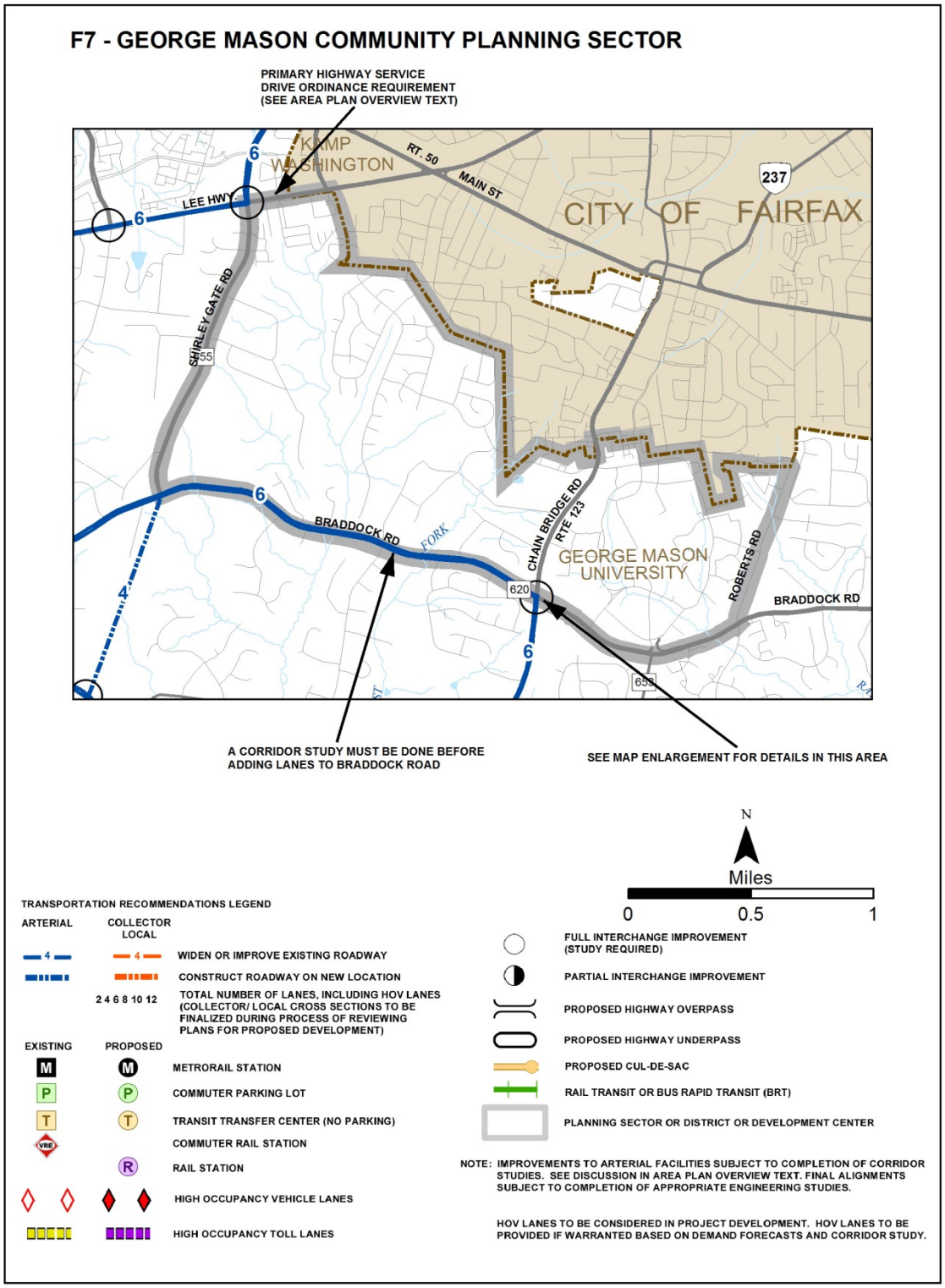
Fairfax Planning District, Figure 23, "F4-Fox Lake Community Planning Sector, Transportation Recommendations," page 55, to reflect the widening of West Ox Road and integrate the new legend:



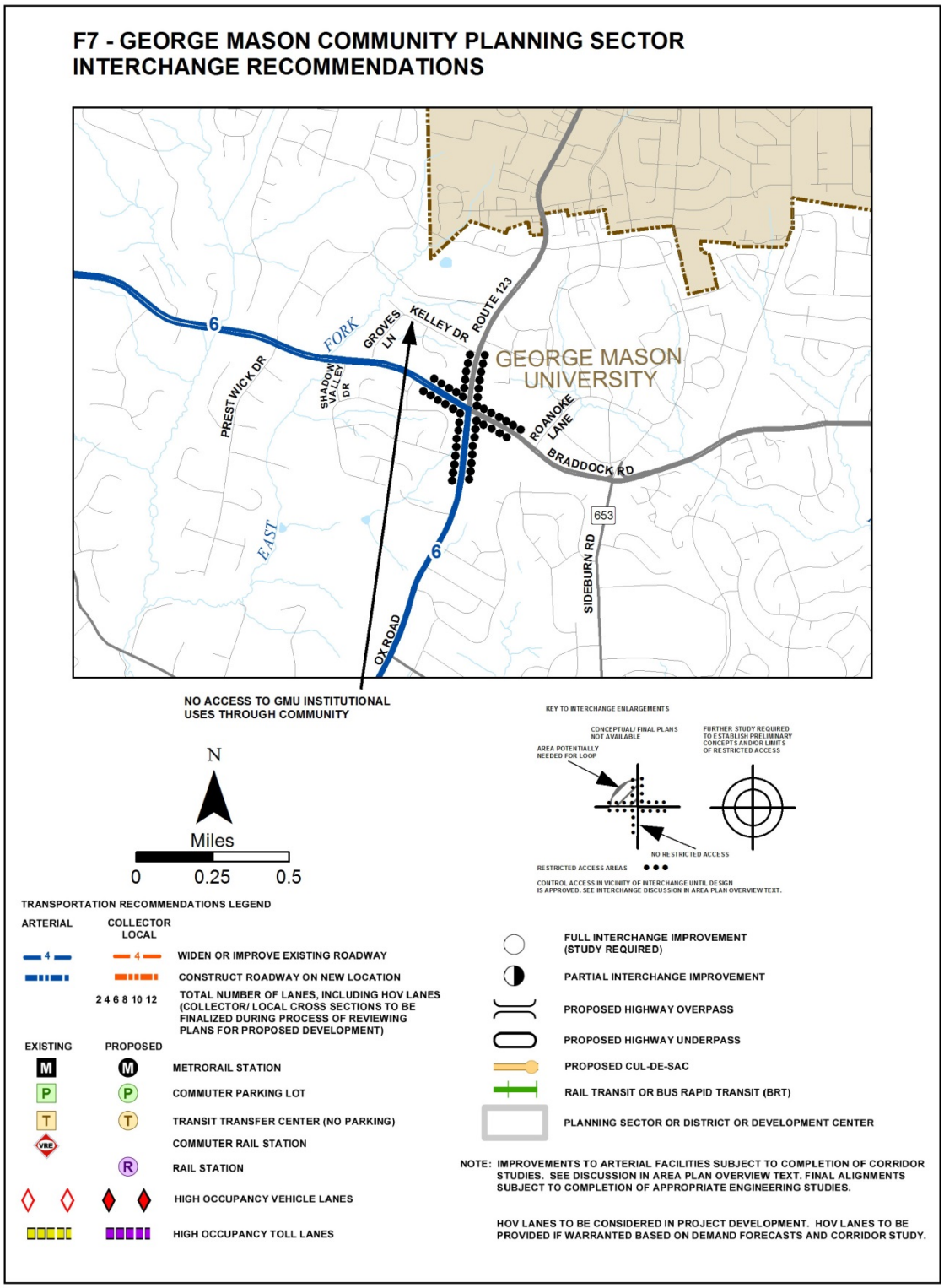
Fairfax Planning District, Figure 24, "F3, F4 Community Planning Sectors, Interchange Recommendations," page 56, to integrate the new legend:



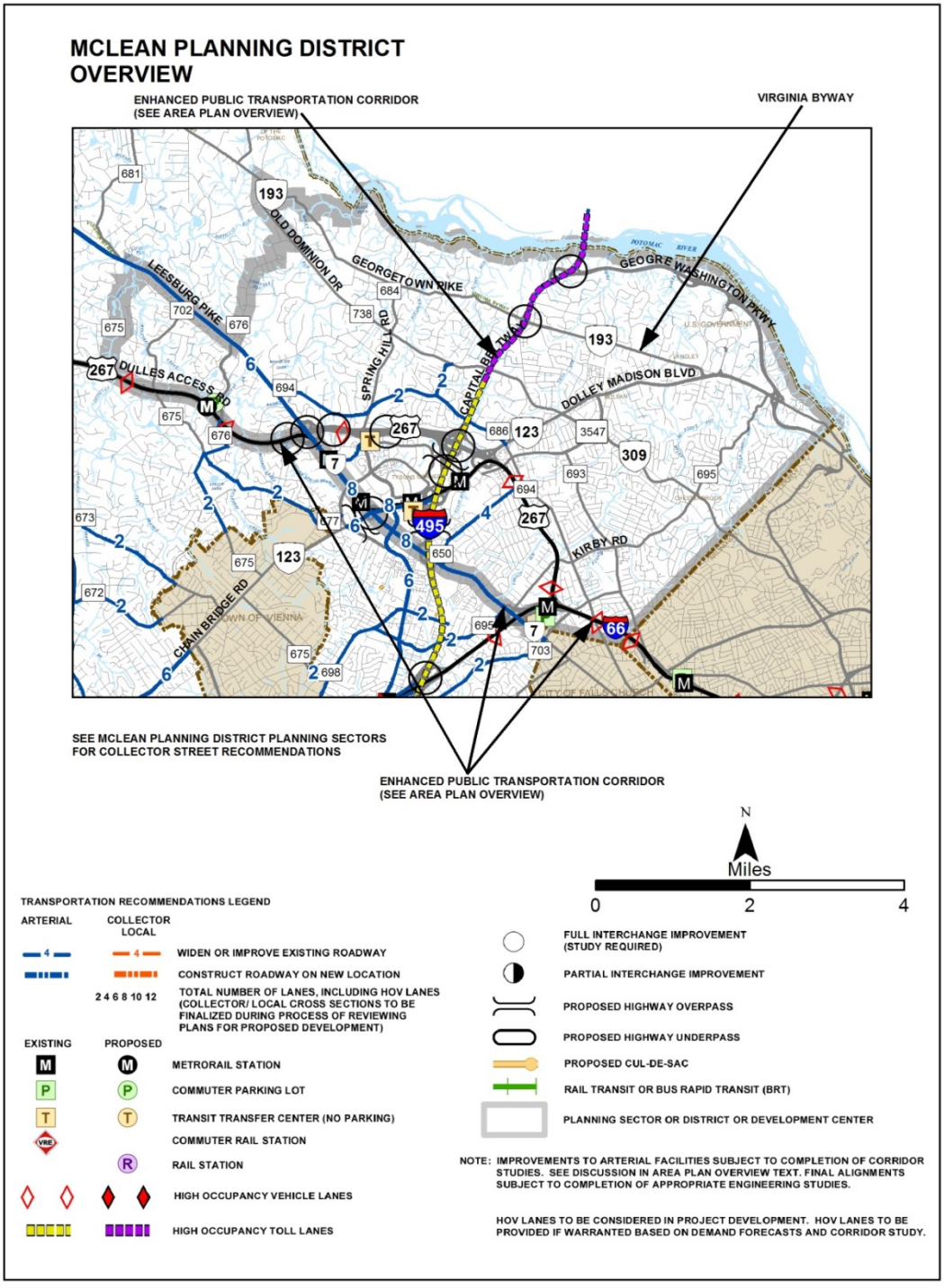
Fairfax Planning District, Figure 30, "F7-George Mason Community Planning Sector, Transportation Recommendations," page 72, to reflect the widening of Legato Road and integrate the new legend:



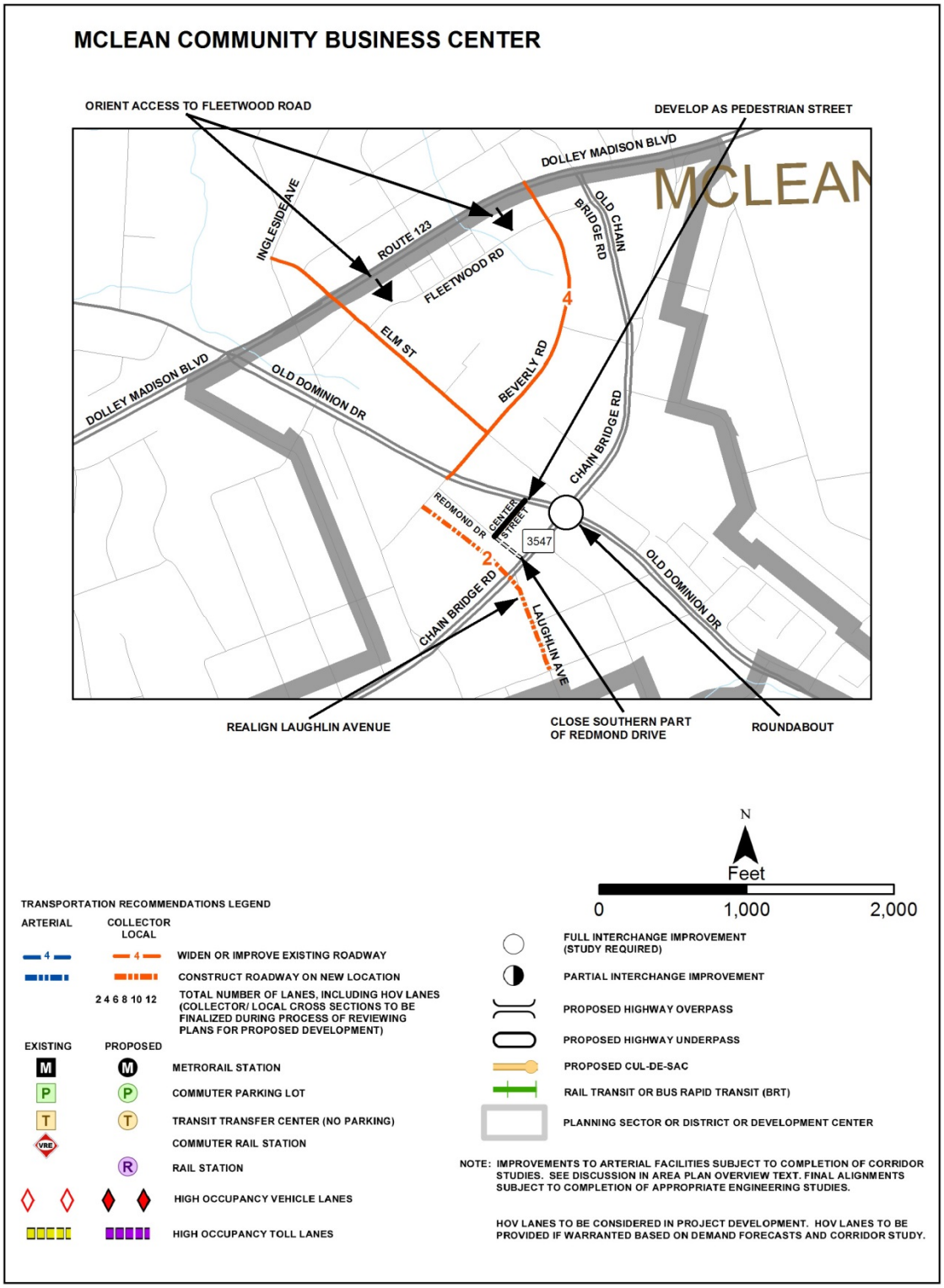
Fairfax Planning District, Figure 31, "F7-George Mason Community Planning Sector, Interchange Recommendations," page 73, to integrate the new legend:



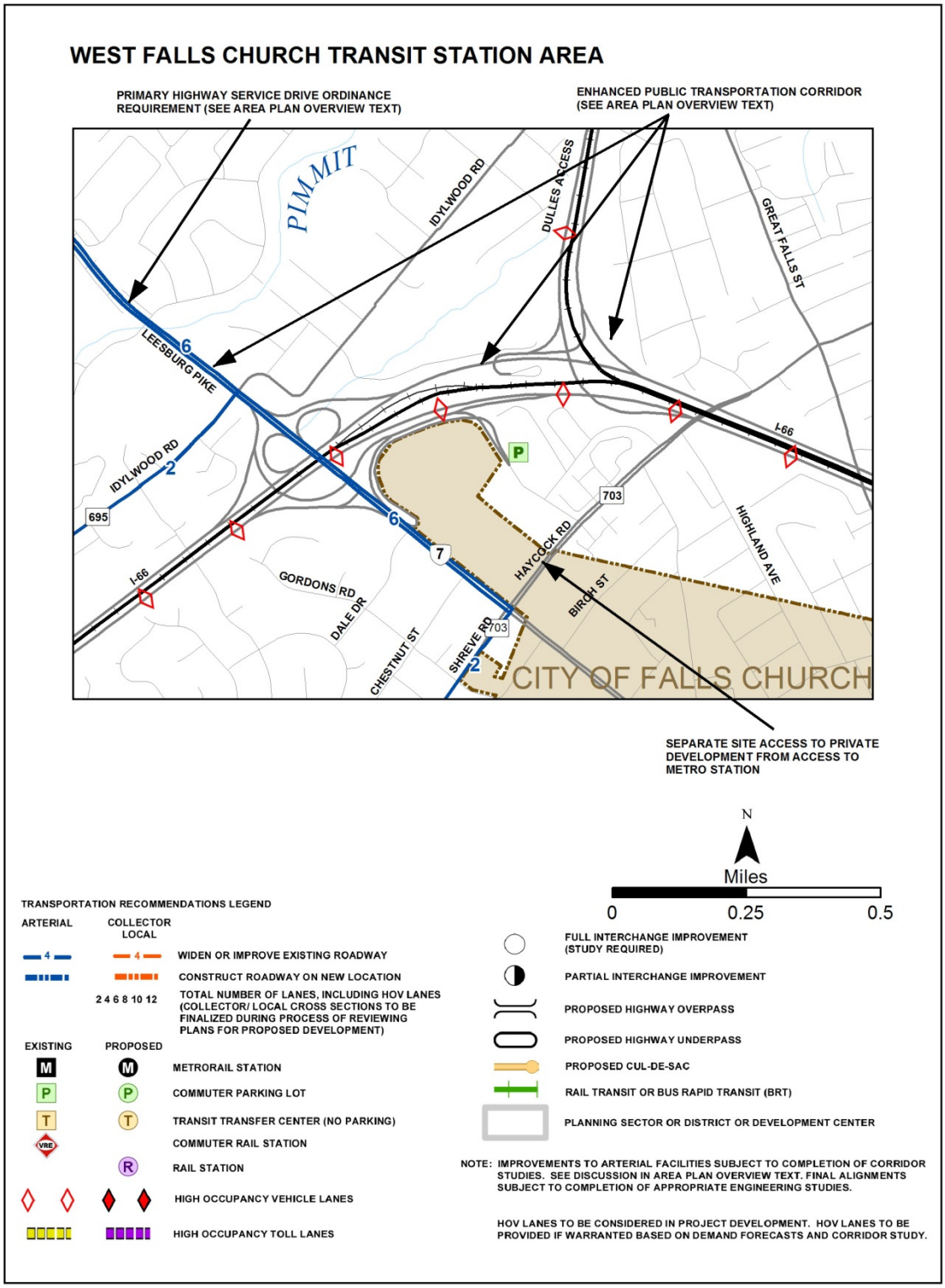
McLean Planning District, Figure 2, "Fairfax Planning District, Figure 31, "F7-George Mason Community Planning Sector, Interchange Recommendations," page 73," page 4, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Leesburg Pike and I-495 & Dolley Madison Boulevard, the opening of the Silver Line and the Mclean, Tysons Corner, Greensboro Stations, and Spring Hill Metro Stations, and to integrate the new legend:



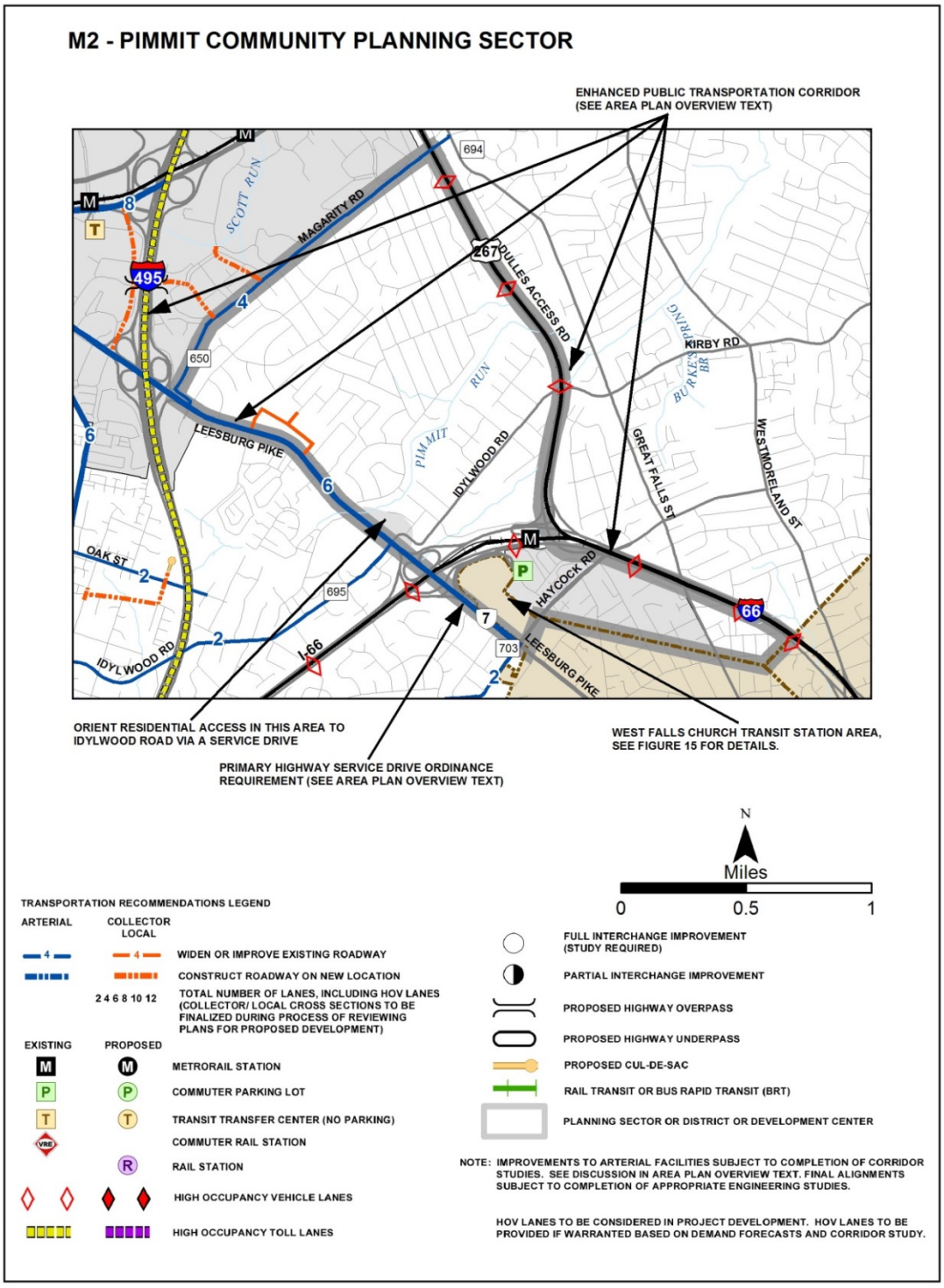
McLean Planning District, Figure 10, "McLean Community Business Center, M3, M4 Community Planning Sectors, Transportation Recommendations," page 34, to integrate the new legend:



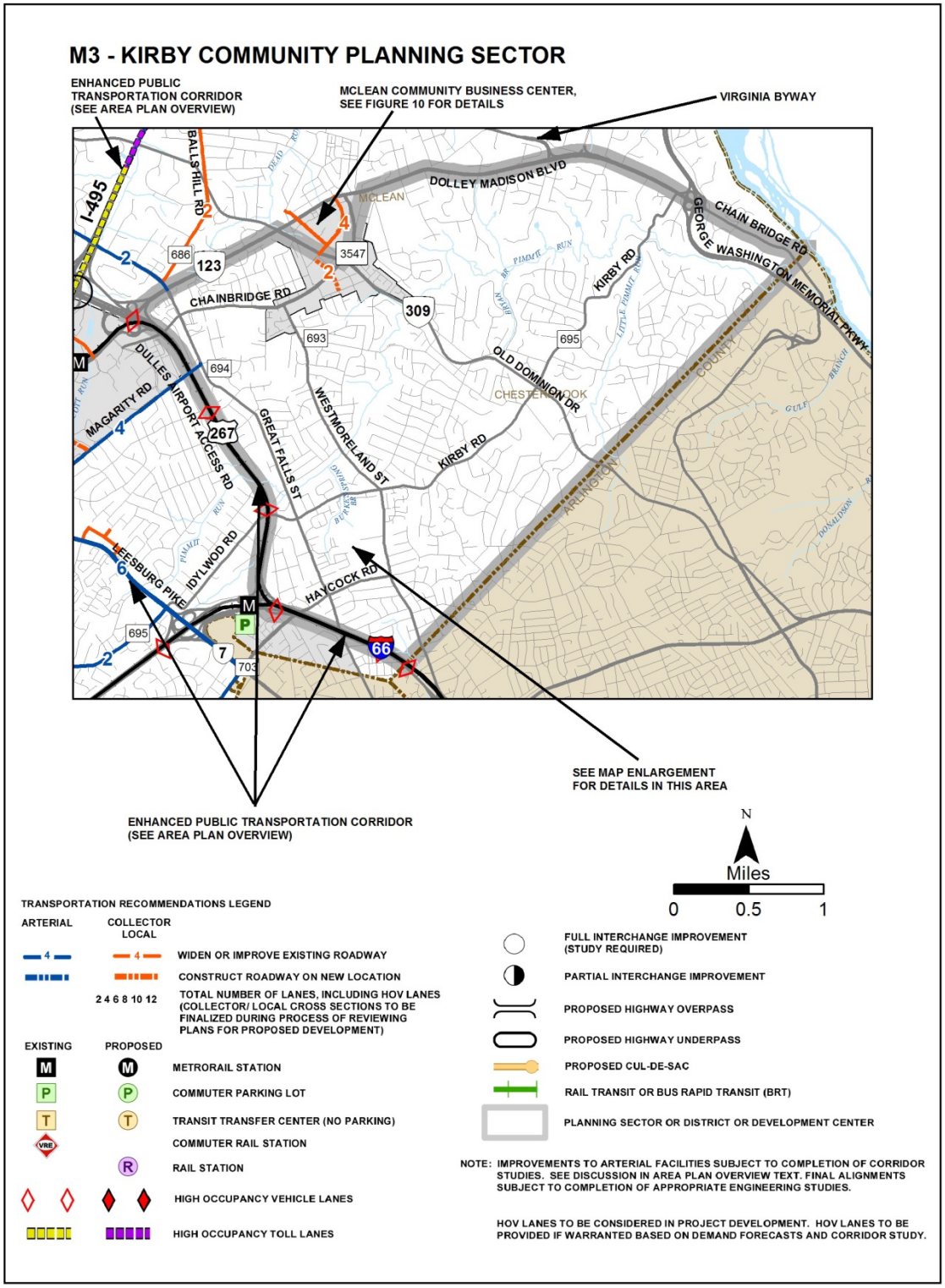
McLean Planning District, Figure 15, "McLean Community Business Center, M3, M4 Community Planning Sectors, Transportation Recommendations," page 88, to reflect the opening of the Silver Line and integrate the new legend:



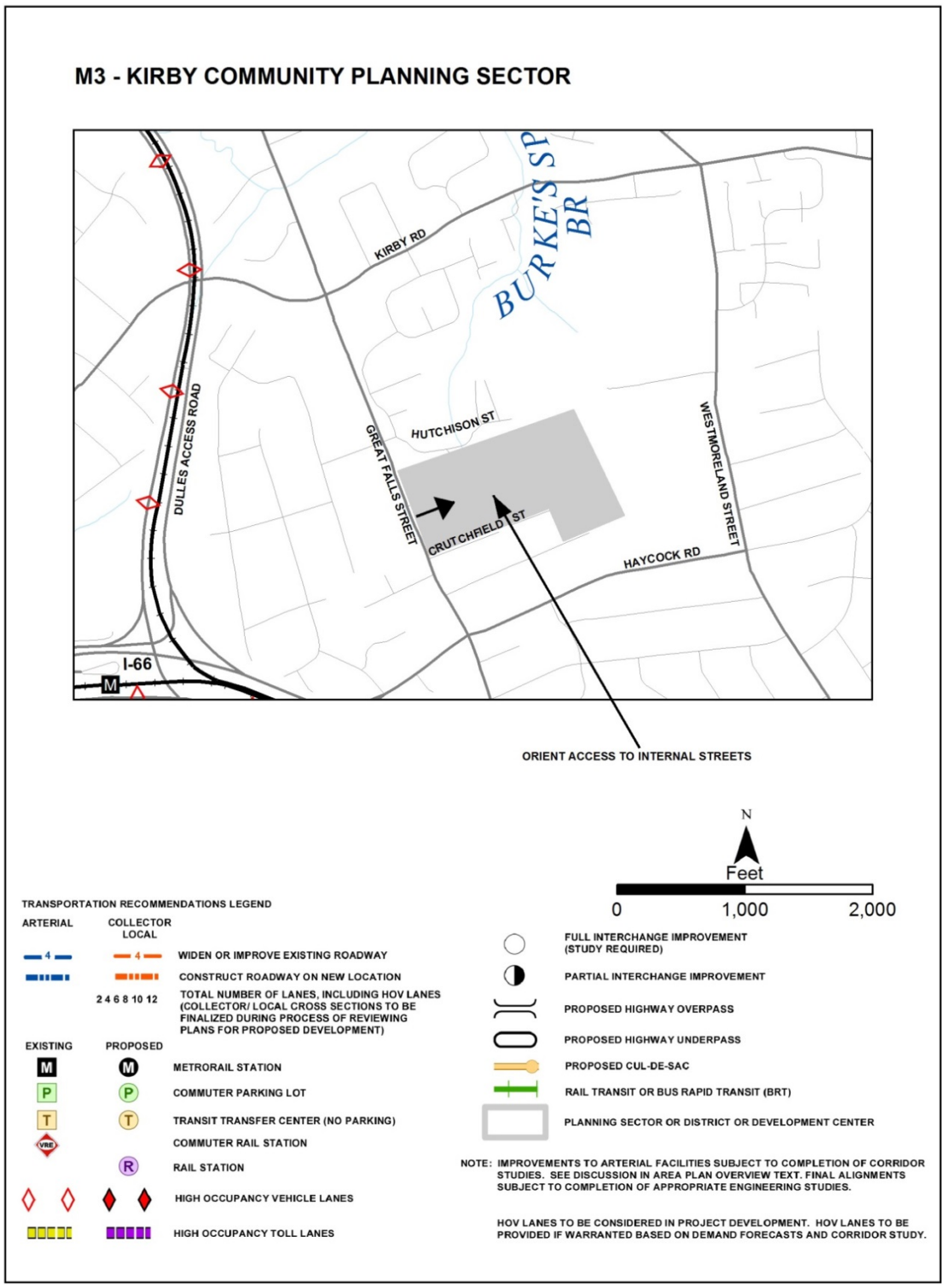
McLean Planning District, Figure 19, "M2-Pimmit Community Planning Sector, Transportation Recommendations," page 96, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Leesburg Pike and I-495 & Dolley Madison Boulevard, the opening of the Silver Line and the Mclean and Tysons Corner Metro Stations, and to integrate the new legend:



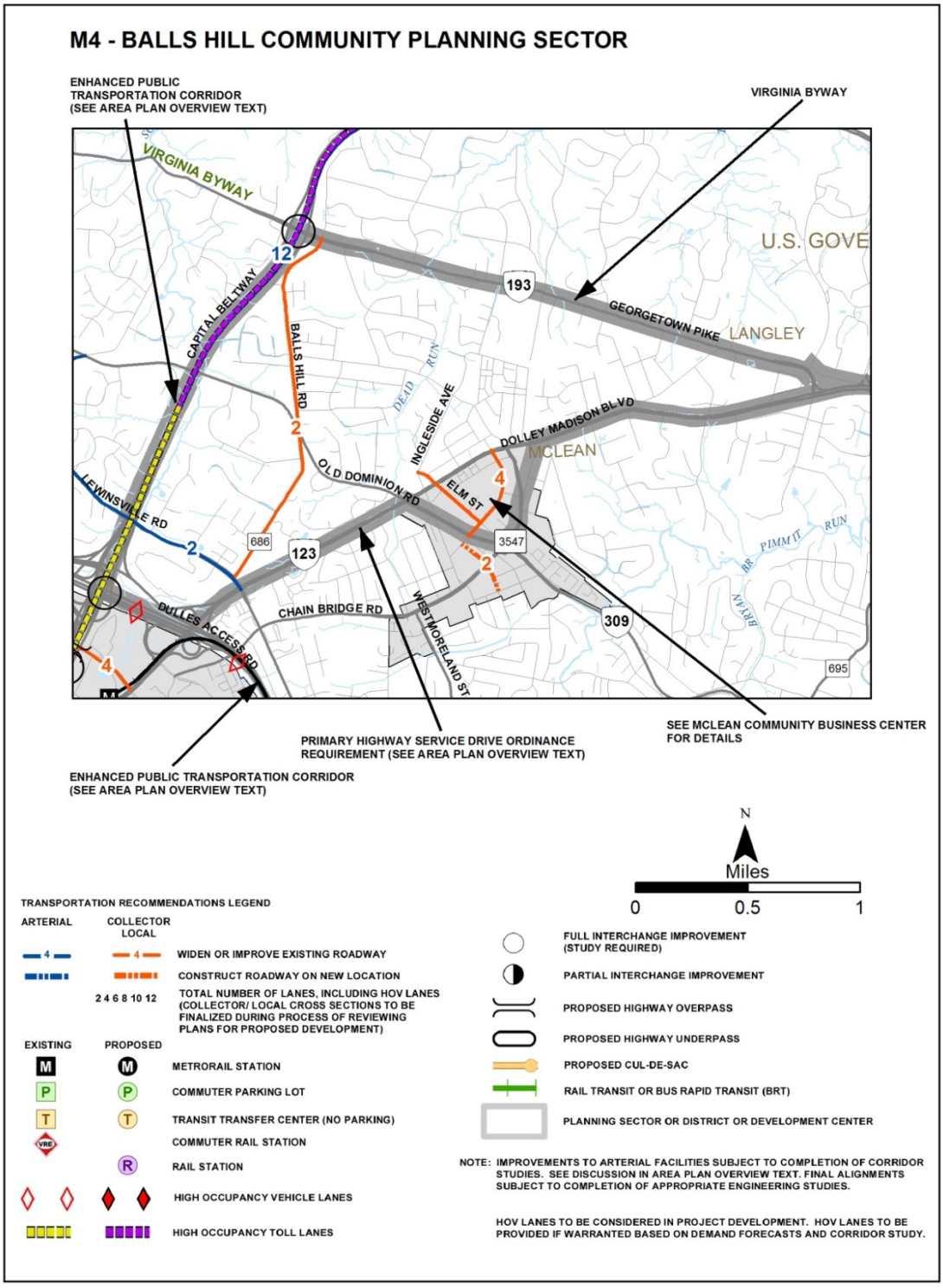
McLean Planning District, Figure 22, "M2-Pimmit Community Planning Sector, Transportation Recommendations," page 104, to integrate the new legend:



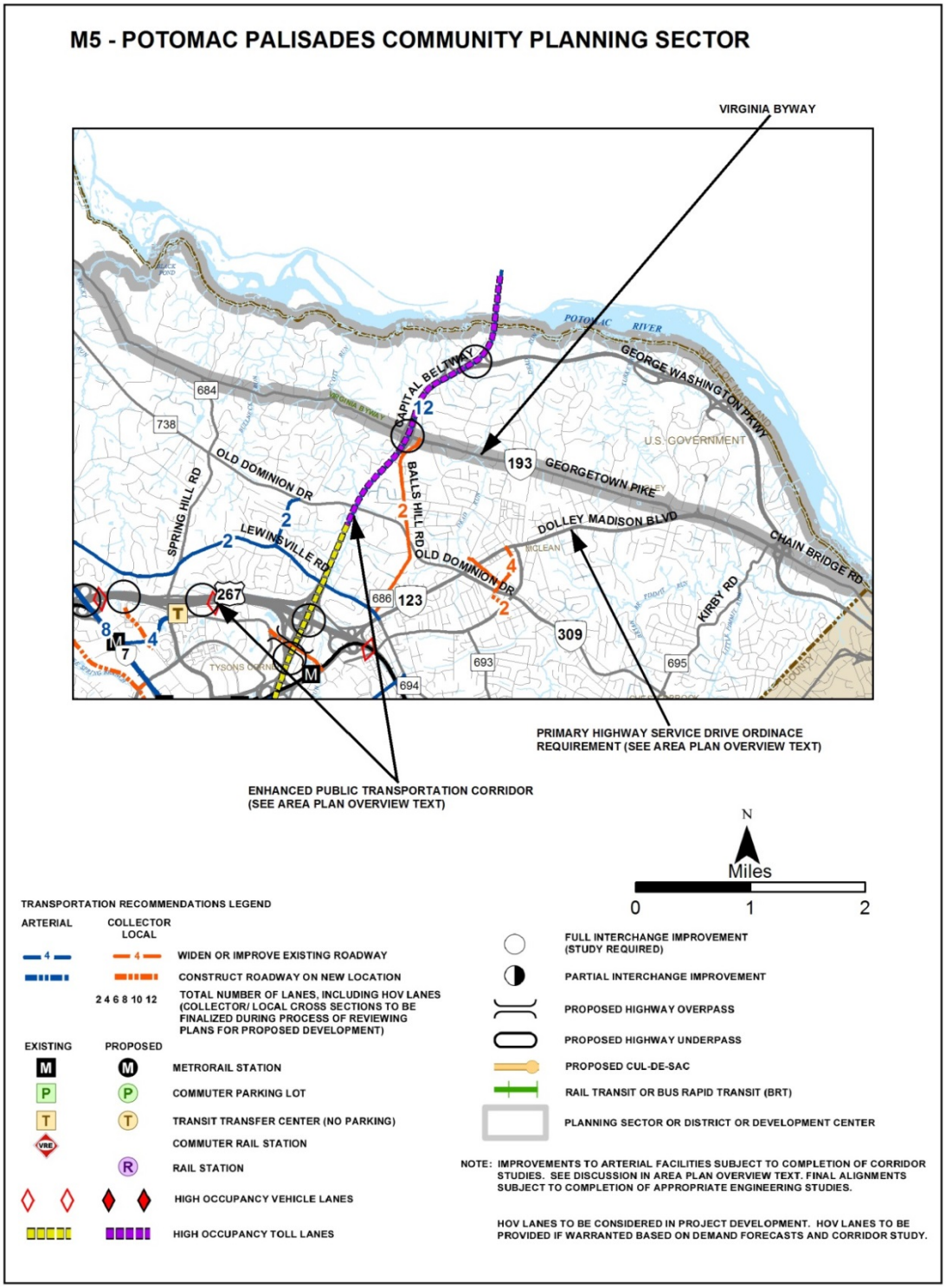
McLean Planning District, Figure 23, "M3-Kirby Community Planning Sector, Access Recommendations," page 105, to reflect the completion of the I-495 HOT/HOV Lanes and widening the opening of the Silver Line and the Mclean Metro Station, and to integrate the new legend:



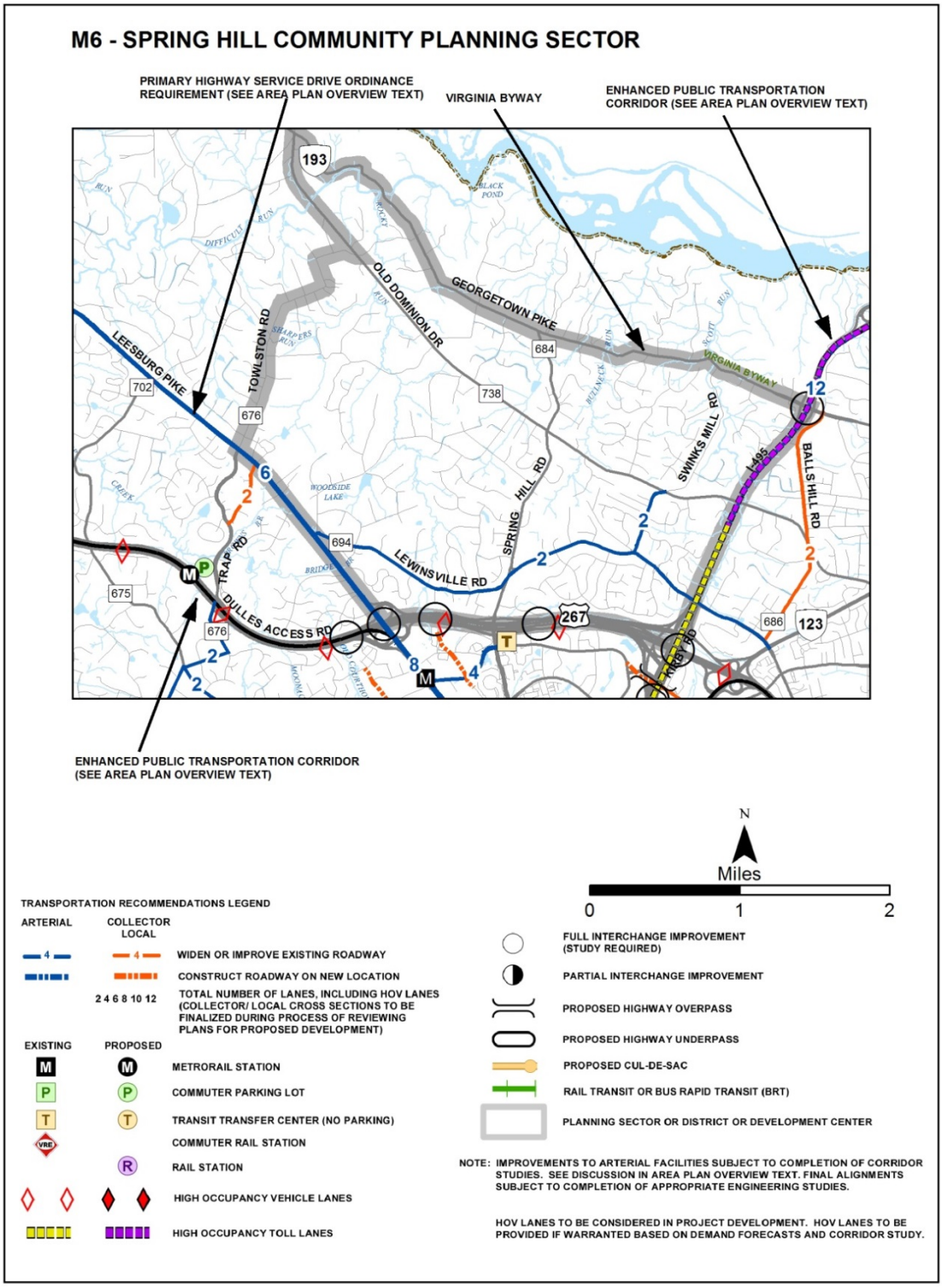
McLean Planning District, Figure 26, "M4-Balls Hill Community Planning Sector, Transportation Recommendations," page111, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the opening of the Silver Line, the Mclean Metro Station, and to integrate the new legend:



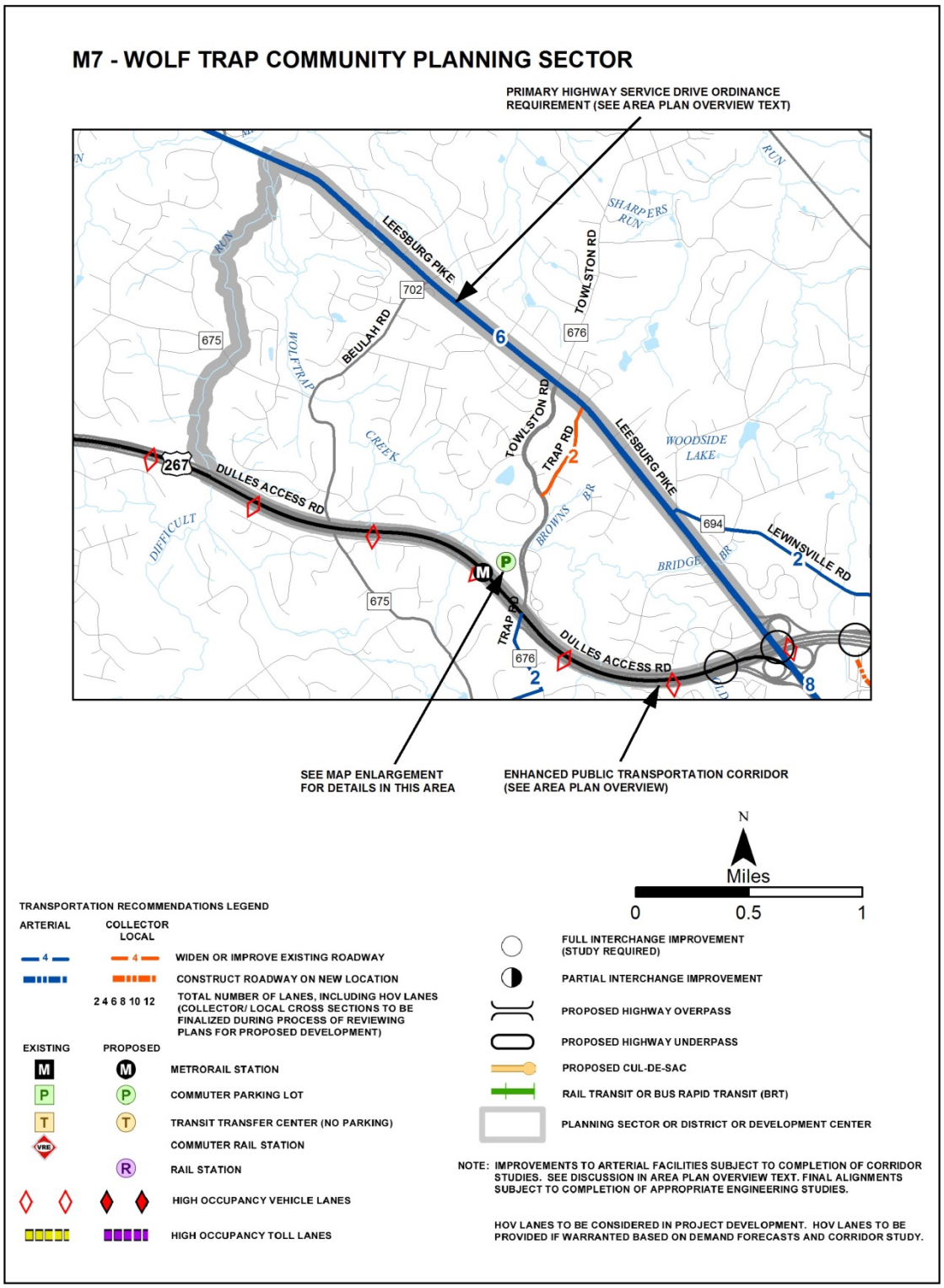
McLean Planning District, Figure 29, "M5-Potomac Palisades Community Planning Sector, Transportation Recommendations," page 117, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Dolley Madison Boulevard, the opening of the Silver Line and the Mclean and Spring Hill Metro Stations, and to integrate the new legend:



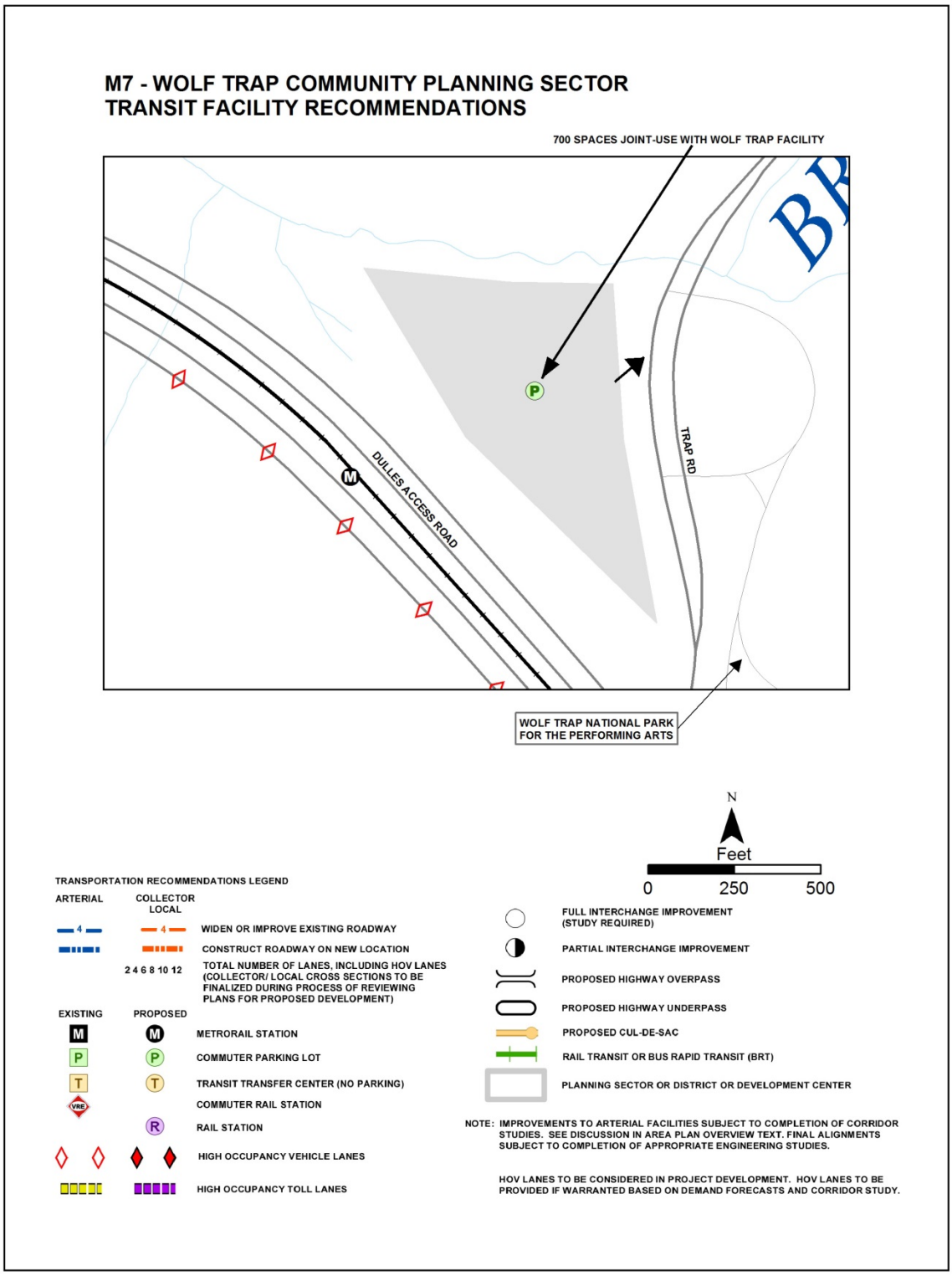
McLean Planning District, Figure 32, "M6-Spring Hill Community Planning Sector, Transportation Recommendations," page 12, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the opening of the Silver Line, the Spring Hill Metro Station, and to integrate the new legend:



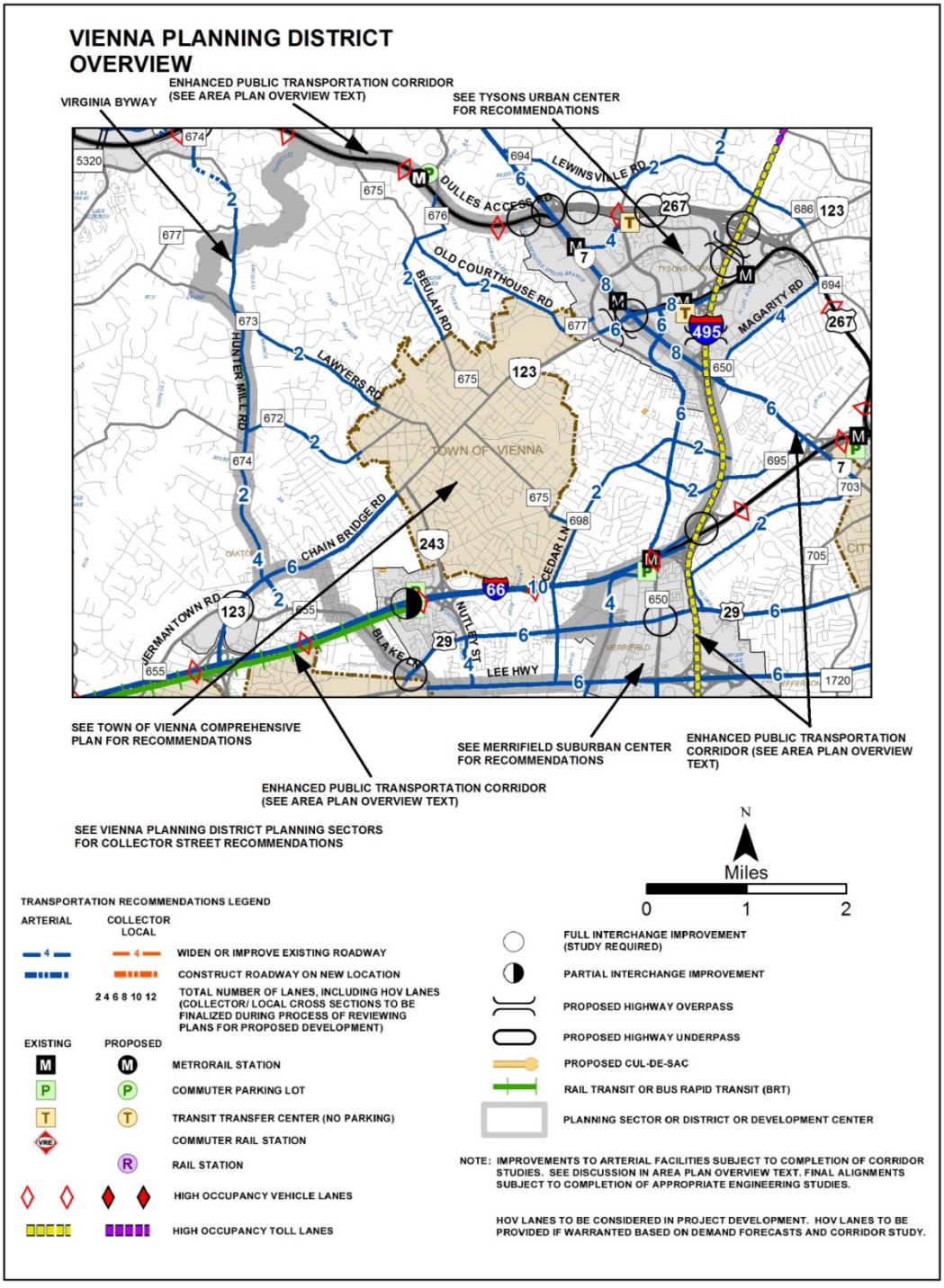
McLean Planning District, Figure 35, "M7-Wolf Trap Community Planning Sector, Transportation Recommendations," page 129, to integrate the new legend:



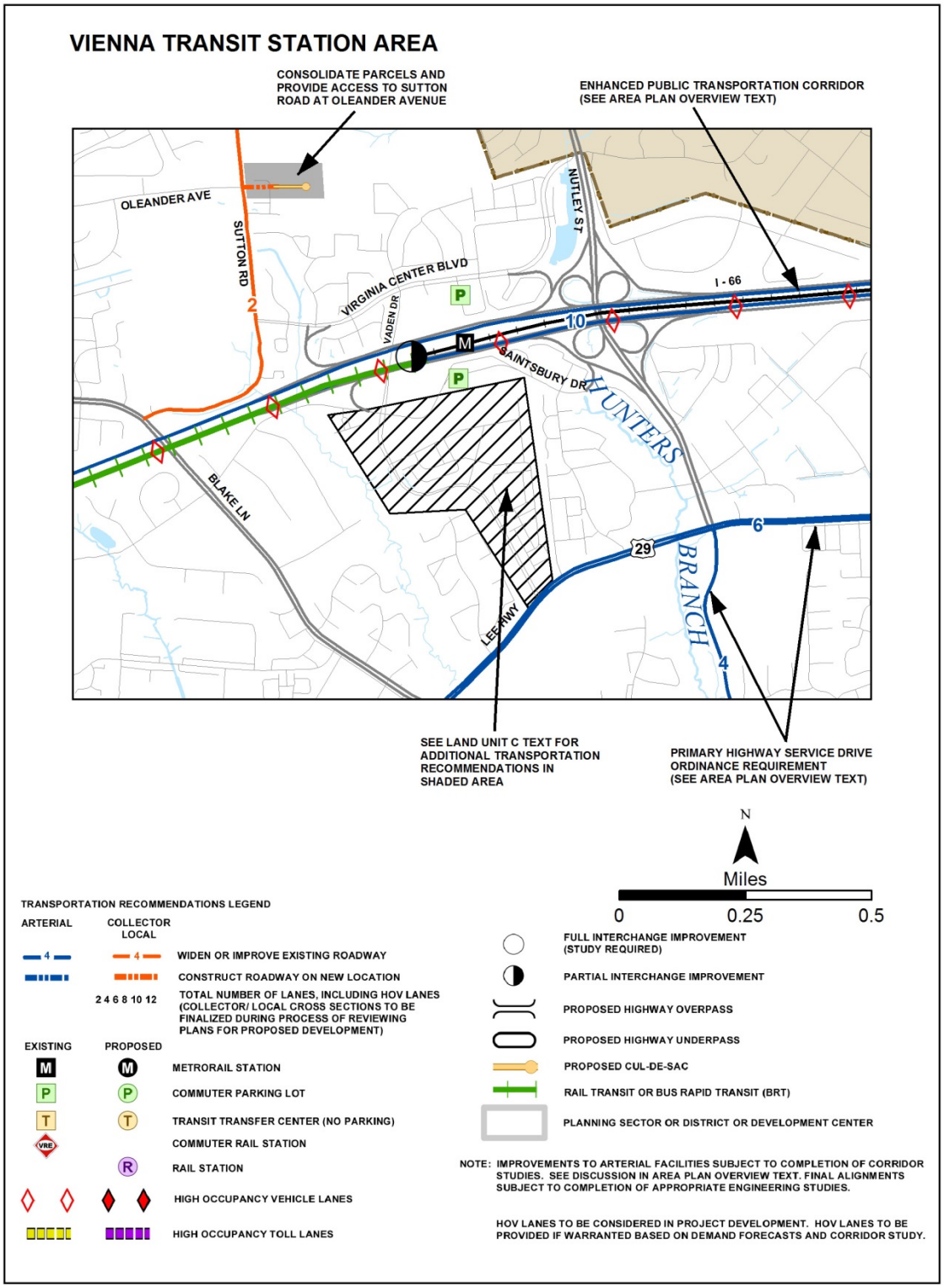
Mclean Planning District, Figure 36, "M7-Wolf Trap Community Planning Sector, Transit Facility Recommendations," page 130, to integrate the new legend:



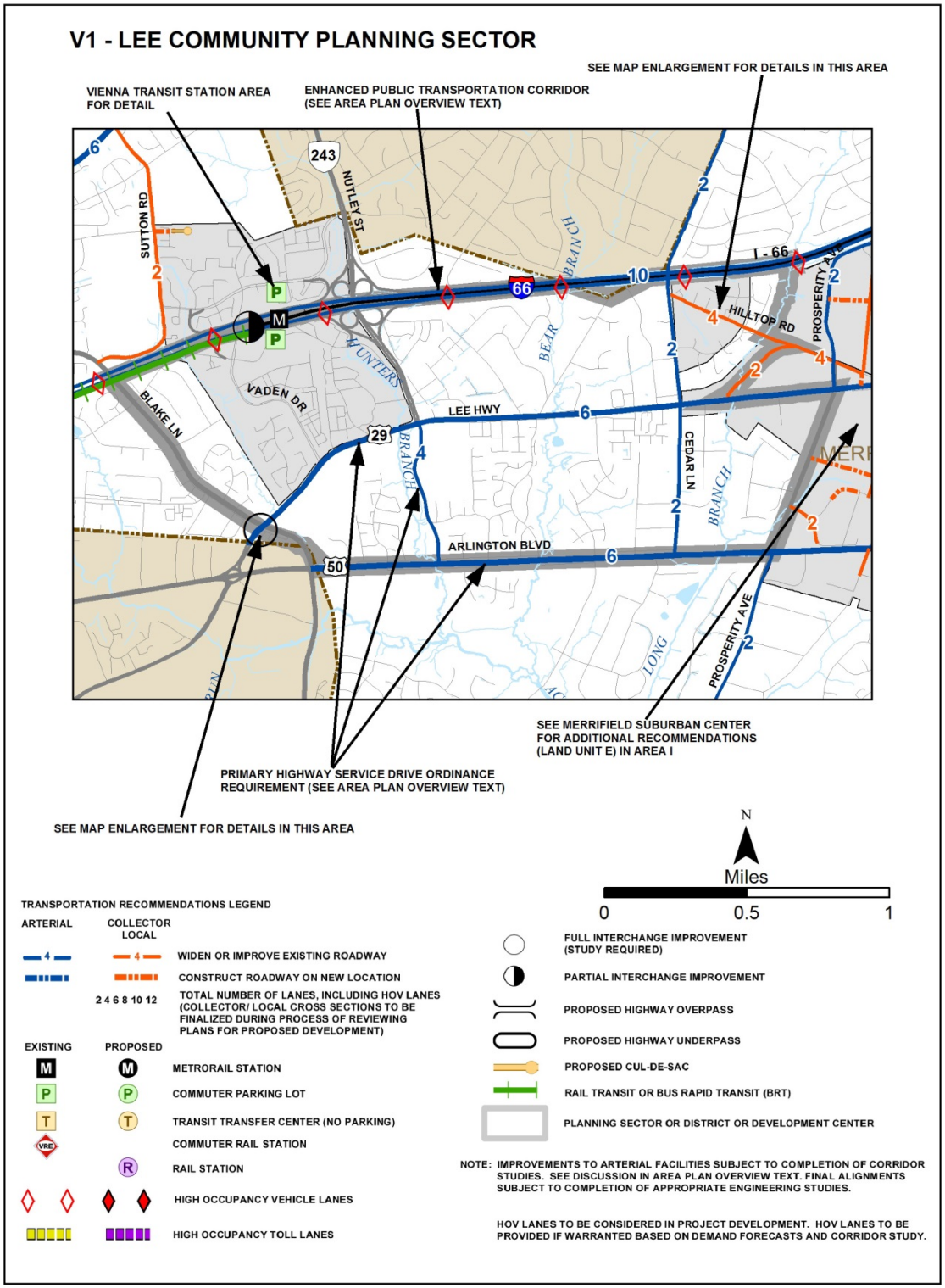
Vienna Planning District, Figure 2, "Countywide Transportation Recommendations, Vienna Planning District," page 4, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchanges of I-495 & Gallows Road, Arlington Boulevard, Lee Highway, Leesburg Pike and Dolley Madison Boulevard, the opening of the Silver Line and the Mclean, Tysons Corner, Greensboro and Spring Hill Metro Stations, the widening of Gallows Road, the completion of Westwood Meadows Court, and to integrate the new legend:



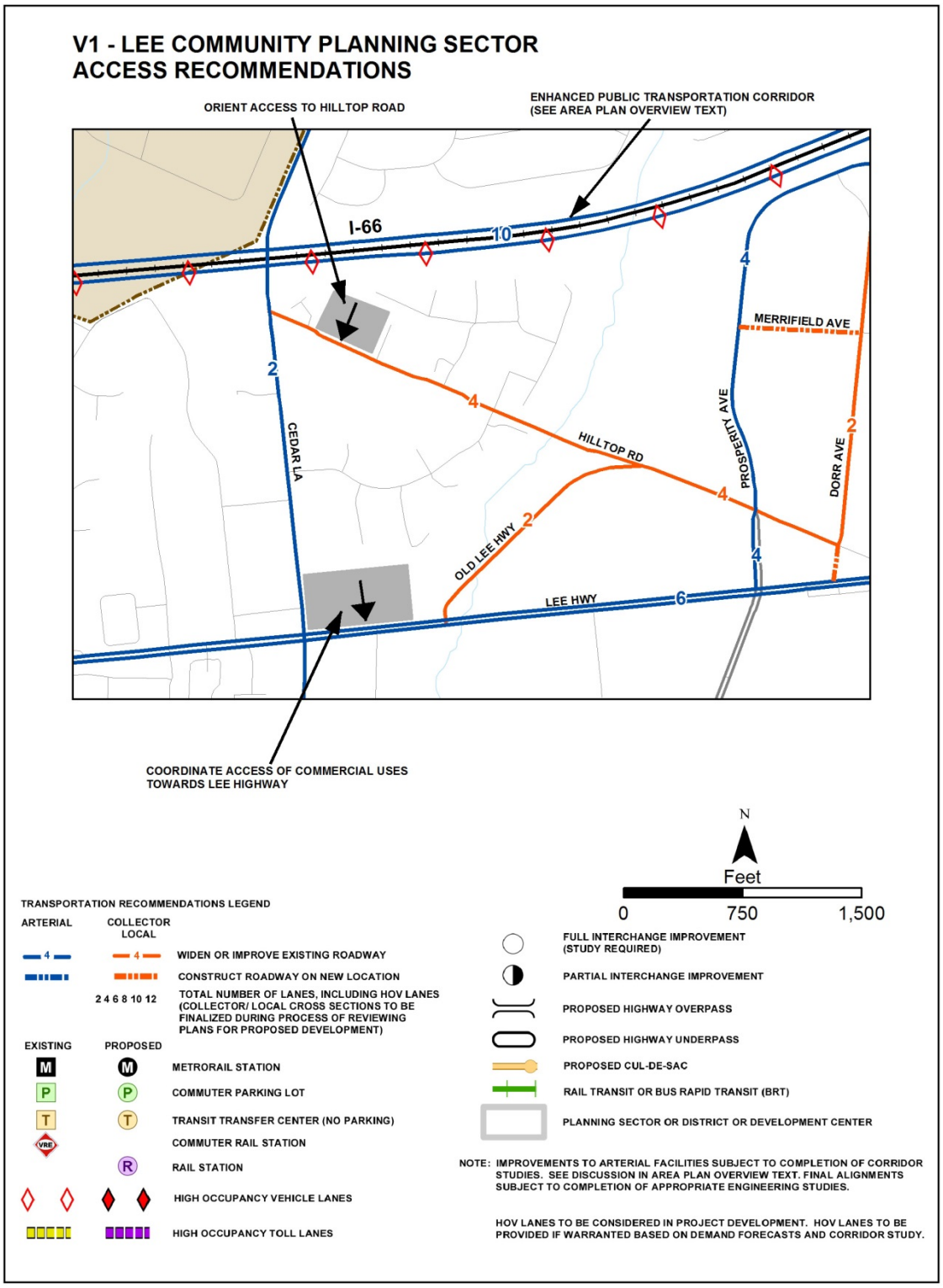
Vienna Planning District, Figure 9, "Vienna Transit Station Area, V1, V5 Community Planning Sectors, Transportation Recommendations," page 22, to reflect the completion of Vaden Drive, and to integrate the new legend:



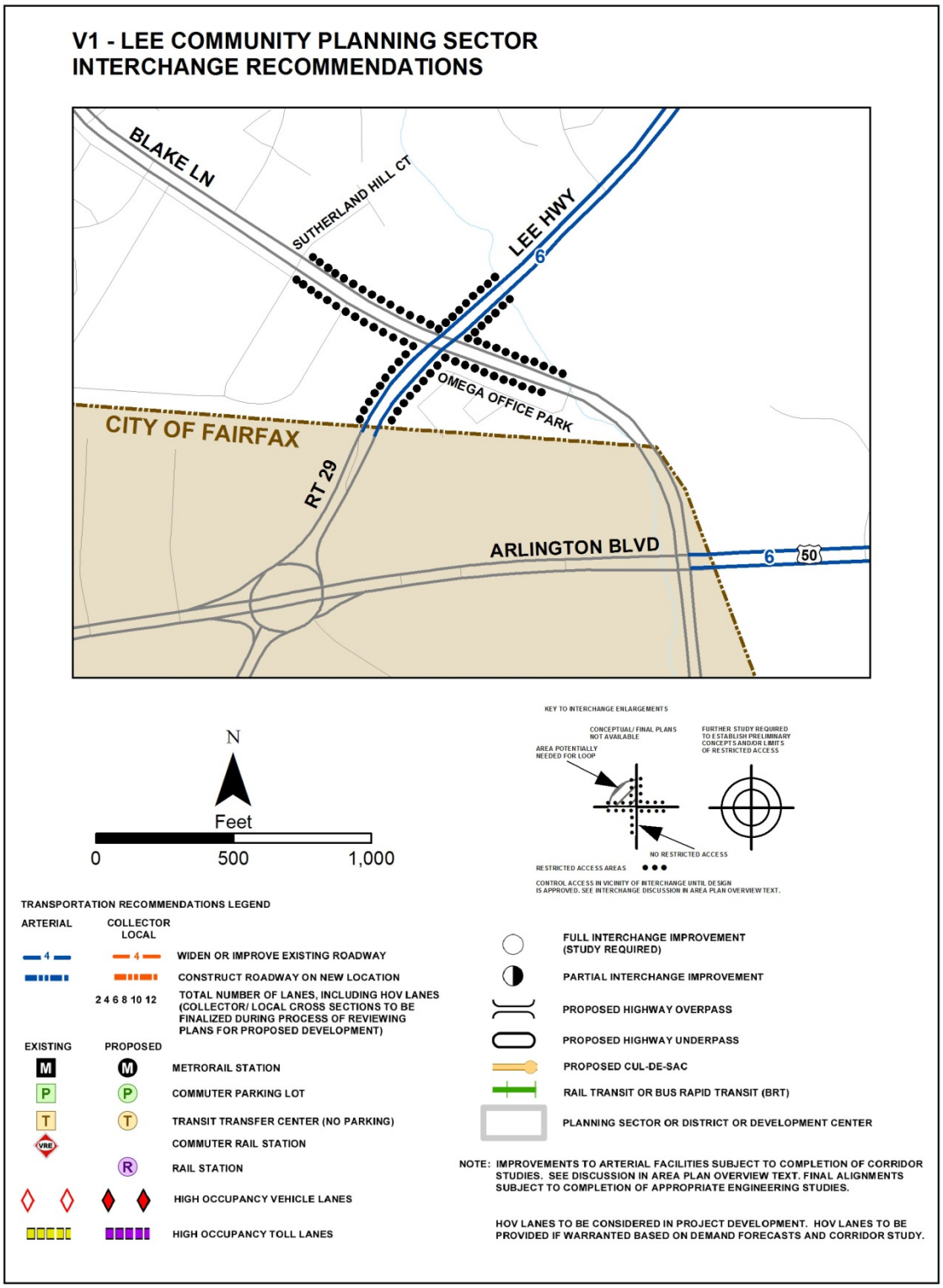
Vienna Planning District, Figure 16, "V1-Lee Community Planning Sector, Transportation Recommendations," page 49, to reflect completion of Vaden Drive, the build out of the roadway network in Merrifield and integrate the new legend:



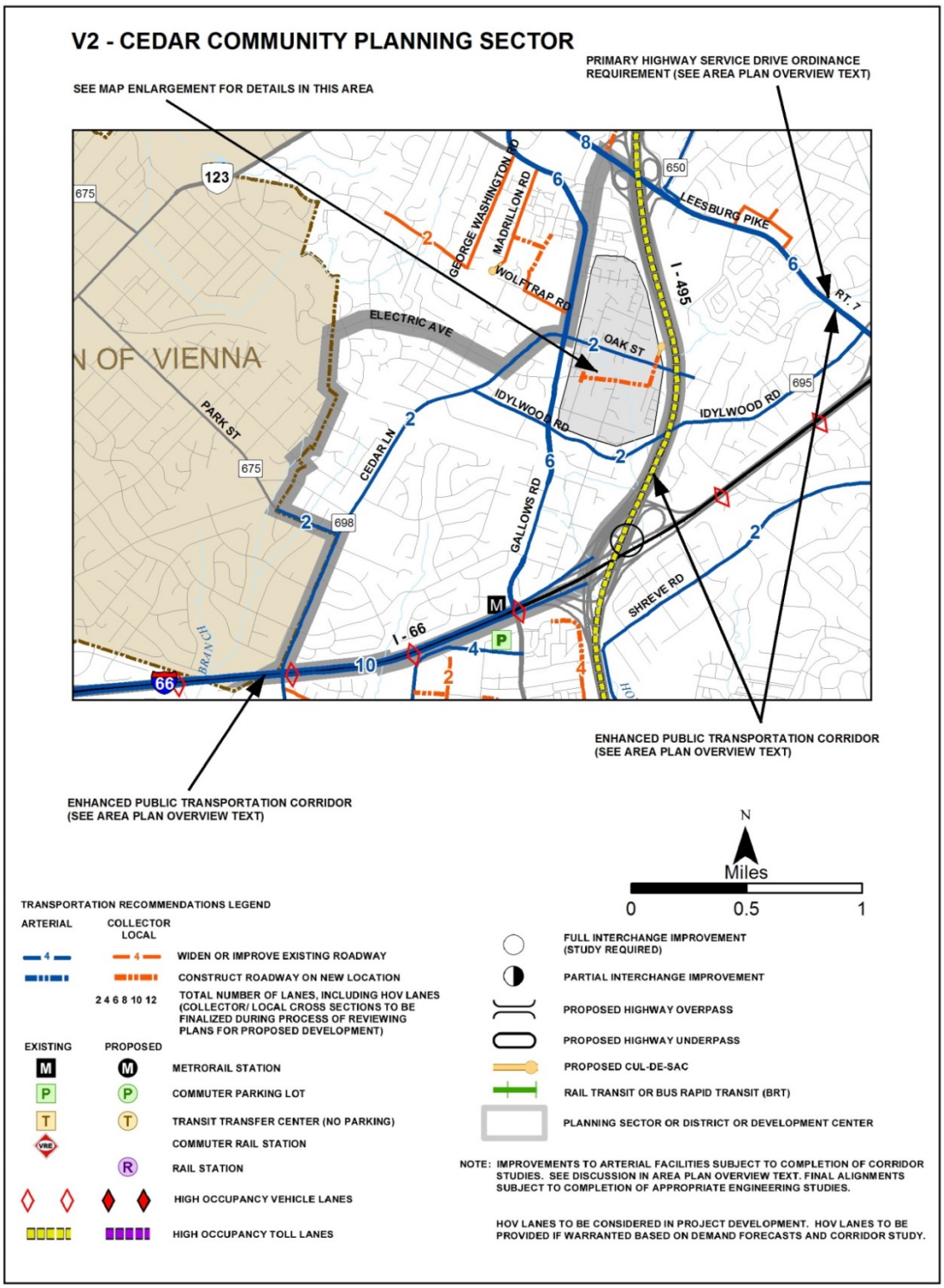
Vienna Planning District, Figure 50, "V1-Lee Community Planning Sector, Transportation Recommendations," page 50, to integrate the new legend:



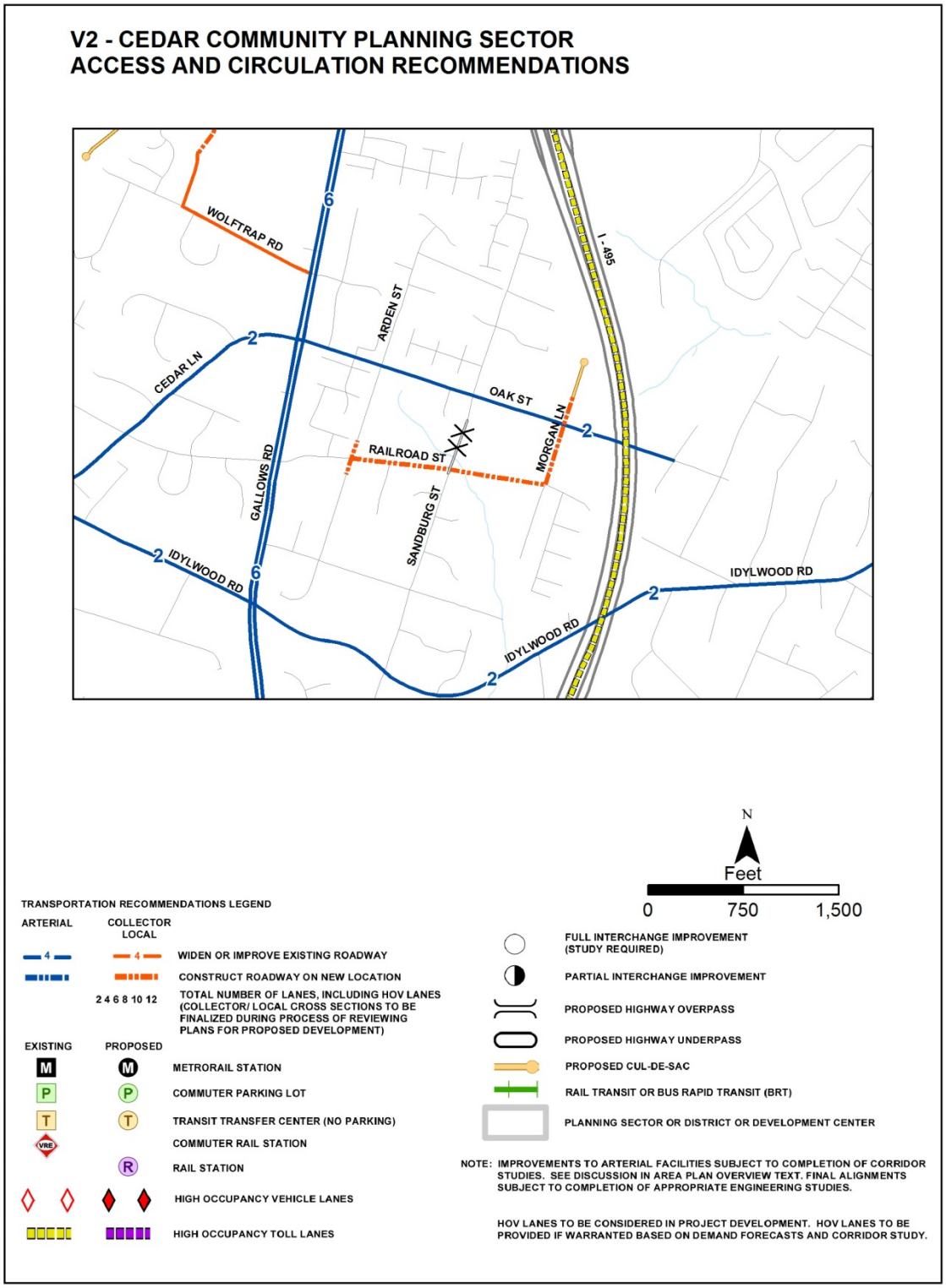
Vienna Planning District, Figure 51, "F3, V1 Community Planning Sectors, Interchange Recommendations," page 51, to integrate the new legend:



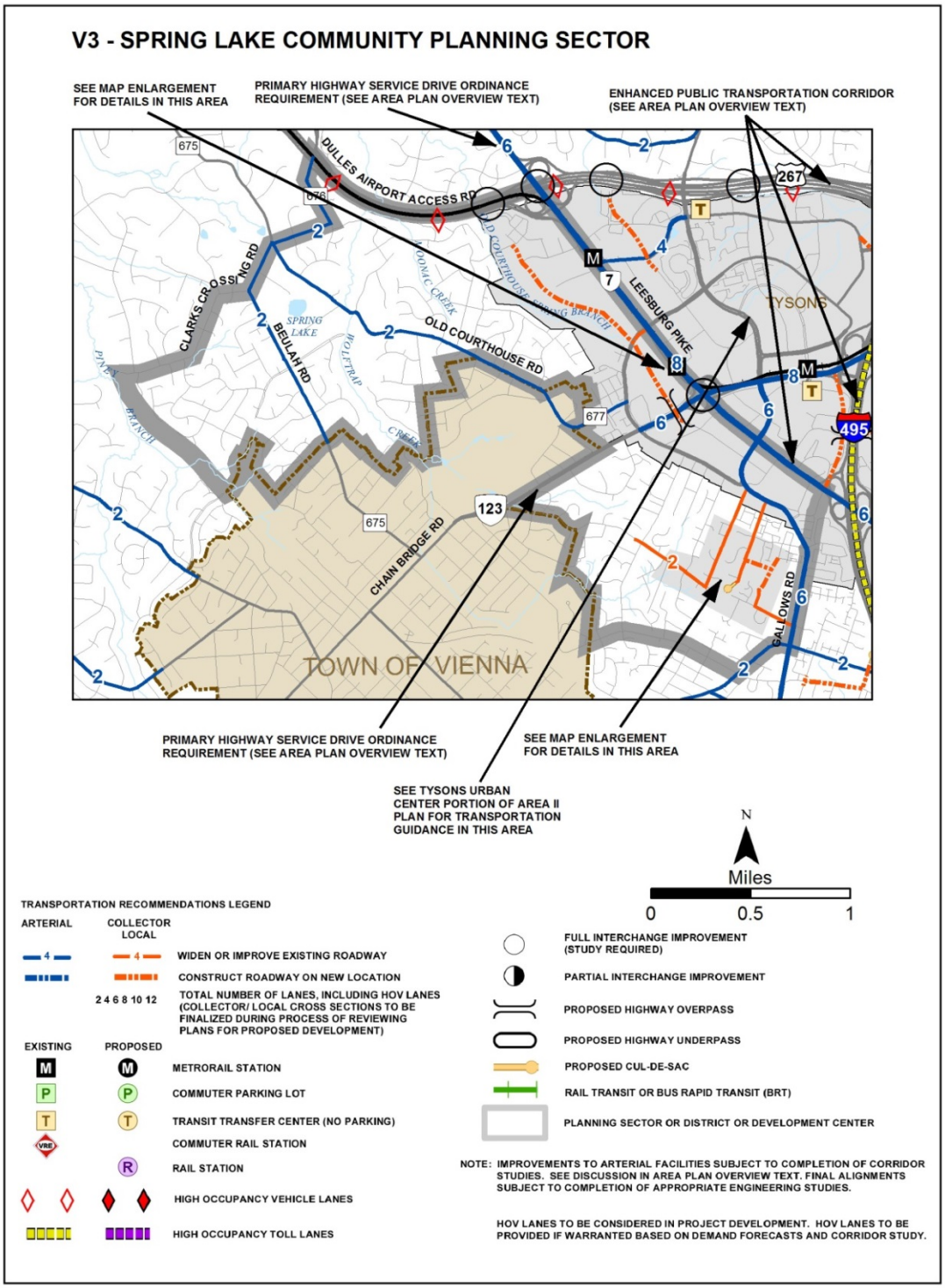
Vienna Planning District, Figure 21, "V2-Cedar Planning Sector Community, Transportation Recommendations," page 60, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the interchange of I-495 & Leesburg Pike, the build out of the roadway network in Merrifield, and to integrate the new legend:



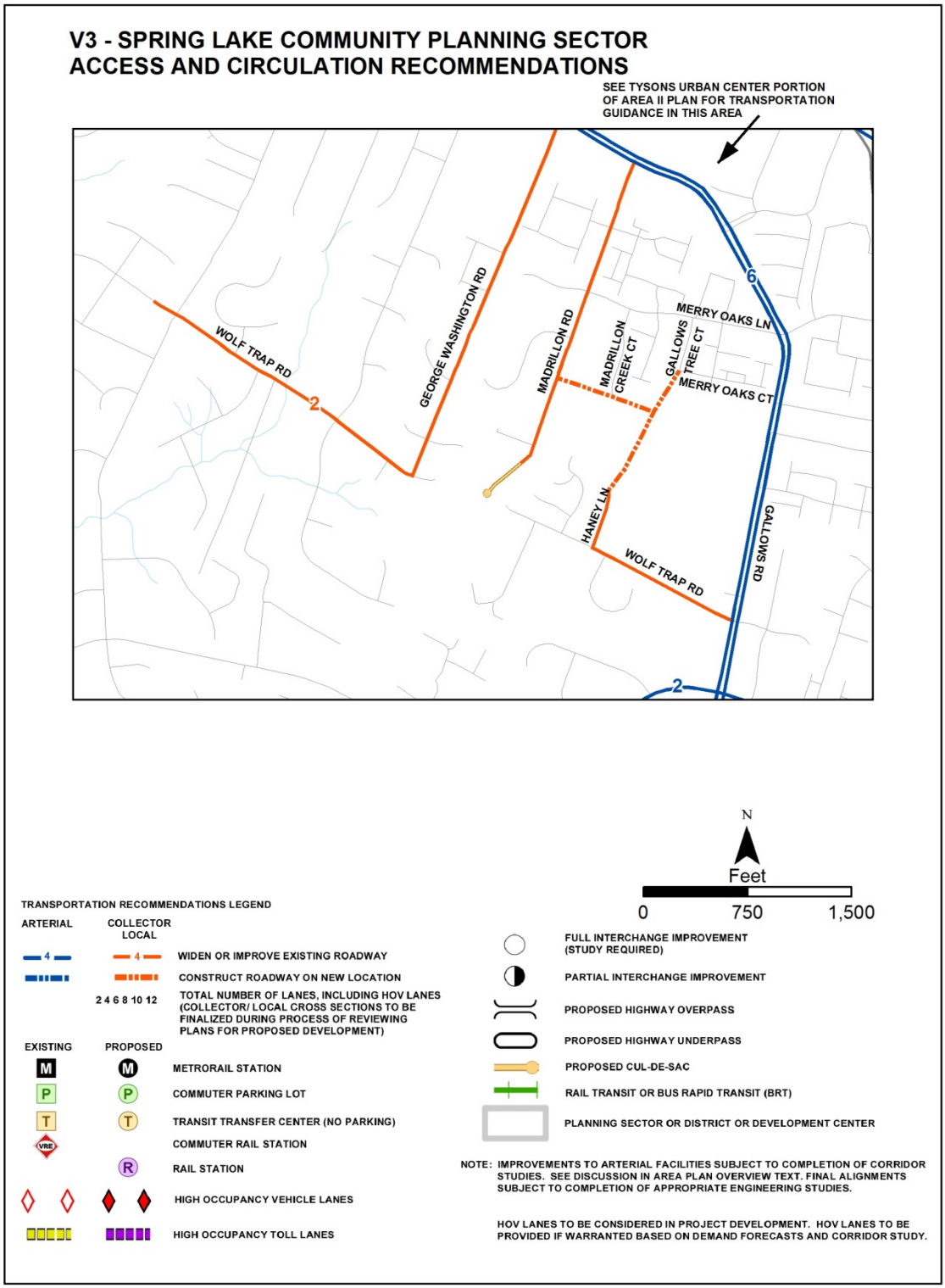
Vienna Planning District, Figure 22, "V2-Cedar Planning Sector Community, Access and Circulation Recommendations," page 61 to reflect the completion of the I-495 HOT/HOV Lanes and widening, and to integrate the new legend:



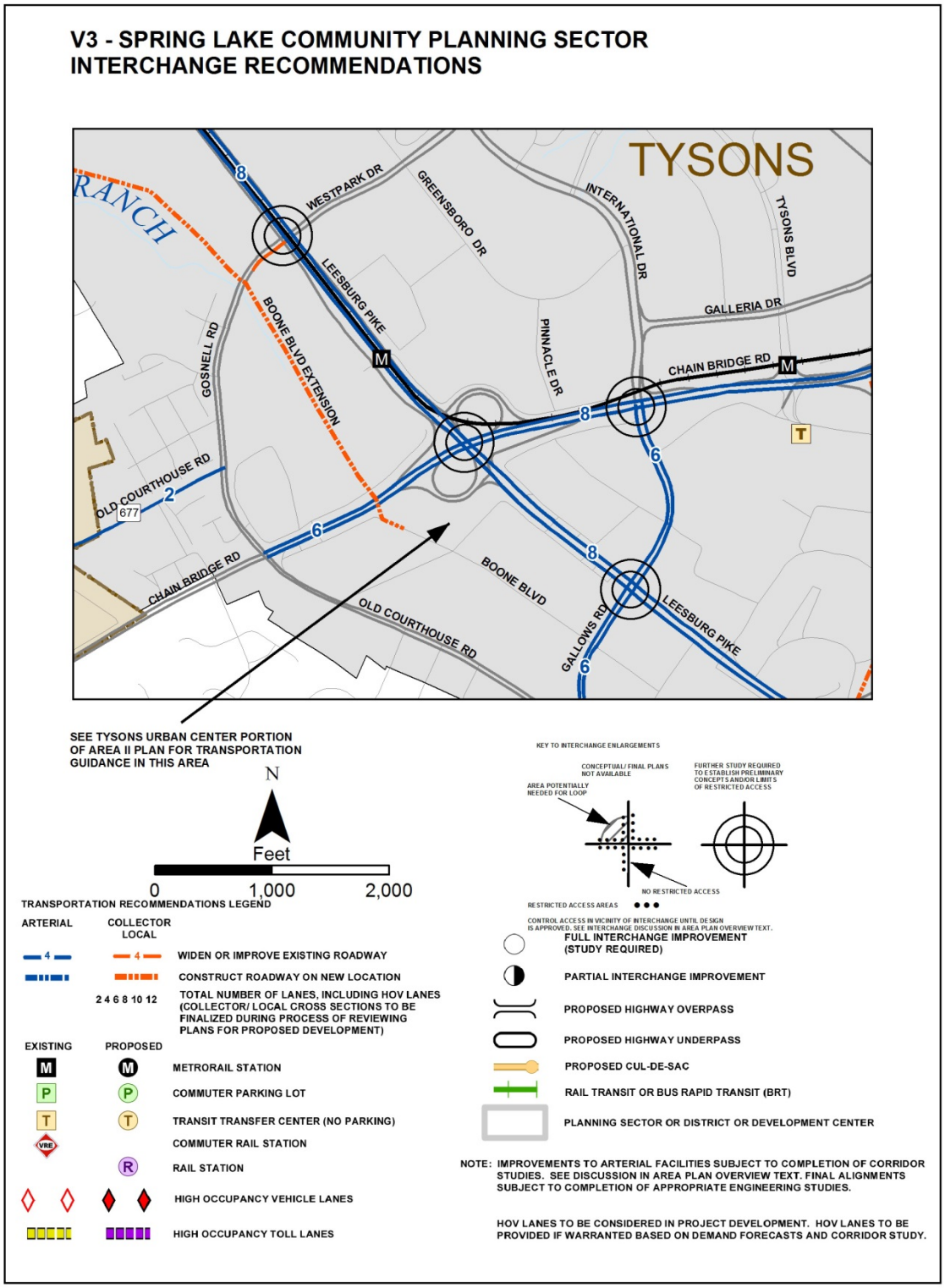
Vienna Planning District, Figure 25, "V3-Spring Lake Community Planning Sector, Transportation Recommendations," page 70, to reflect the completion of the I-495 HOT/HOV Lanes and widening, the opening of the Silver Line and the Tysons Corner, Greensboro and Spring Hill Metro Stations, the completion of Westwood Meadows Court, and to integrate the new legend:



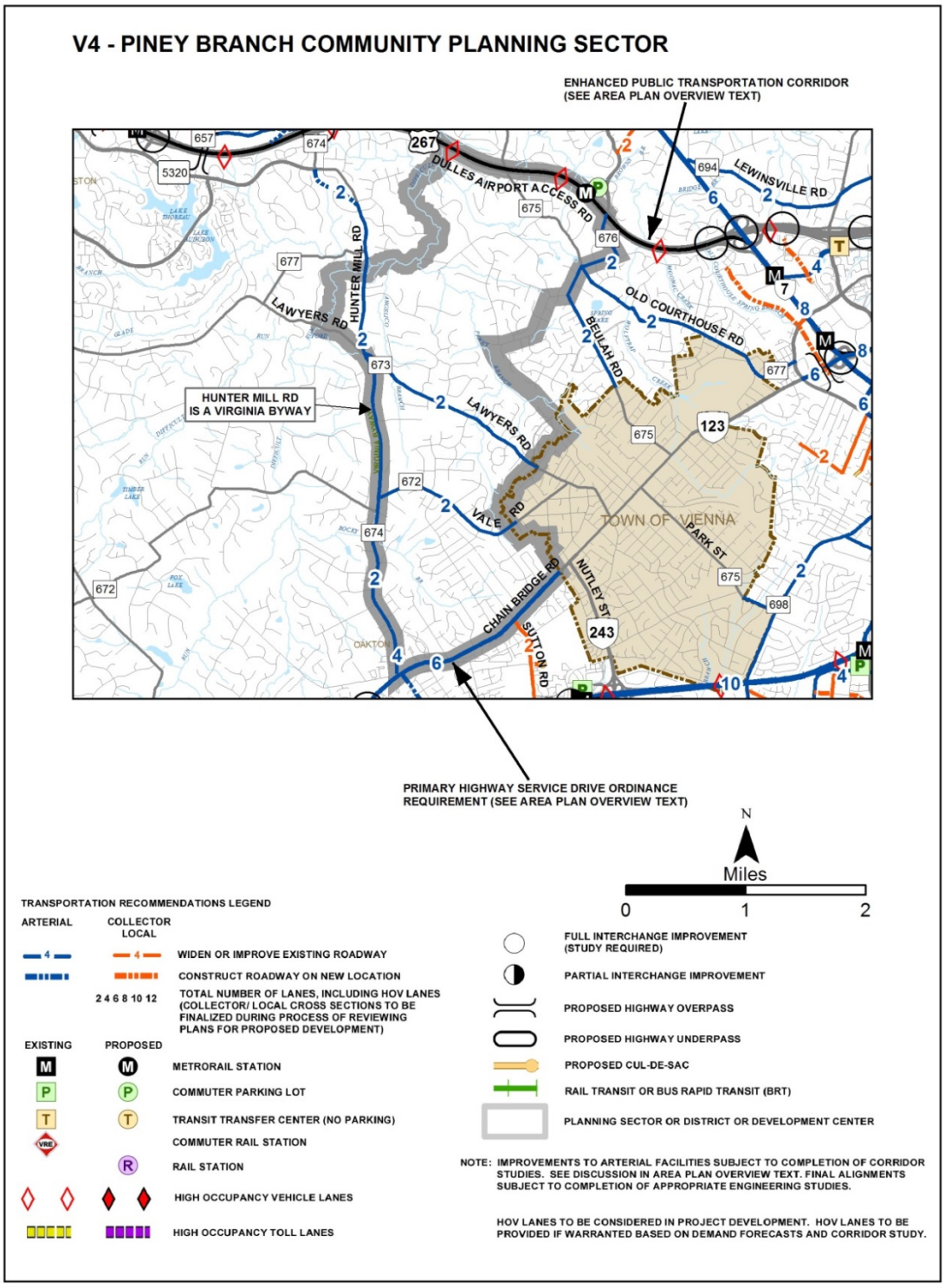
Vienna Planning District, Figure 26, "V3-Spring Lake Community Planning Sector, Access and Circulation Recommendations," page 71 to reflect the completion of Westwood Meadows Court, and to integrate the new legend:



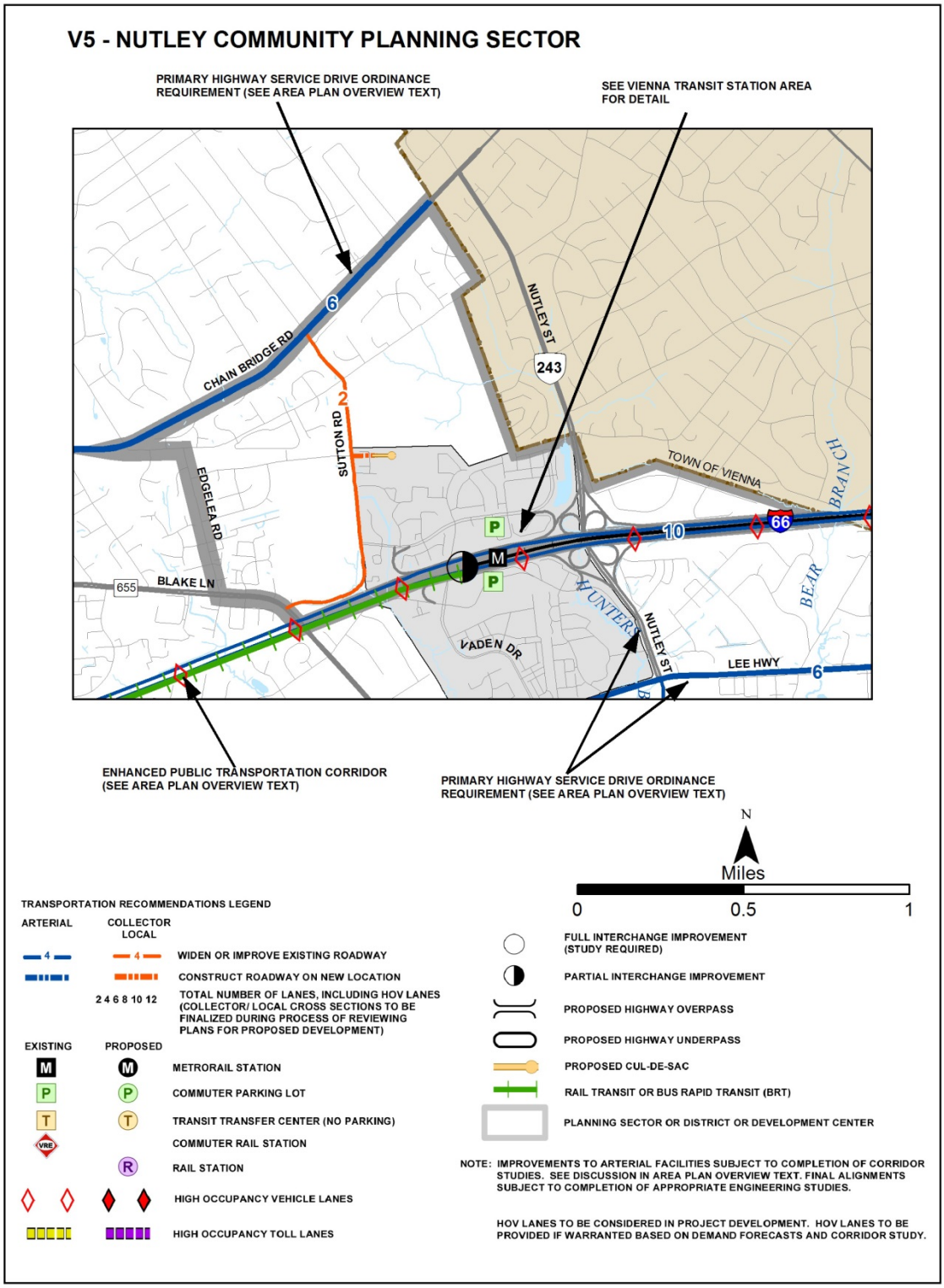
Vienna Planning District, Figure 27, "M1, V3-Tysons Corner Area, Transportation Recommendations," page 72, to reflect the opening of the Silver Line and the Tysons Corner and Greensboro Metro Stations, and to integrate the new legend:



Vienna Planning District, Figure 30, "V4-Piney Branch Community Planning Sector, Transportation Recommendations" page 78, to reflect the opening of the Silver Line and the Greensboro and Spring Hill Metro Stations, the completion of Westwood Meadow Court, and to integrate the new legend:

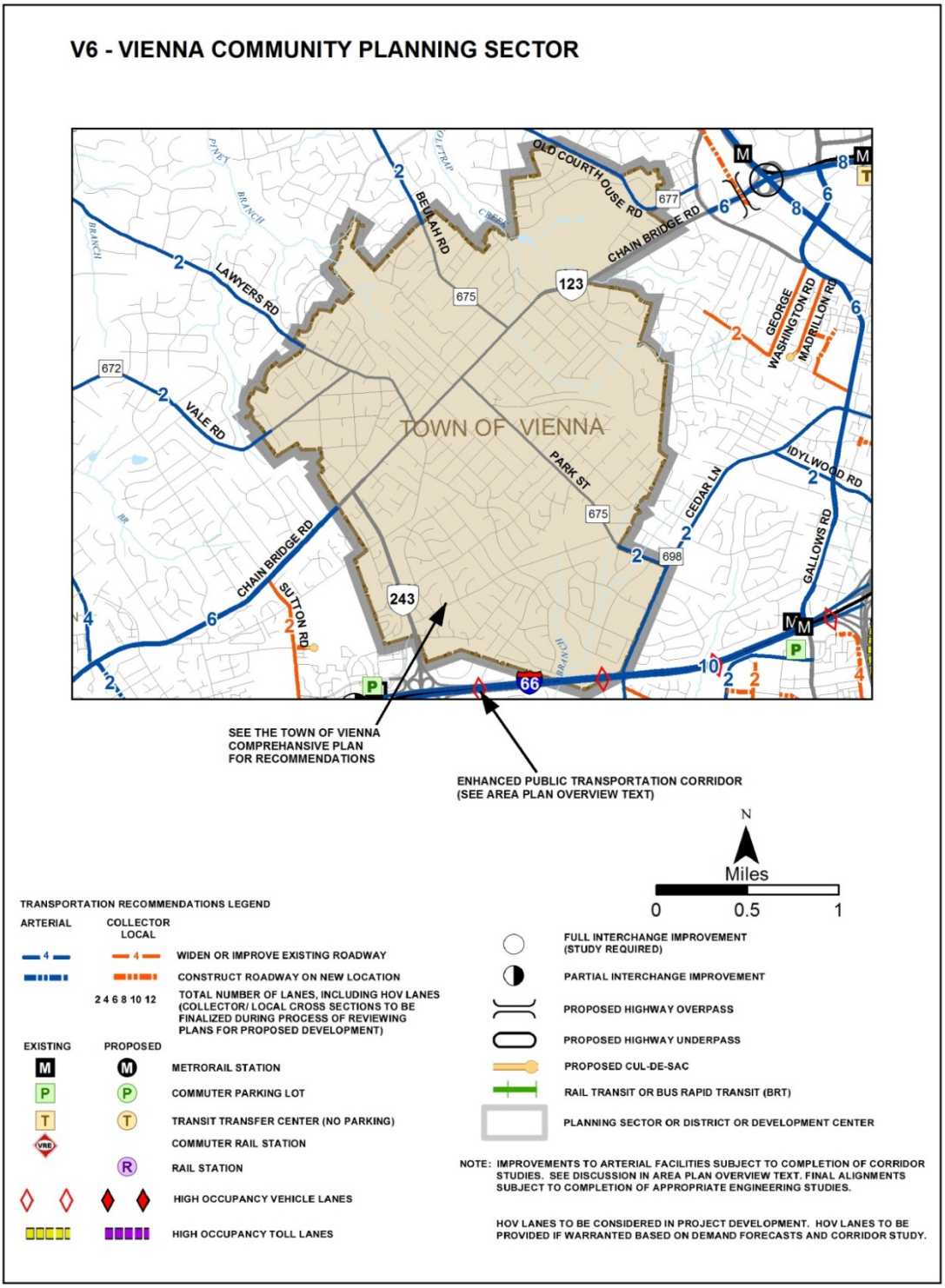


Vienna Planning District, Figure 33, "V5-Nutley Community Planning Sector, Transportation Recommendations," page 84, to reflect the completion of Vaden Drive and to integrate the new legend:



8

Vienna Planning District, Figure 35, "V6-Vienna Community Planning Sector, Transportation Recommendations" page 88, to reflect the opening of the Silver Line and the Tysons Corner and Greensboro Metro Stations, the completion of Westwood Meadow Court, and to integrate the new legend:



Area III
Transportation Figure Changes

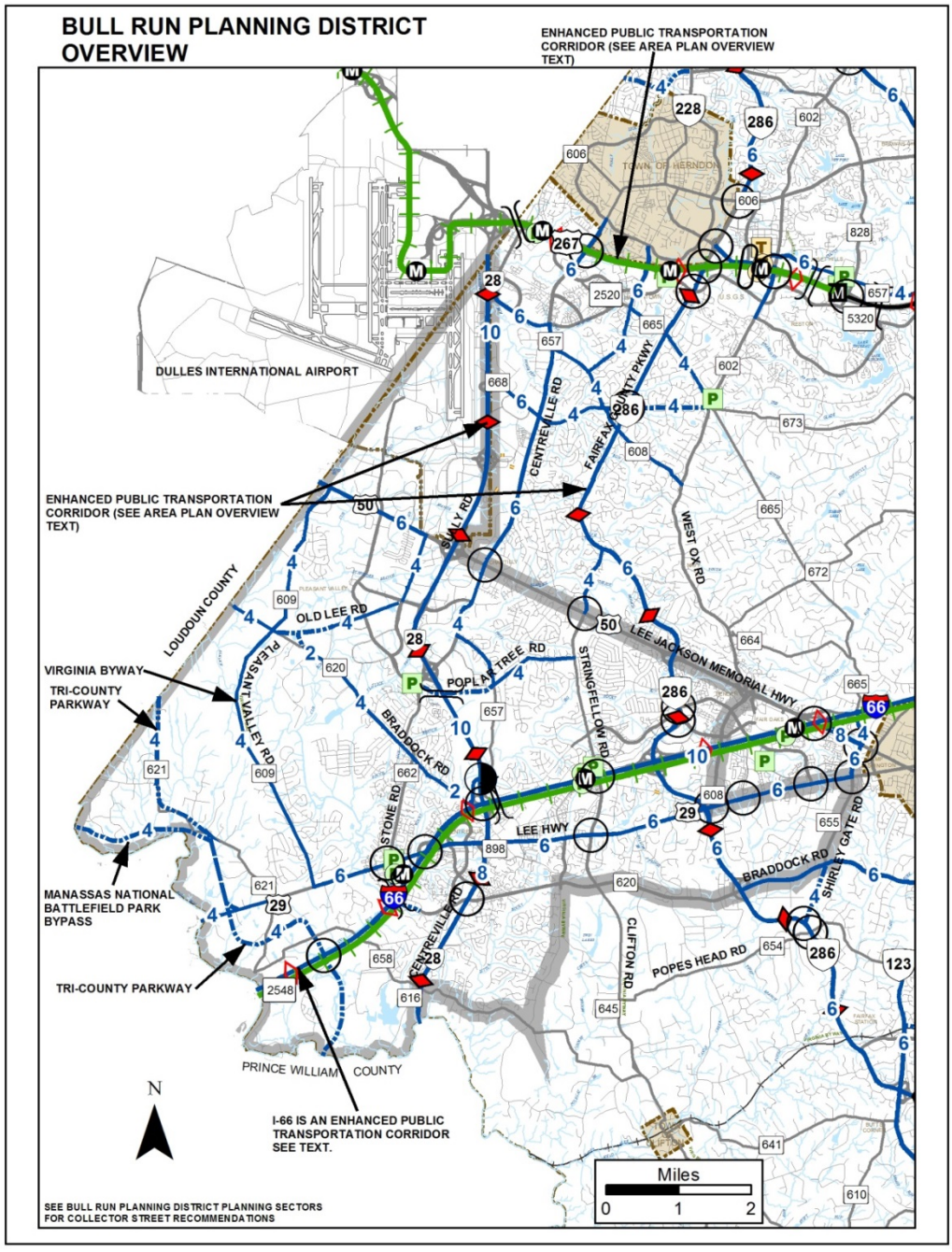
MODIFY FIGURES: Fairfax County Comprehensive Plan, Area III, Bull Run Planning District (as amended through 12-2-2014), Pohick Planning District (as amended through 3-24-2015), Upper Potomac Planning District (as amended through 7-28-2015), Reston (as amended through 6-2-2015), Dulles Suburban Center (as amended through 7-28-2015) and Fairfax Center (as amended through 12-2-2014) remove completed improvements, reflect existing conditions and add county-owned commuter parking facilities, as shown on the following pages:

AREA III		
Page	**Figure**	**Figure Title**
Bull Run Planning District (Amended through 12-2-2014)		
6-7	2	Countywide Transportation Recommendations, Bull Run Planning District, Overview
41	12	Centreville Area and Suburban Center, Transportation Recommendations
46	15	BR1-Dulles Airport Community Planning Sector, Transportation Recommendations
51	17	BR2-Upper Cub Run Community Planning Sector, Transportation Recommendations
57	20	BR3-Flatlick Community Planning Sector, Transportation Recommendations
58	21	BR3-Flatlick Community Planning Sector, Transit Facility Recommendations – THIS FIGURE WILL BE DELETED
59	22	BR3-Flatlick Community Planning Sector, Access and Interchange Recommendations
65	25	BR4-Stringfellow Community Planning Sector, Transportation Recommendations
66	26	BR4-Stringfellow Community Planning Sector, Interchange and Access Recommendations
73	29	BR5-Stone Bridge Community Planning Sector, Transportation Recommendations
74	30	BR5, BR6 Community Planning Sectors, Transit Facility Recommendations
82	33	BR6-Centreville Community Planning Sector, Transportation Recommendations
83	34	BR6-Centreville Community Planning Sector, Access Recommendations
84	35	BR5, BR6 Community Planning Sector, Transit Facility Recommendations
91	38	BR7-Braddock Community Planning Sector, Transportation Recommendations
Pohick Planning District (Amended through 3-24-2015)		
6-7	2	Countywide Transportation Recommendations, Pohick Planning District, Overview
24	10	P1-Twin Lakes Community Planning Sector, Transportation Recommendations
25	11	P1-Twin Lakes Community Planning Sector, Interchange Recommendations
35	14	P2-Main Branch Community Planning Sector, Transportation Recommendations
36	15	P2-Main Branch Community Planning Sector, Interchange Recommendations
37	16	P2-Main Branch Community Planning Sector, Road Alignment Recommendations
38	17	P2-Main Branch Community Planning Sector, Transit Facility Recommendations – THIS FIGURE WILL BE DELETED
39	18	P2-Main Branch Community Planning Sector, Transit Facility Recommendations – THIS FIGURE WILL BE DELETED
48	21	P3-Johnny Moore Community Planning Sector, Transportation Recommendations
53	24	P4-Clifton Community Planning Sector, Transportation Recommendations
64	27	P5-Dominion Community Planning Sector, Transportation Recommendations
65	28	P5-Dominion Community Planning Sector, Intersection Realignment Recommendations
73	32	P6-Middle Run Community Planning Sector, Transportation Recommendations

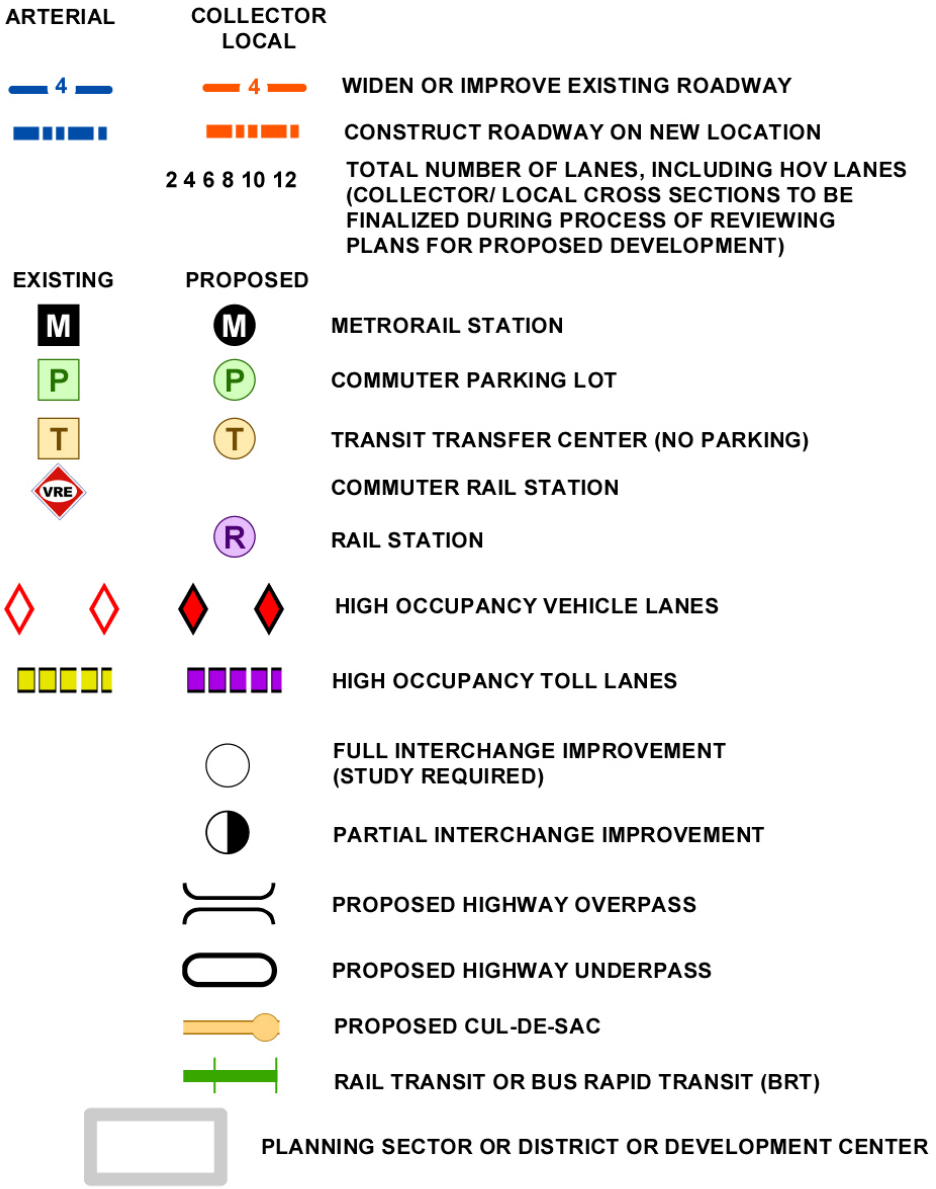
Page	Figure	Figure Title
74	33	P6-Middle Run Community Planning Sector, Transit Facility Recommendations – THIS FIGURE WILL BE DELETED
82	36	P7-Burke Lake Community Planning Sector, Transportation Recommendations
Upper Potomac Planning District (Amended through 7-28-2015)		
5-6	2	Countywide Transportation Recommendations, Upper Potomac Planning District, Overview
33	11	UP1-Riverfront Community Planning Sector, Transportation Recommendations
40	14	UP2-Springvale Community Planning Sector, Transportation Recommendations
41	15	UP2-Springvale Community Planning Sector, Interchange Recommendations
50	18	UP3-Hickory Community Planning Sector, Transportation Recommendations
51	19	UP3-Hickory Community Planning Sector, Interchange and Access Recommendations
81	24	UP4-Greater Herndon Community Planning Sector, Transportation Recommendations
82	25	UP4-Greater Herndon Community Planning Sector, Interchange Recommendations
83	26	UP4-Greater Herndon Community Planning Sector, Road Realignment and Access Recommendations
84	27	UP4-Greater Herndon Community Planning Sector, Transit Facility Recommendations
94	31	UP5-Greater Reston Community Planning Sector, Transportation Recommendations
95	32	UP5-Greater Reston Community Planning Sector, Interchange and Access Recommendations
96	33	UP5-Greater Reston Community Planning Sector, Road Realignment and Transit Facility Recommendations
107	36	UP7-West Ox Community Planning Sector, Transportation Recommendations
120	39	UP8-Lee-Jackson Community Planning Sector, Transportation Recommendations
121	40	UP8-Lee-Jackson Community Planning Sector, Interchange Recommendations
122	41	UP8-Lee-Jackson Community Planning Sector, Interchange and Access Recommendations
Reston (Amended through 6-2-2015)		
27	7	Reston Transportation Recommendations
29	8	Reston Bicycle Facilities Recommendations
32	9	Reston Transit Facility Recommendations
33	10	Reston Transit Facility Recommendations
34	11	Reston Transit Facility Recommendations
35	12	Reston Transit Facility Recommendations
135	43	Reston Bicycle Facilities
139	45	Reston-Wiehle-Reston East Transit Station Area, Conceptual Enhanced Street Network

Page	Figure	Figure Title
140	46	Reston-Reston Town Center Transit Station Area, Conceptual Enhanced Street Network
141	47	Reston-Herndon Transit Station Area, Conceptual Enhanced Street Network
Dulles Suburban Center (Amended through 7-28-2015)		
26-27	3	Dulles Suburban Center, Area-wide Transportation Recommendations
28-29	4	Dulles Suburban Center, Area-wide Transportation Recommendations, Centreville Road Recommendations
66	17	Dulles Suburban Center, Land Unit A, Conceptual Street Network
69	18	Dulles Suburban Center, Land Unit A, Bicycle Facilities
Fairfax Center (Amended through 12-2-2014)		
19	3	Fairfax Center Area (Northwest), Transportation Recommendations
20	4	Fairfax Center Area (Northeast), Transportation Recommendations
21	5	Fairfax Center Area (Southwest), Transportation Recommendations
22	6	Fairfax Center Area (Southeast), Transportation Recommendations
23	7	Fairfax Center Area, Transit Facility Recommendations
24	8	Fairfax Center Area, Transit Facility Recommendations

Bull Run Planning District, Figure 2, "Countywide Transportation Recommendations, Bull Run Planning District, Overview," pages 6-7, to reflect opening of the Silver Line and the Wiehle-Reston East Metro Station and parking garage; the widenings of Stringfellow Road, Stone Road, Clifton Road, and West Ox Road, the completion of Lincoln Drive, Centreview Drive, Legato Road, and Government Center Parkway; the expansion of Stringfellow, Stone Road, and Sully Station Commuter Parking Lots; the completion of Sully Road's interchanges with Westfields Boulevard, Willard Road, Air and Space Museum Parkway, McLearen Road and Frying Pan Road, and to integrate the new legend.



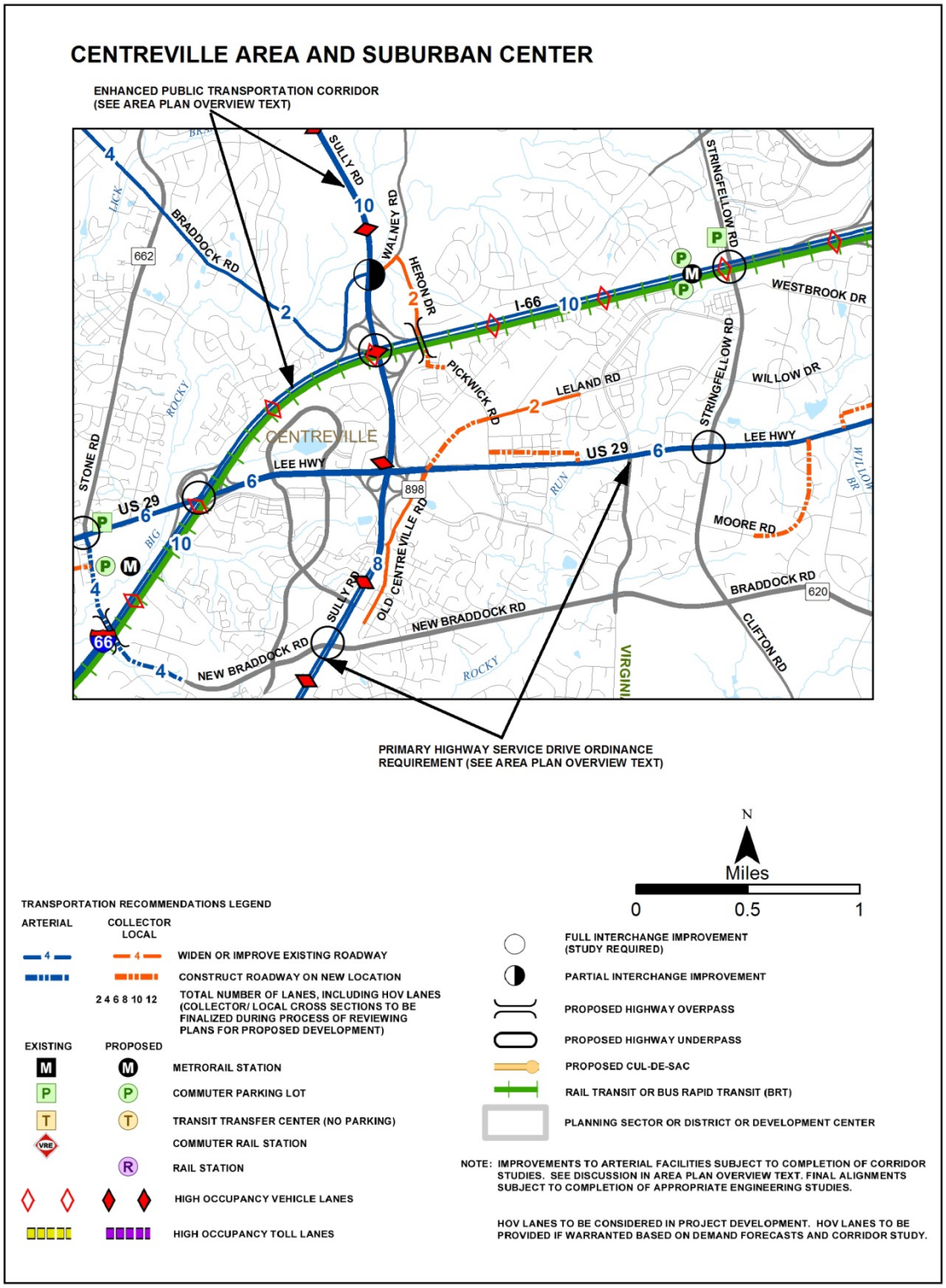
TRANSPORTATION RECOMMENDATIONS LEGEND



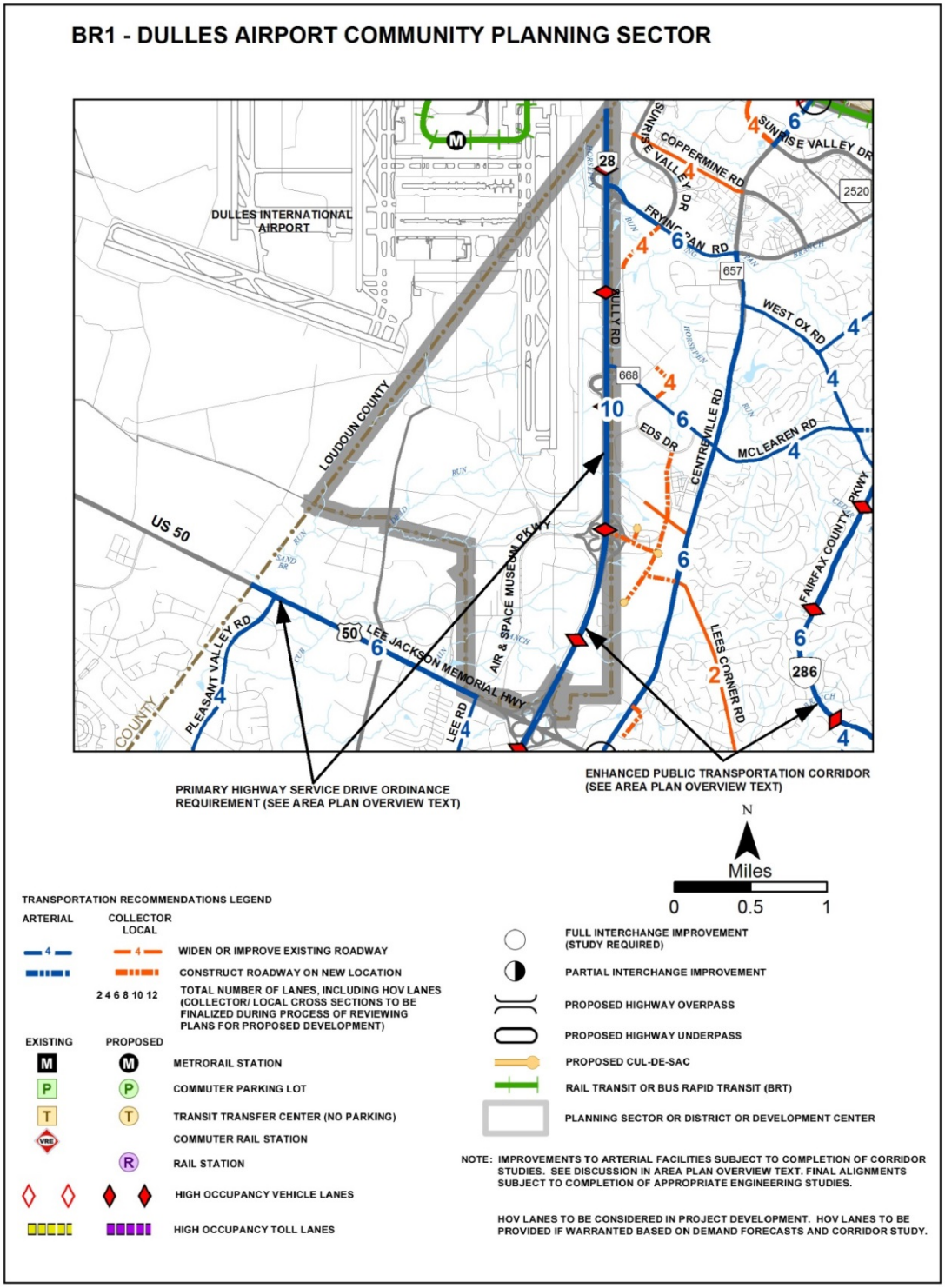
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

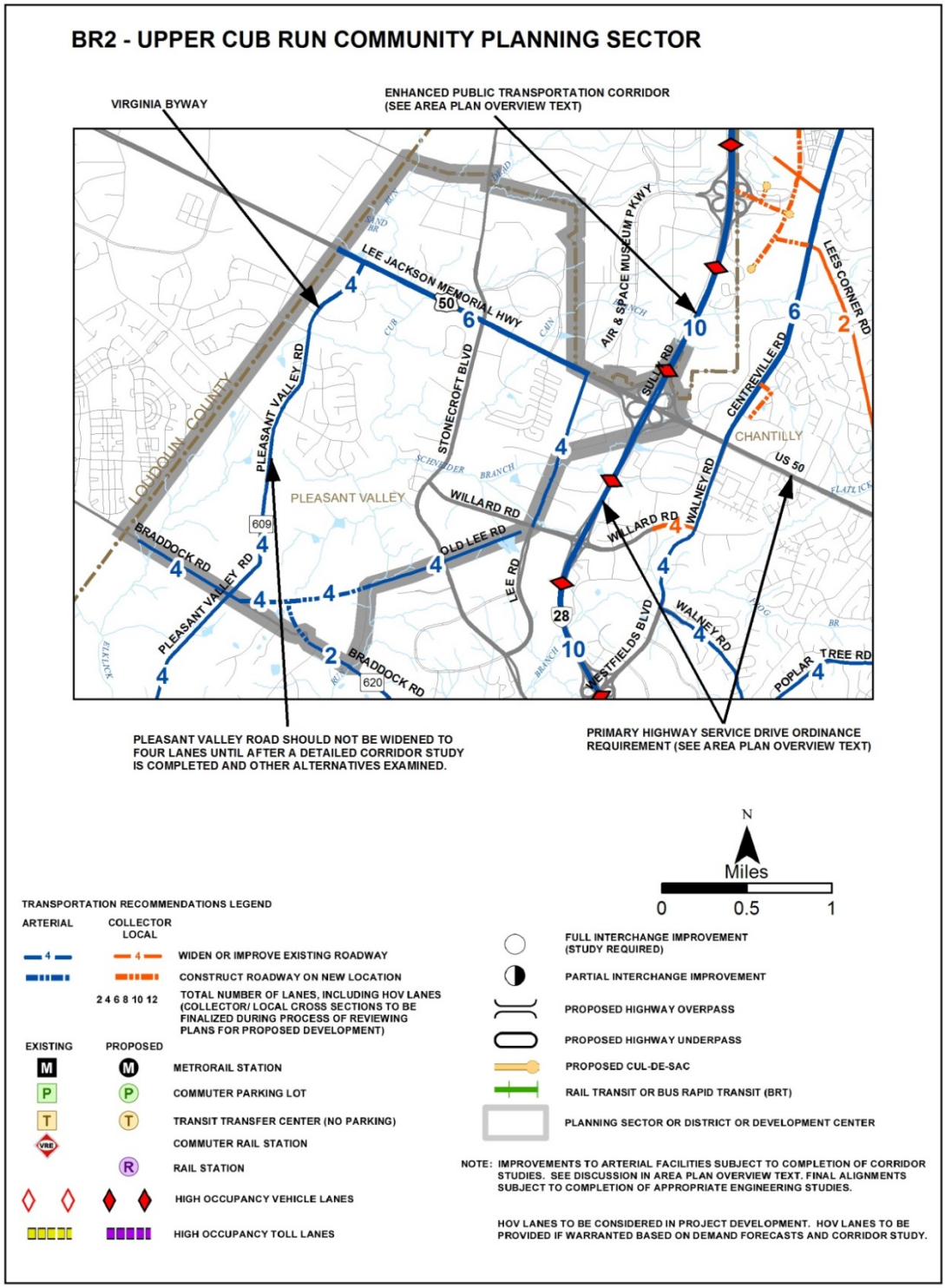
Bull Run Planning District, Figure 12, "Centreville Area and Suburban Center, Transportation Recommendations," page 41, to reflect the widening of Stringfellow Road and Stone Road, the expansion of Stringfellow Commuter Parking Lot, and to integrate the new legend.



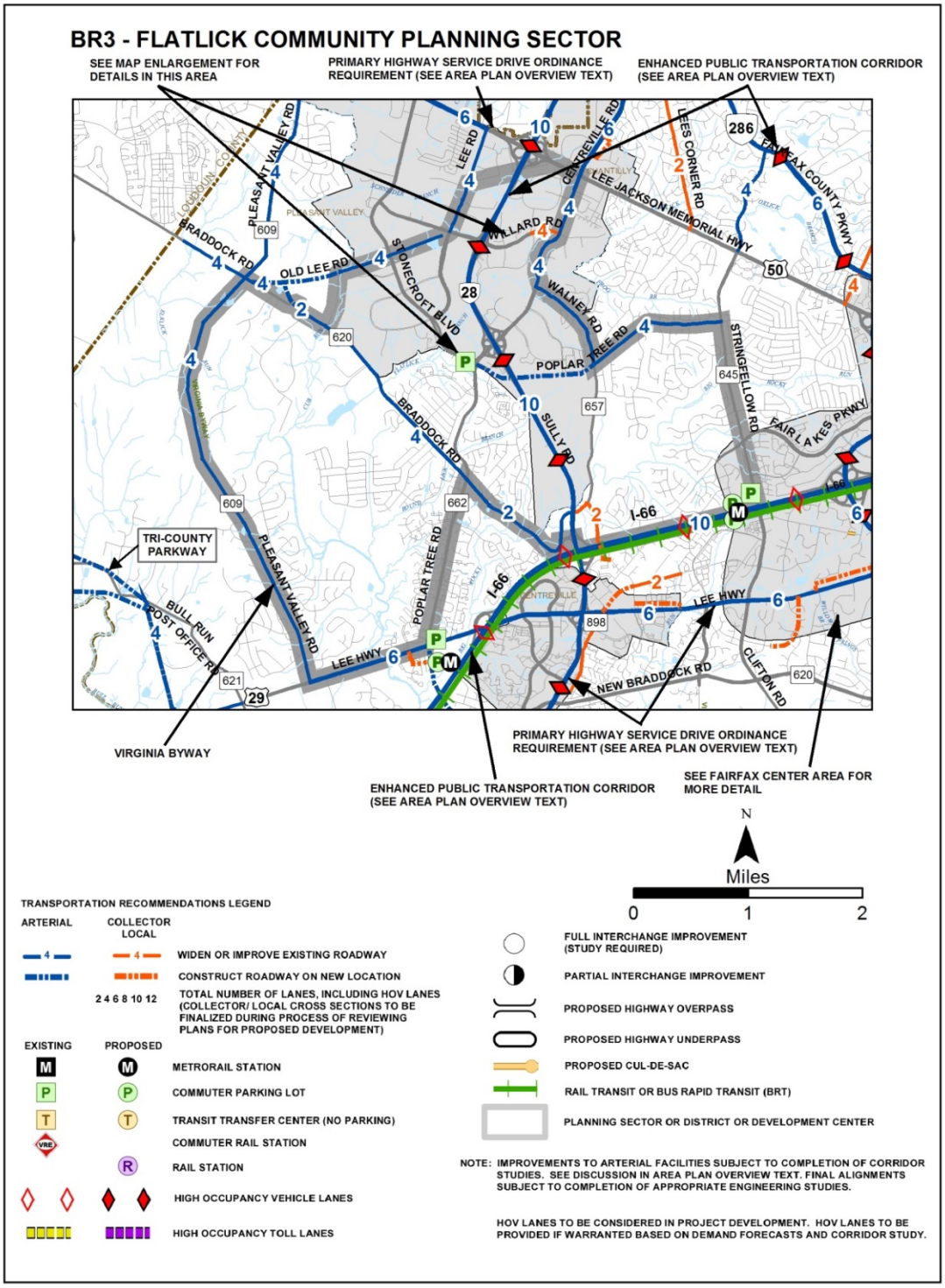
Bull Run Planning District, Figure 15, "BR1-Dulles Airport Community Planning Sector, Transportation Recommendations," page 46, to reflect the completion of Sully Road's interchanges with Air and Space Museum Parkway, McLearen Road and Frying Pan Road, and to integrate the new legend:



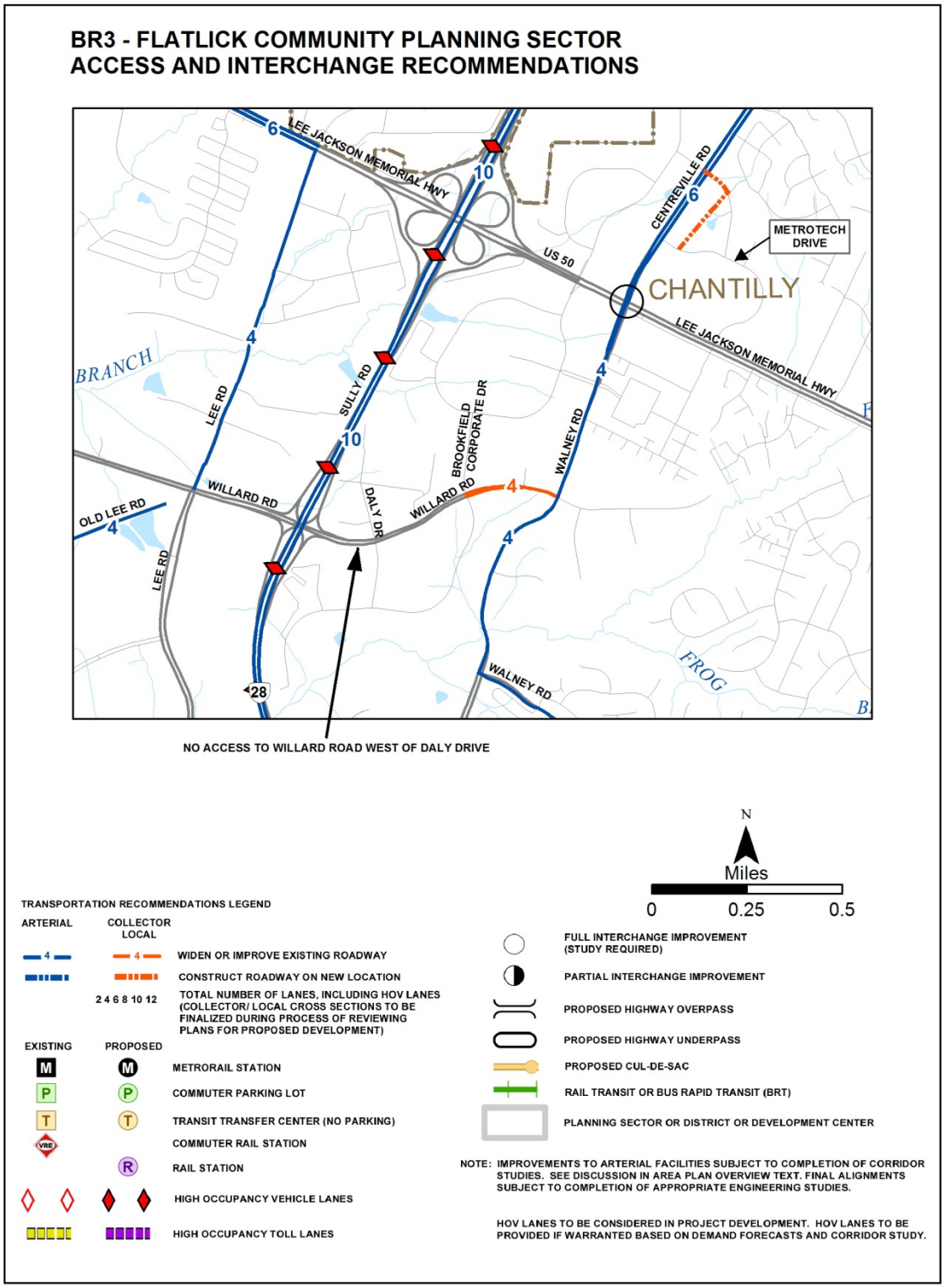
Bull Run Planning District, Figure 17, "BR2-Upper Cub Run Community Planning Sector, Transportation Recommendations," page 51, to reflect the completion of Sully Road's interchanges with Air and Space Museum Parkway, Willard Road, and Westfields Boulevard, and to integrate the new legend:



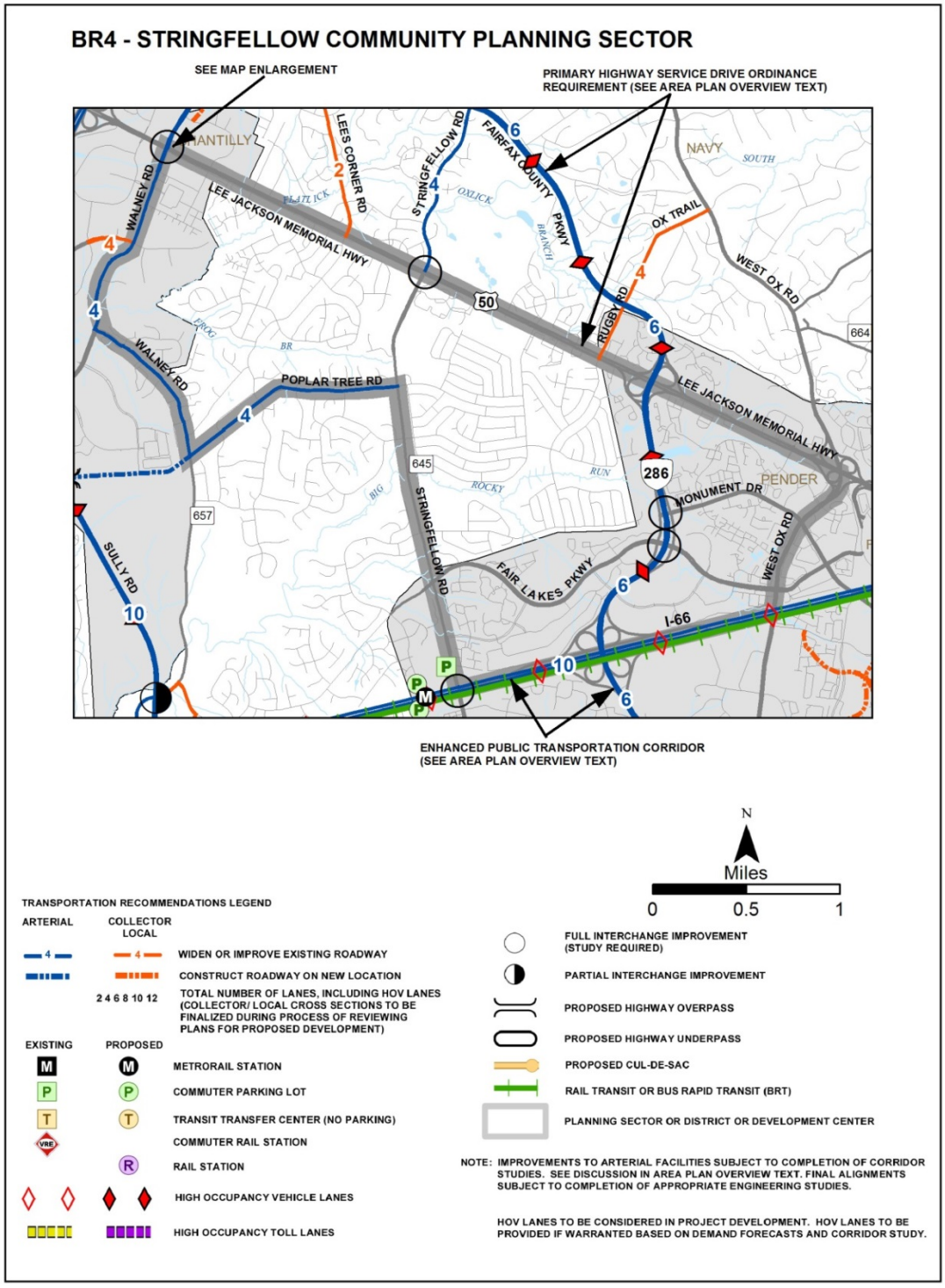
Bull Run Planning District, Figure 20, "BR3-Flatlick Community Planning Sector, Transportation Recommendations," page 57, to reflect the widenings of Poplar Tree Road and Stringfellow Road; the expansion of the Stringfellow Commuter Parking Lot; the completion of Sully Road's interchanges with Willard Road and Westfields Boulevard; and to integrate the new legend:



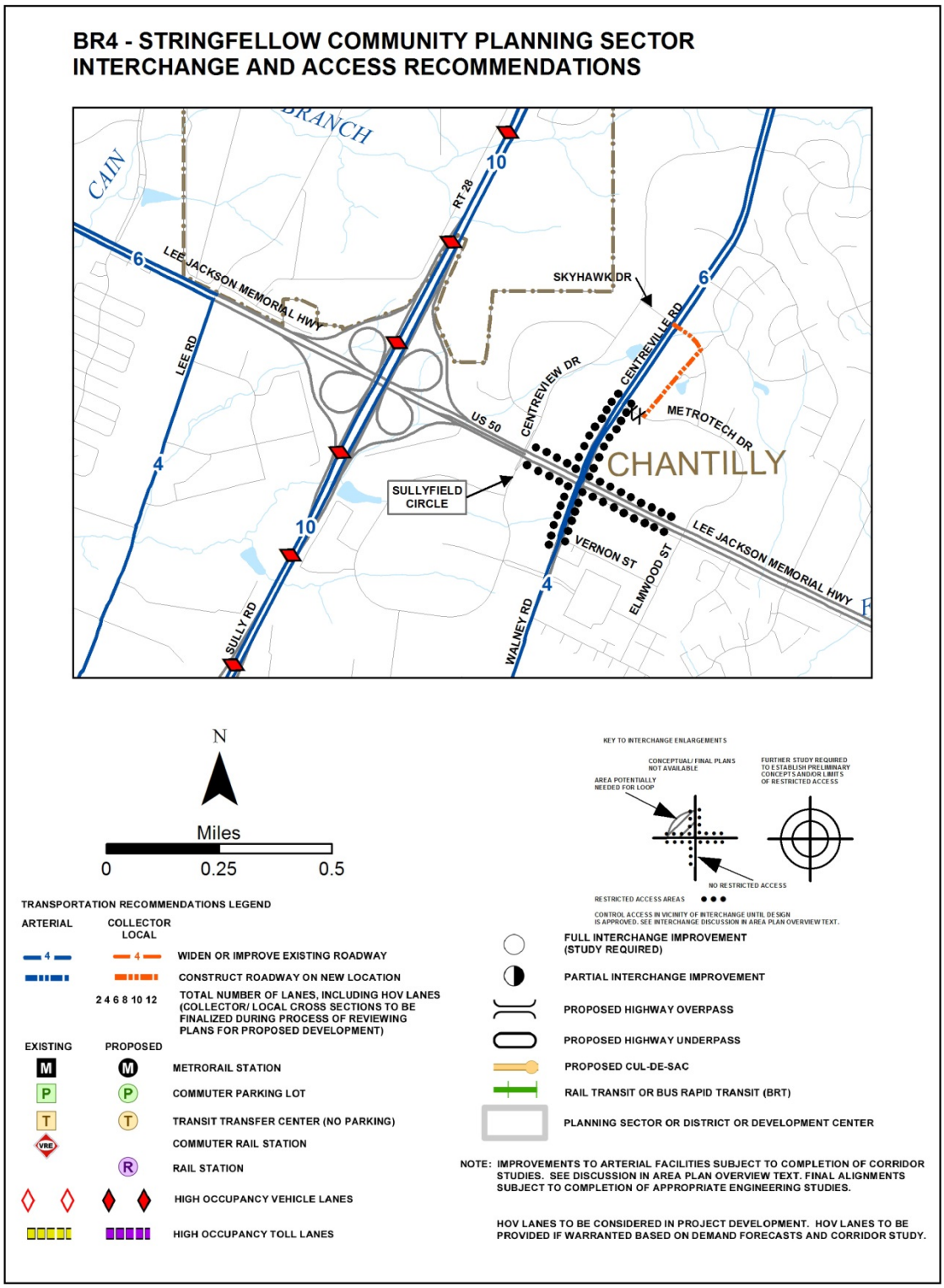
Bull Run Planning District, Figure 22, "BR3-Flatlick Community Planning Sector, Access and Interchange Recommendations," page 59 to reflect the completion of the interchange at Sully Road and Willard Road and to integrate the new legend:



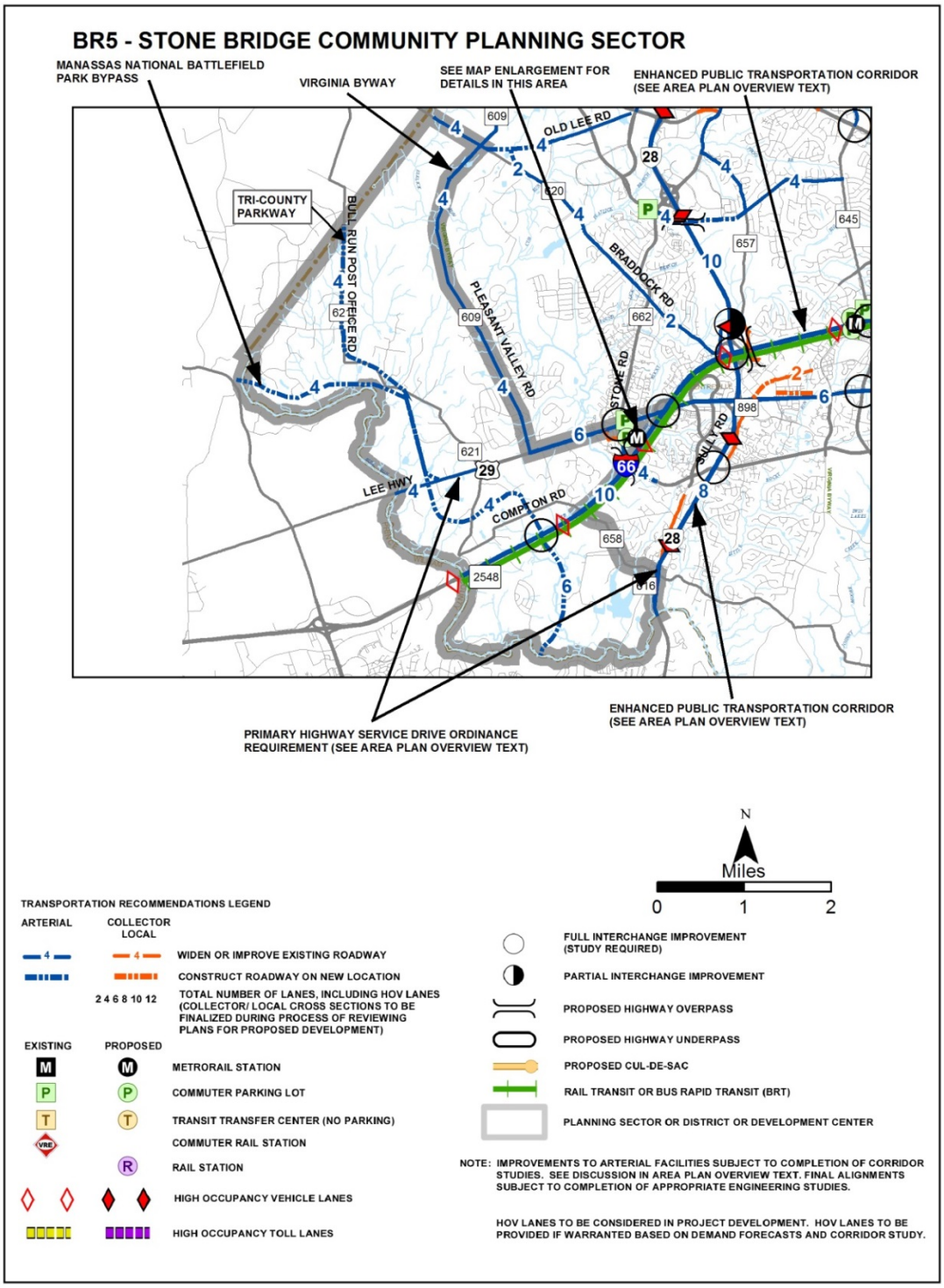
Bull Run Planning District, Figure 25, "BR4-Stringfellow Community Planning Sector, Transportation Recommendations," page 65, to reflect the widenings of Stringfellow Road and West Ox Road; the completion of Legato Road; the expansion of the Stringfellow Commuter Parking Lot; and to integrate the new legend:



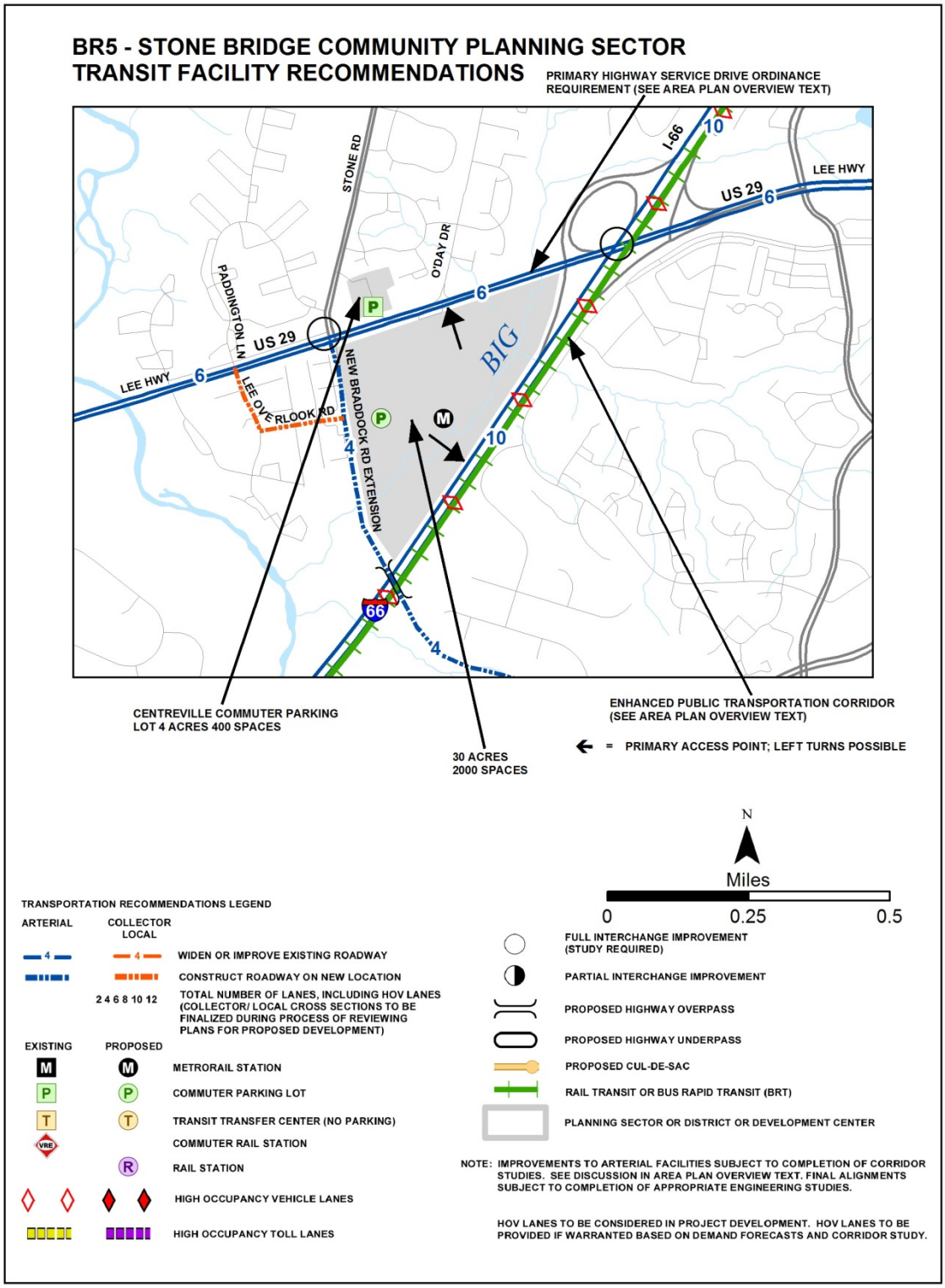
Bull Run Planning District, Figure 26, "BR4-Stringfellow Community Planning Sector, Interchange and Access Recommendations," page 66, to integrate the new legend:



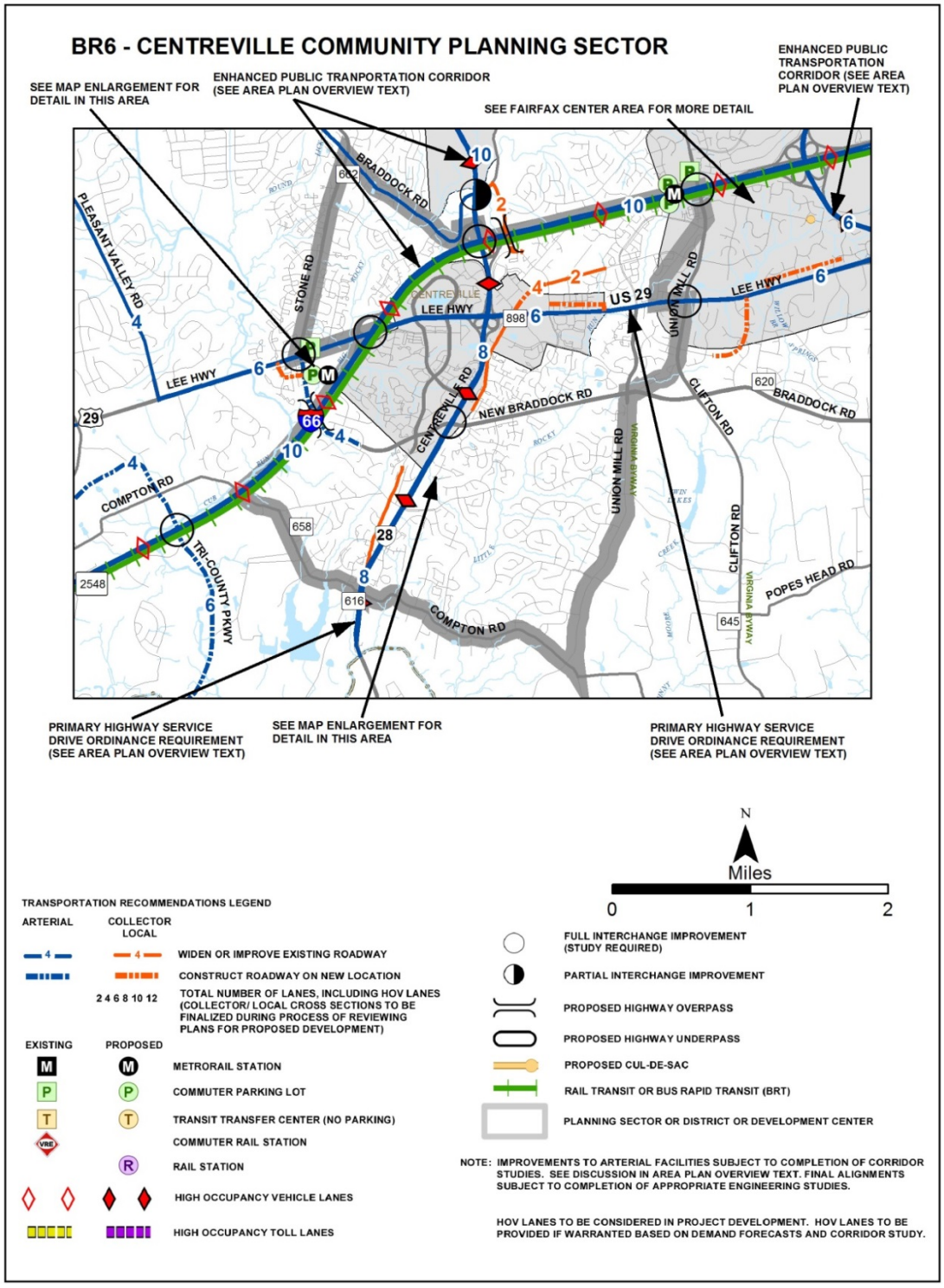
Bull Run Planning District, Figure 29, "BR5-Stone Bridge Community Planning Sector, Transportation Recommendations," page 73, to reflect the widenings of Stringfellow Road, Stone Road, and West Ox Road; the expansion of the Stringfellow Commuter Parking Lot; the completion of the interchange at Sully Road and Westfields Boulevard; and to integrate the new legend:



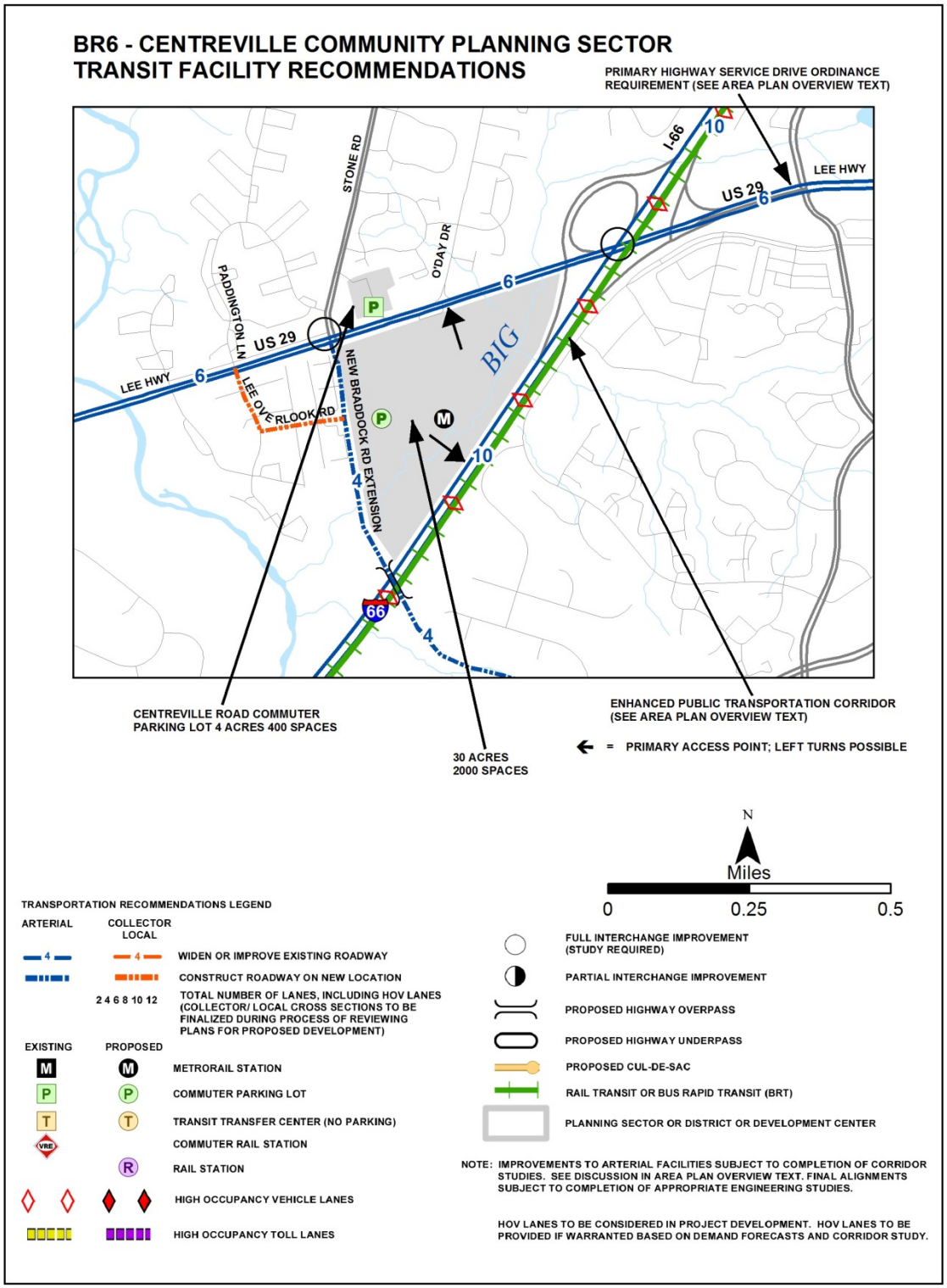
Bull Run Planning District, Figure 30, "BR5, BR6 Community Planning Sectors, Transit Facility Recommendations," page 74, to reflect the widening of Stone Road and to integrate the new legend:



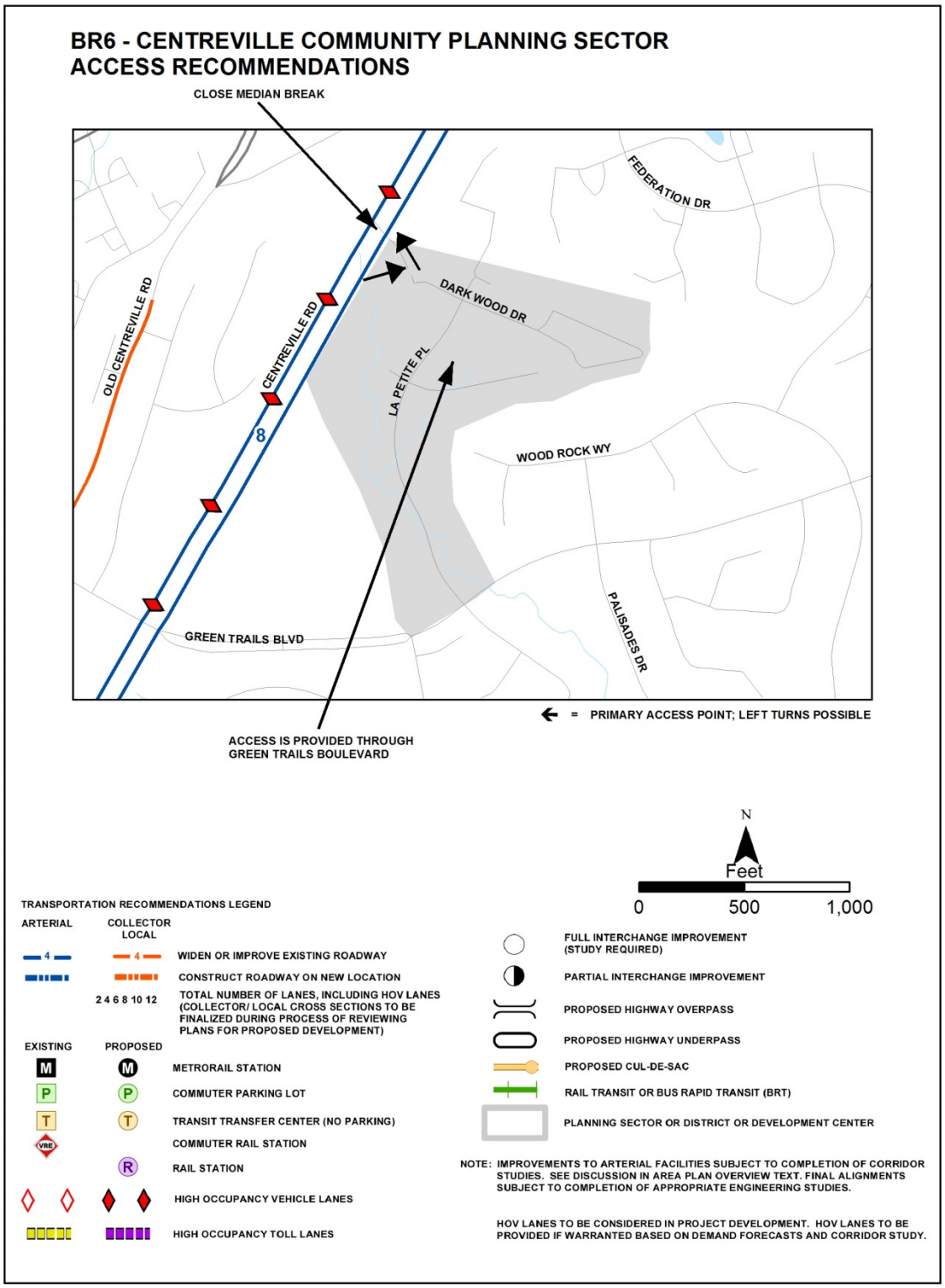
Bull Run Planning District, Figure 33, "BR6-Centreville Community Planning Sector, Transportation Recommendation," page 82, to reflect the widenings of Stone Road and Stringfellow Road; the expansion of the Stringfellow Commuter Parking Lot; the completion of Lincoln Drive; and to integrate the new legend:



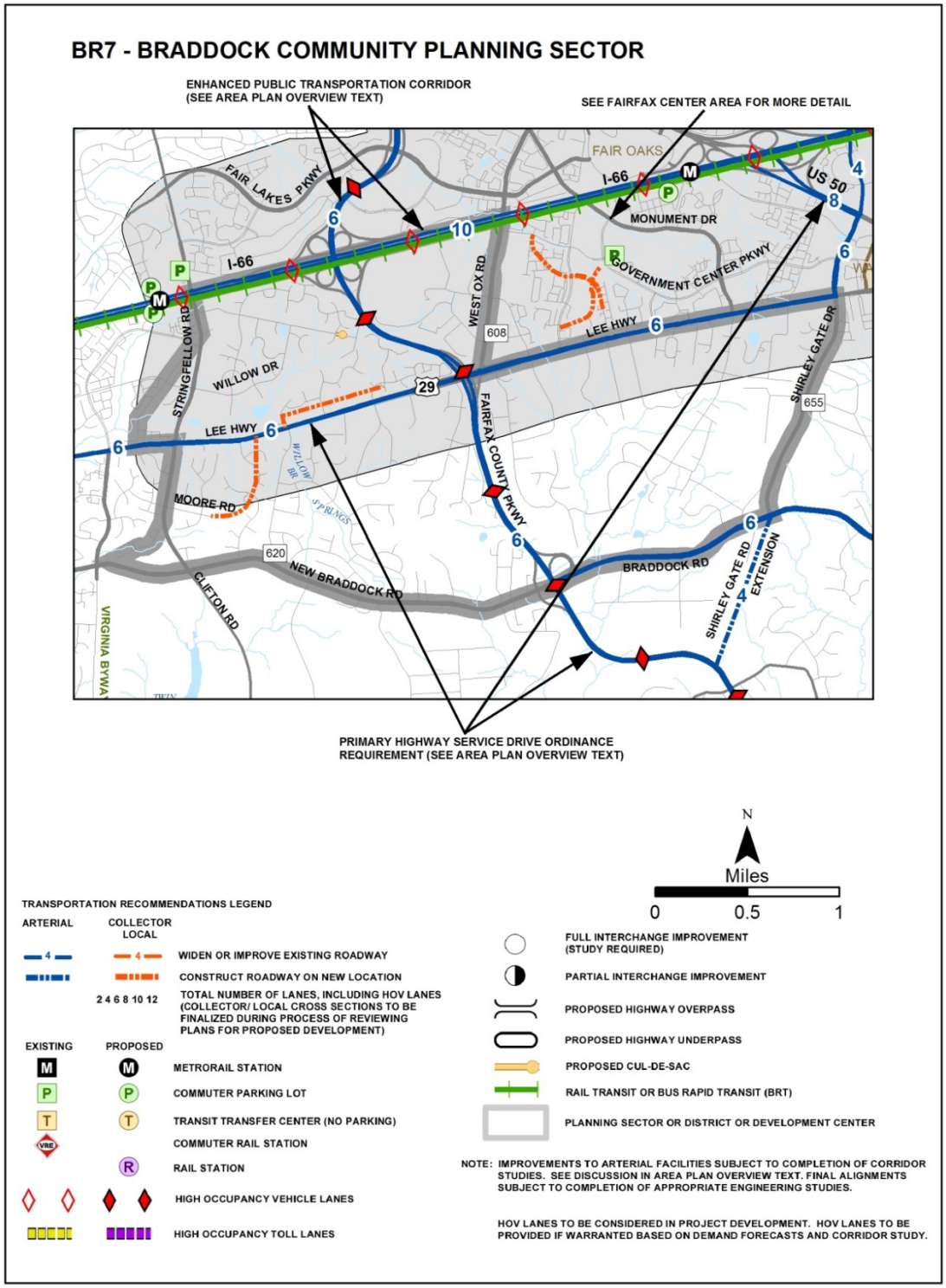
Bull Run Planning District, Figure 34, "BR6-Centreville Community Planning Sector, Access Recommendations," page 83, to reflect the widening of Stone Road and to integrate the new legend:



Bull Run Planning District, Figure 35, "BR6-Centreville Community Planning Sector, Access Recommendations," page 84, to integrate the new legend:

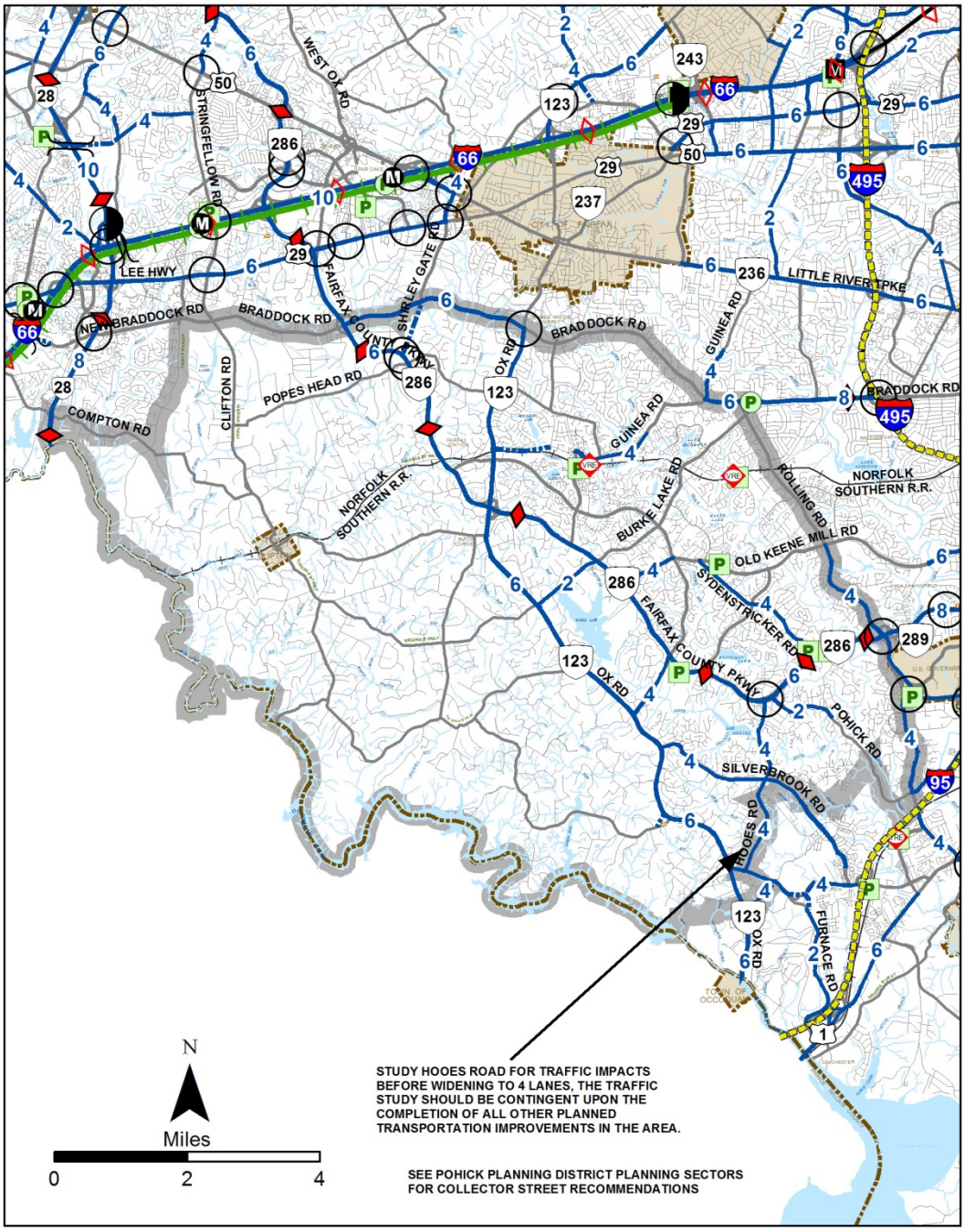


Bull Run Planning District, Figure 38, "BR7-Braddock Community Planning Sector, Transportation Recommendations," page 91, to reflect the widening Stringfellow Road; the completion of Legato Road, Government Center Parkway, and Lincoln Drive; the expansion of Stringfellow Commuter Parking Lot; and to integrate the new legend:

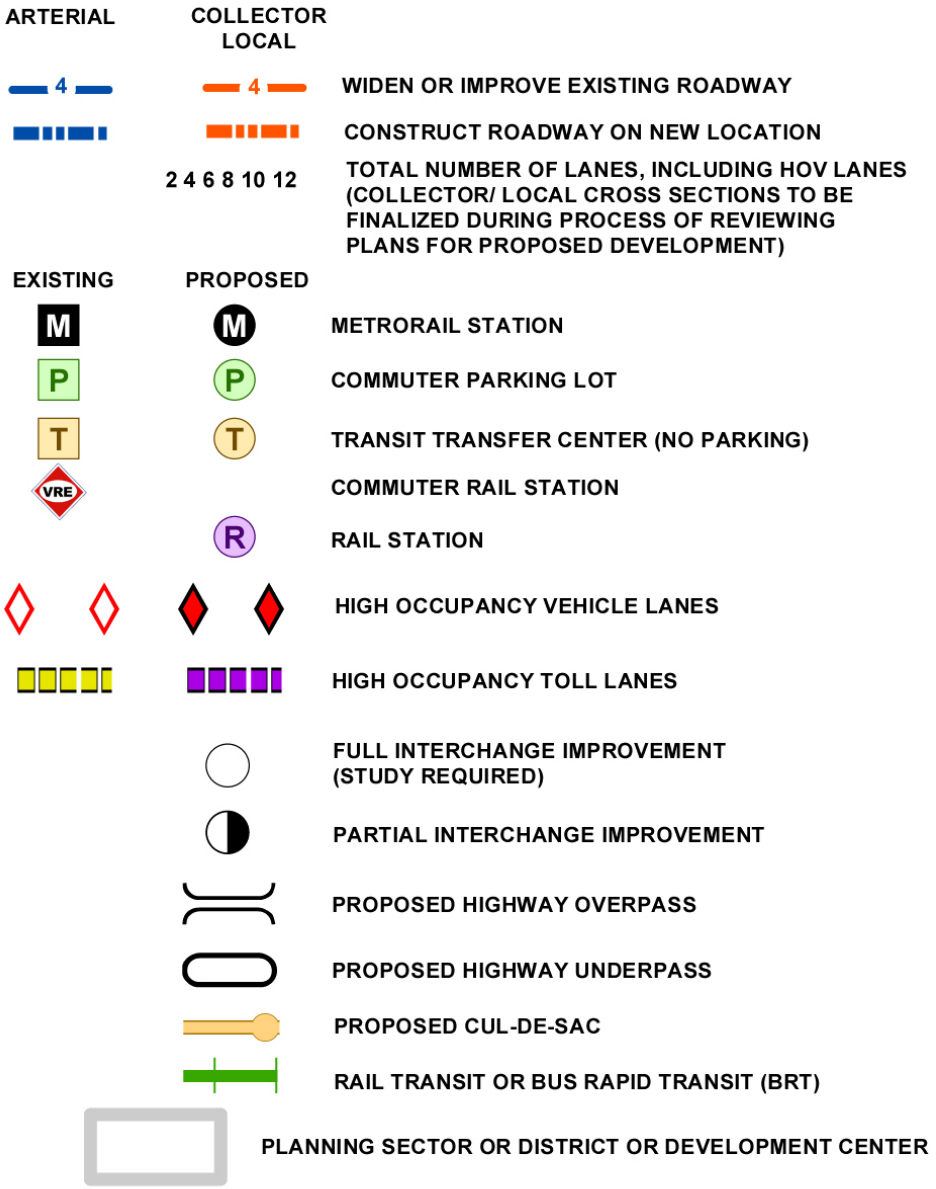


Pohick Planning District, Figure 2, "Countywide Transportation Recommendations, Pohick Planning District, Overview," page 6-7, to reflect the completion of the I-495 HOT/HOV Lanes and widening; the interchanges of I-495 & Little River Turn Pike, Gallows Road, Lee Highway and Arlington Boulevard; the completion of Sully Road's interchanges with Willard Road and Westfields Boulevard; the completion of the I-95 HOT Lanes and widening; the completion of the interchange of I-95 and Lorton Road; the widenings of String Fellow Road, Stone Road, Poplar Tree Road, Clifton Road, and Lorton Road; the construction of Fairfax County Parkway, Government Center Parkway, Legato Road, Lincoln Drive and Centerview Drive; and the expansion of Stringfellow, Stone Road and Lorton Commuter Parking Lots; and to integrate the new legend:

POHICK PLANNING DISTRICT OVERVIEW



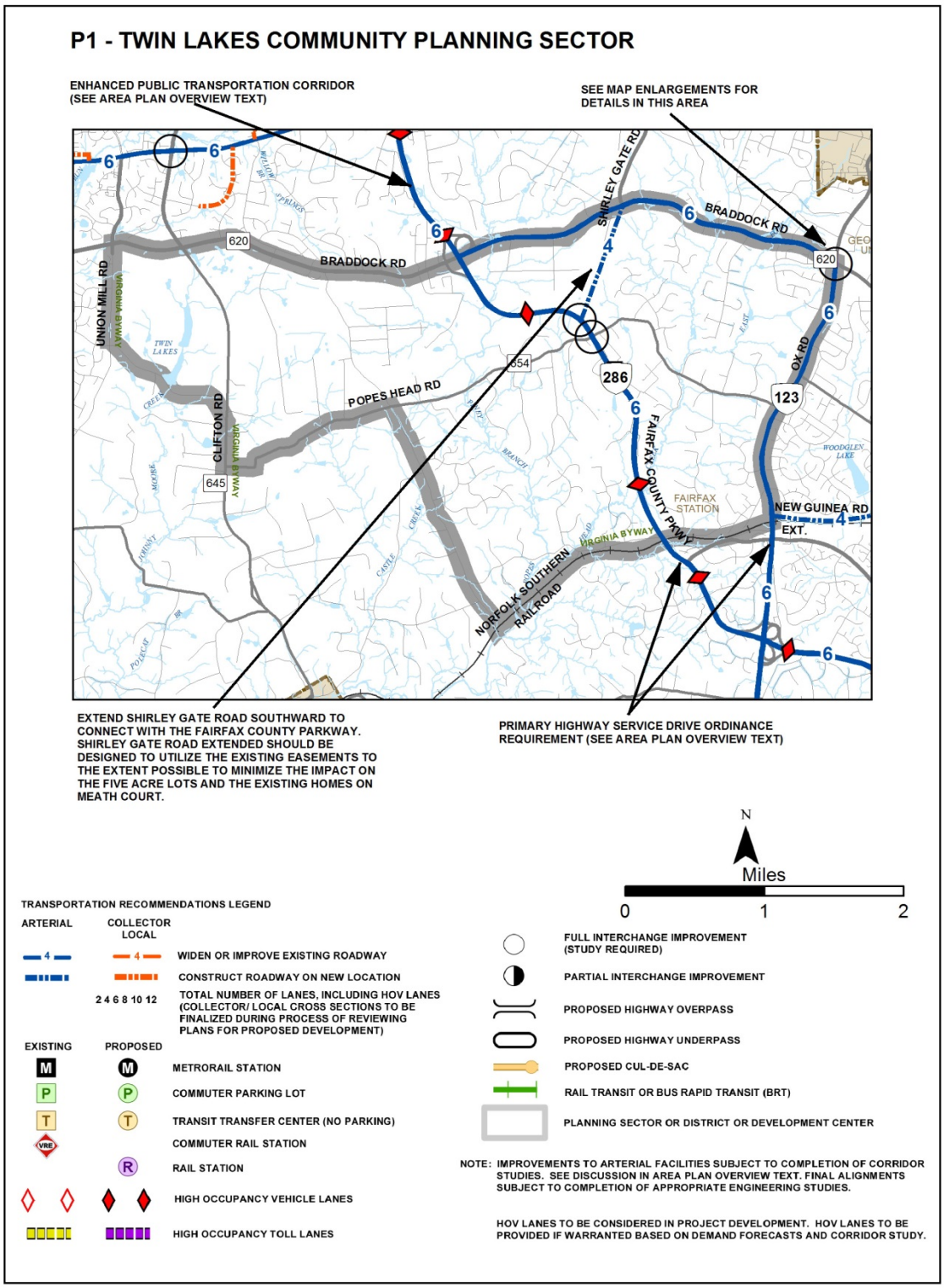
TRANSPORTATION RECOMMENDATIONS LEGEND



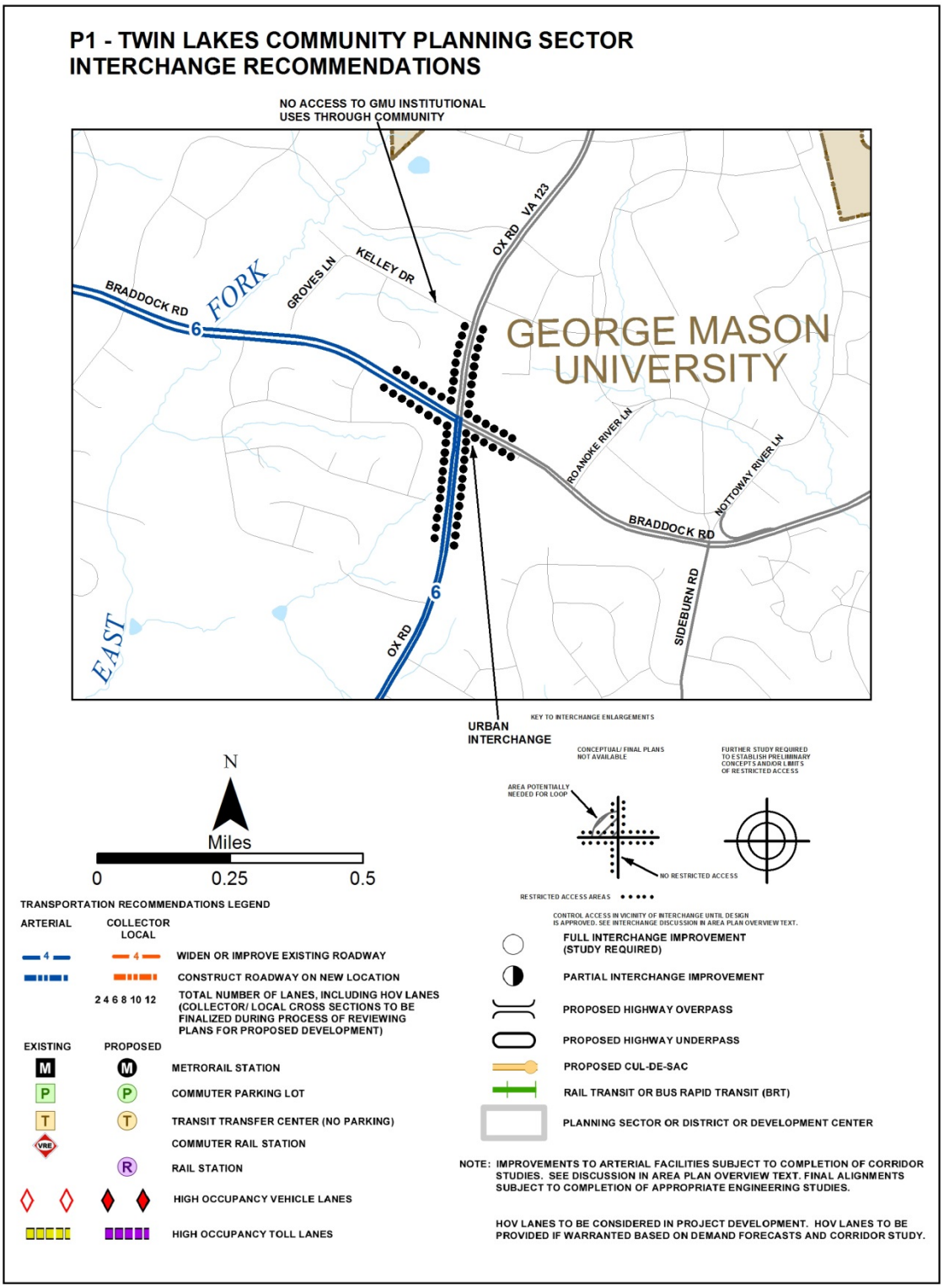
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

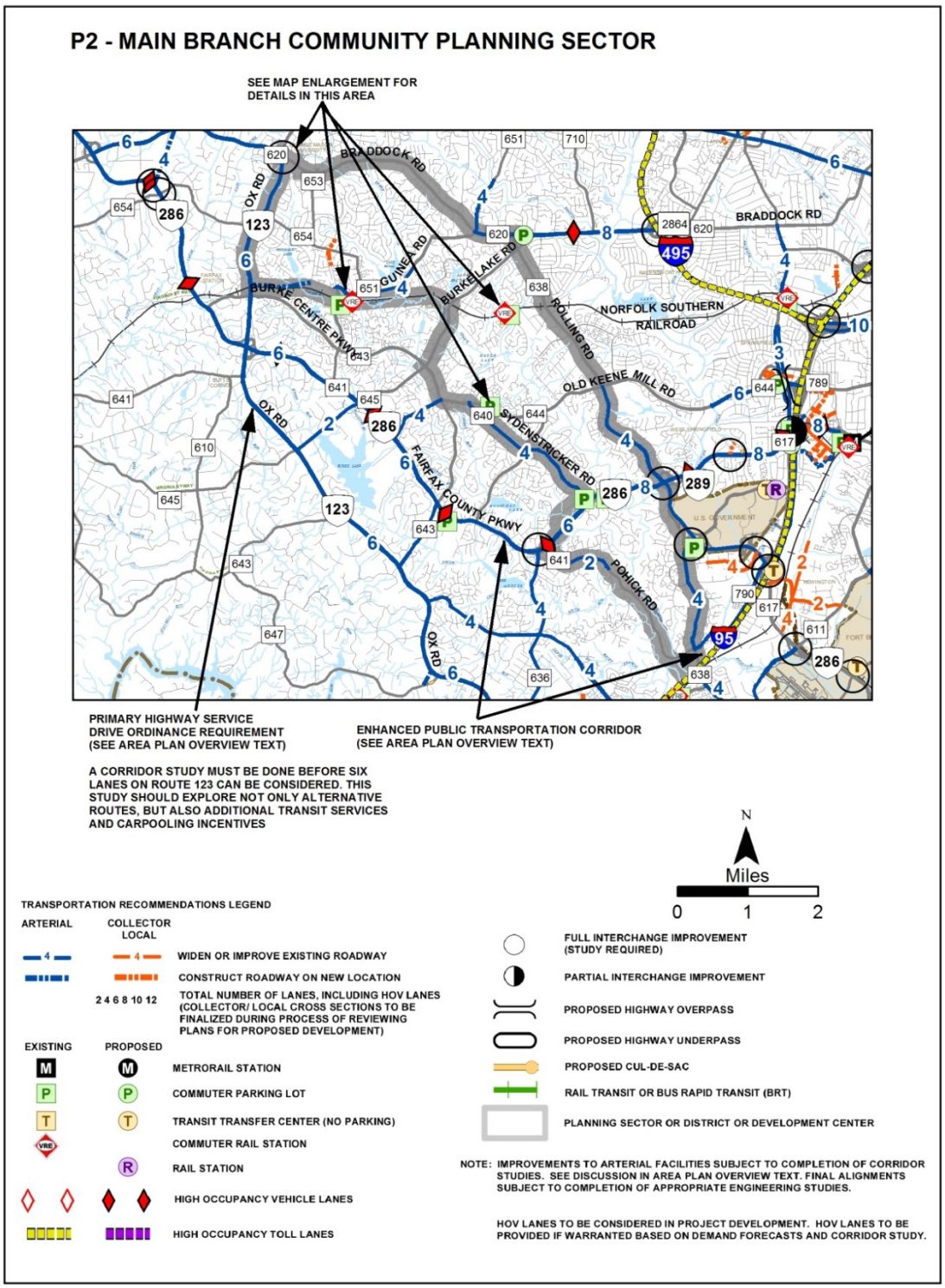
Pohick Planning District, Figure 10, "P1-Twin Lakes Community Planning Sector, Transportation Recommendations," page 24, to integrate the new legend:



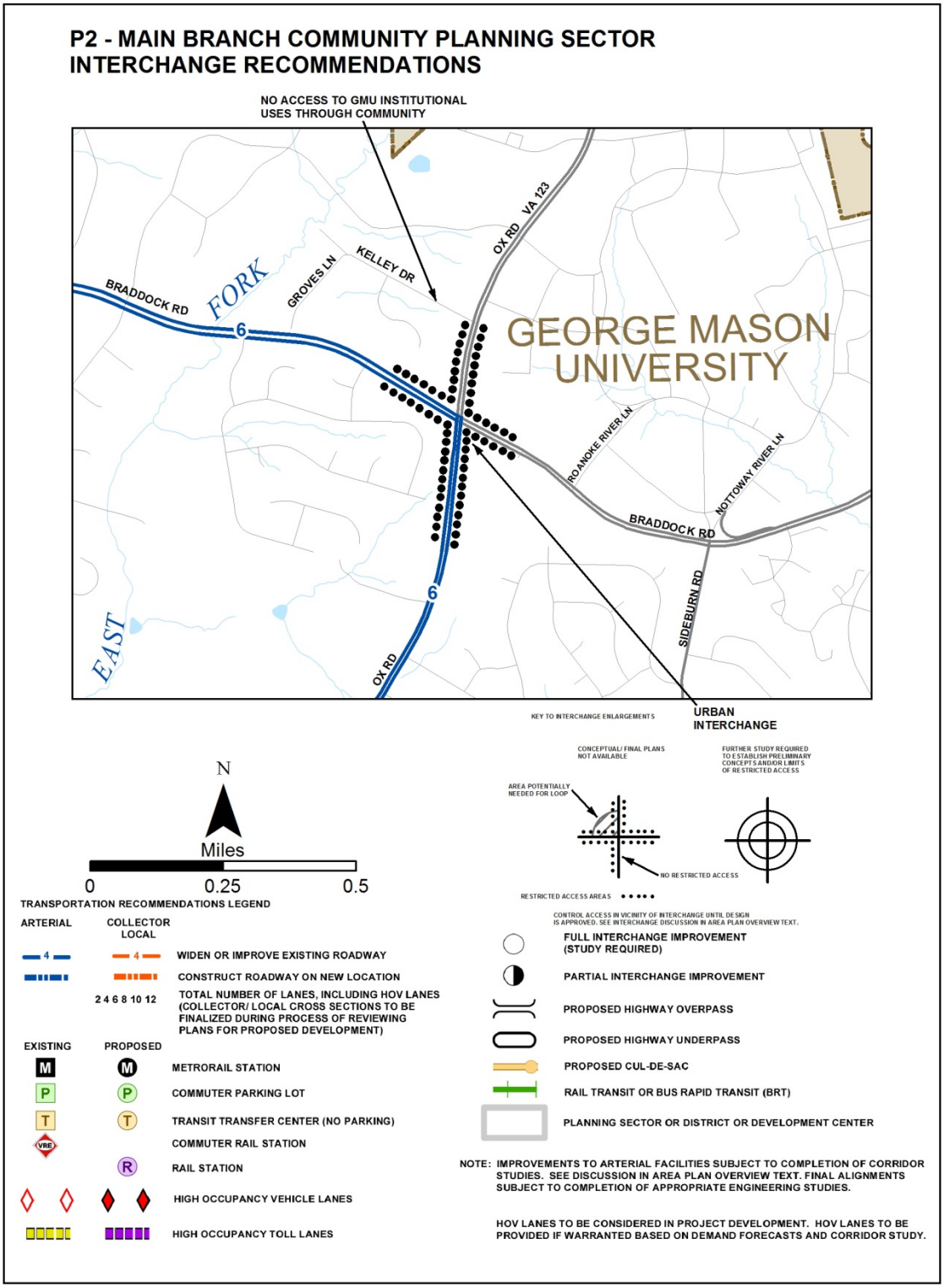
Pohick Planning District, Figure 11, "P1-Twin Lakes Community Planning Sector, Interchange Recommendations," page 25, to integrate the new legend:



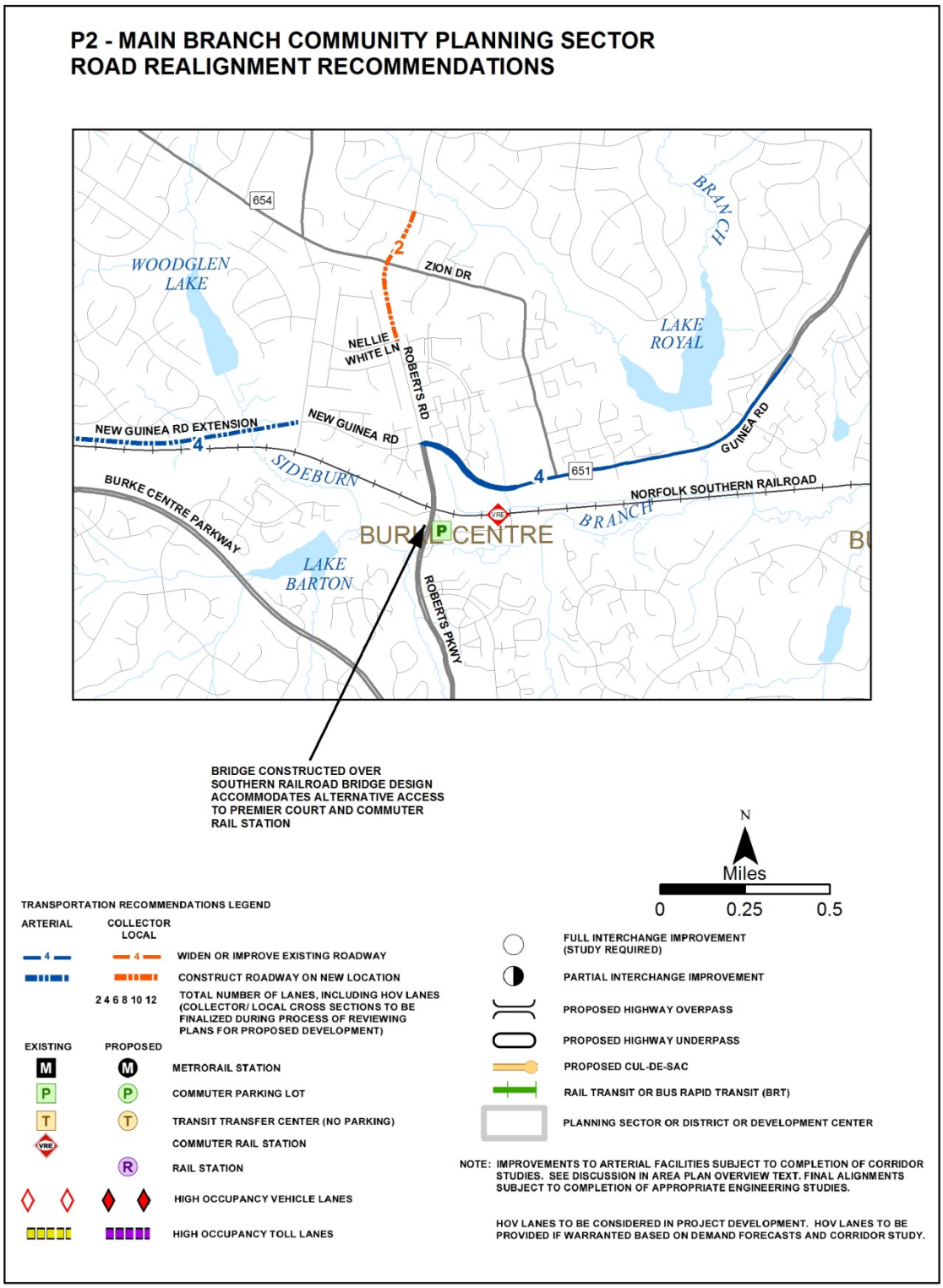
Pohick Planning District, Figure 14, "P2-Main Branch Community Planning Sector, Transportation Recommendations," page 35, to reflect the completion of the I-495 HOT/HOV Lanes and widening; the completion of the I-95/I-395 HOT Lanes; the I-95 widening; the construction of Jeff Todd Way; and to integrate the new legend.



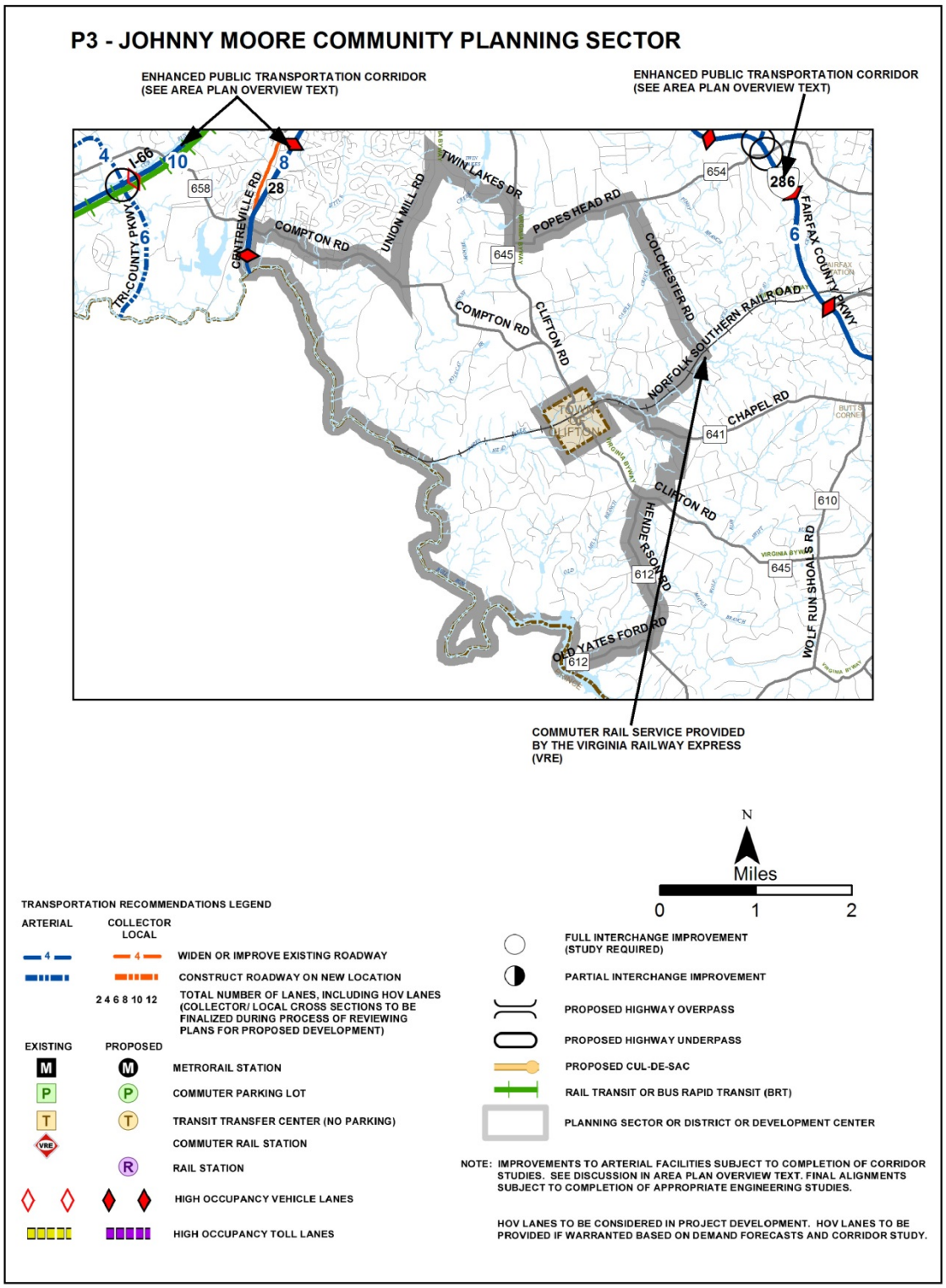
Pohick Planning District, Figure 15, "P2-Main Branch Community Planning Sector, Interchange Recommendations," page 36, to integrate the new legend:



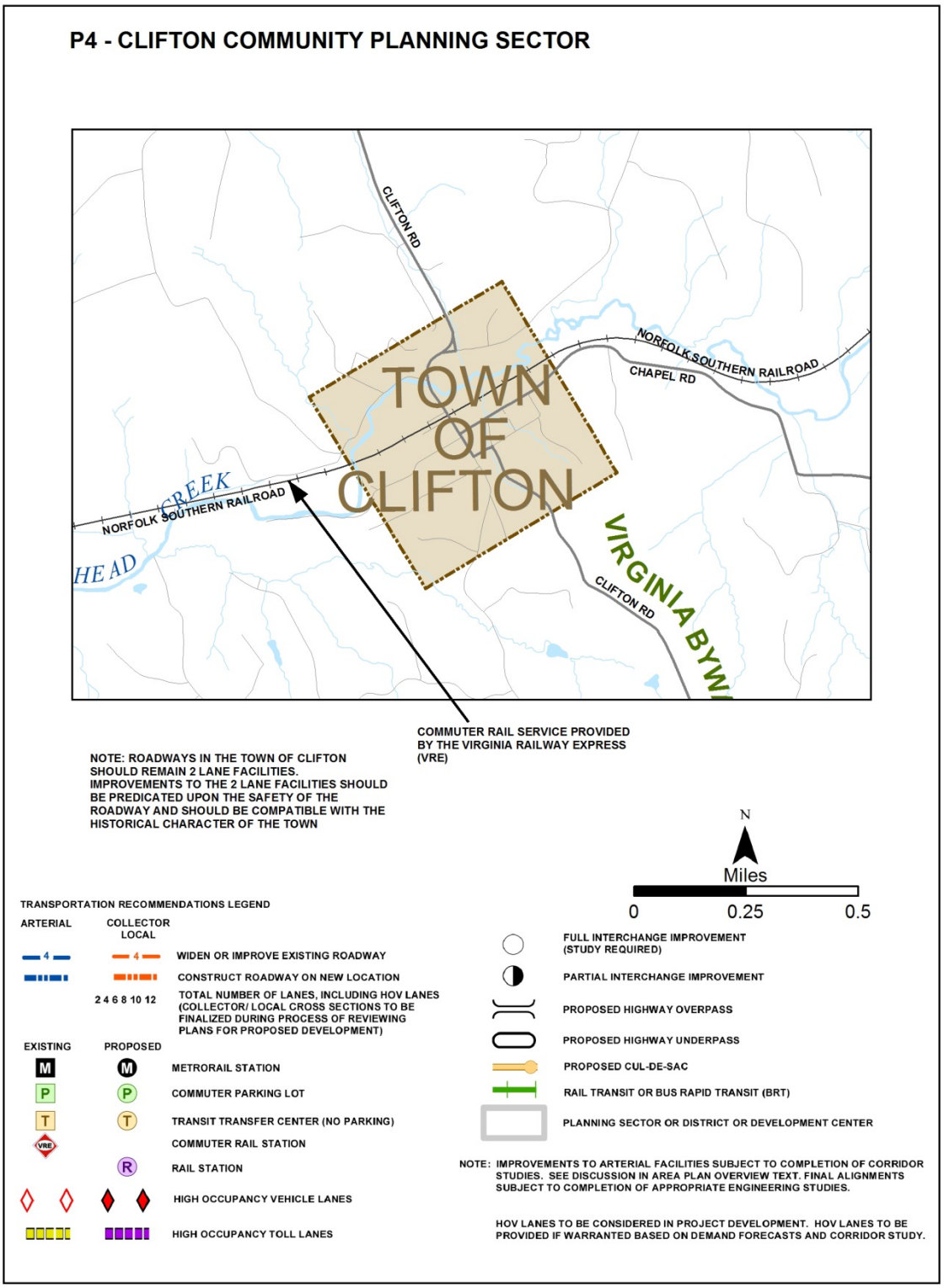
Pohick Planning District, Figure 15, "P2-Main Branch Community Planning Sector, Road Alignment Recommendations," page 37, to integrate the new legend:



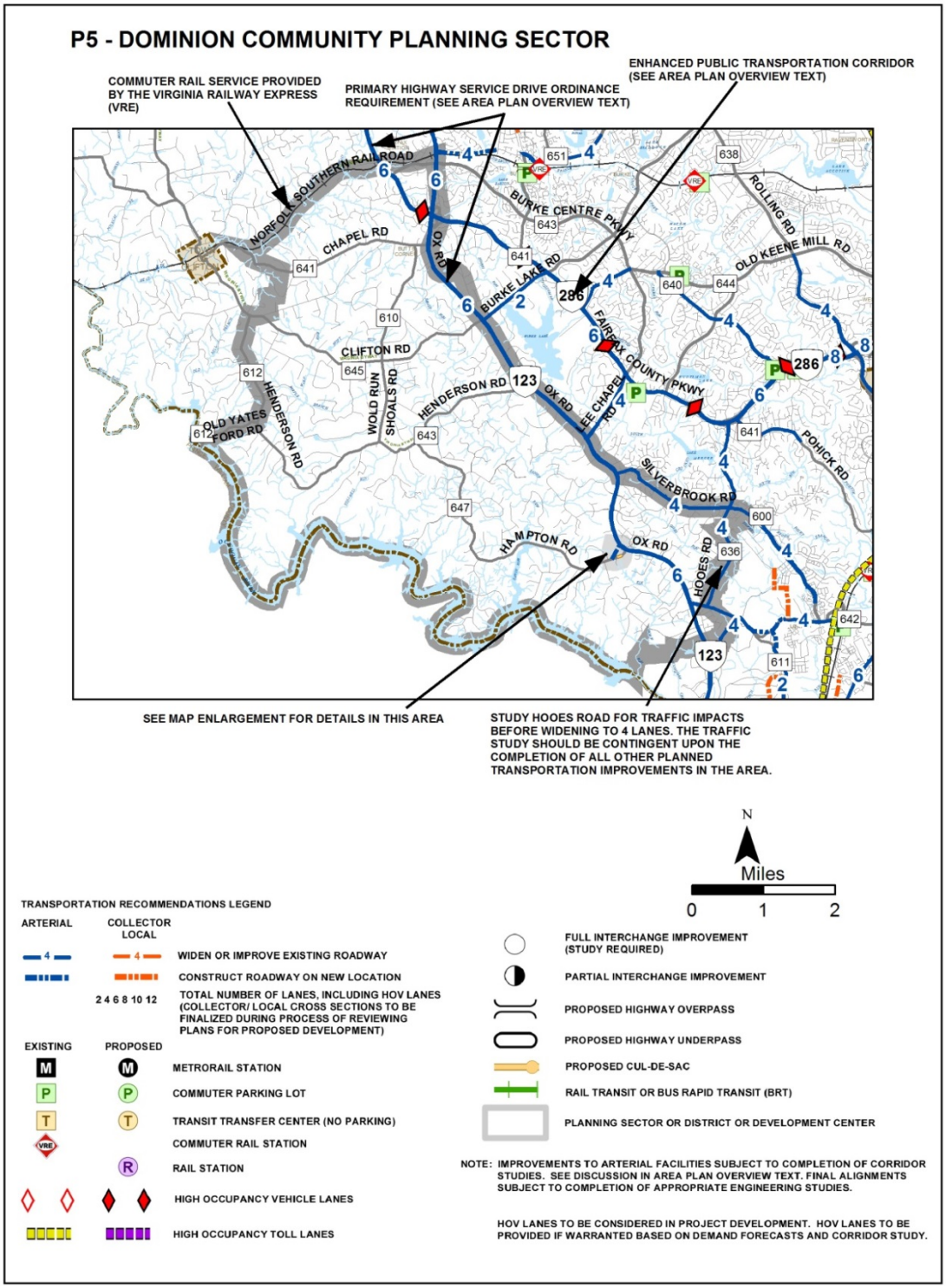
Pohick Planning District, Figure 21, "P3-Johnny Moore Community Planning Sector, Transportation Recommendations," page 48, to integrate the new legend:



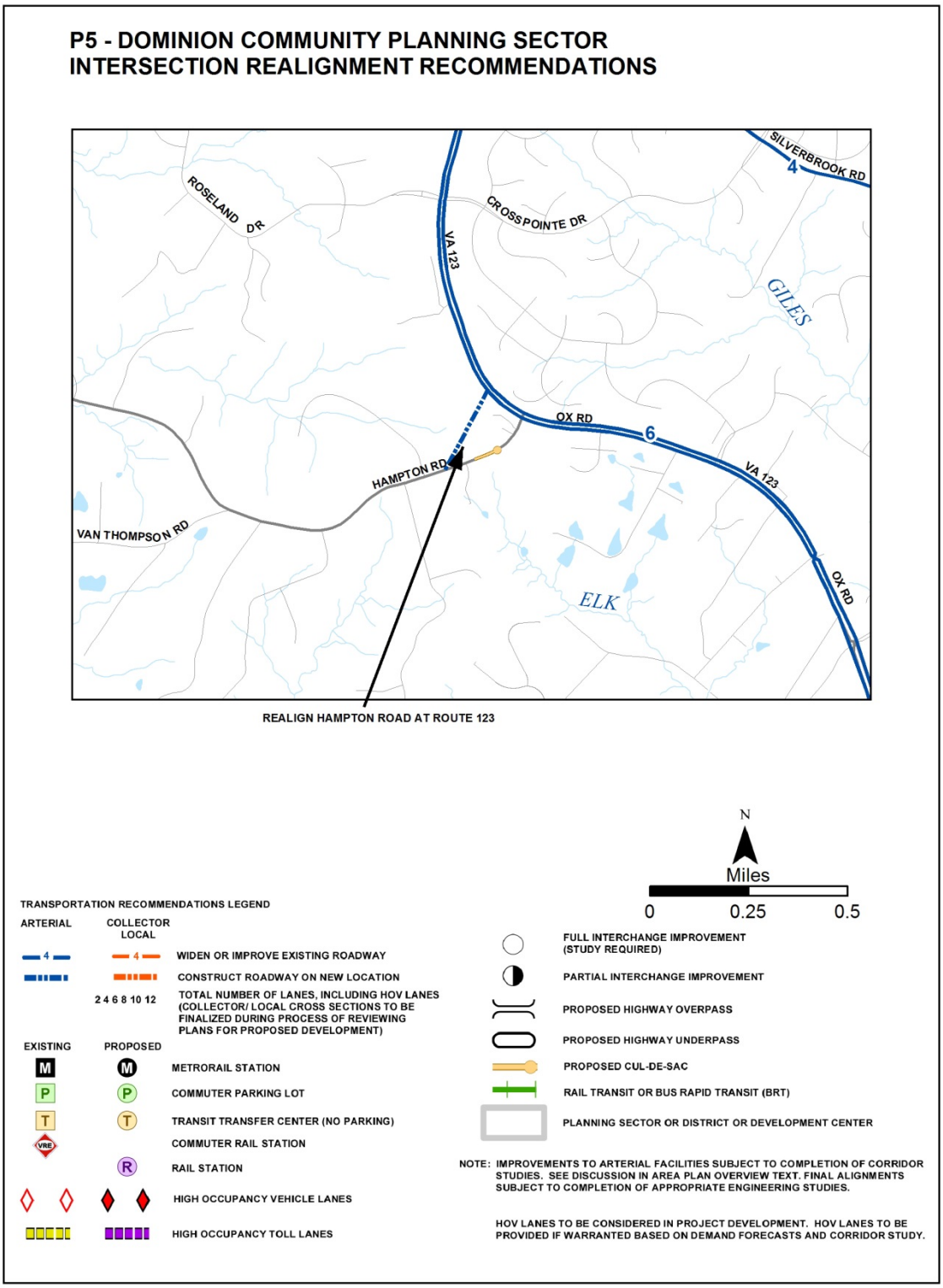
Pohick Planning District, Figure 24, "P4-Clifton Community Planning Sector, Transportation Recommendations," page 53, to integrate the new legend:



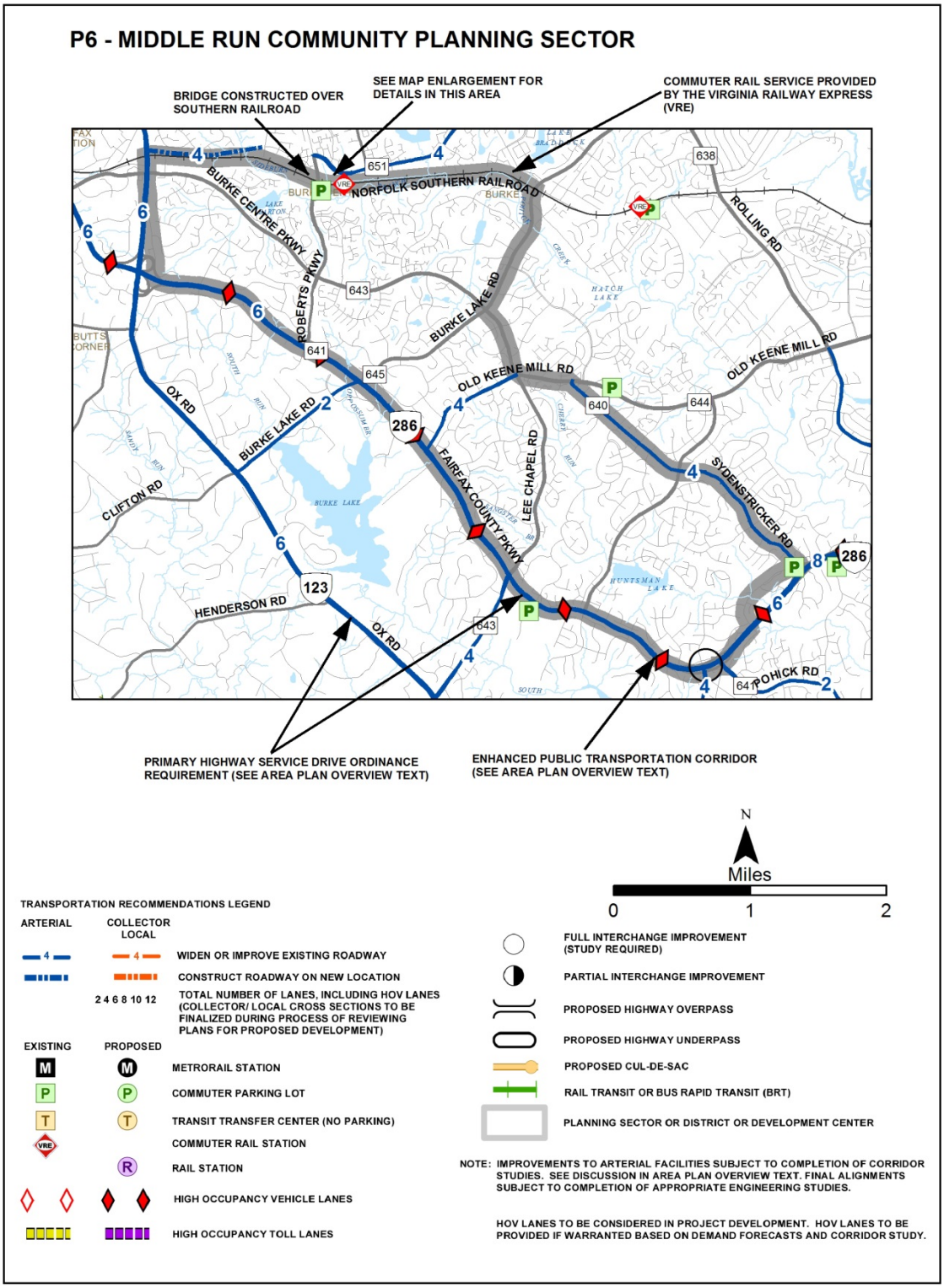
Pohick Planning District, Figure 27, "P5-Dominion Community Planning Sector, Transportation Recommendations," page 64, to reflect the completion of the I-95HOT Lanes and widening; the completion of the Interchange of I-95 and Lorton Road; the widening of Burke Lake Road; and to integrate the new legend:



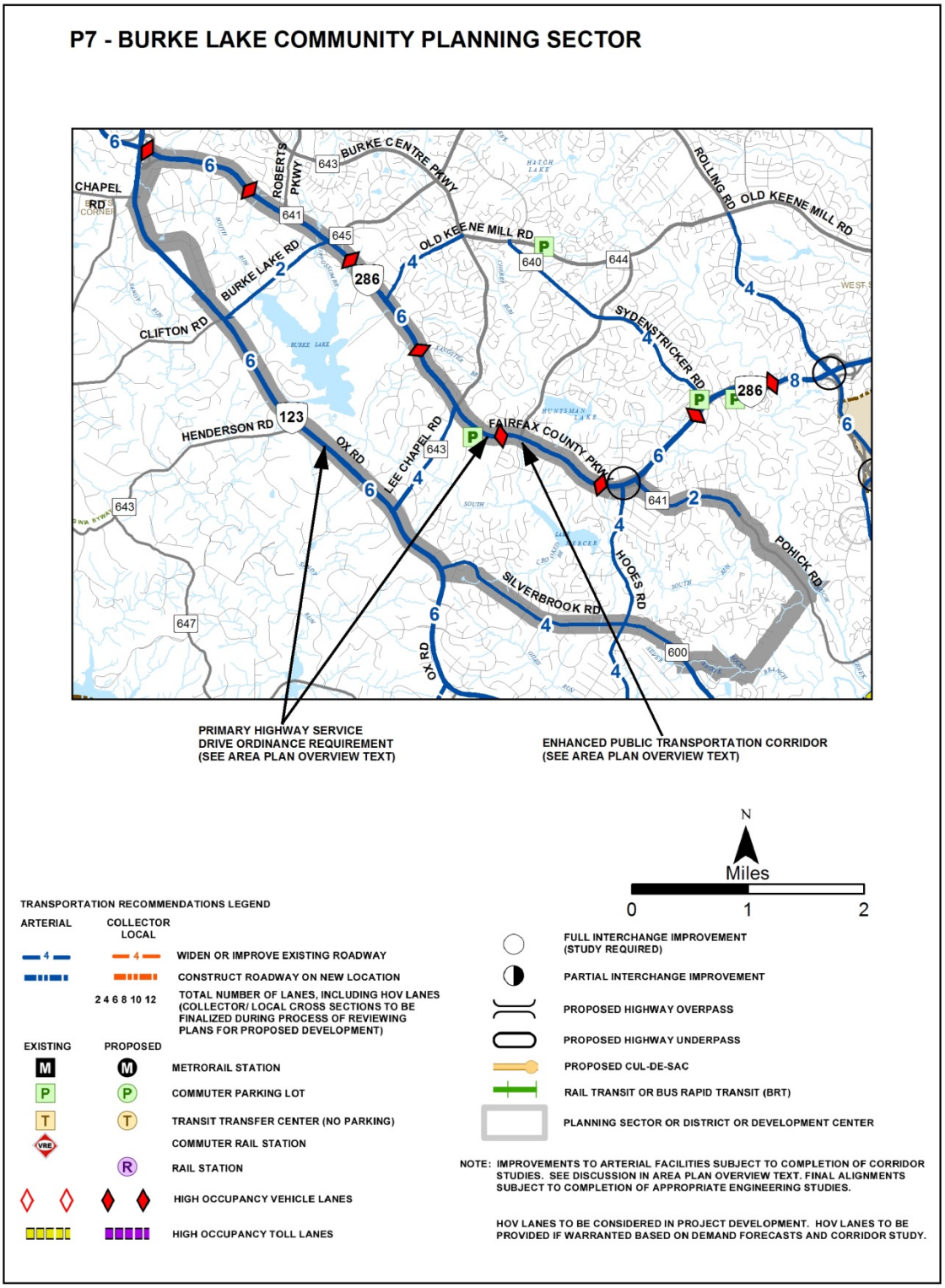
Pohick Planning District, Figure 28, "P5-Dominion Community Planning Sector, Intersection Realignment Recommendations," page 65, to integrate the new legend:



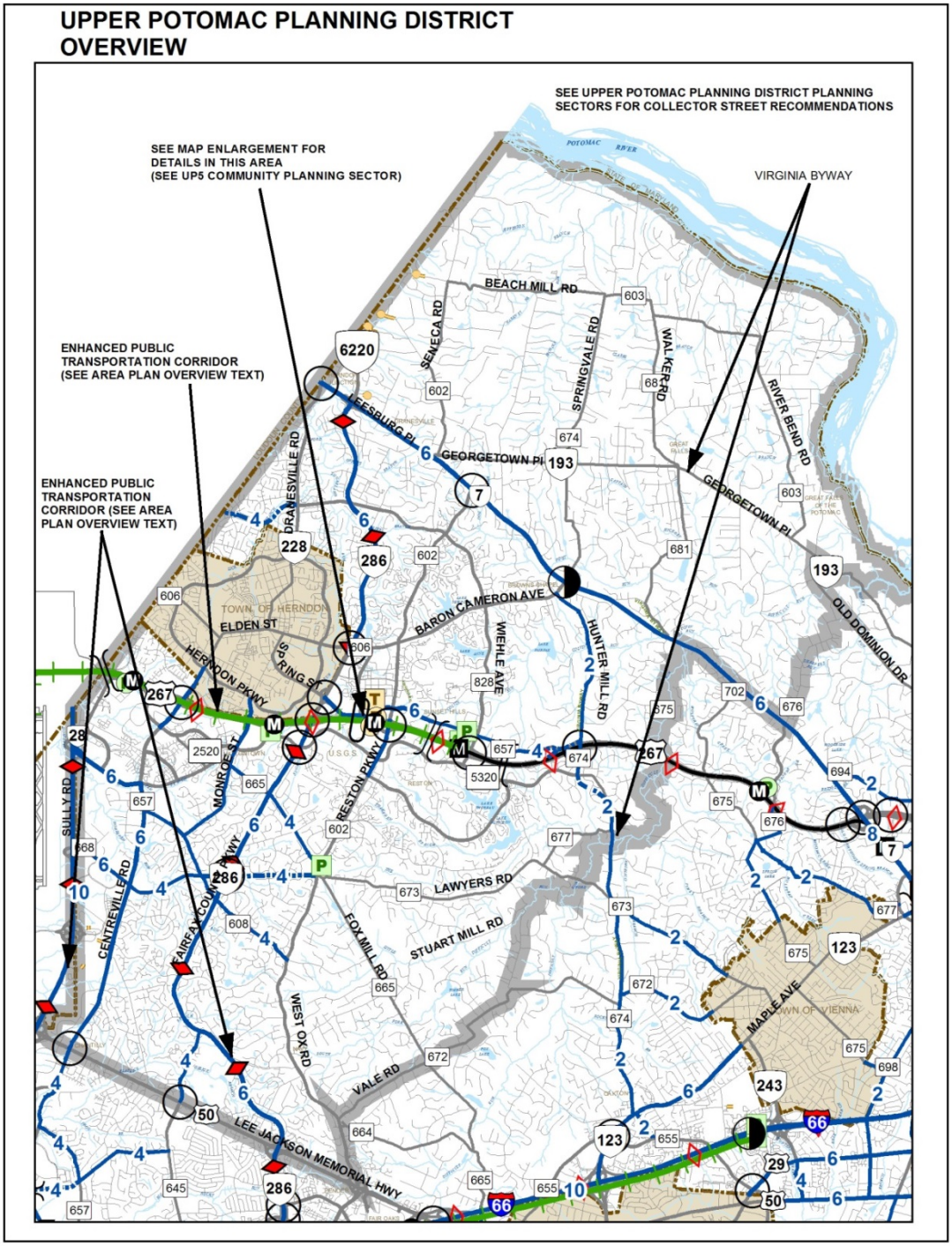
Pohick Planning District, Figure 32, "P6-Middle Run Community Planning Sector, Transportation Recommendations," page 73, to reflect the widening of Burke Lake Road and to integrate the new legend:



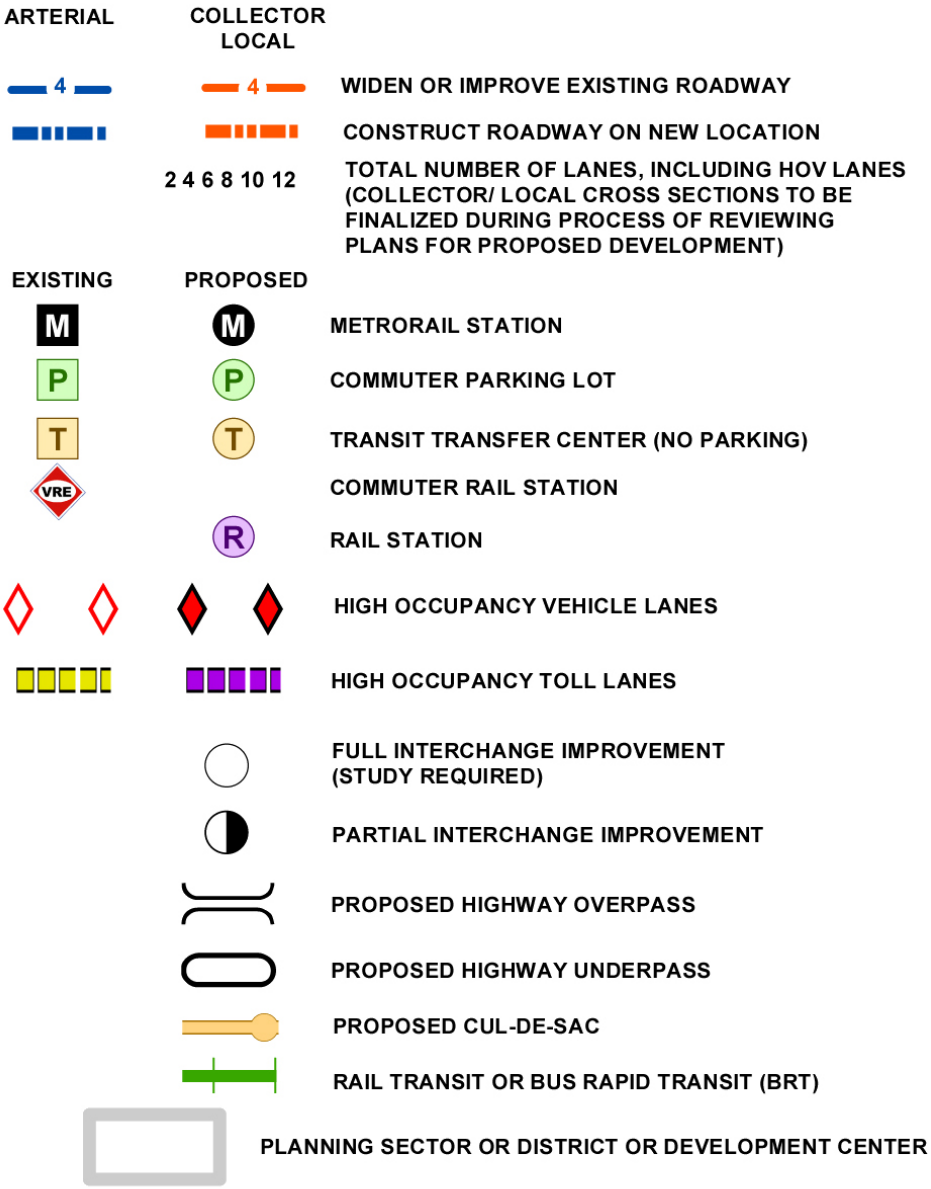
Pohick Planning District, Figure 36, "P7-Burke Lake Community Planning Sector, Transportation Recommendations," page 82, to reflect the widening of Burke Lake Road and to integrate the new legend:



Upper Potomac Planning District, Figure 2, "Countywide Transportation Recommendations, Upper Potomac Planning District, Overview," page 5-6, to reflect the completion of Sully Road's interchanges with Air and Space Museum Parkway, McLearen Road, and Frying Pan Road; the widening of West Ox Road, the opening of the Silver Line and Wiehle-Reston East Metro Station and Commuter Parking Lot; the completion of the Reston Town Center Transit Center; the construction of Tantuct Court; and to integrate the new legend:



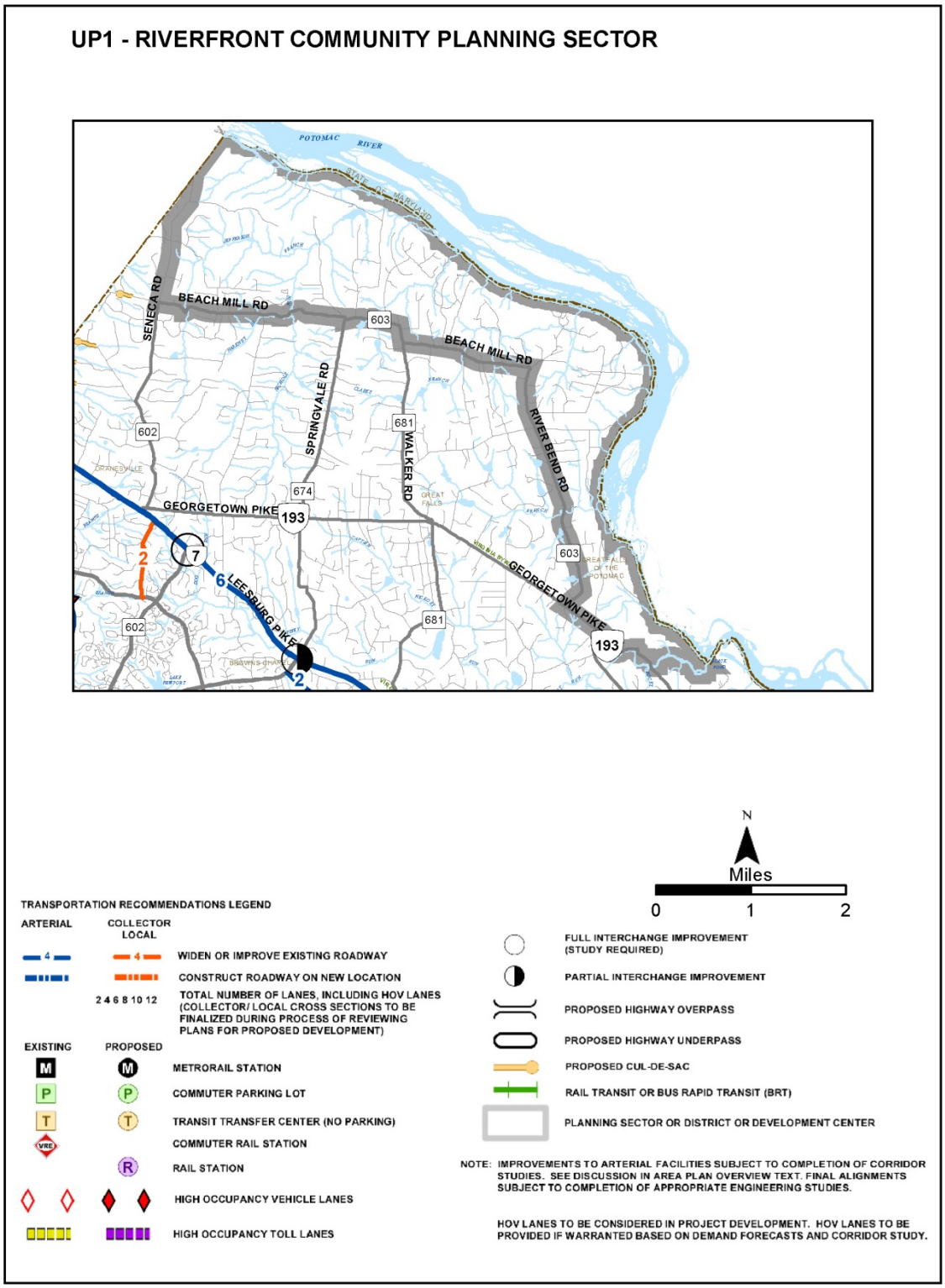
TRANSPORTATION RECOMMENDATIONS LEGEND



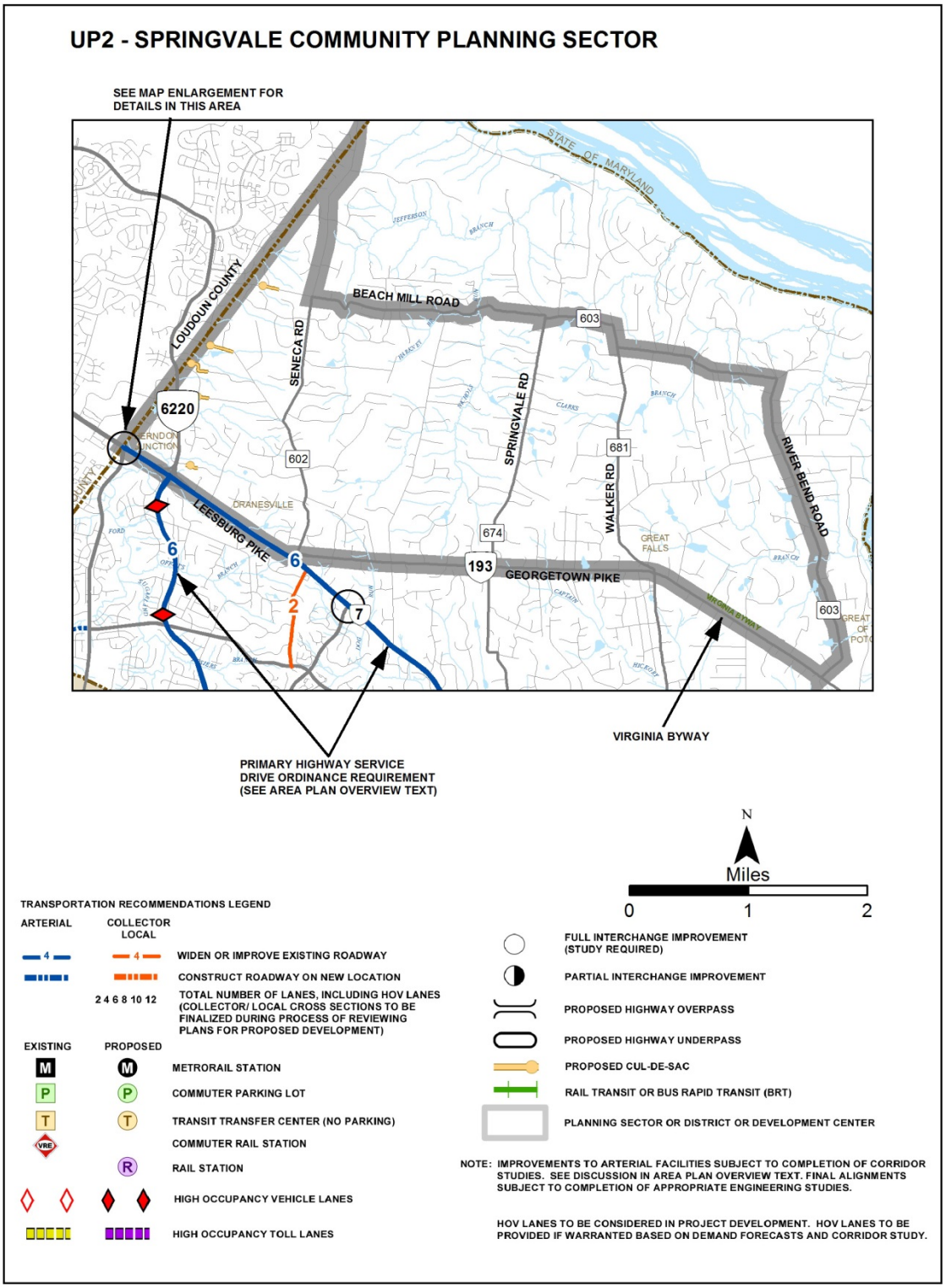
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

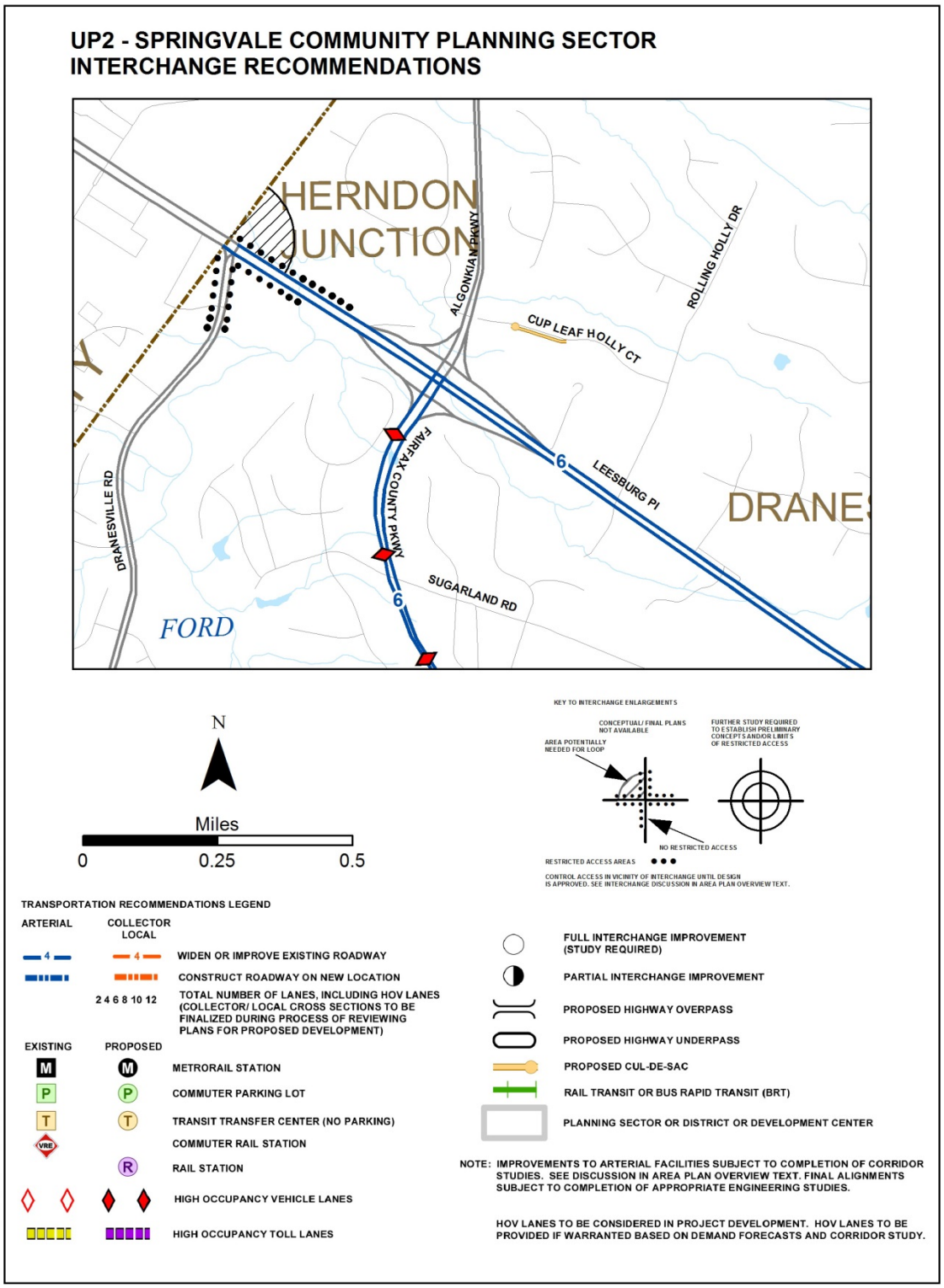
Upper Potomac Planning District, Figure 11, "UP1-Riverfront Community Planning Sector, Transportation Recommendations," page 33, to integrate the new legend:



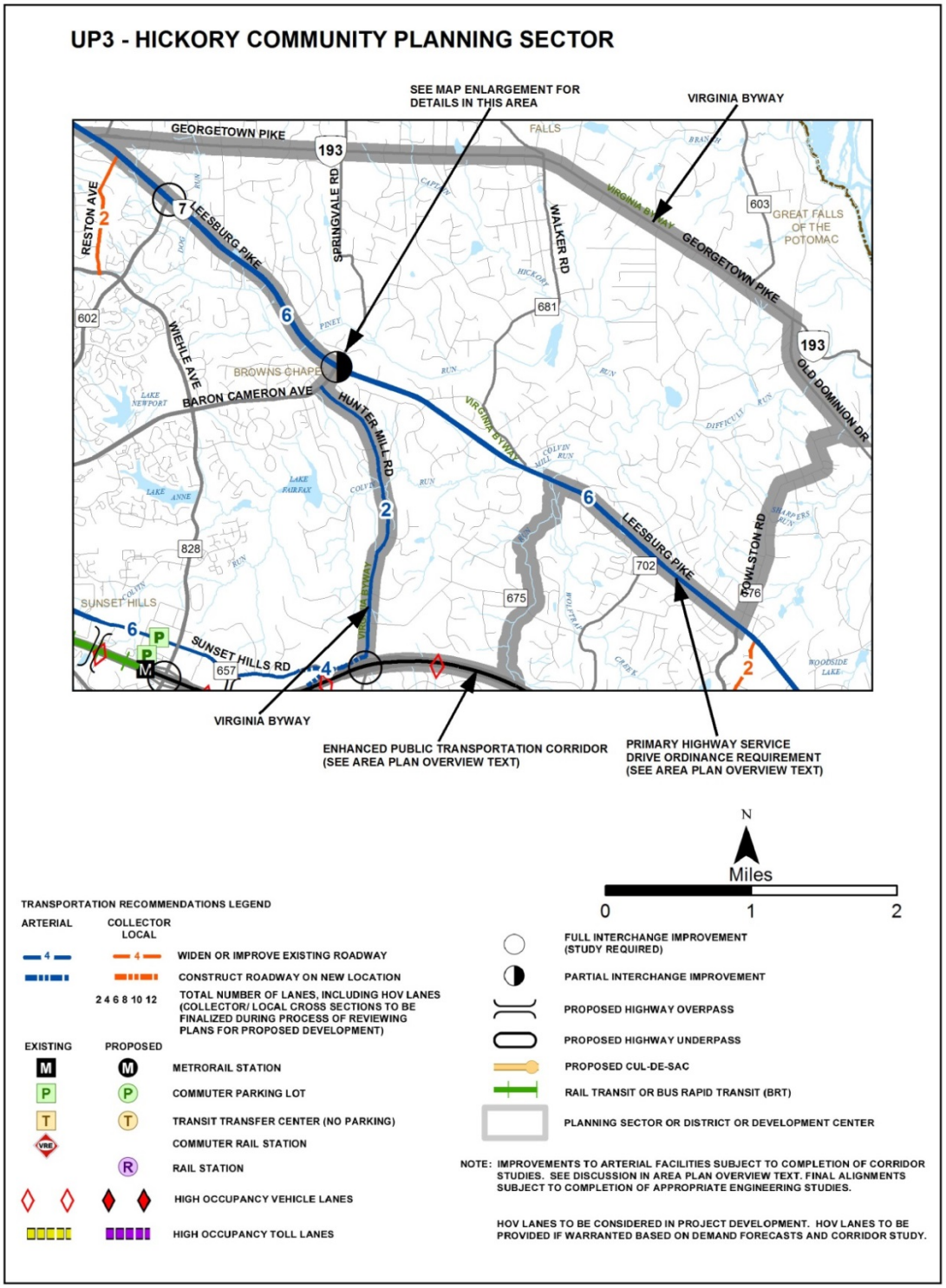
Upper Potomac Planning District, Figure 14, "Upper Potomac Planning District, Figure 11, "UP1-Riverfront Community Planning Sector, Transportation Recommendations," page 40, to integrate the new legend:



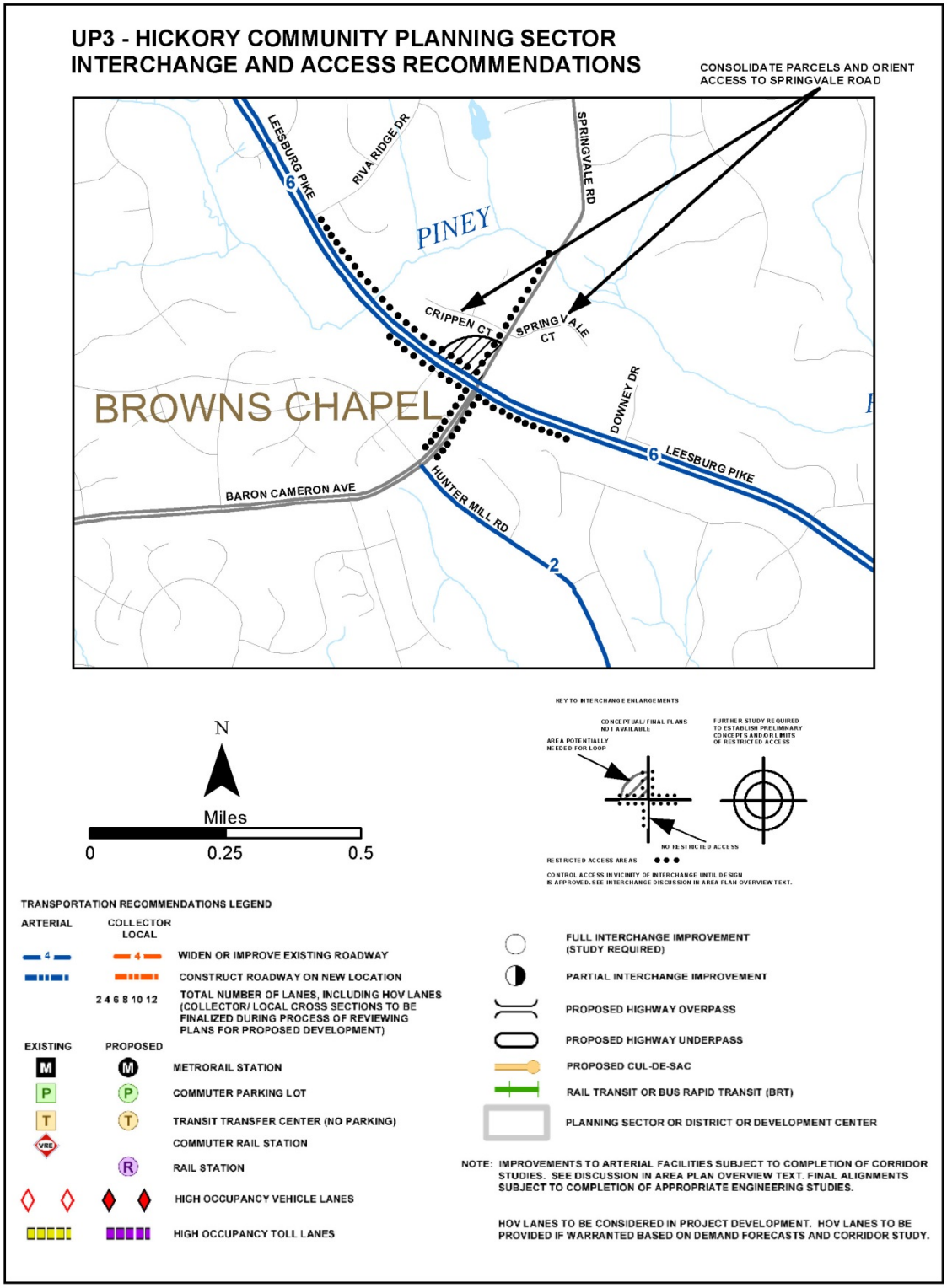
Upper Potomac Planning District, Figure 15, "UP2-Springvale Community Planning Sector, Interchange Recommendations," page 41, to integrate the new legend:



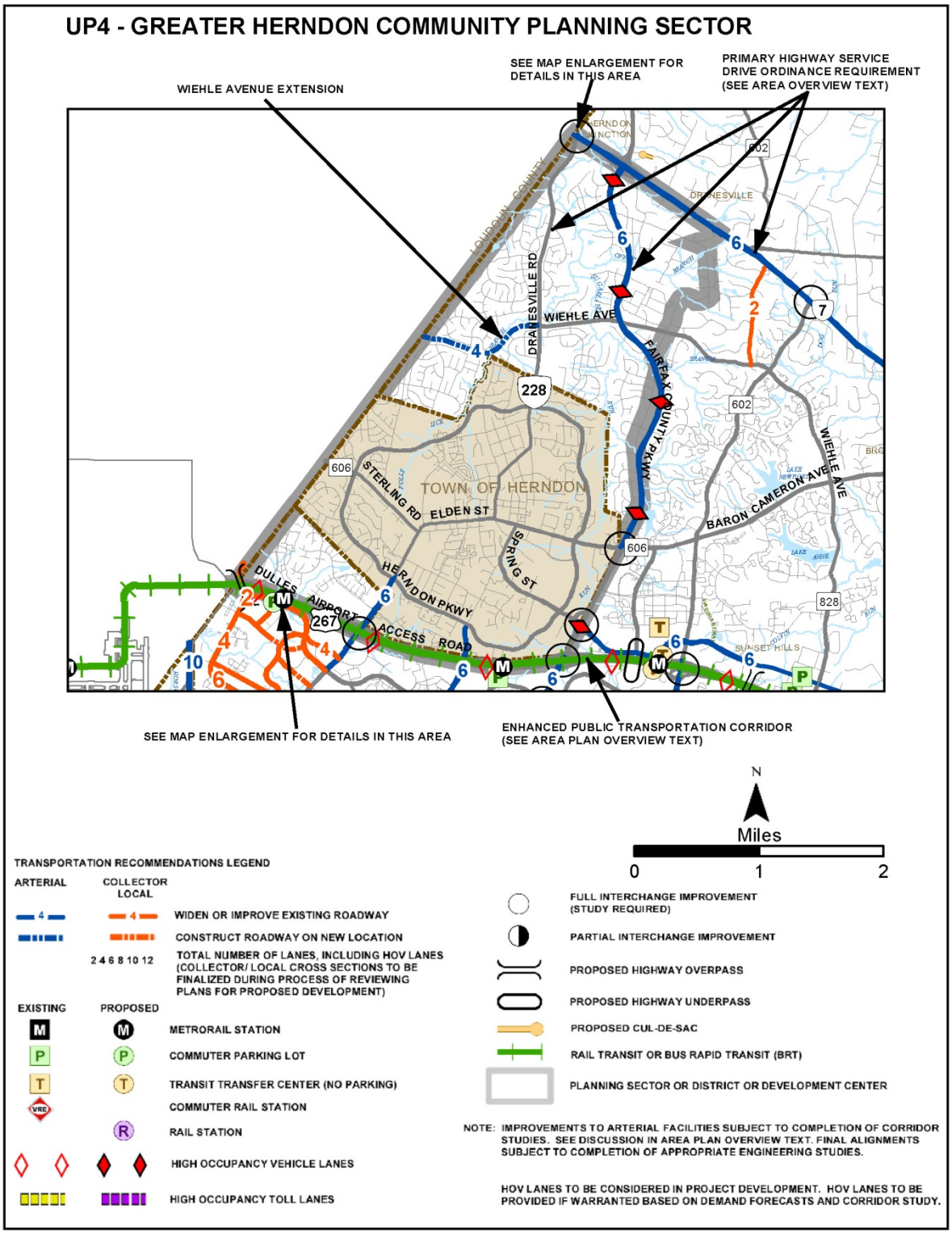
Upper Potomac Planning District, Figure 18, "UP2-Springvale Community Planning Sector, Interchange Recommendations," page 50, to reflect the opening of the Silver Line and Wiehle-Reston East Metro Station and Commuter Parking Lot and to integrate the new legend:



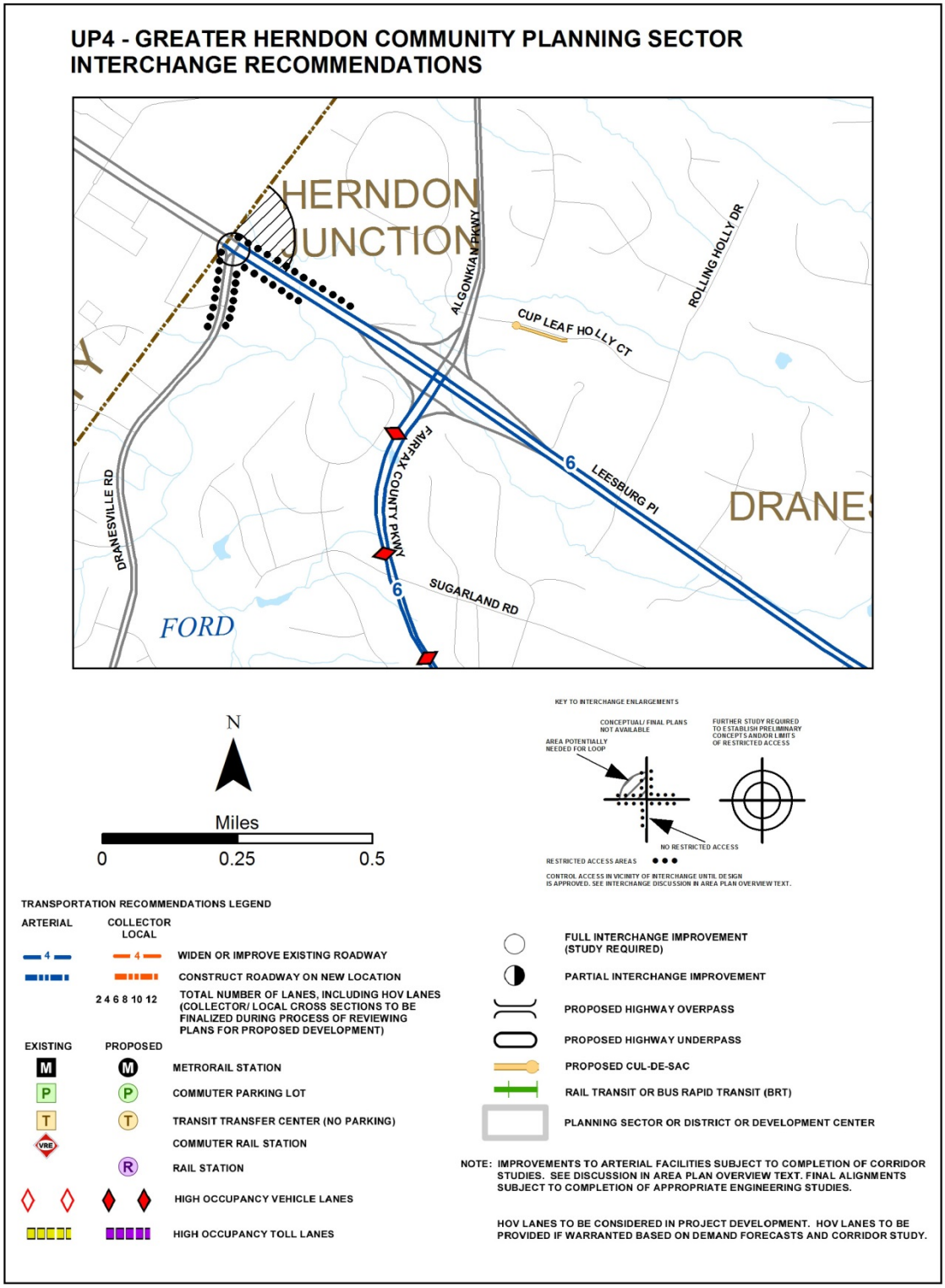
Upper Potomac Planning District, Figure 19, "UP3-Hickory Community Planning Sector, Interchange and Access Recommendations," page 51, to integrate the new legend:



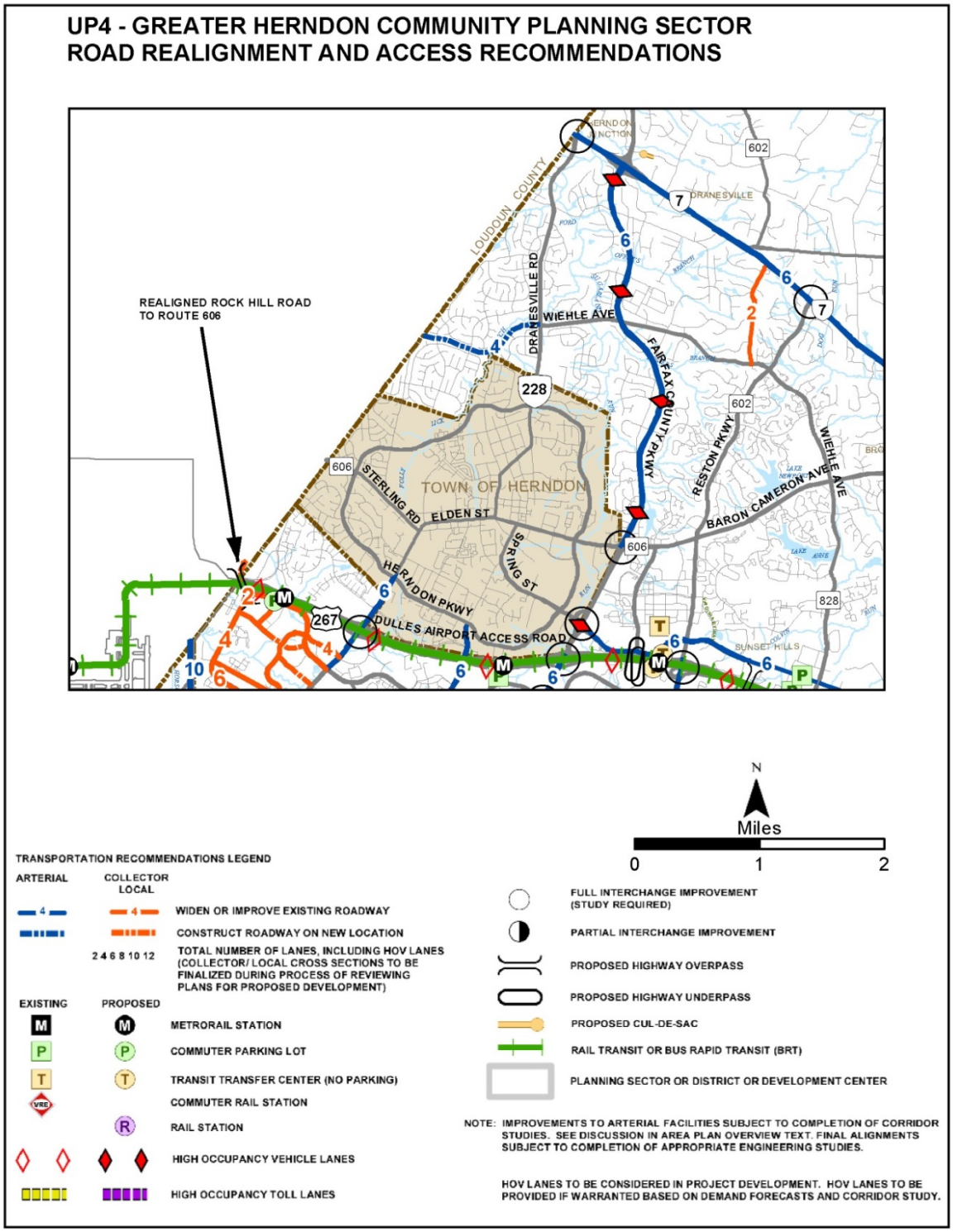
Upper Potomac Planning District, Figure 24, "UP4-Greater Herndon Community Planning Sector, Transportation Recommendations," page 81, to reflect the completion of the Reston Town Center Transit Center and to integrate the new legend:



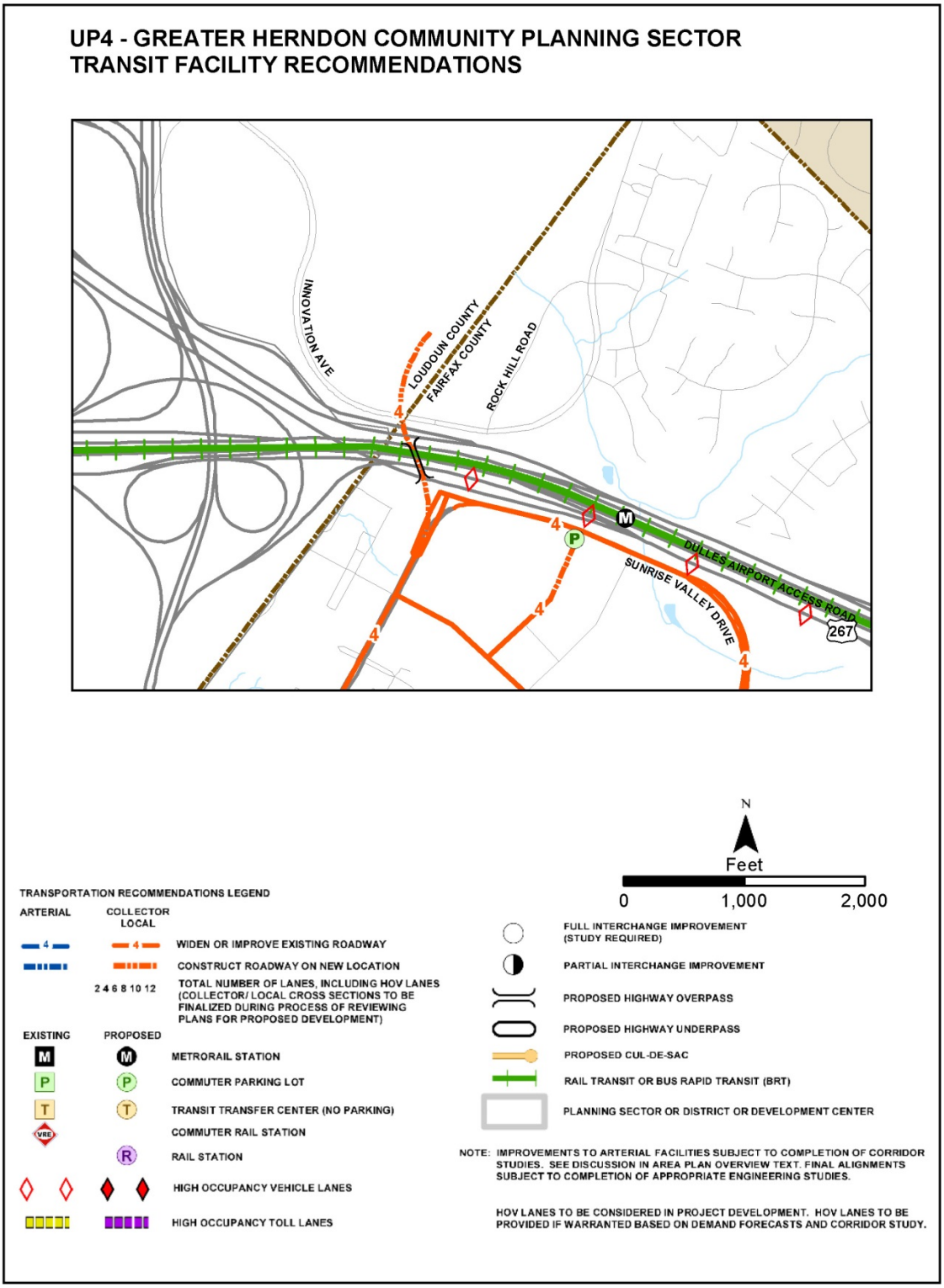
Upper Potomac Planning District, Figure 25, "UP4-Greater Herndon Community Planning Sector, Interchange Recommendations," page 82, to integrate the new legend:



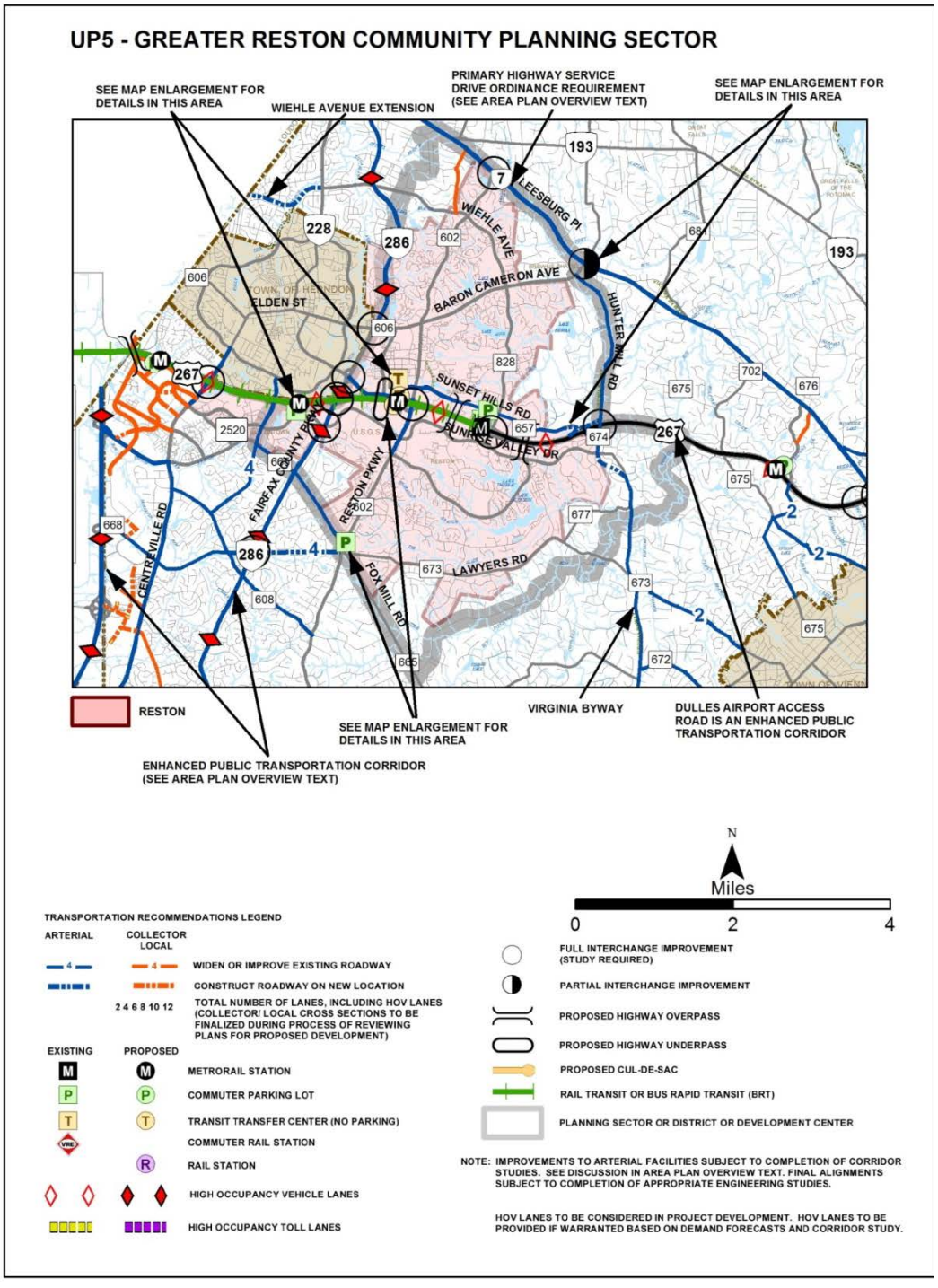
Upper Potomac Planning District, Figure 26, "UP4-Greater Herndon Community Planning Sector, Road Realignment and Access Recommendations," page 83, to reflect the completion of the Reston Town Center Transit Center and to integrate the new legend:



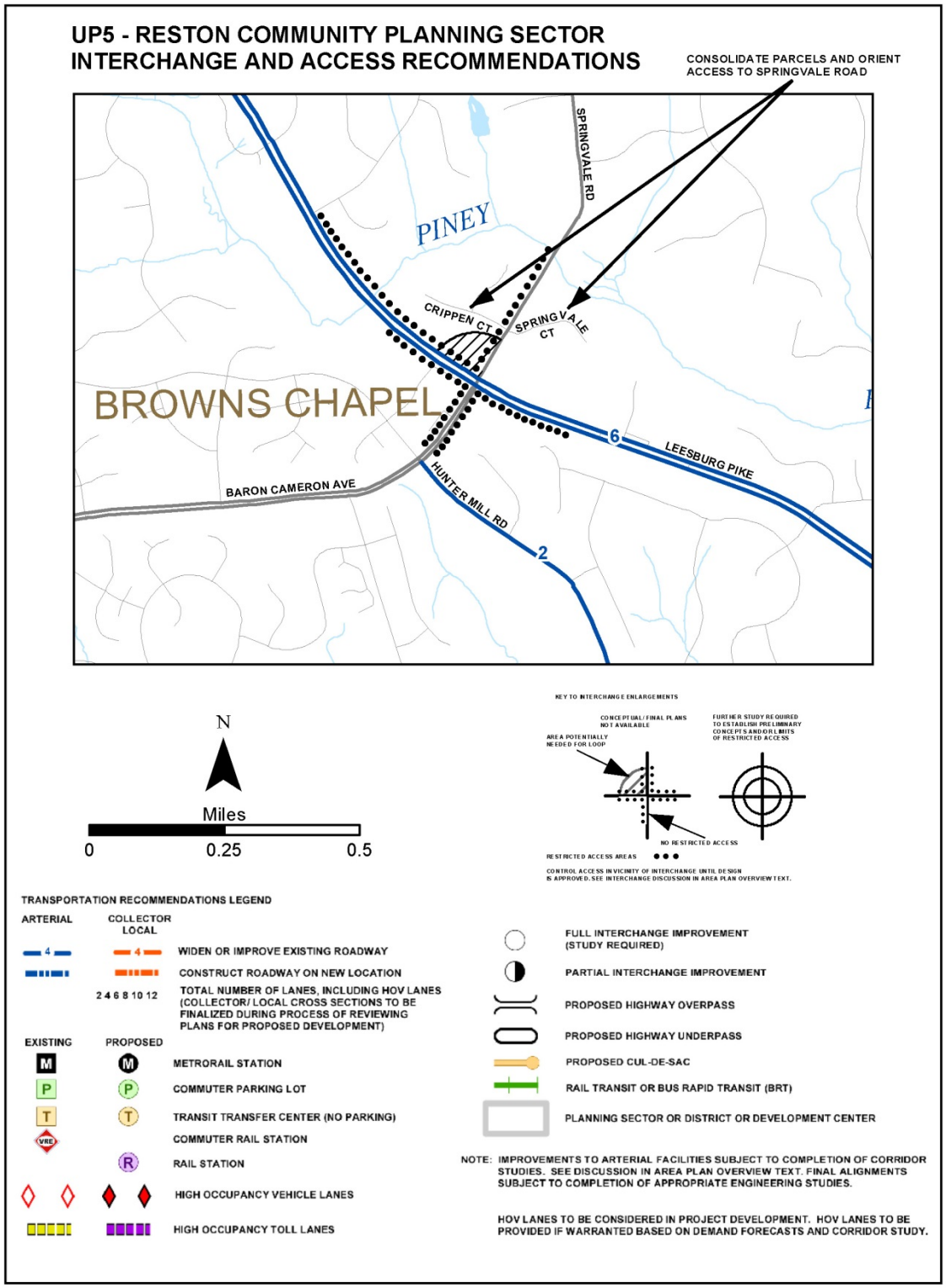
Upper Potomac Planning District, Figure 27, "UP4-Greater Herndon Community Planning Sector, Transit Facility Recommendations," page 84, to integrate the new legend:



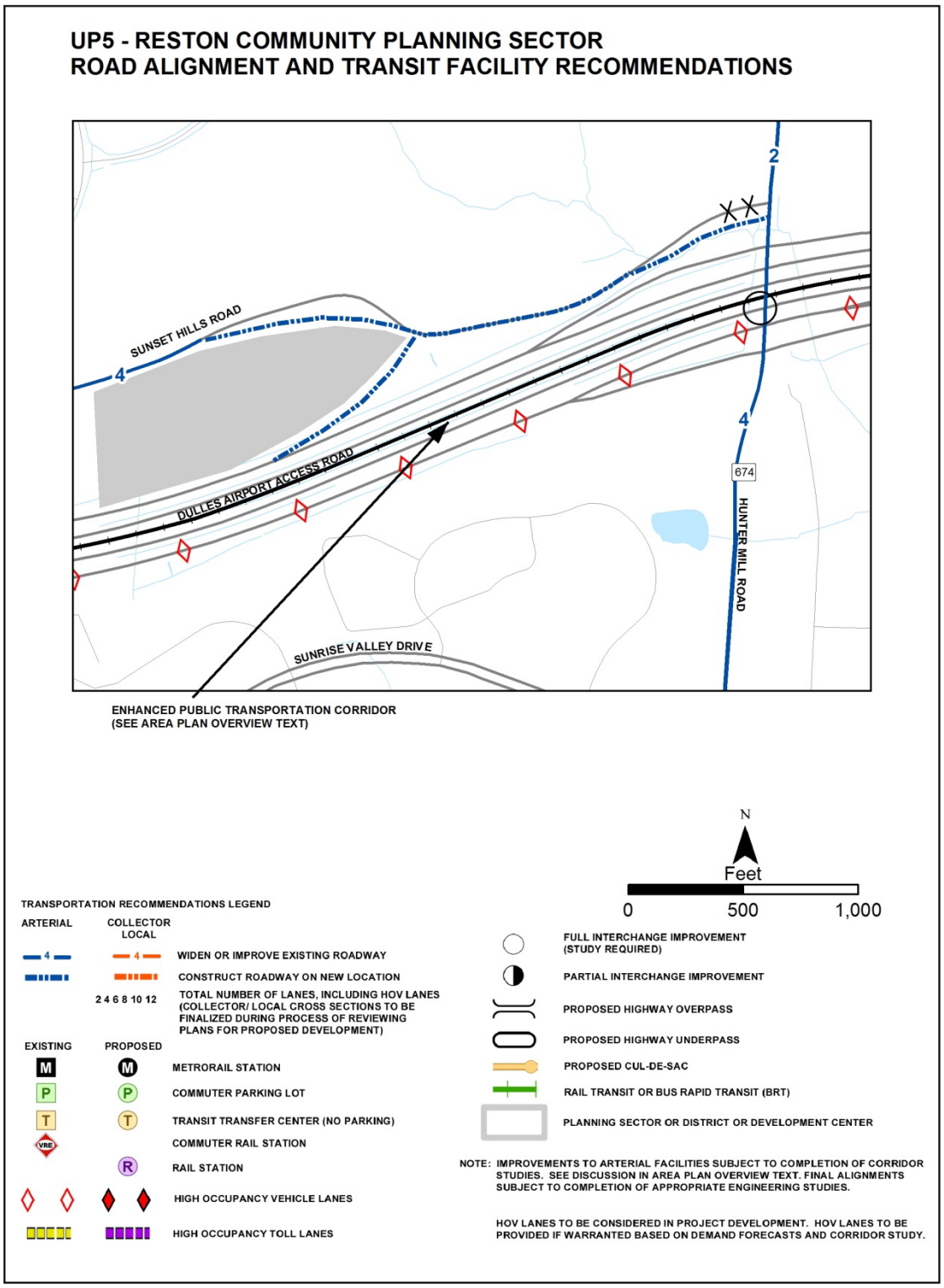
Upper Potomac Planning District, Figure 31, "UP5-Greater Reston Community Planning Sector, Transportation Recommendations," page 94, to reflect the completion of Sully Road's interchanges with Air and Space Museum Parkway, McLearen Road, and Frying Pan Road; the widening of West Ox Road, the opening of the Silver Line and Wiehle-Reston East Metro Station and Commuter Parking Lot; the completion of the Reston Town Center Transit Center; and to integrate the new legend:



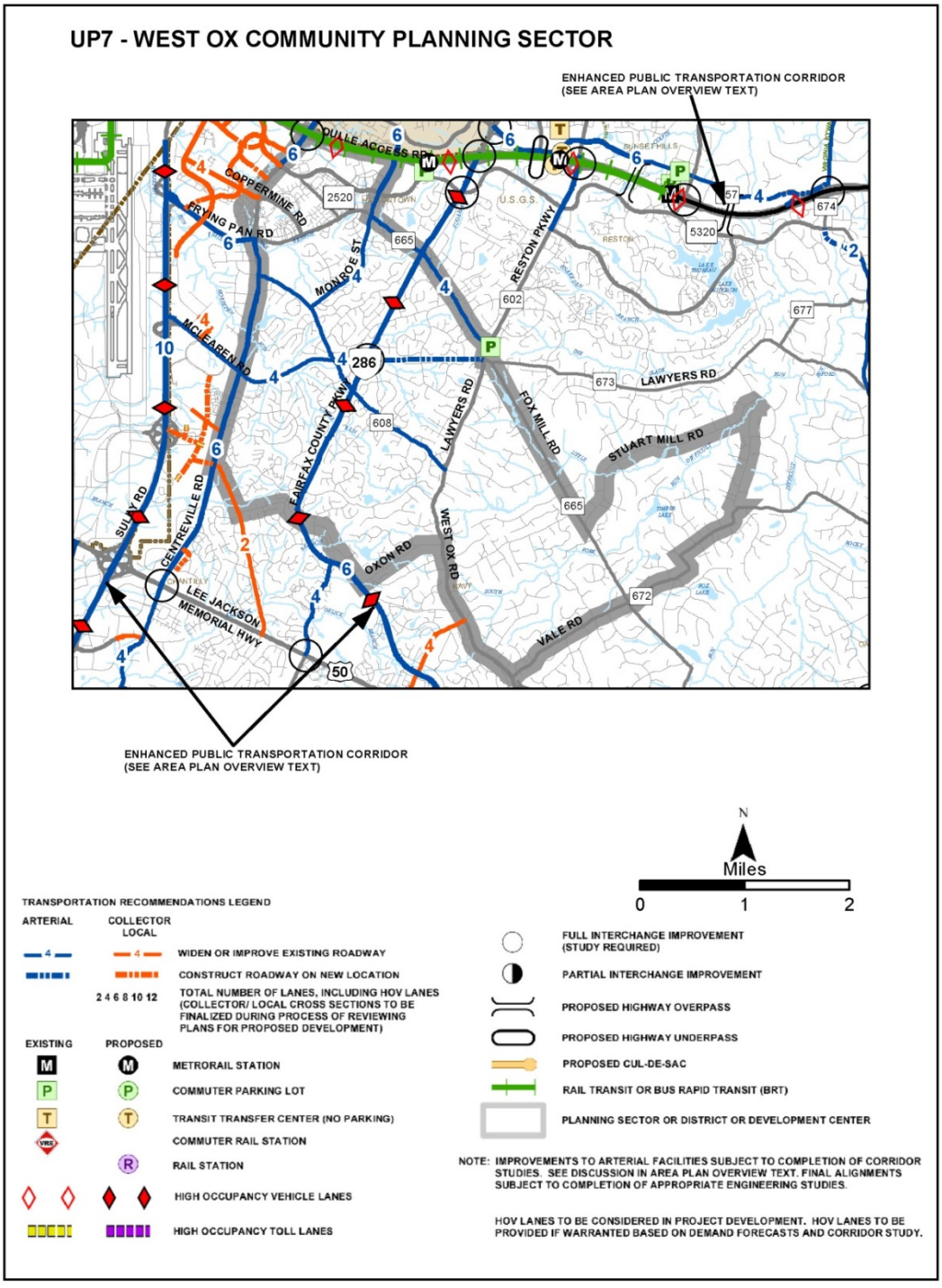
Upper Potomac Planning District, Figure 32, "UP5-Greater Reston Community Planning Sector, Interchange and Access Recommendations," page 95, to integrate the new legend:



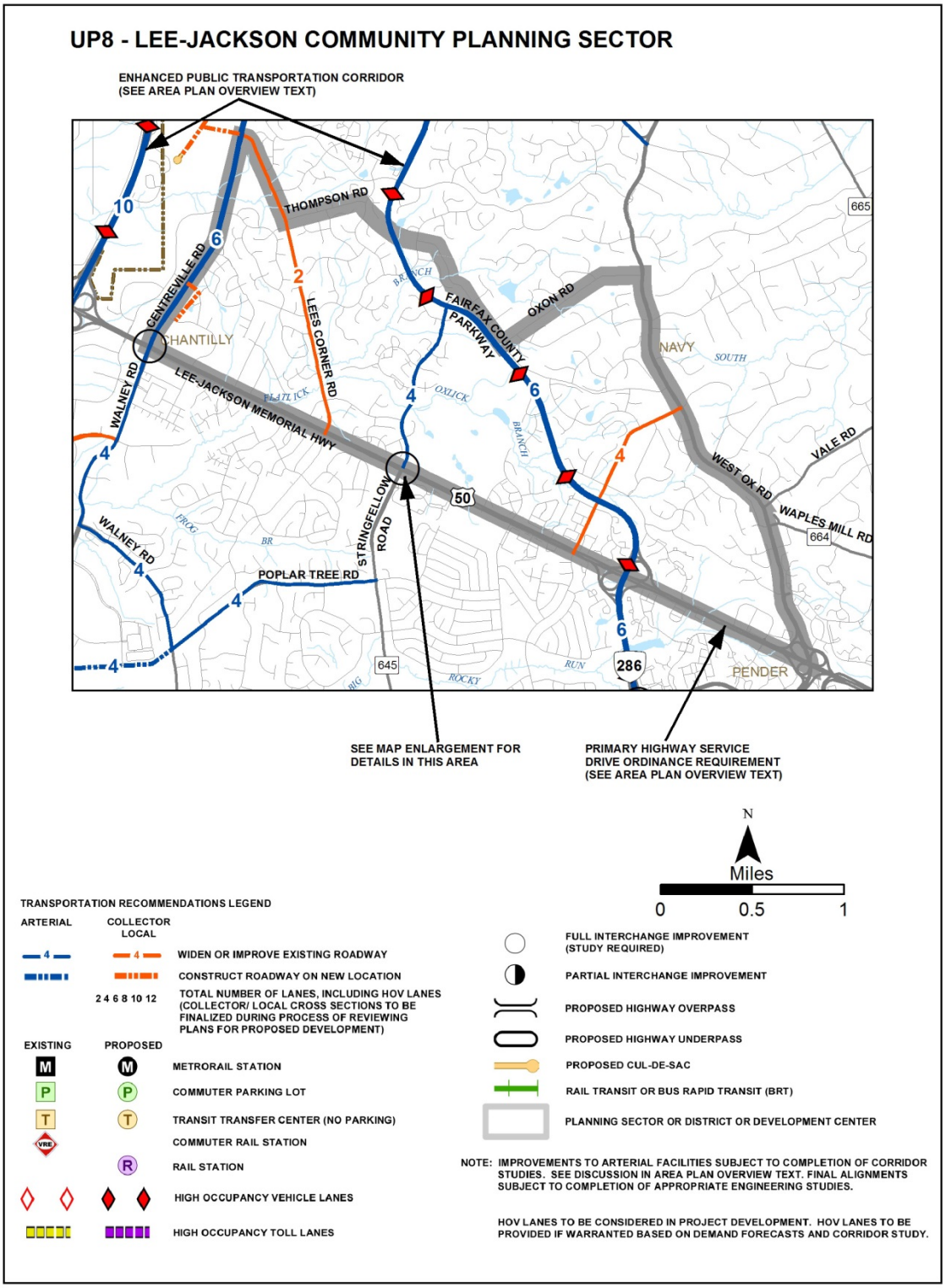
Upper Potomac Planning District, Figure 33, "UP5-Greater Reston Community Planning Sector, Road Realignment and Transit Facility Recommendations," page 96, to integrate the new legend:



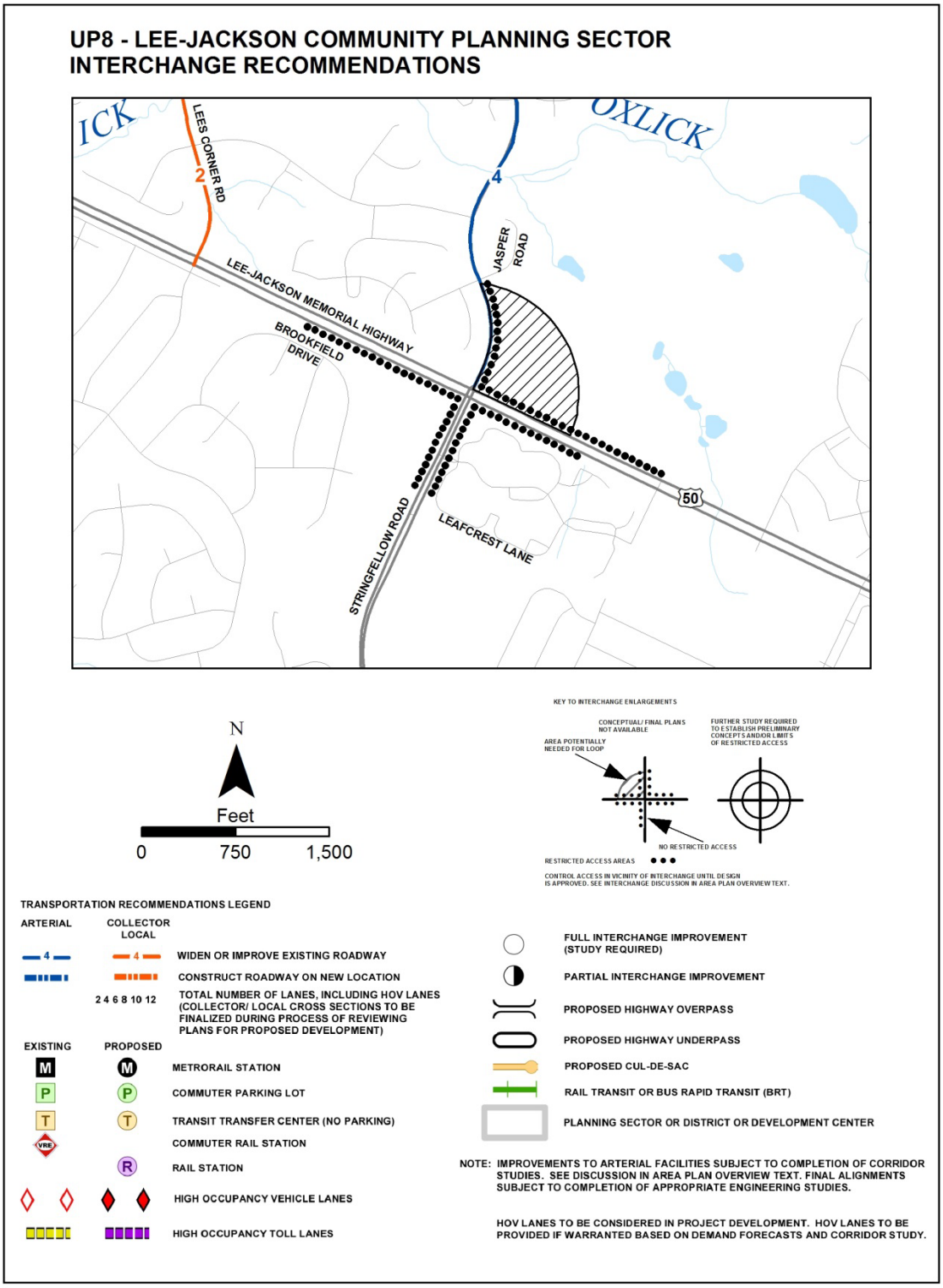
Upper Potomac Planning District, Figure 36, "UP7-West Ox Community Planning Sector, Transportation Recommendations," page 107, to reflect the completion of Sully Road's interchanges with Air and Space Museum Parkway, McLearen Road, and Frying Pan Road; the widening of West Ox Road, the opening of the Silver Line and Wiehle-Reston East Metro Station and Commuter Parking Lot; the completion of the Reston Town Center Transit Center; and to integrate the new legend:



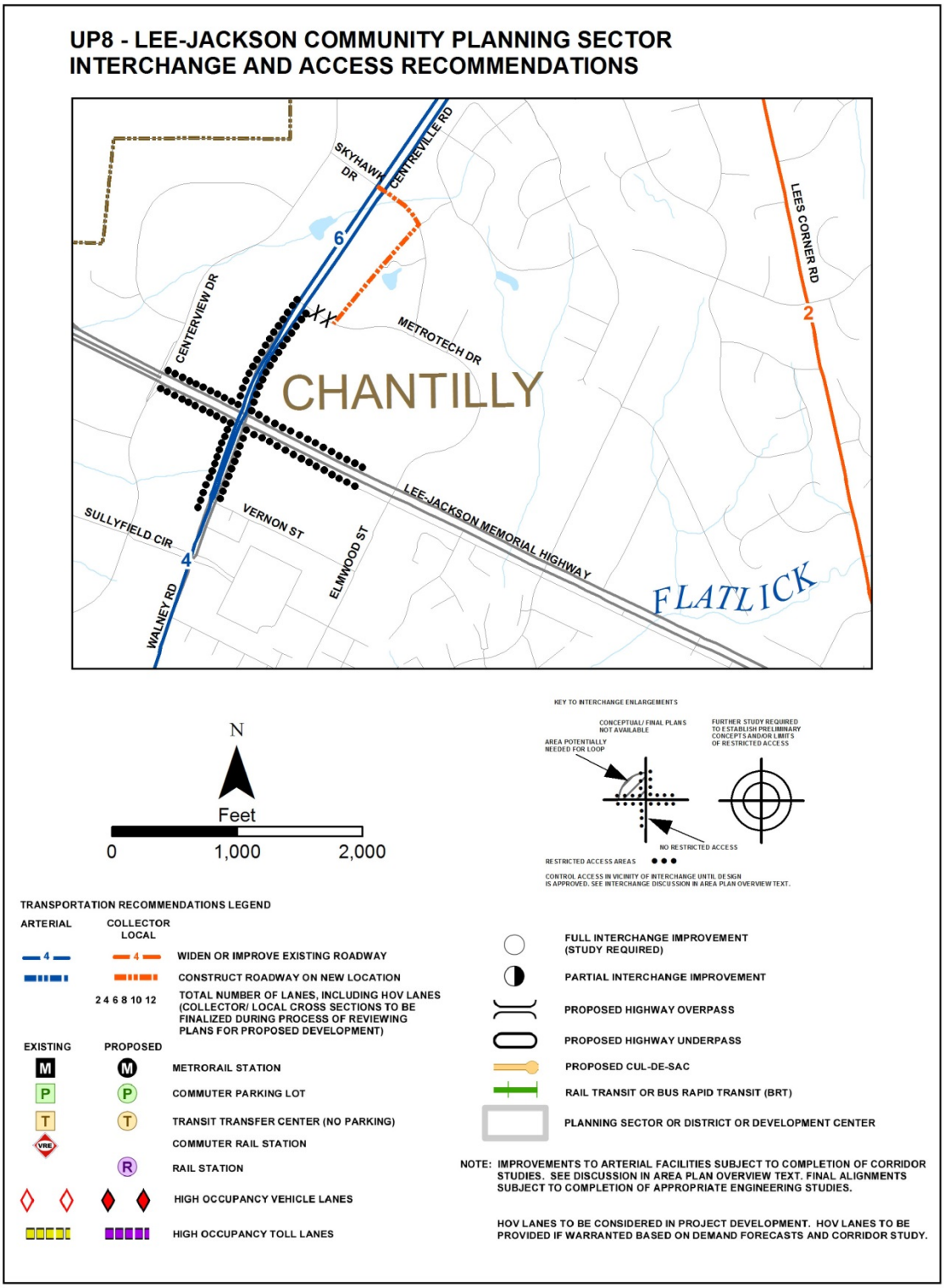
Upper Potomac Planning District, Figure 39, "UP8-Lee-Jackson Community Planning Sector, Transportation Recommendations," page 120, to reflect the widening of West Ox Road and integrate the new legend:



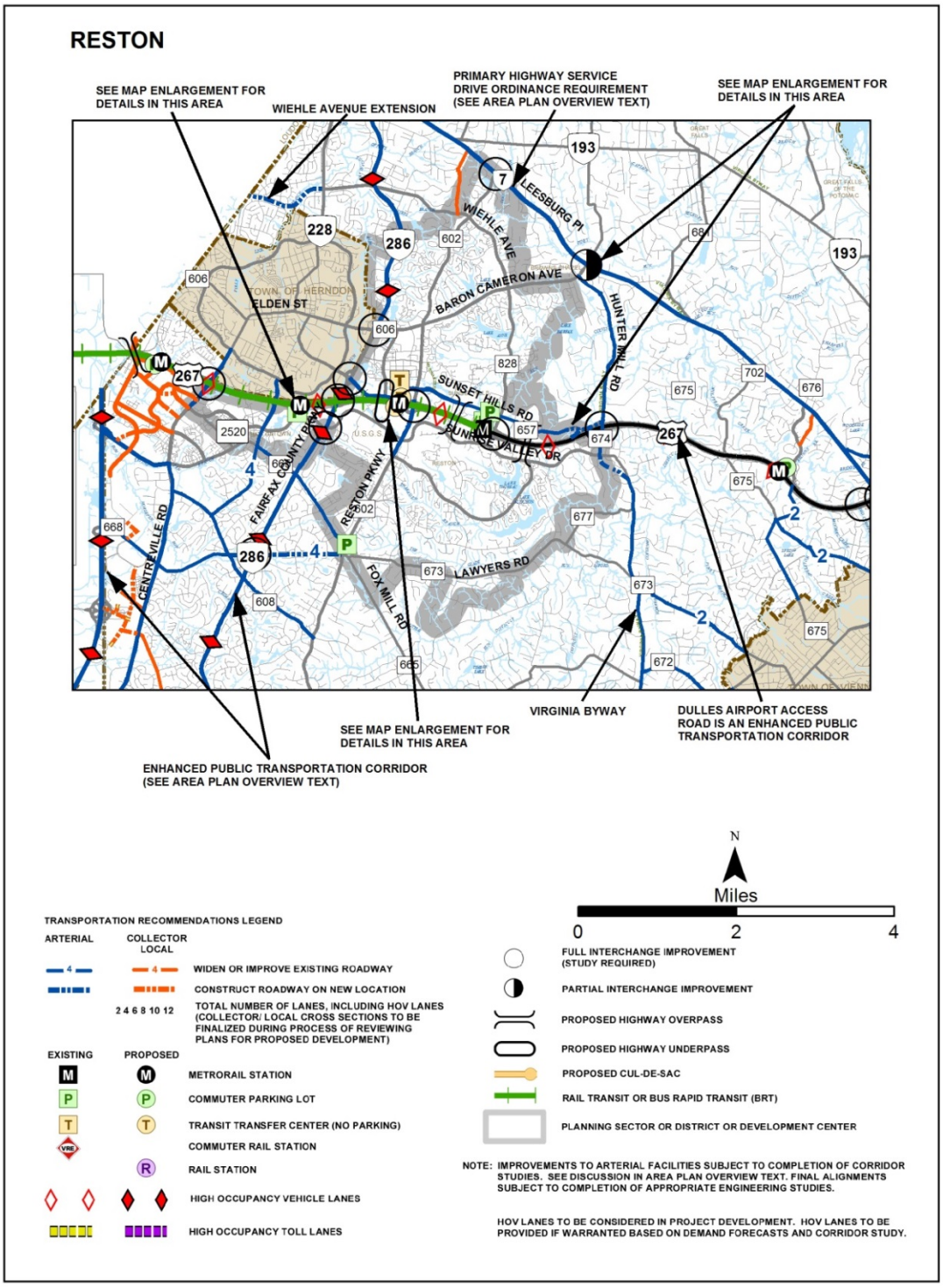
Upper Potomac Planning District, Figure 40, "UP8-Lee-Jackson Community Planning Sector, Interchange Recommendations," page 121, to integrate the new legend:



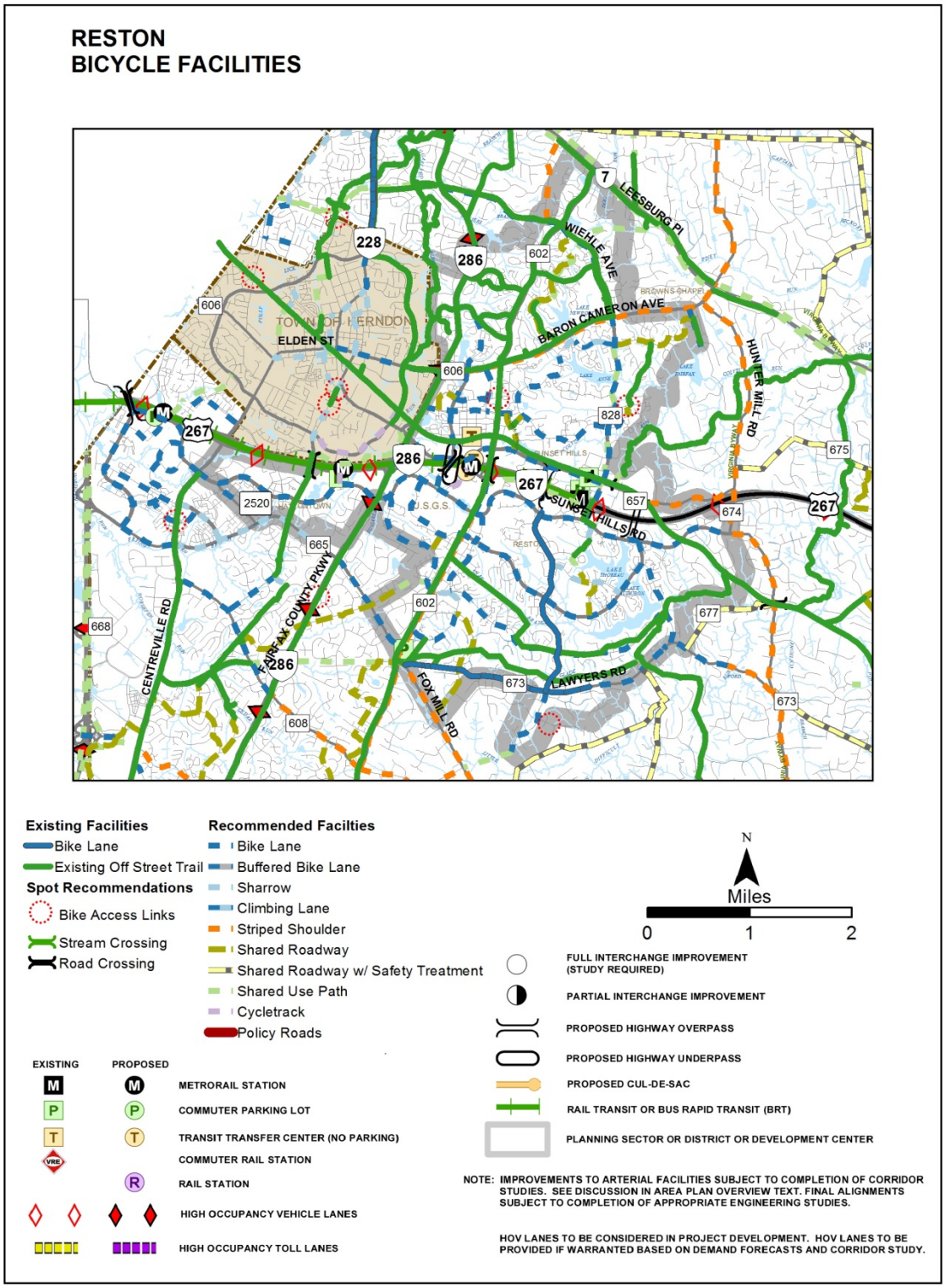
Upper Potomac Planning District, Figure 41, "UP8-Lee-Jackson Community Planning Sector, Interchange and Access Recommendations," page 122, to integrate the new legend:



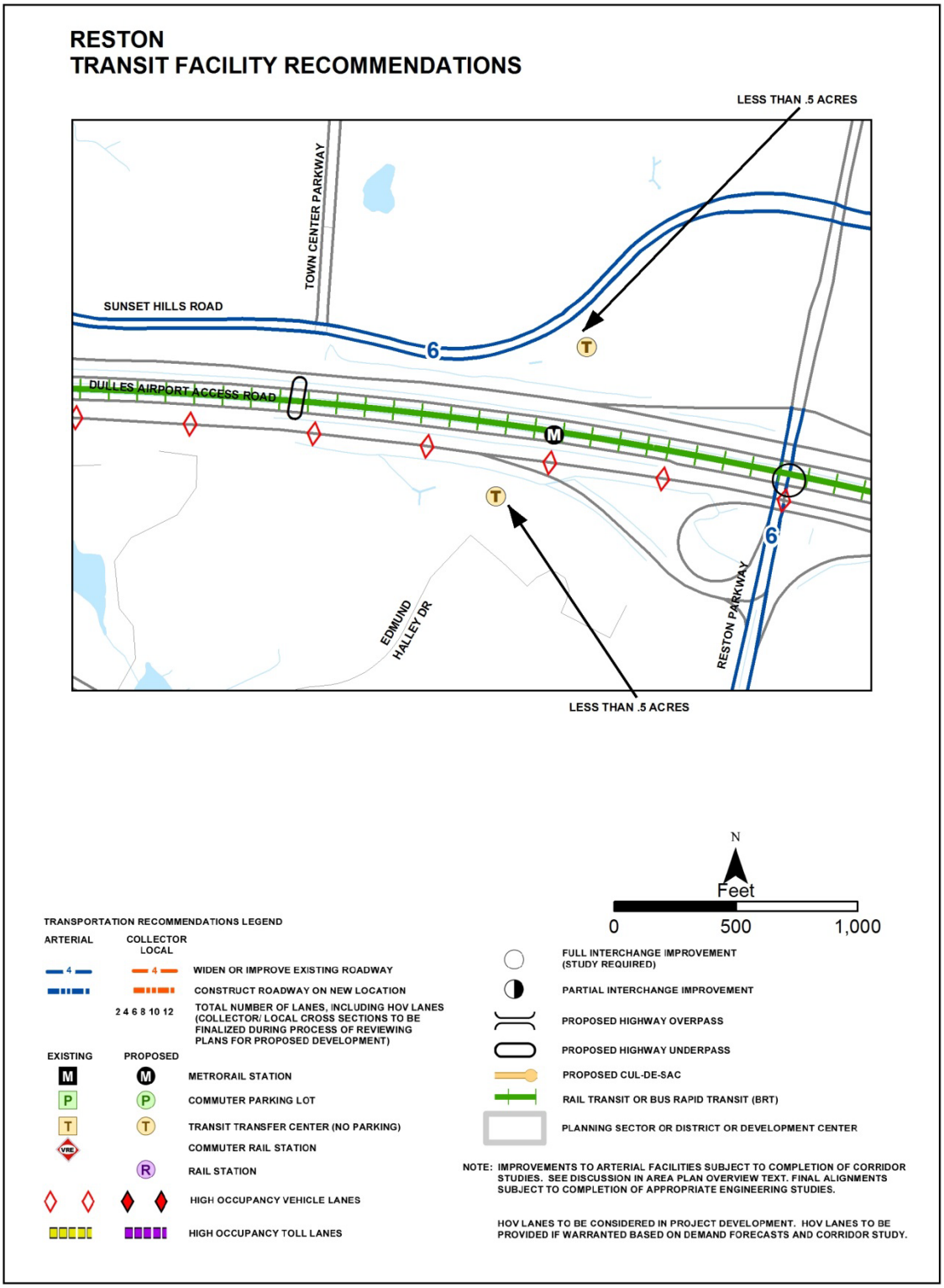
Reston, Figure 7, "Reston Transportation Recommendations," page 27, to reflect the completion of Sully Road's interchanges with Air and Space Museum Parkway, McLearen Road, and Frying Pan Road; the widening of West Ox Road, the opening of the Silver Line and Wiehle-Reston East Metro Station and Commuter Parking Lot; the completion of the Reston Town Center Transit Center; and to integrate the new legend:



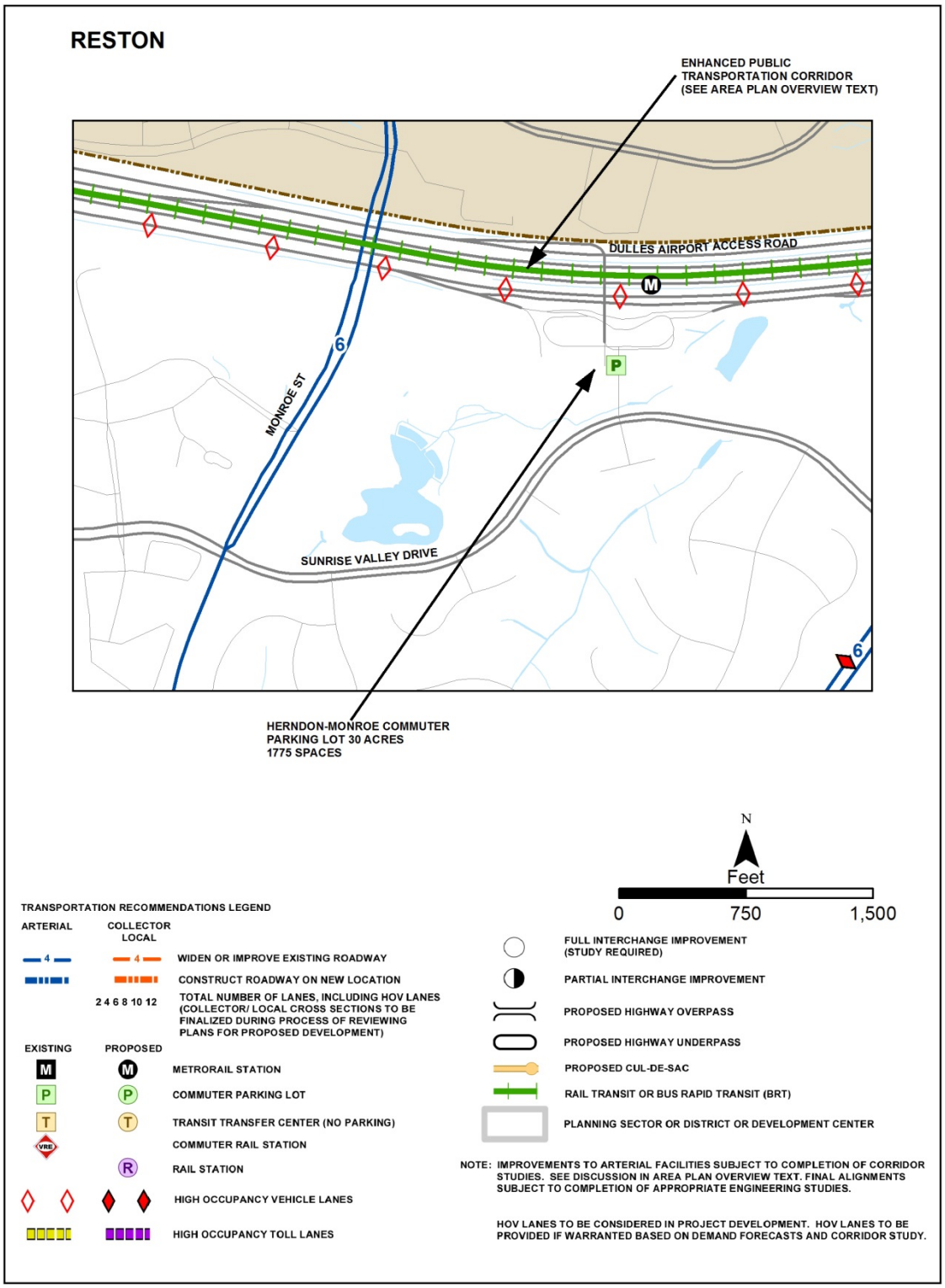
Reston, Figure 8, "Reston Transportation Recommendations," page 29, to reflect the opening of the Silver Line and Wiehle-Reston East Metro Station and Commuter Parking Lot; the completion of the Reston Town Center Transit Center; and to integrate the new legend:



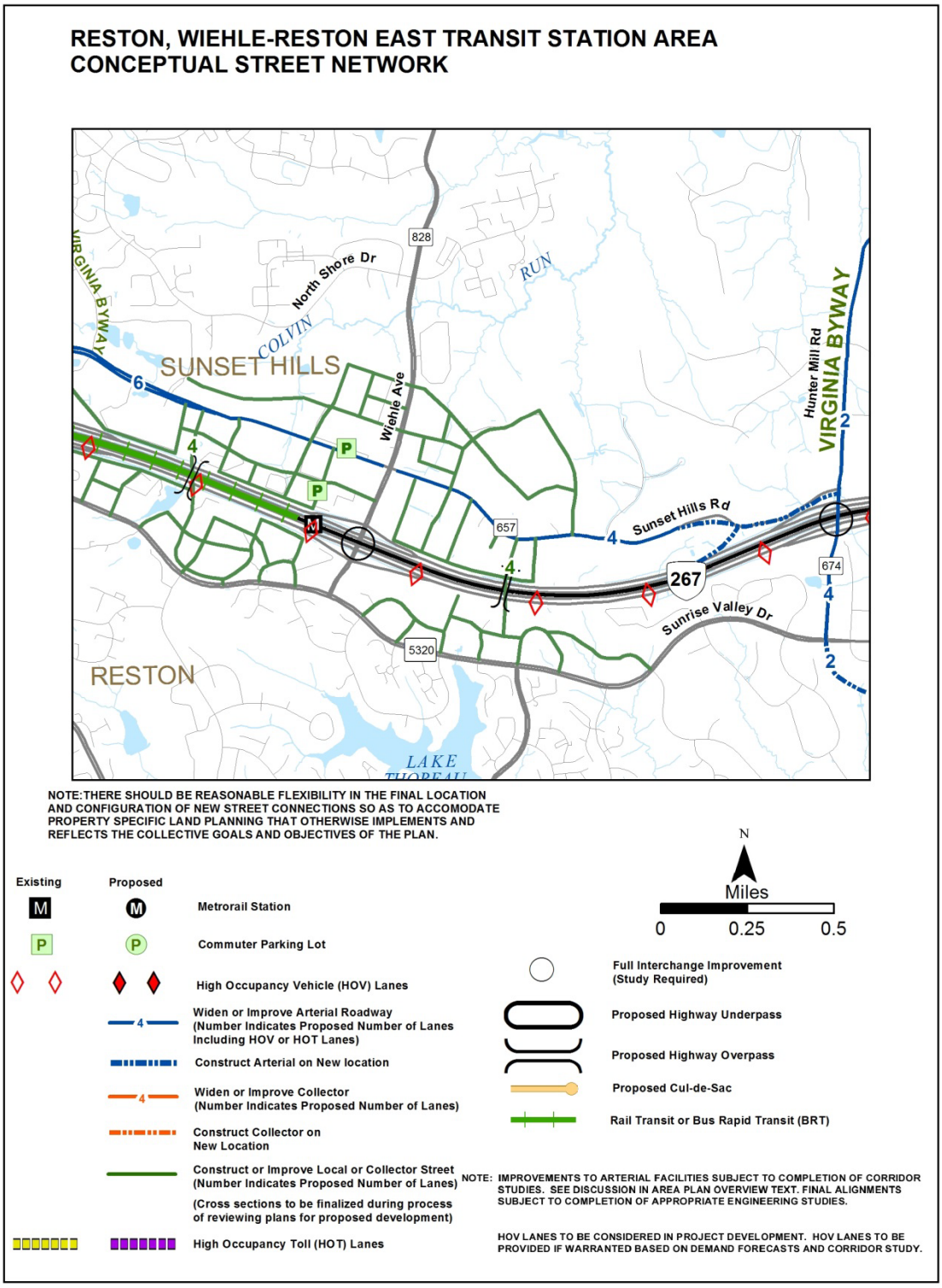
Reston, Figure 10, "Reston Transportation Recommendations," page 33, to integrate the new legend:



Reston, Figure 12, "Reston Transportation Recommendations," page 35, to integrate the new legend:

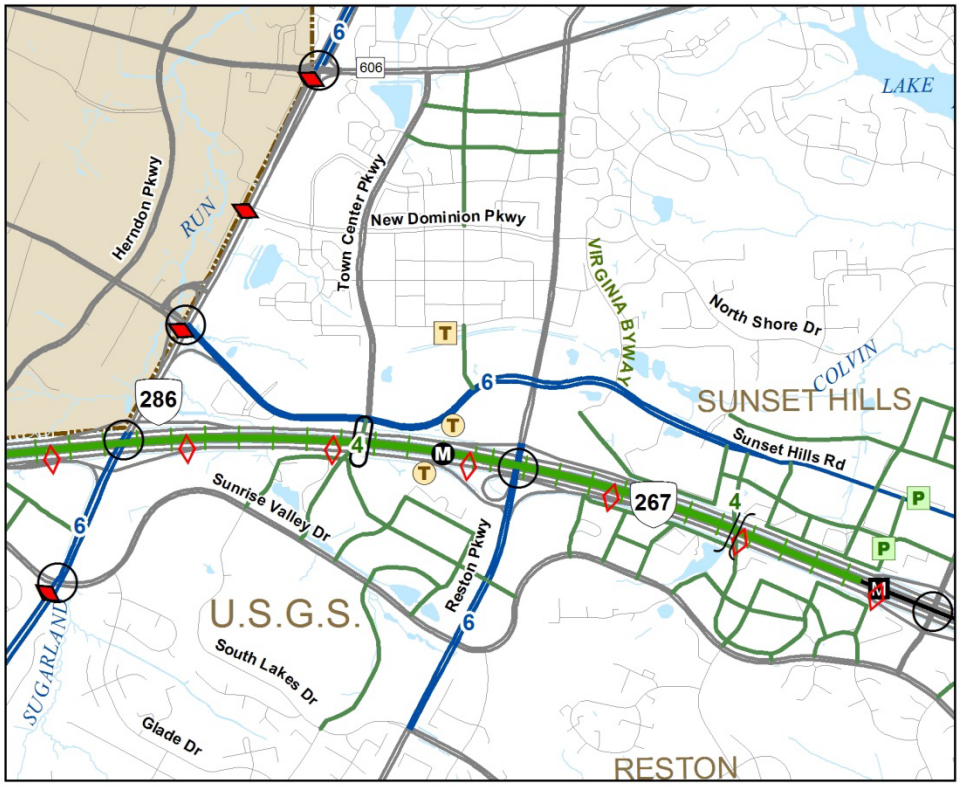


Reston, Figure 45, "Reston-Wiehle-Reston East Transit Station Area, Conceptual Enhanced Street Network," page 139, to reflect the opening of the Silver Line and Wiehle-Reston East Metro Station and Commuter Parking Lot and to integrate the new legend:



Reston, Figure 46, "Reston-Reston Town Center Transit Station Area, Conceptual Enhanced Street Network," page 140, to reflect the completion of the Reston Town Center Transit Center and integrate the new legend:

RESTON, RESTON TOWN CENTER TRANSIT STATION AREA
CONCEPTUAL STREET NETWORK



NOTE:THERE SHOULD BE REASONABLE FLEXIBILITY IN THE FINAL LOCATION AND CONFIGURATION OF NEW STREET CONNECTIONS SO AS TO ACCOMODATE PROPERTY SPECIFIC LAND PLANNING THAT OTHERWISE IMPLEMENTS AND REFLECTS THE COLLECTIVE GOALS AND OBJECTIVES OF THE PLAN.

N
Miles
0 0.25 0.5

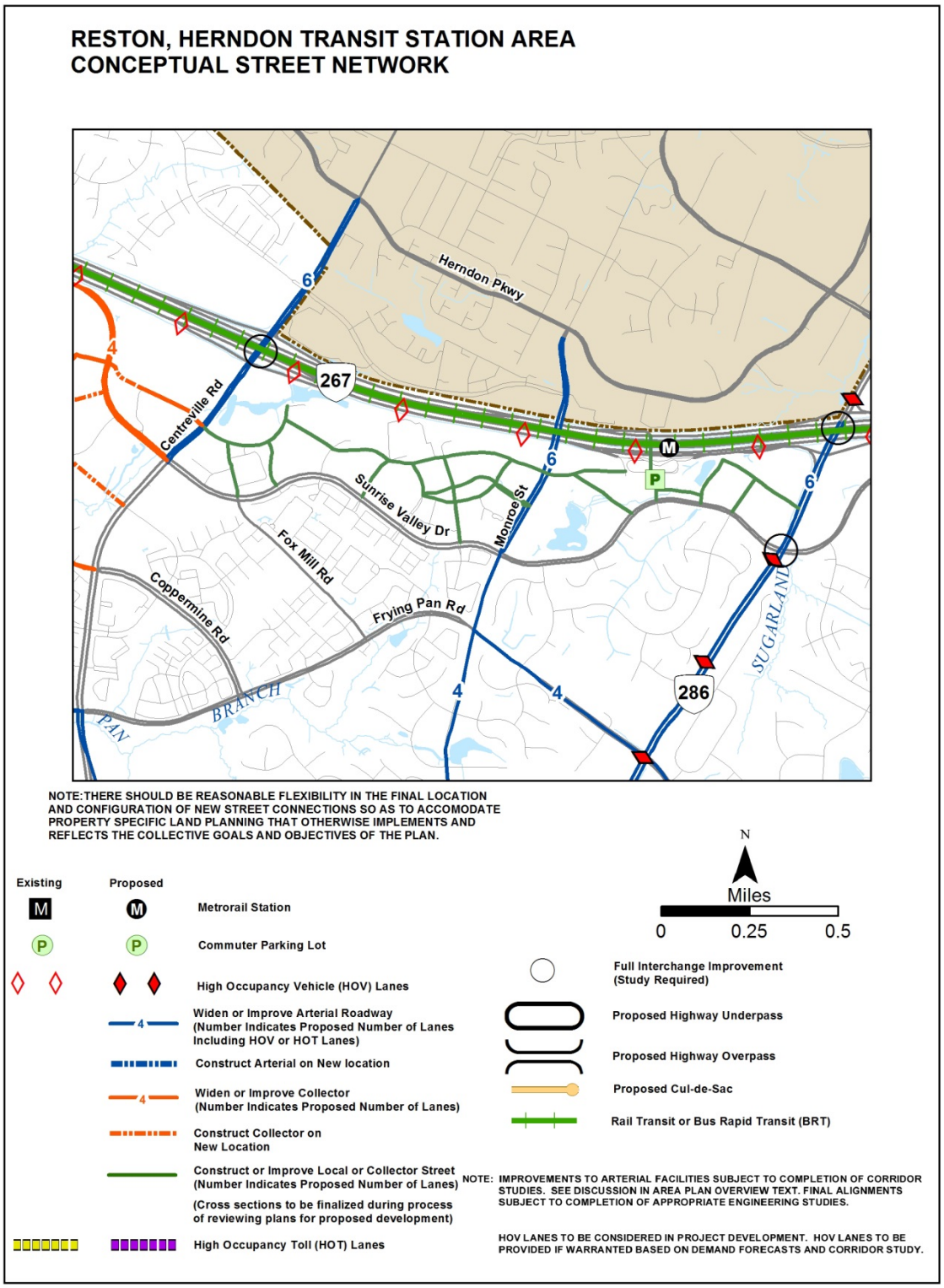
Existing	Proposed	
M	M	Metrorail Station
P	P	Commuter Parking Lot
◊ ◊	♦ ♦	High Occupancy Vehicle (HOV) Lanes
	4	Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New location
	4	Widen or Improve Collector (Number Indicates Proposed Number of Lanes)
		Construct Collector on New Location
		Construct or Improve Local or Collector Street (Number Indicates Proposed Number of Lanes) (Cross sections to be finalized during process of reviewing plans for proposed development)
		High Occupancy Toll (HOT) Lanes

Full Interchange Improvement (Study Required)
Proposed Highway Underpass
Proposed Highway Overpass
Proposed Cul-de-Sac
Rail Transit or Bus Rapid Transit (BRT)

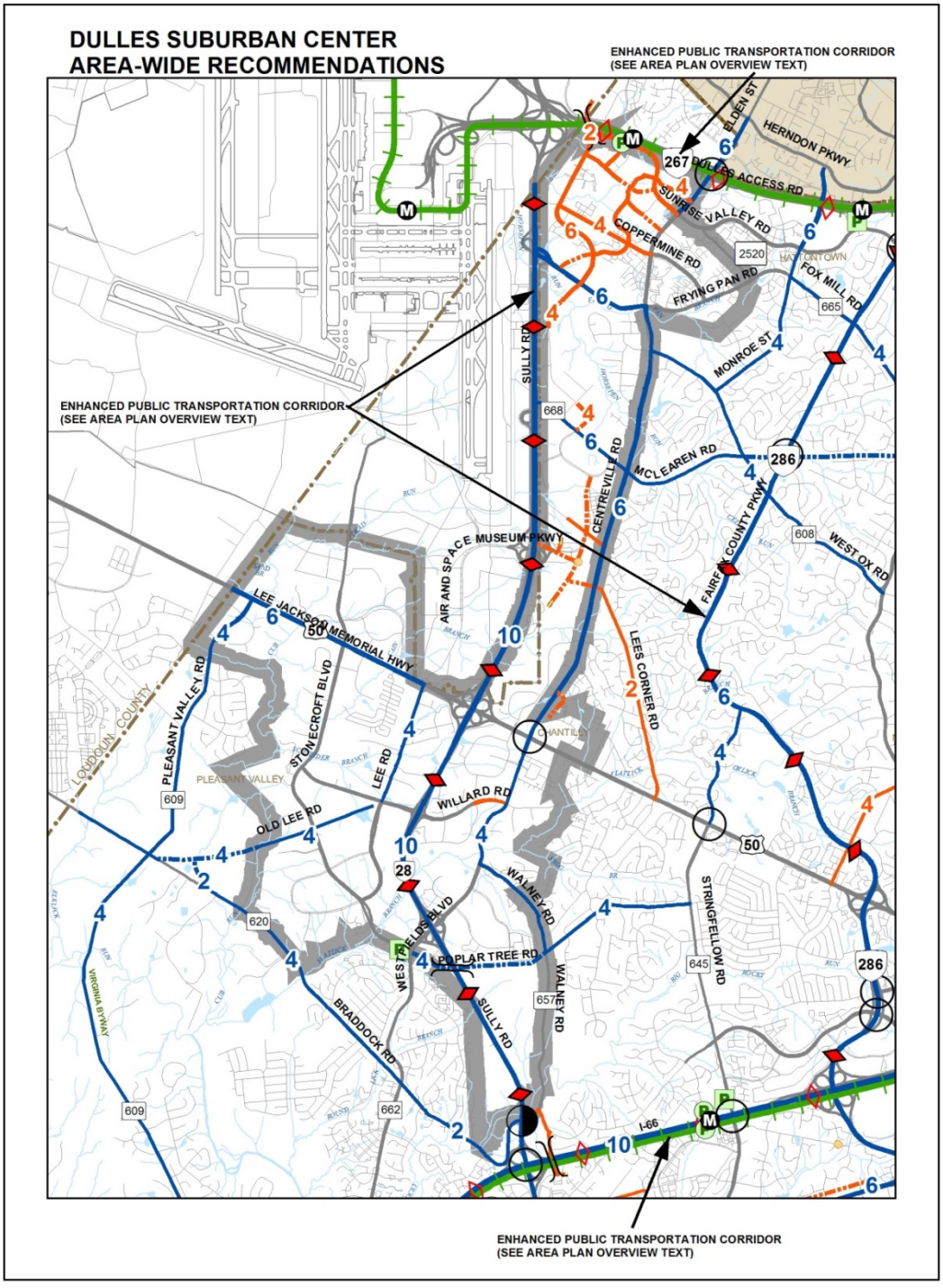
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

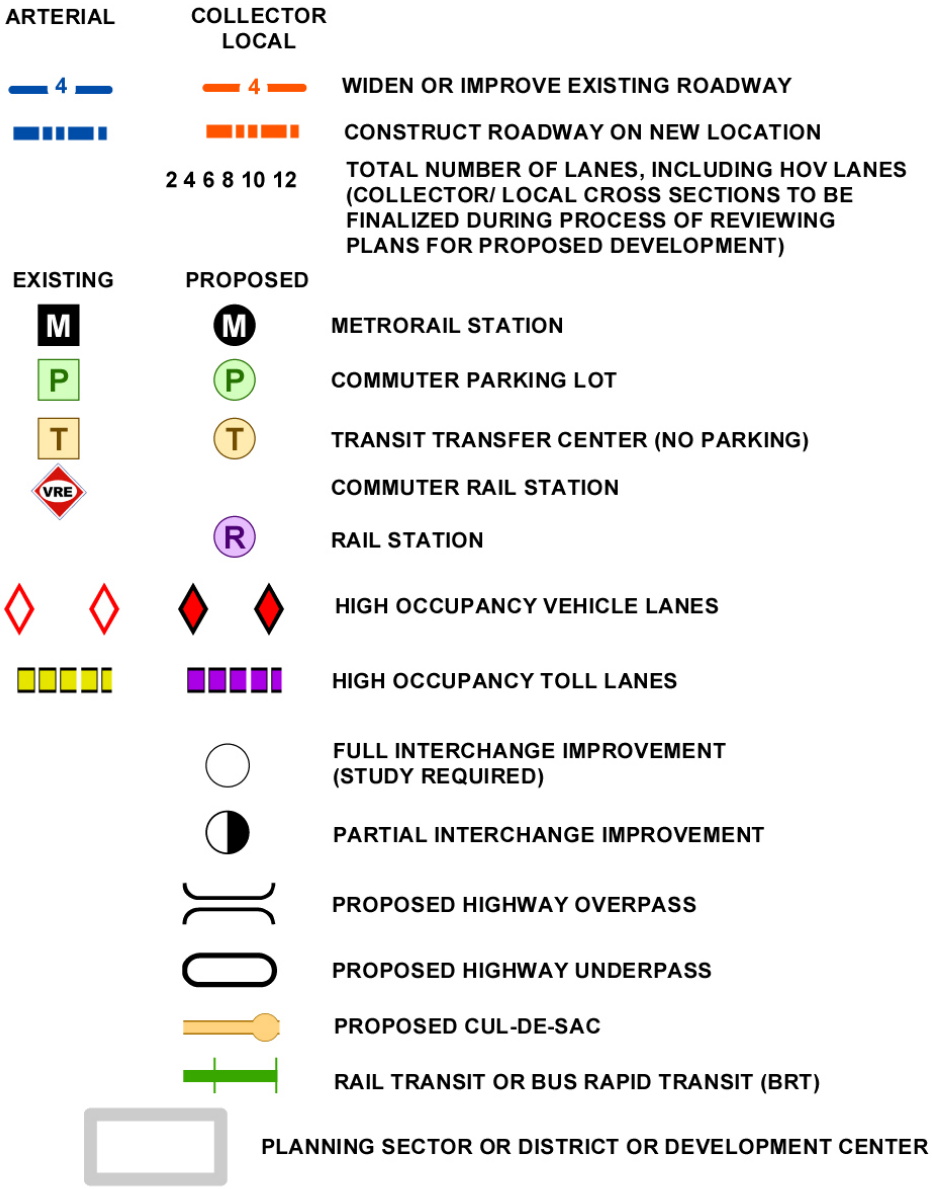
Reston, Figure 47, "Reston-Herndon Transit Station Area, Conceptual Enhanced Street Network," page 141, to integrate the new legend:



Dulles Suburban Center, Figure 3, "Dulles Suburban Center, Area-wide Transportation Recommendations," page 26-27, to reflect the completion of Sully Road's interchanges with Westfields Boulevard, Willard Road, Air and Space Museum Parkway, McLearen Road and Frying Pan Road; the widenings of West Ox Road, Stringfellow Road, and Stone Road; the expansion of the Stringfellow Commuter Parking Lot; the completion of Tatnuck Court; and to integrate the new legend:



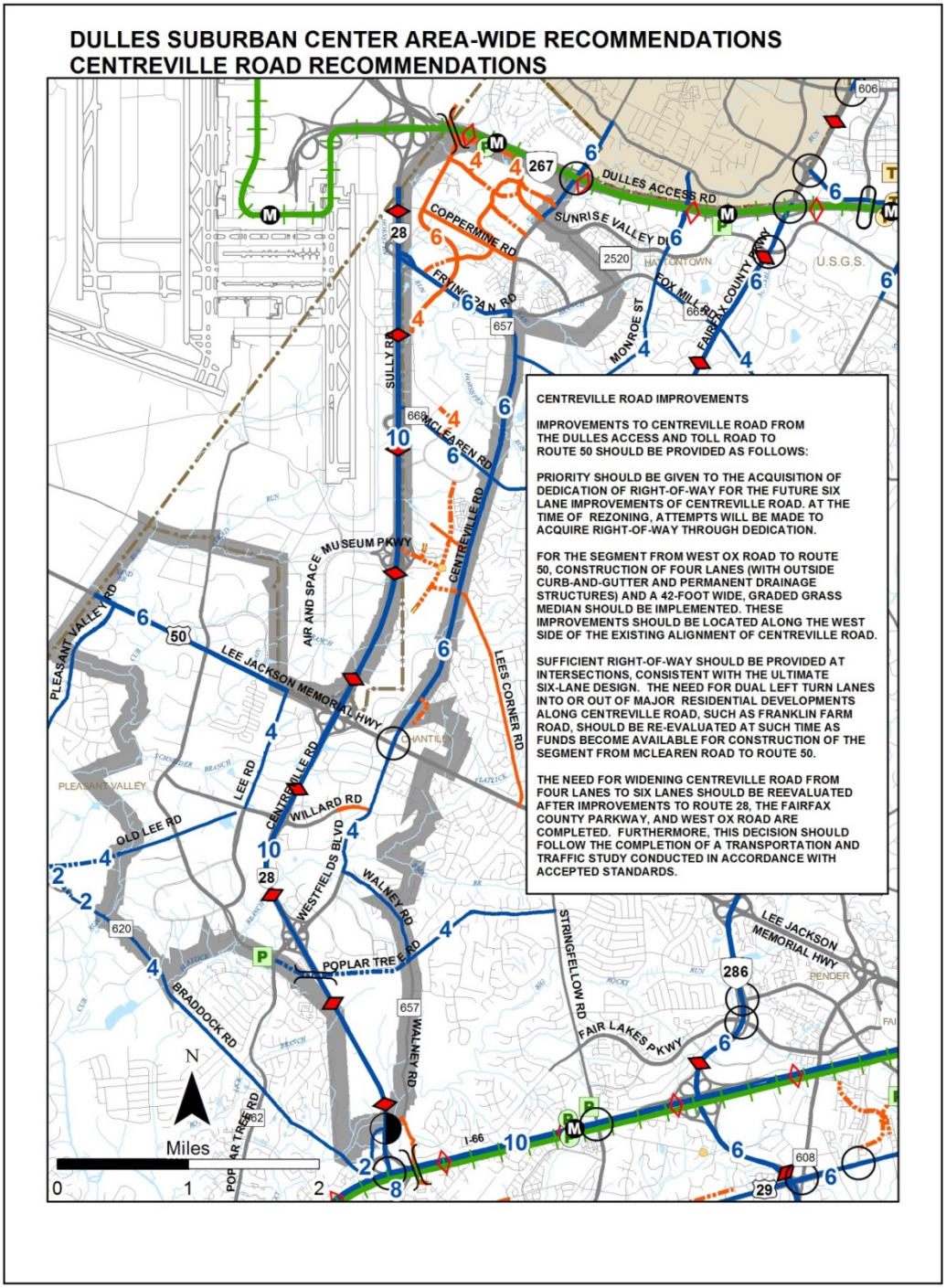
TRANSPORTATION RECOMMENDATIONS LEGEND



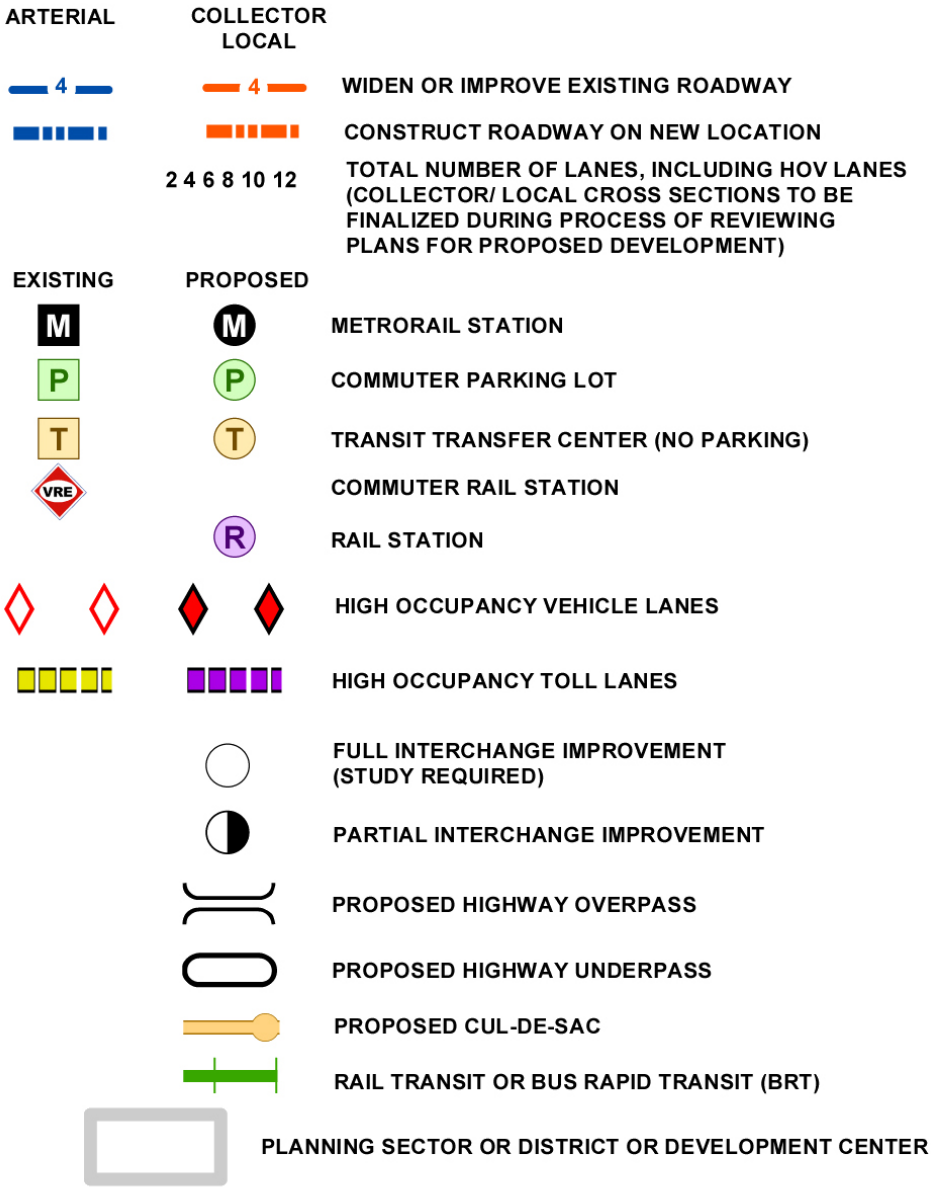
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

Dulles Suburban Center, Figure 4, "Dulles Suburban Center, Area-wide Transportation Recommendations, Centreville Road Recommendations," page 28-29, to reflect the completion of Sully Road's interchanges with Westfields Boulevard, Willard Road, Air and Space Museum Parkway, McLearen Road and Frying Pan Road; the widenings of West Ox Road, Stringfellow Road, and Stone Road; the expansion of the Stringfellow Commuter Parking Lot; the completion of Tatnuck Court; and to integrate the new legend:



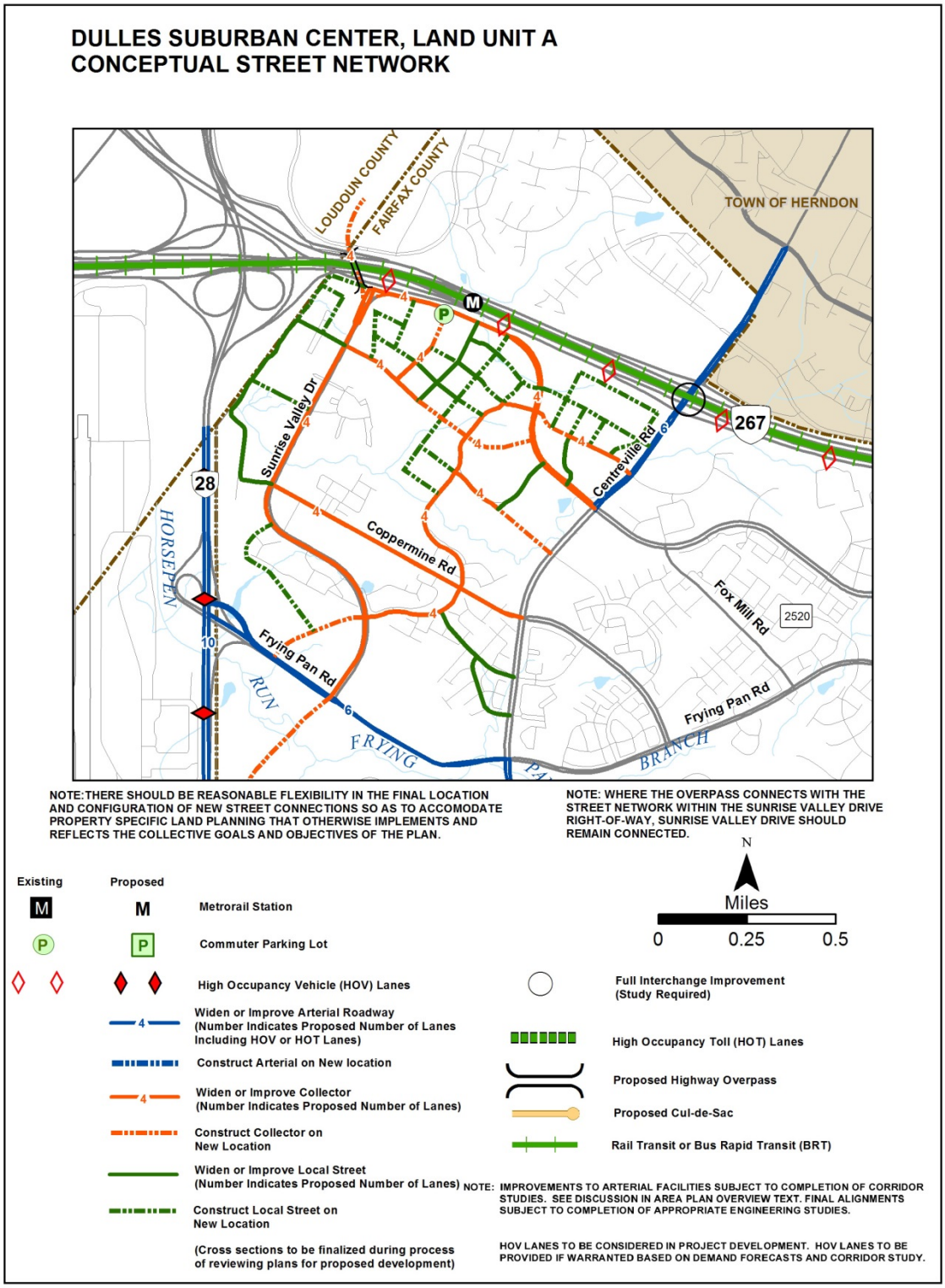
TRANSPORTATION RECOMMENDATIONS LEGEND



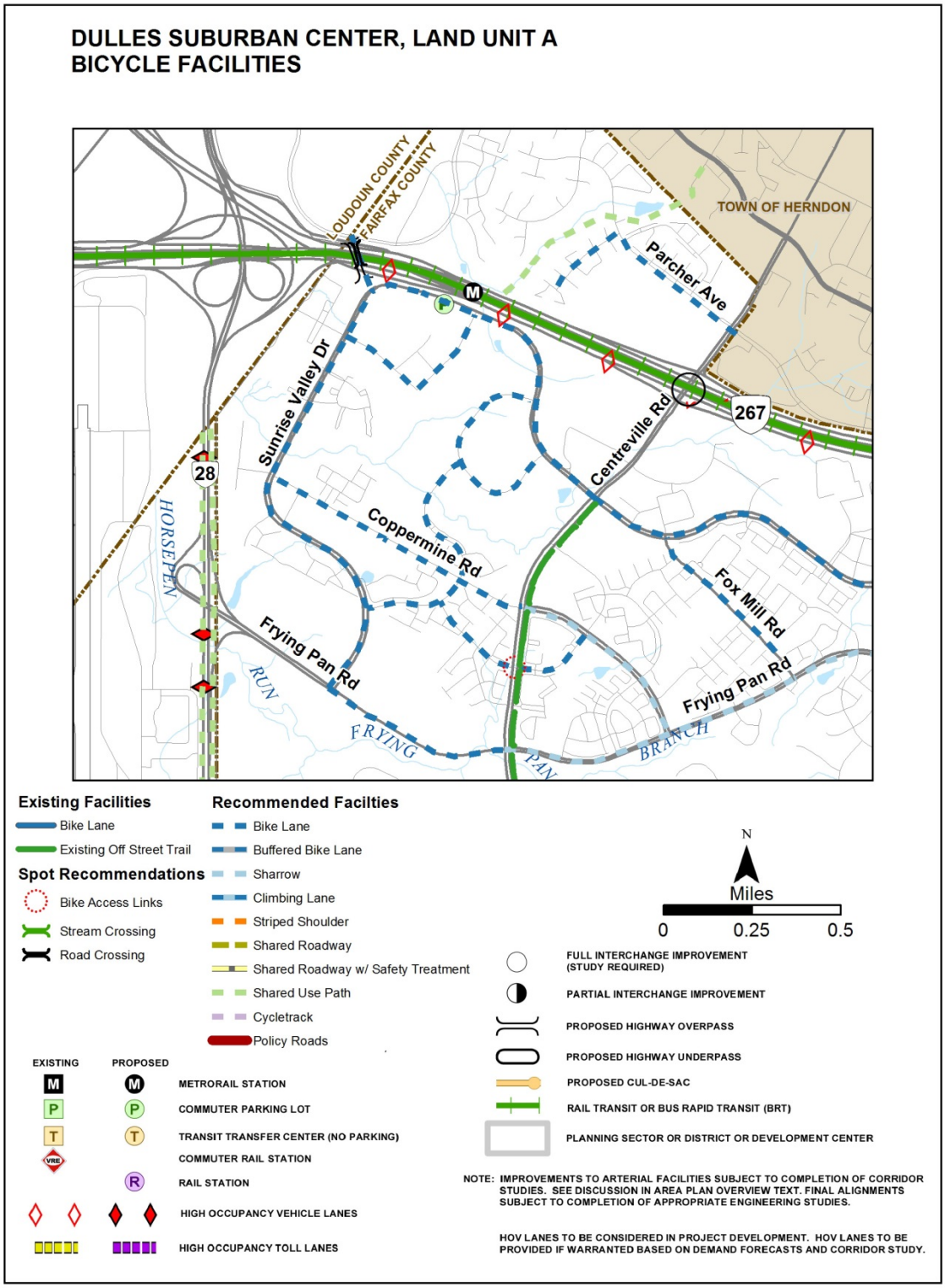
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

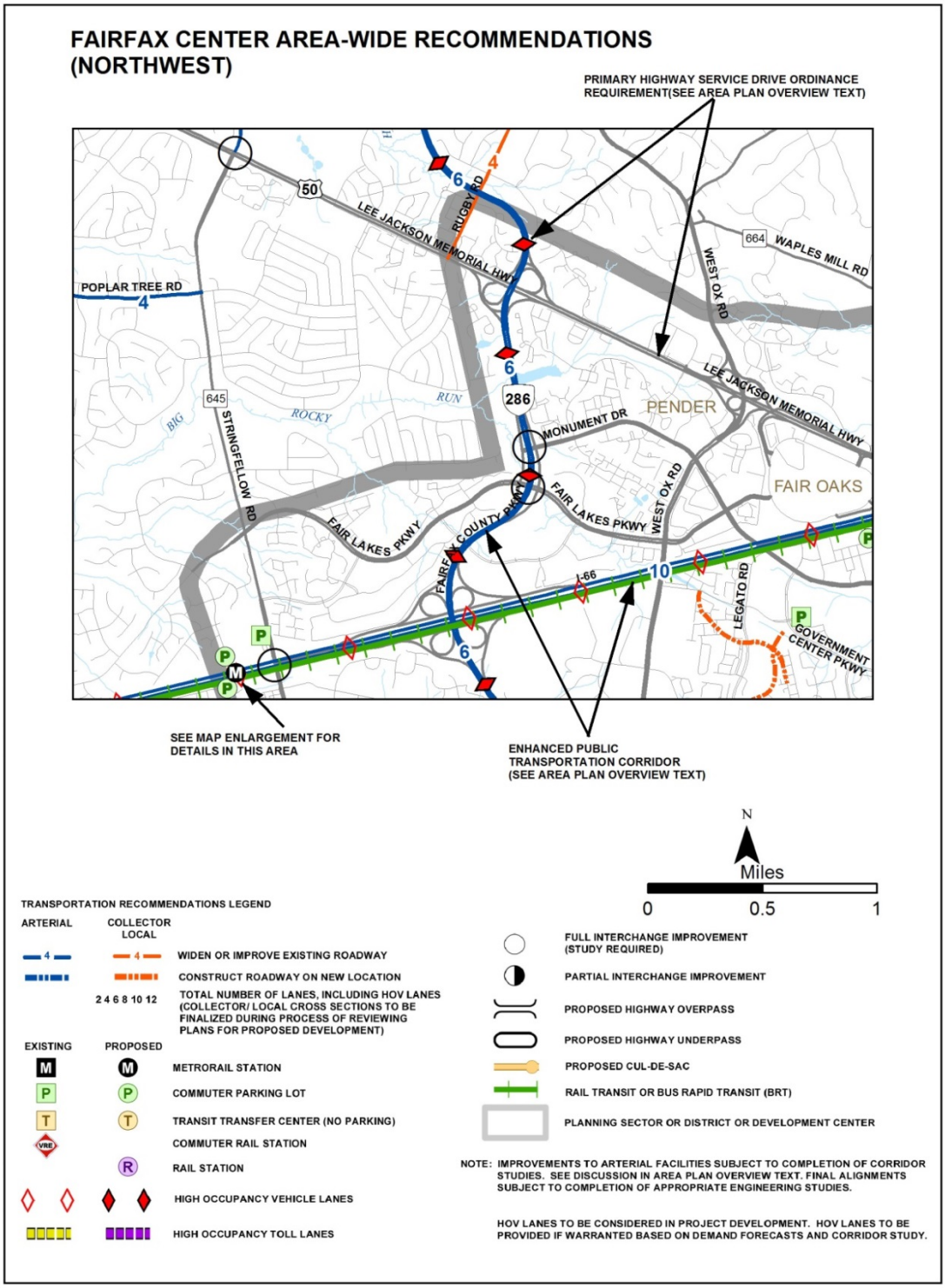
Dulles Suburban Center, Figure 17, "Dulles Suburban Center, Land Unit A, Conceptual Street Network," page 66, to reflect the completion of the interchange of Sully Road and Frying Pan Road and to integrate the new legend:



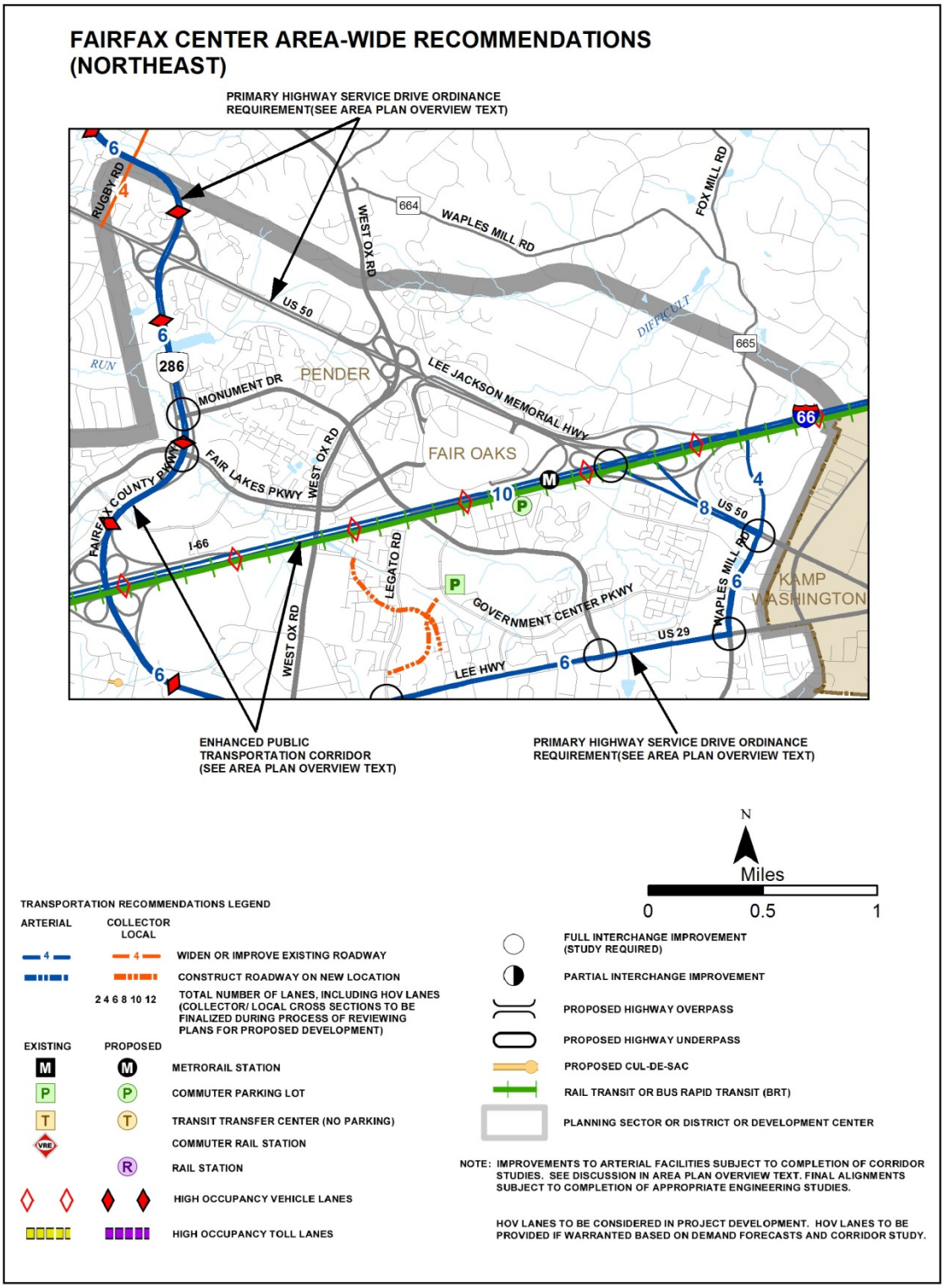
Dulles Suburban Center, Figure 18, "Dulles Suburban Center, Land Unit A, Bicycle Facilities," page 67, to reflect the completion of the interchange of Sully Road and Frying Pan Road and to integrate the new legend:



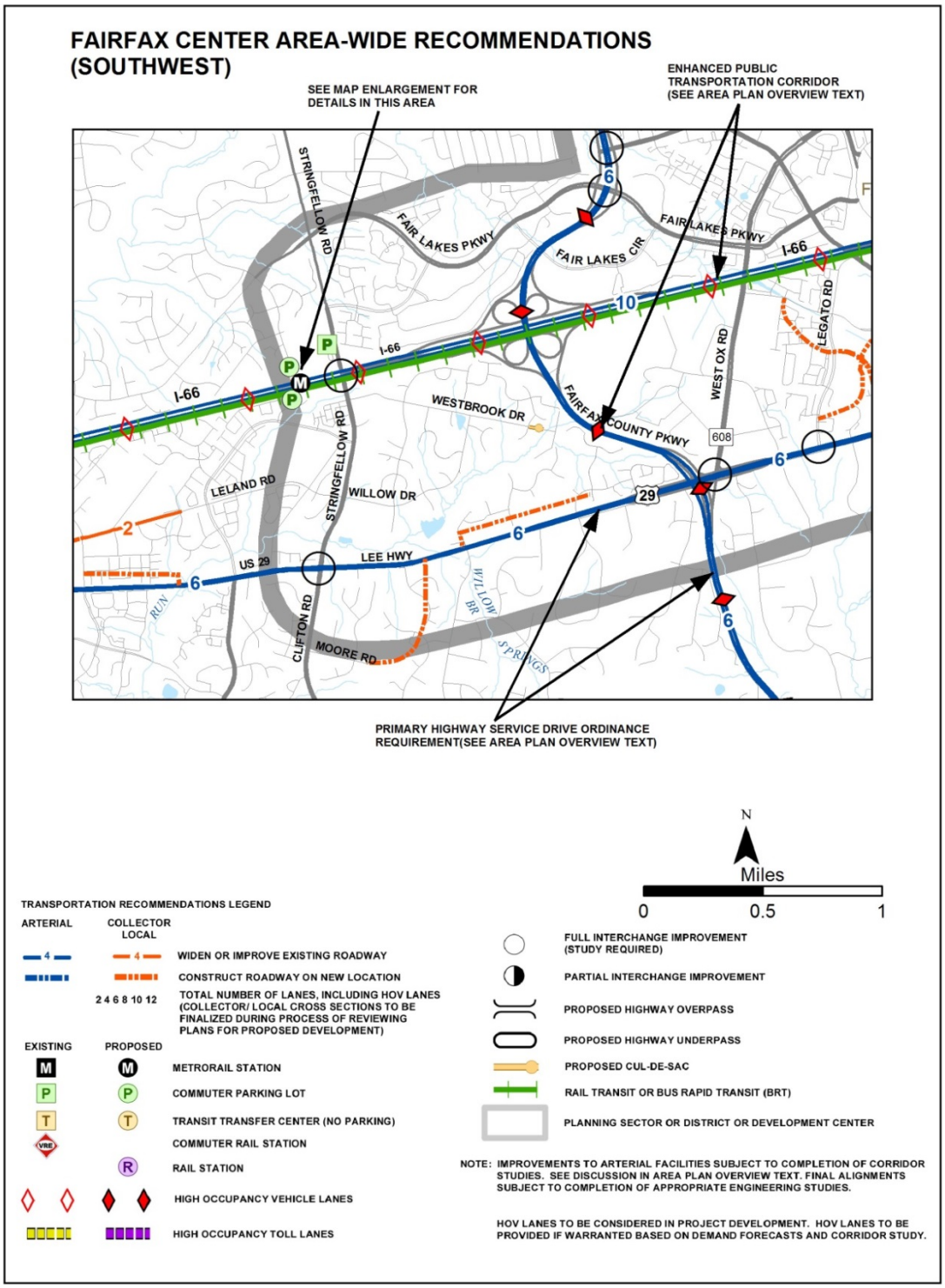
Fairfax Center, Figure 3, "Fairfax Center Area (Northwest), Transportation Recommendations," page 19, to reflect the widenings of West Ox Road and Stringfellow Road; the completion of Legato Road; the expansion of the Stringfellow Commuter Parking Lot; and to integrate the new legend:



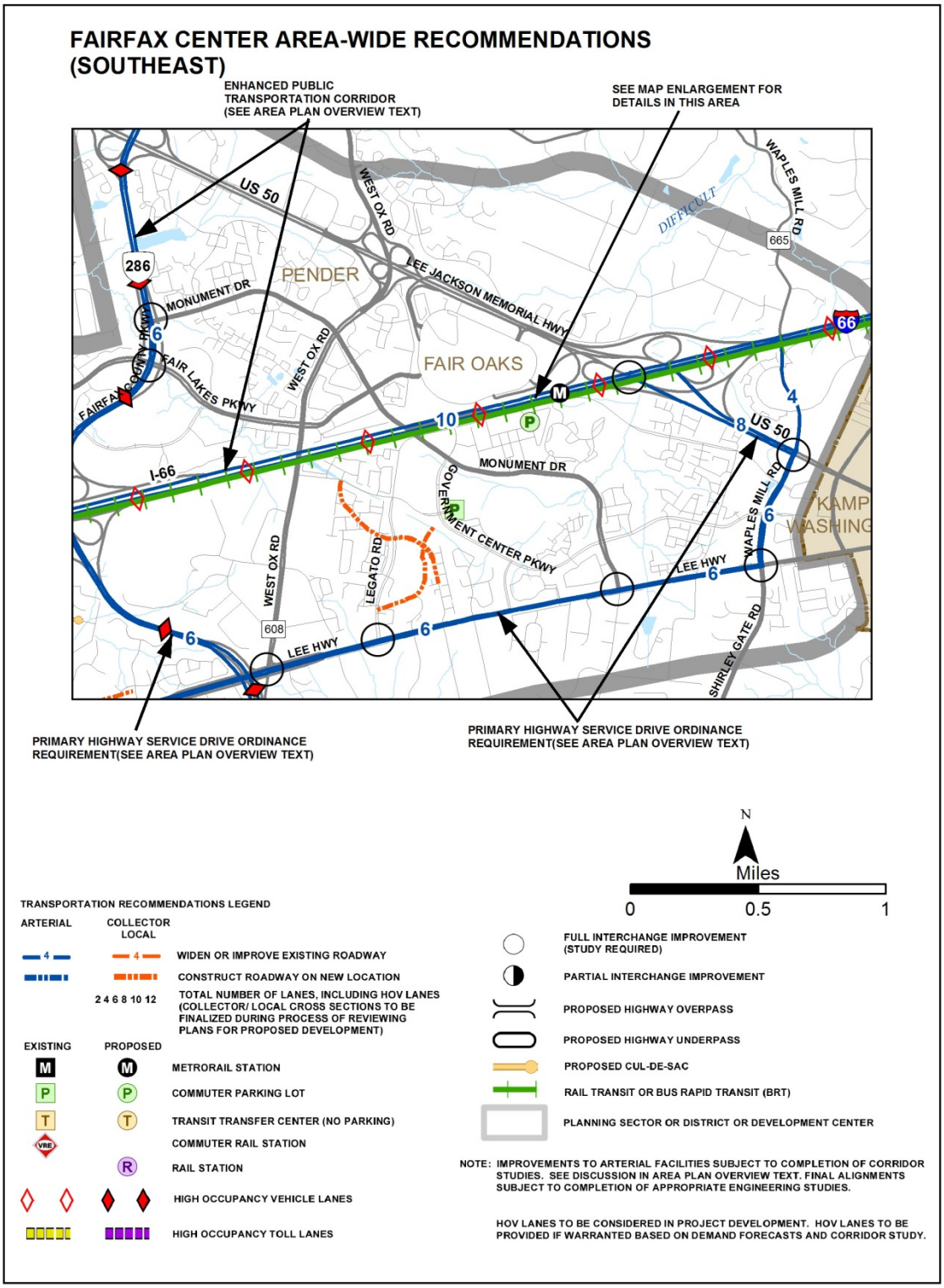
Fairfax Center, Figure 4, "Fairfax Center Area (Northeast), Transportation Recommendations," page 20, to reflect the widening of West Ox Road , the completing of Legato Road and to integrate the new legend:



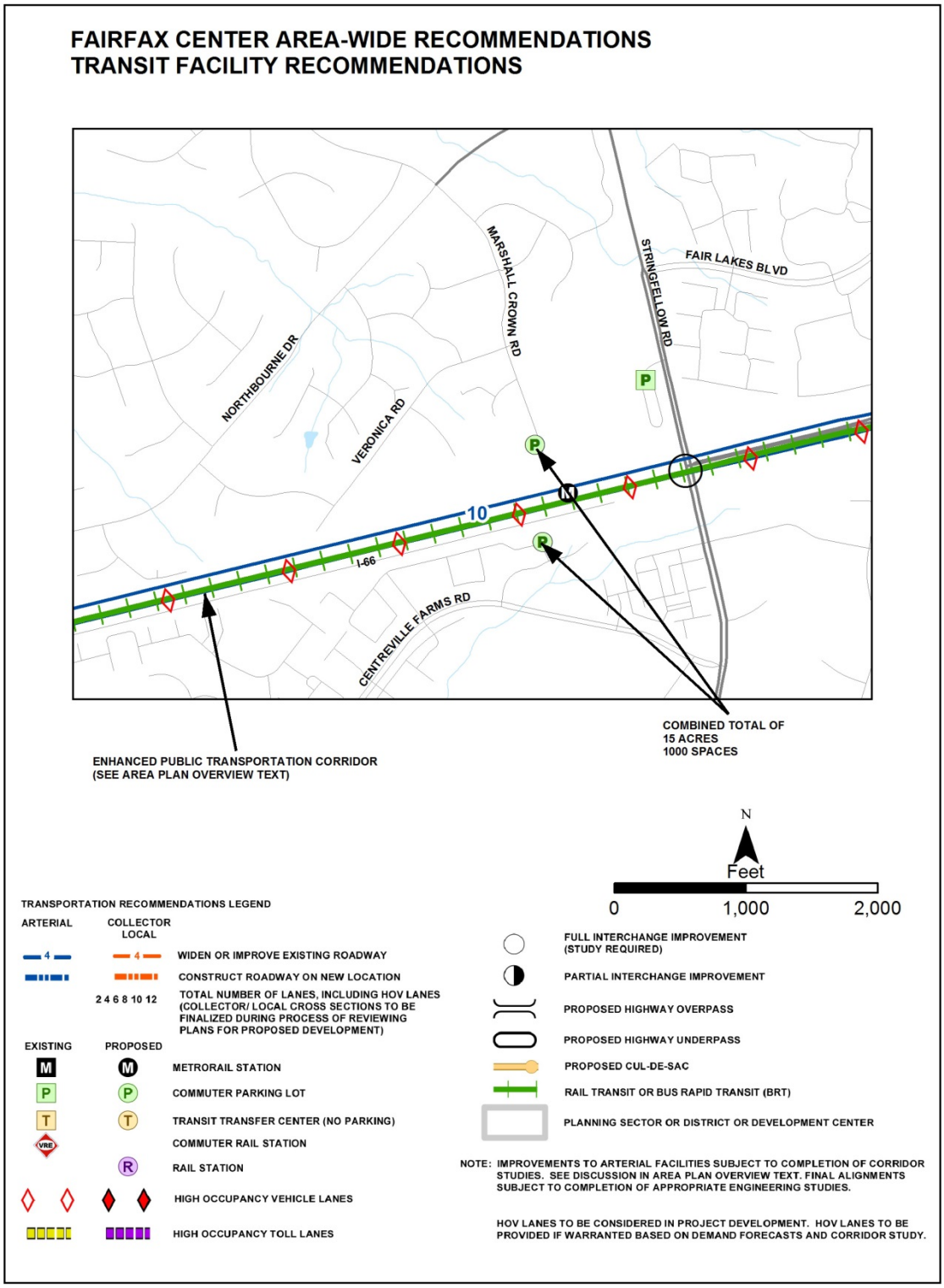
Fairfax Center, Figure 5, "Fairfax Center Area (Southwest), Transportation Recommendations," page 21, to reflect the widening of West Ox Road; the completion of Kristina Court, Legato Road, and Lincoln Drive; the expansion of the Stringfellow Commuter Parking Lot; and integrate the new legend:



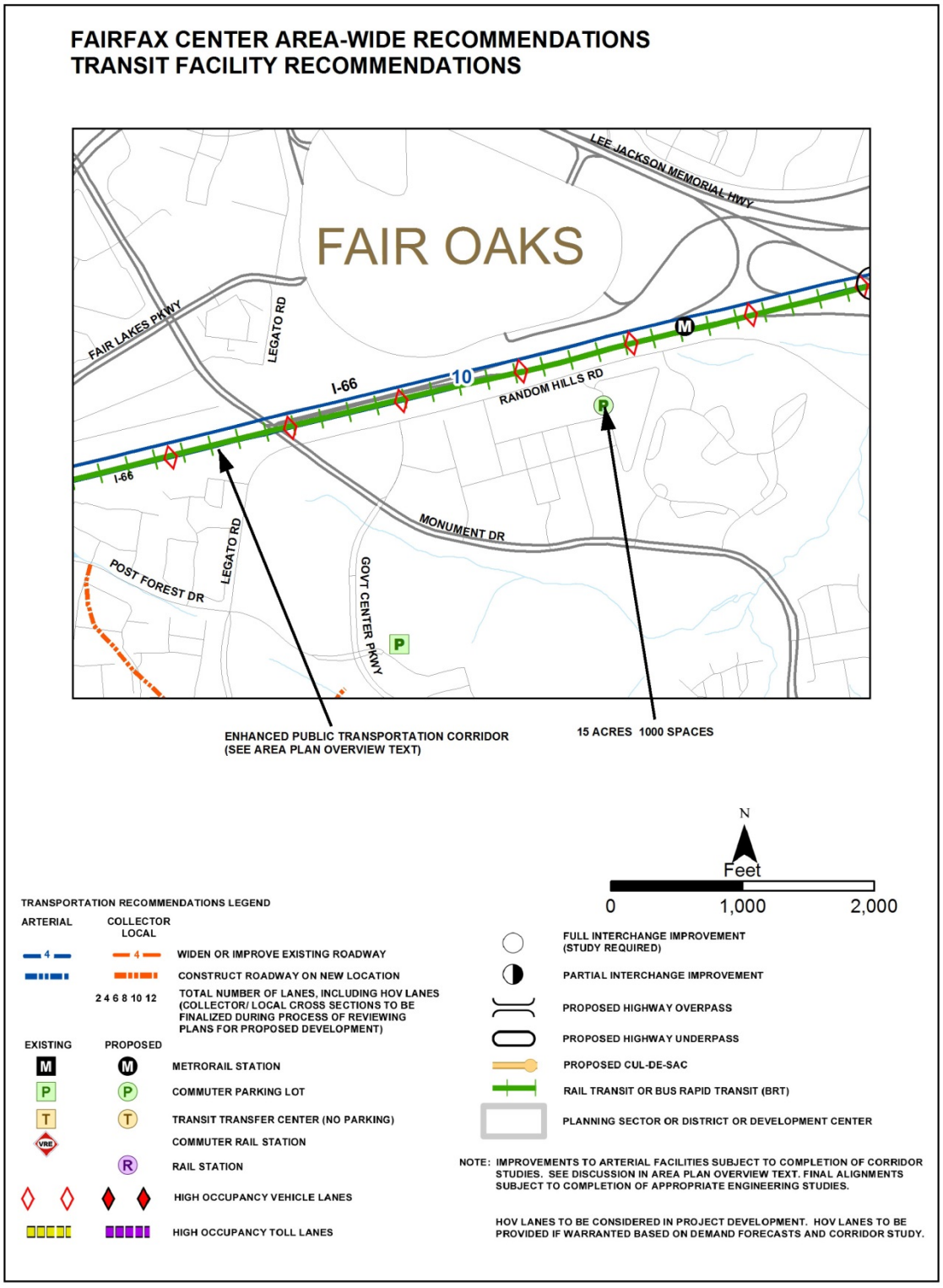
Fairfax Center, Figure 6, "Fairfax Center Area (Southeast), Transportation Recommendations page 22, to reflect the widenings of West Ox Road; the completion of Legato Road, and Government Center Parkway, and to integrate the new legend:



Fairfax Center, Figure 7, "Fairfax Center Area, Transit Facility Recommendations," page 23, to reflect the widening of Stringfellow Road, the expansion of the Stringfellow Commuter Parking Lot, and to integrate the new legend:



Fairfax Center, Figure 8, "Fairfax Center Area, Transit Facility Recommendations," page 24, to reflect the completion of Legato Road and to integrate the new legend:



Area IV
Transportation Figure Changes

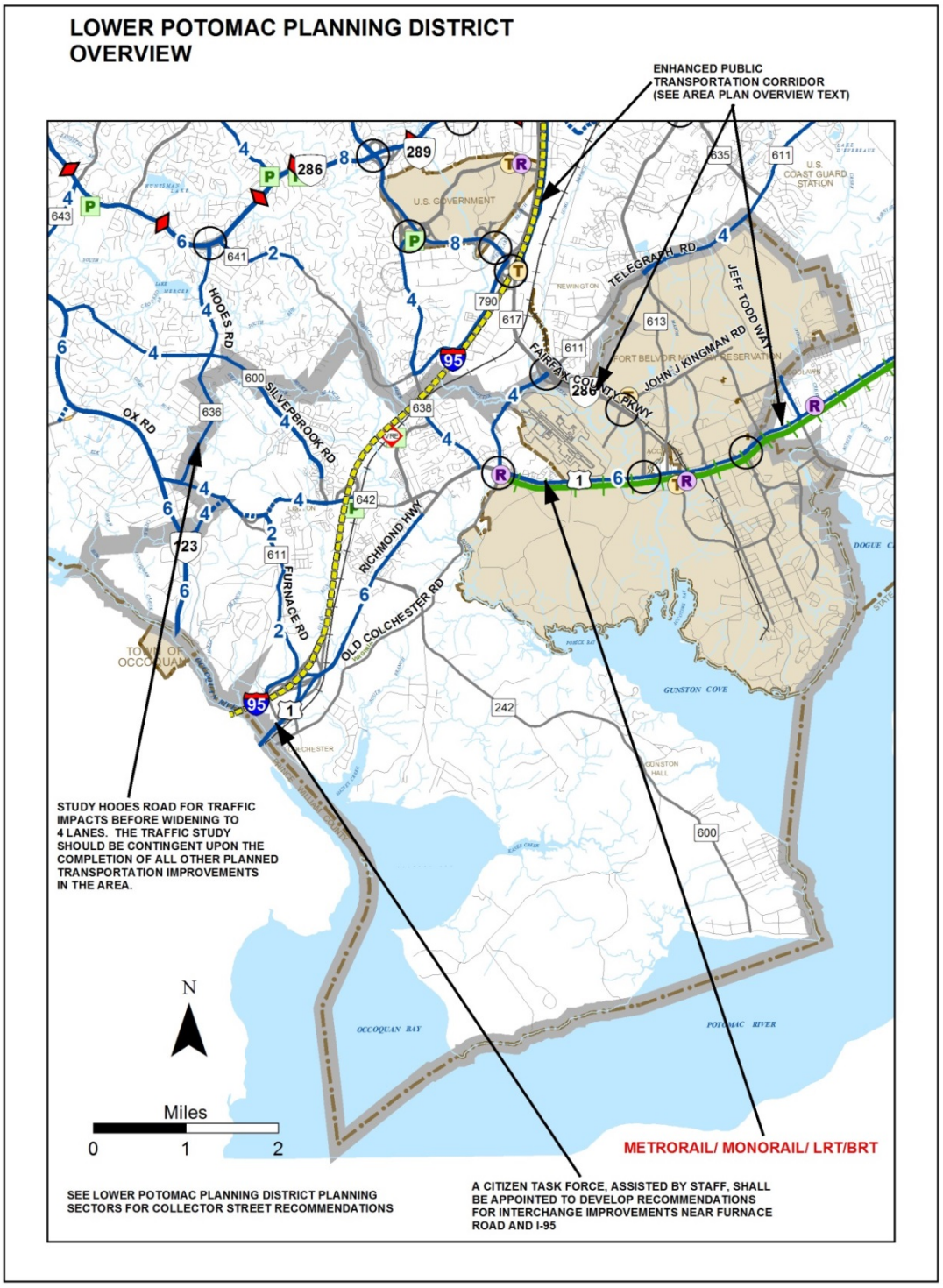
MODIFY FIGURES: Fairfax County Comprehensive Plan, Area IV, Lower Potomac Planning District (as amended through 10-28-2014), Mount Vernon Planning District (as amended through 6-2-2015), Rose Hill Planning District (as amended through 10-28-2014), Springfield Planning District (as amended through 10-28-2014), Franconia-Springfield Area and Fort Belvoir North Area (as amended through 10-28-2014) remove completed improvements, reflect existing conditions and add county-owned commuter parking facilities, as shown on the following pages:

AREA IV		
Page	**Figure**	**Figure Title**
Lower Potomac Planning District (Amended through 10-28-2014)		
6-7	2	Countywide Transportation Recommendations, Lower Potomac Planning District, Overview
33	13	LP1-Laurel Hill Community Planning Sector, Transportation Recommendations
101	33	LP2-Lorton-South Route 1 Community Planning Sector, Transportation Recommendations
102	34	LP2-Lorton-South Route 1 Community Planning Sector, Interchange Recommendations
112	37	LP3-Mason Neck Community Planning Sector, Transportation Recommendations
125	42	LP4-Fort Belvoir Community Planning Sector, Transportation Recommendations
126	43	LP4-Fort Belvoir Community Planning Sector, Interchange Recommendations
127	44	LP4-Fort Belvoir Community Planning Sector, Transit Facility Recommendations
Mount Vernon Planning District (Amended through 6-2-2015)		
6-7	2	Countywide Transportation Recommendations, Mount Vernon Planning District, Overview
79	13	North Gateway and Penn Daw CBCs and Adjacent Richmond Highway Suburban neighborhoods, Transportation Recommendations
80	14	Beacon/Groveton CBC and Adjacent Richmond Highway Suburban Neighborhoods, Transportation Recommendations
81	15	Hybla Valley/Gum Springs CBC and Adjacent Richmond Highway Suburban Neighborhoods, Transportation Recommendations
82	16	South County Center CBC and Suburban Neighborhoods Between Hybla Valley/Gum Springs And South County CBCs, Transportation Recommendations
83	17	Woodlawn CBC and Adjacent Richmond Highway Suburban Neighborhoods, Transportation Recommendations
124	29	MV1, Huntington Community Planning Sector, Transportation Recommendations
125	30	MV1, Huntington Community Planning Sector, Access Recommendations
126	31	MV1, Huntington Community Planning Sector, Access Recommendations
127	32	MV1, Huntington Community Planning Sector, Interchange Recommendations
136	36	MV2, Hybla Valley Community Planning Sector, Transportation Recommendations
137	37	MV2, Hybla Valley Community Planning Sector, Access Recommendations
138	38	MV2, Hybla Valley Community Planning Sector, Interchange Recommendations
144	41	MV3, Belle Haven Community Planning Sector, Transportation Recommendations
145	42	MV3, Belle Haven Community Planning Sector, Access Recommendations
146	43	MV3, Belle Haven Community Planning Sector, Access Recommendations
147	44	MV3, Belle Haven Community Planning Sector, Interchange Recommendations
153	47	MV4, Wellington Community Planning Sector, Transportation Recommendations
160	50	MV5, Groveton Community Planning Sector, Transportation Recommendations

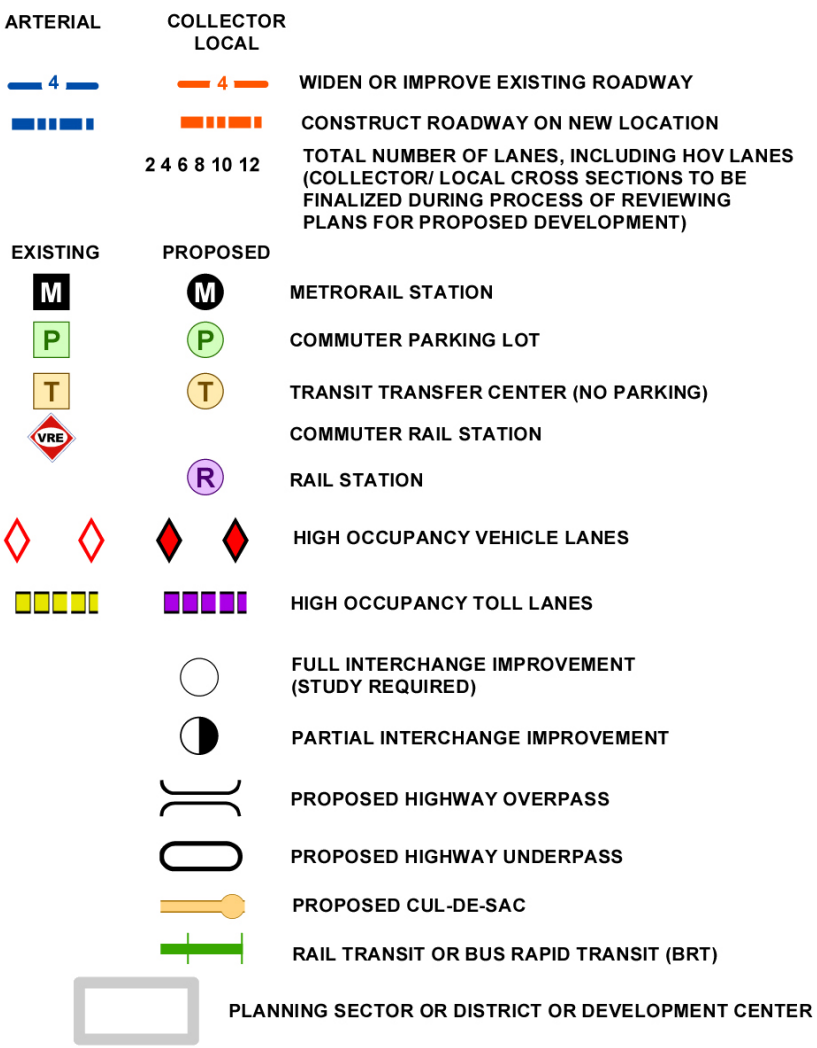
Page	Figure	Figure Title
168	53	MV6, Fort Hunt Community Planning Sector, Transportation Recommendations
175	56	MV7, Mount Vernon Community Planning Sector, Transportation Recommendations
182	59	MV8, Woodlawn Community Planning Sector, Transportation Recommendations
Rose Hill Planning District (Amended through 10-28-2014)		
4-5	2	Countywide Transportation Recommendations, Rose Hill Planning District, Overview
24	9	Van Dorn Transit Station Area, Transportation Recommendations
34	13	RH1, Franconia Community Planning Sector, Transportation Recommendations
35	14	RH1, Franconia Community Planning Sector, Access Management and Circulation in the South Van Dorn Street Corridor
42	17	RH2, Bush Hill Community Planning Sector, Transportation Recommendations
43	18	RH2, Bush Hill Community Planning Sector, Access Management and Circulation
44	19	RH2, Bush Hill Community Planning Sector, Access Recommendations
45	20	RH2, Bush Hill Community Planning Sector, Van Dorn Transit Station Area
52	23	RH3, Burgundy Community Planning Sector, Transportation Recommendations
71	27	RH4, Lehigh Community Planning Sector, Transportation Recommendations
72	28	RH4, Lehigh Community Planning Sector, Access Management and Circulation in the South Van Dorn Street Corridor
79	31	RH5, Wilton Woods Community Planning Sector, Transportation Recommendations
86	34	RH6, Mount Comfort Community Planning Sector, Transportation Recommendations
94	37	RH7, Huntley Meadows Community Planning Sector, Transportation Recommendations
Springfield Planning District (Amended through 10-28-2014)		
6-7	2	Countywide Transportation Recommendations, Springfield Planning District, Overview
34	12	S1, Cardinal Community Planning Sector, Transportation Recommendations
40	15	S2, Crestwood Community Planning Sector, Transportation Recommendations
46	18	S3, Country Club Community Planning Sector, Transportation Recommendations
54	21	S4, Springvale Community Planning Sector, Transportation Recommendations
55	22	S4, Springvale Community Planning Sector, Access Recommendations
61	25	S5, Belvoir Community Planning Sector, Transportation Recommendations
72	29	S6, Newington Community Planning Sector, Transportation Recommendations
73	30	S6, Newington Community Planning Sector, Access Recommendations
79	33	S7, Springfield East Community Planning Sector, Transportation Recommendations
85	36	S8, Monticello Woods Community Planning Sector, Transportation Recommendations
98	40	S9, Beulah Community Planning Sector, Transportation Recommendations

Page	Figure	Figure Title
Franconia-Springfield Area and Fort Belvoir North Area (Amended through 10-28-2014)		
21	3	Franconia-Springfield Area, Transportation Recommendations
25	4	Franconia-Springfield Area, Bicycle Facilities
27	5	Franconia-Springfield Area, Recommended Transit Services
93	28	Fort Belvoir North Area, Transportation Recommendations

Lower Potomac Planning District, Figure 2, "Countywide Transportation Recommendations, Lower Potomac Planning District, Overview," page 6-7, to reflect the completion of the I-95 HOT Lanes and widening; the construction of Jeff Todd Way, Fairfax County Parkway, Fullerton Road, Lorton Road, and Furnace Road; the completion of the interchange of I-95 and Lorton Road; and to integrate the new legend:



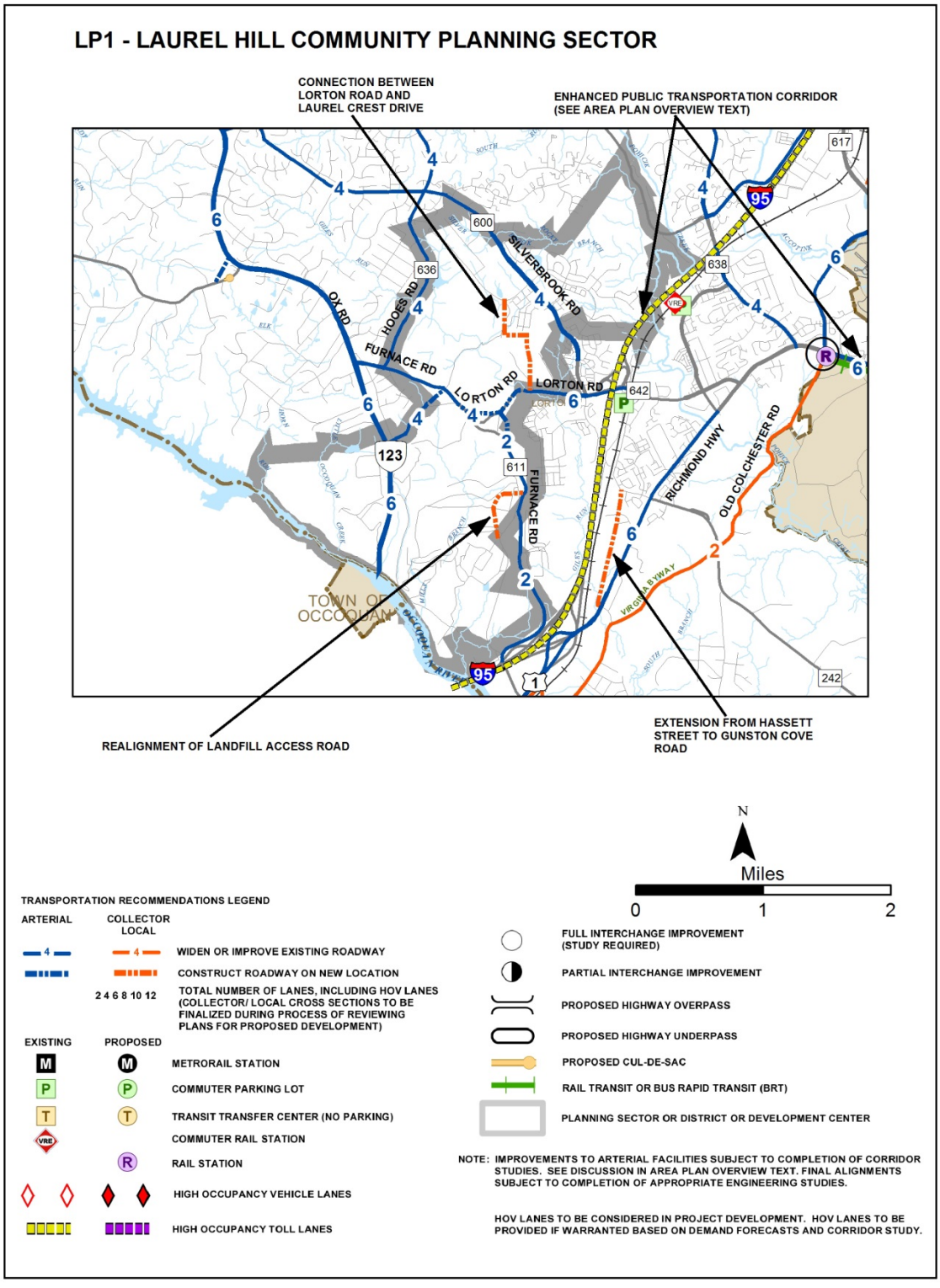
TRANSPORTATION RECOMMENDATIONS LEGEND



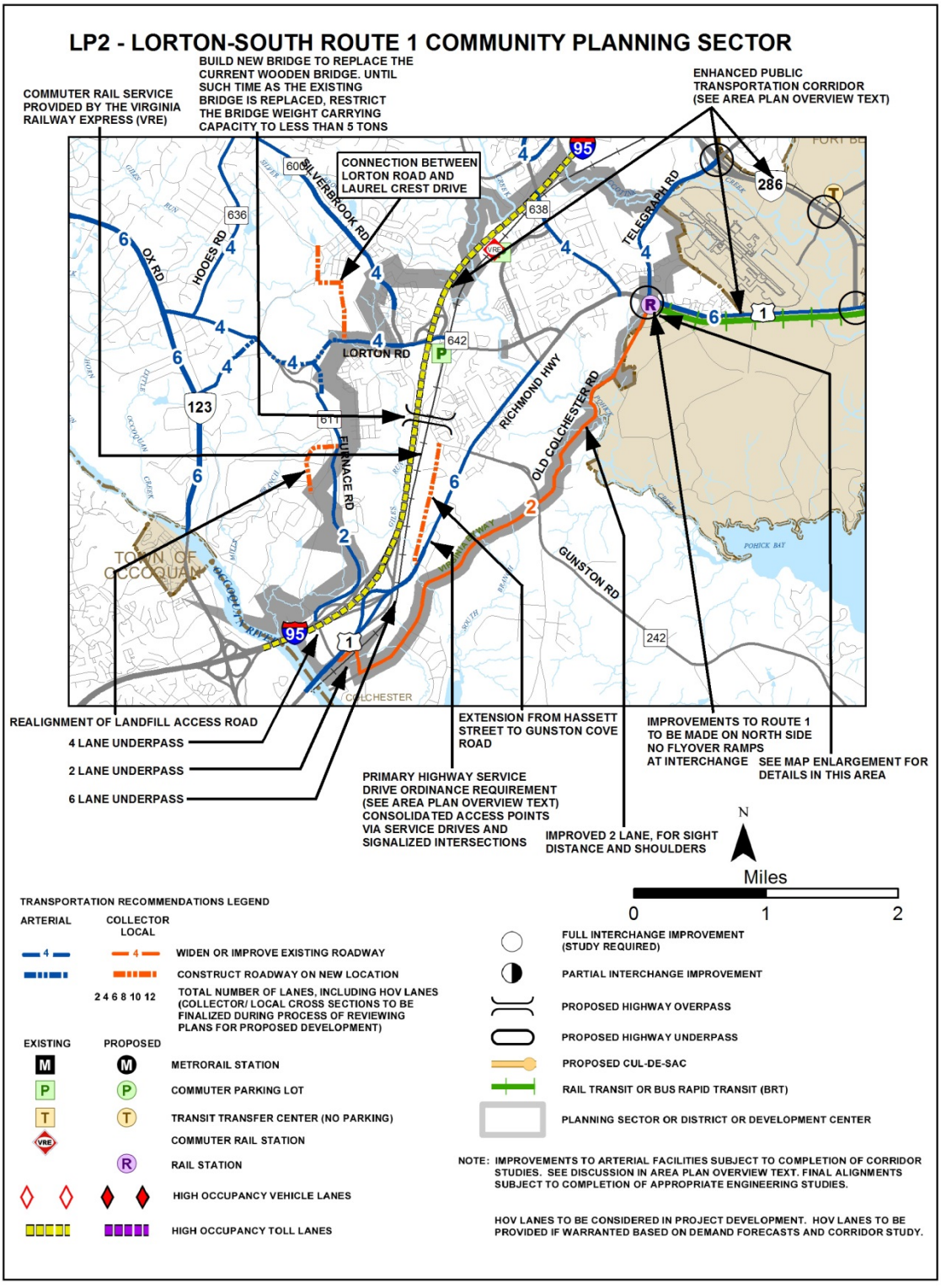
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

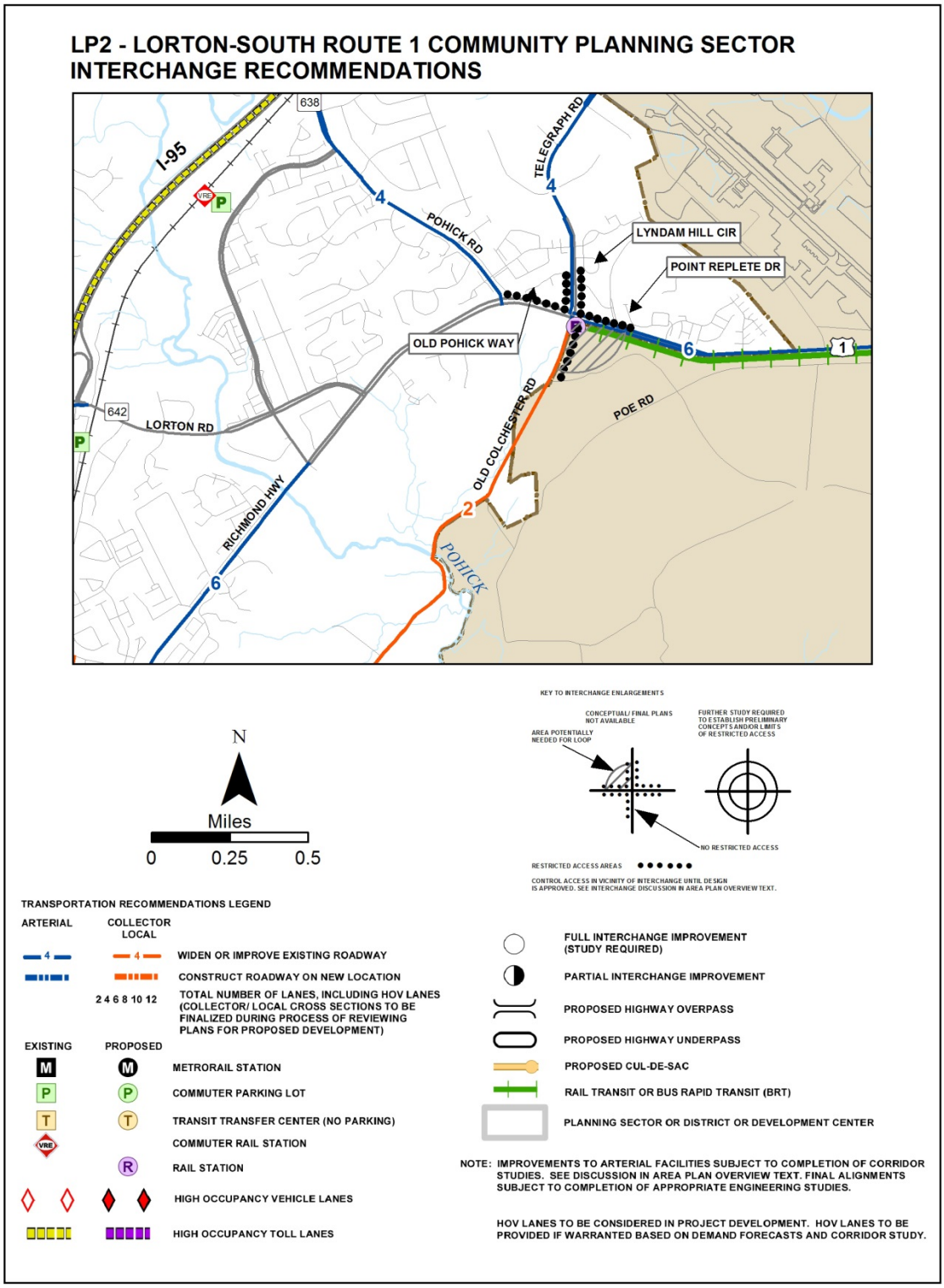
Lower Potomac Planning District, Figure 13, "LP1-Laurel Hill Community Planning Sector, Transportation Recommendations," page 33, to reflect the completion of the I-95 HOT Lanes and widening; the construction of Fullerton Road, Lorton Road, and Furnace Road; the completion of the interchange of I-95 and Lorton Road; and to integrate the new legend:



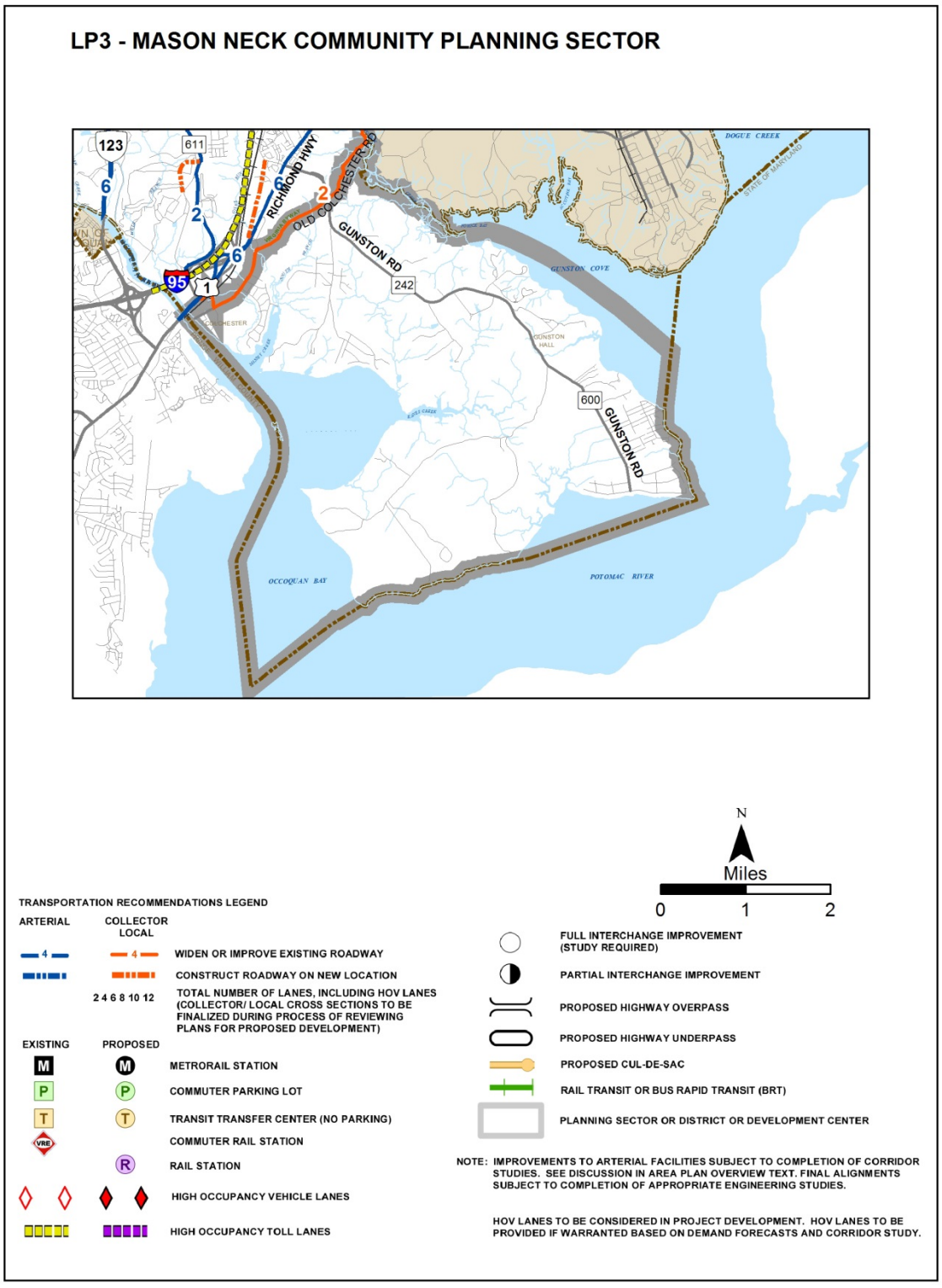
Lower Potomac Planning District, Figure 33, "LP2-Lorton-South Route 1 Community Planning Sector, Transportation Recommendations," page 101, to reflect the completion of the I-95 HOT Lanes and widening; the construction of Lorton Road, and Furnace Road; the completion of the interchange of I-95 and Lorton Road; and to integrate the new legend:



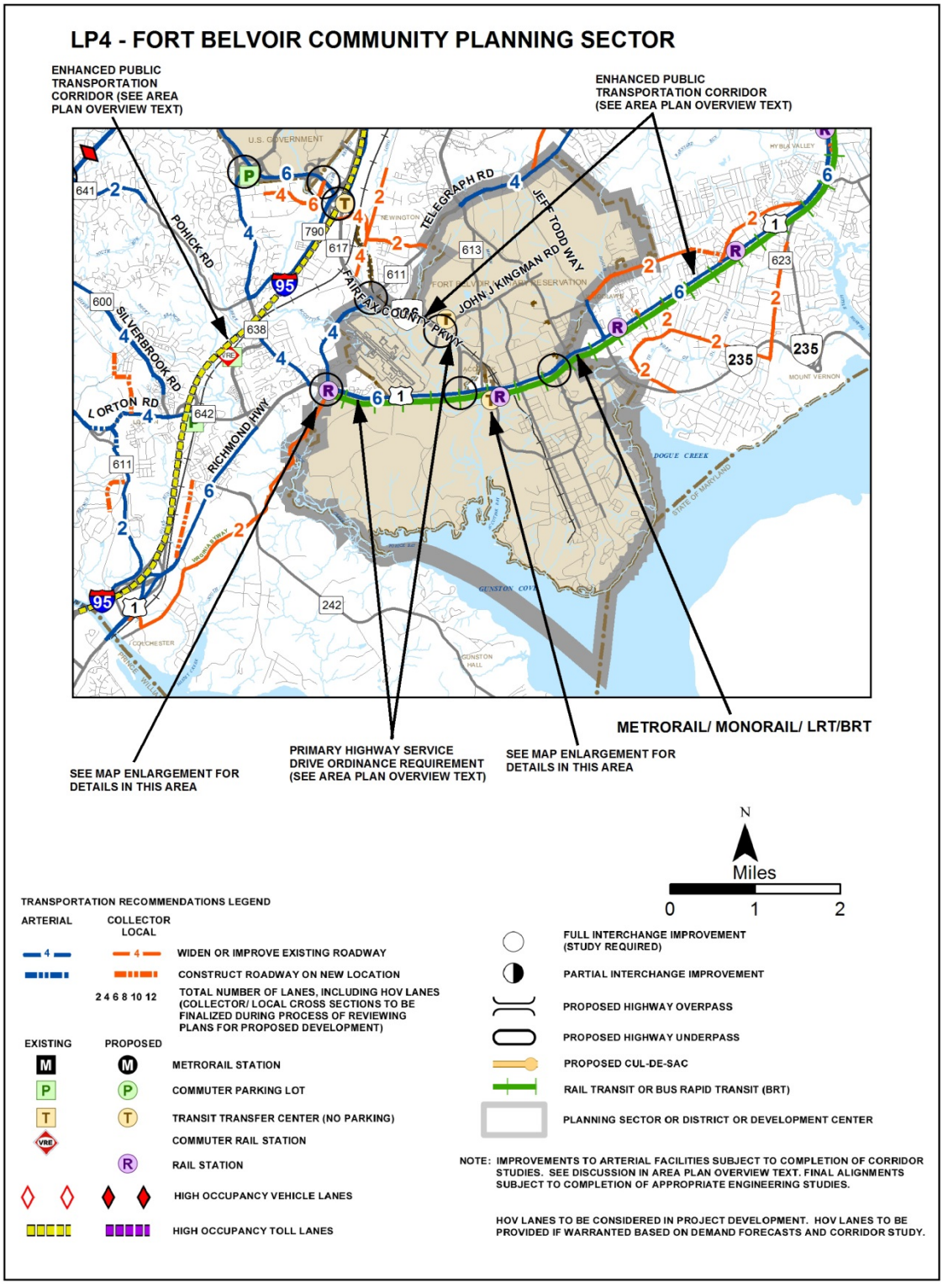
Lower Potomac Planning District, Figure 34, "LP2-Lorton-South Route 1 Community Planning Sector, Interchange Recommendations," page 102, to reflect the completion of the I-95 HOT Lanes and widening; the construction Lorton Road; the completion of the interchange of I-95 and Lorton Road; and to integrate the new legend:



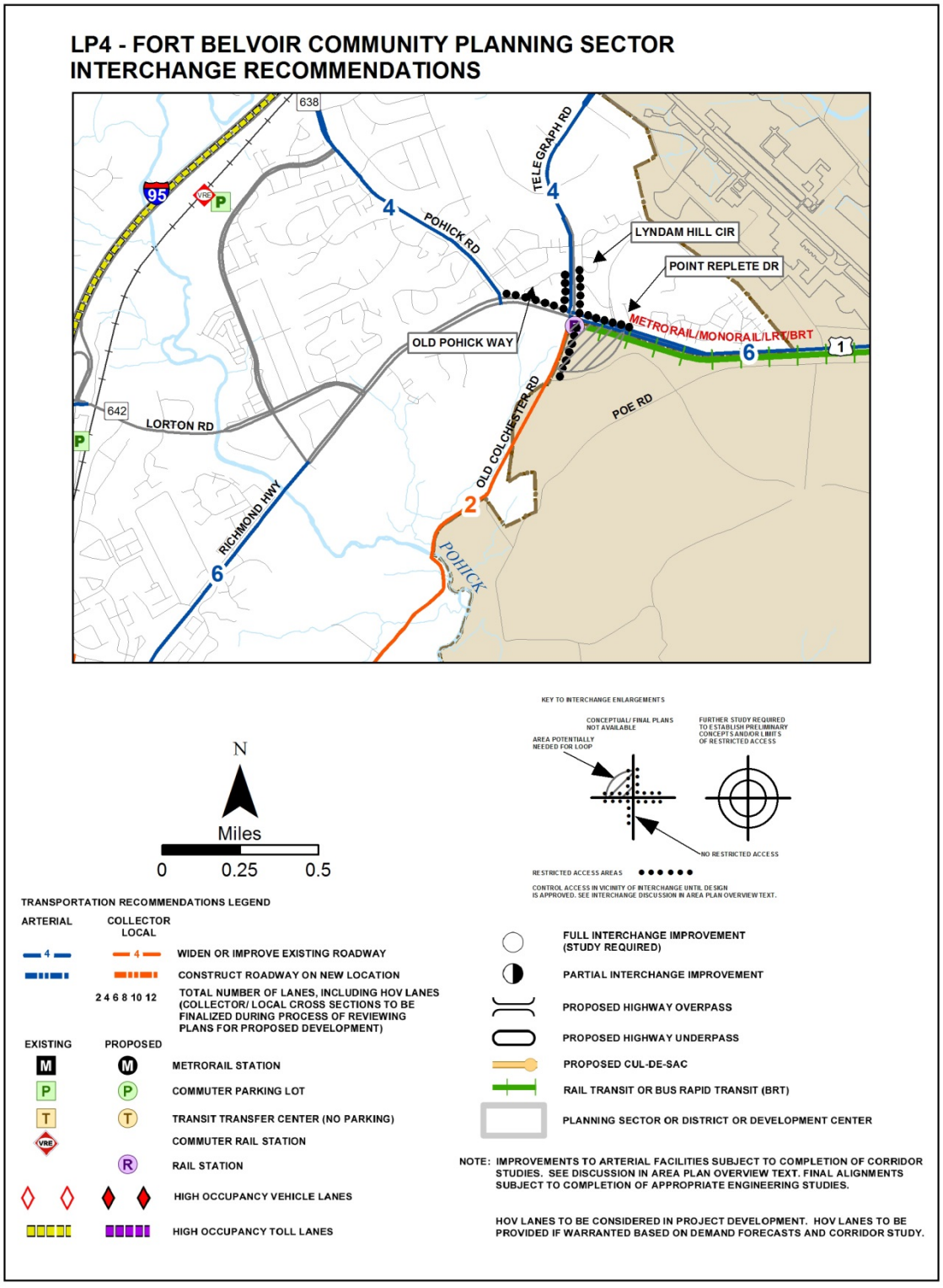
Lower Potomac Planning District, Figure 73, "LP3-Mason Neck Community Planning Sector, Transportation Recommendations," page 112, to reflect the completion of the I-95 HOT Lanes and widening and to integrate the new legend:



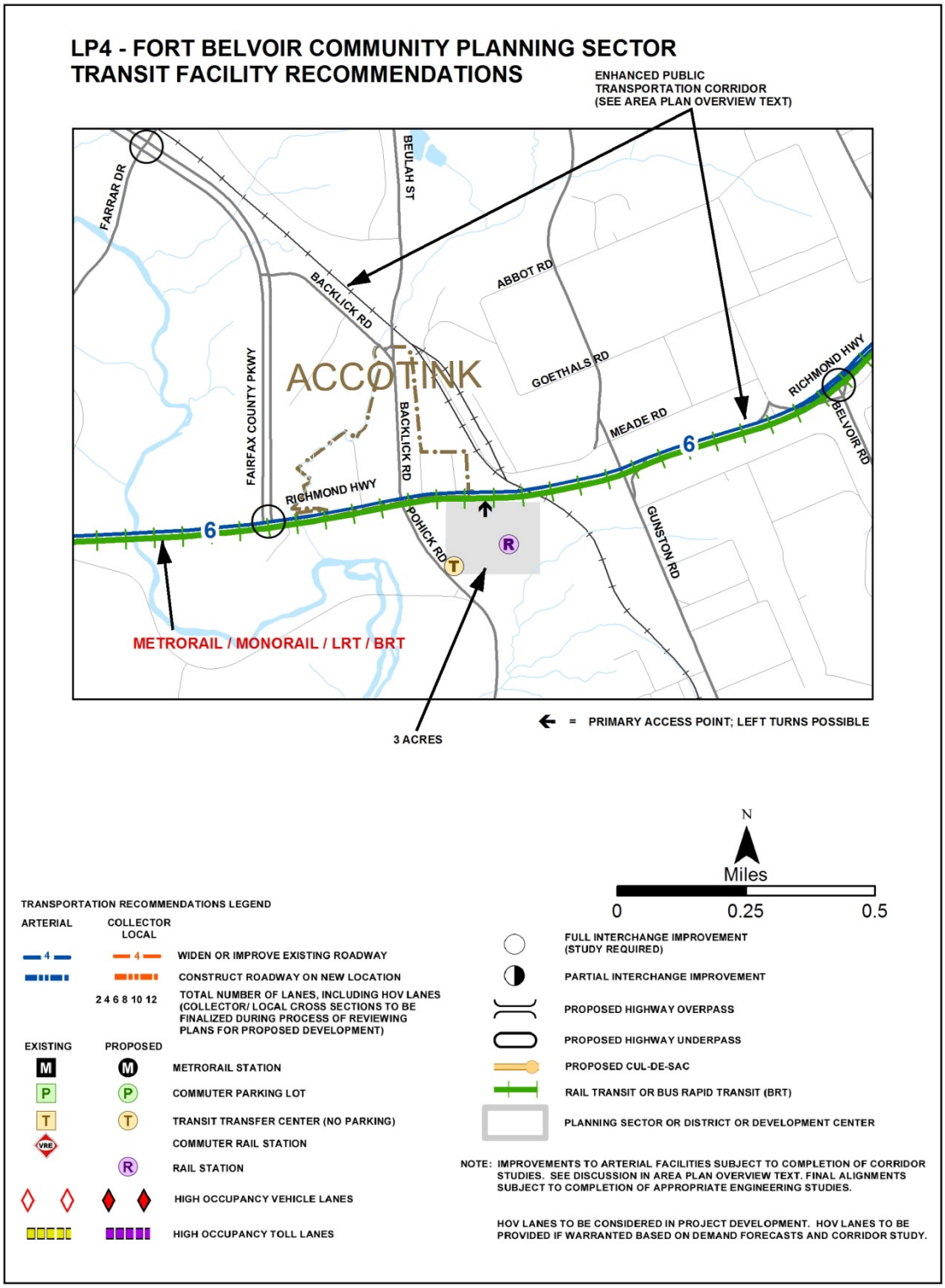
Lower Potomac Planning District, Figure 42, "LP4-Fort Belvoir Community Planning Sector, Transportation Recommendations," page 125, to reflect the completion of the I-95 HOT Lanes and widening; the construction of Jeff Todd Way, Fairfax County Parkway, Fullerton Road, Lorton Road, and Furnace Road; the completion of the interchange of I-95 and Lorton Road; and to integrate the new legend:



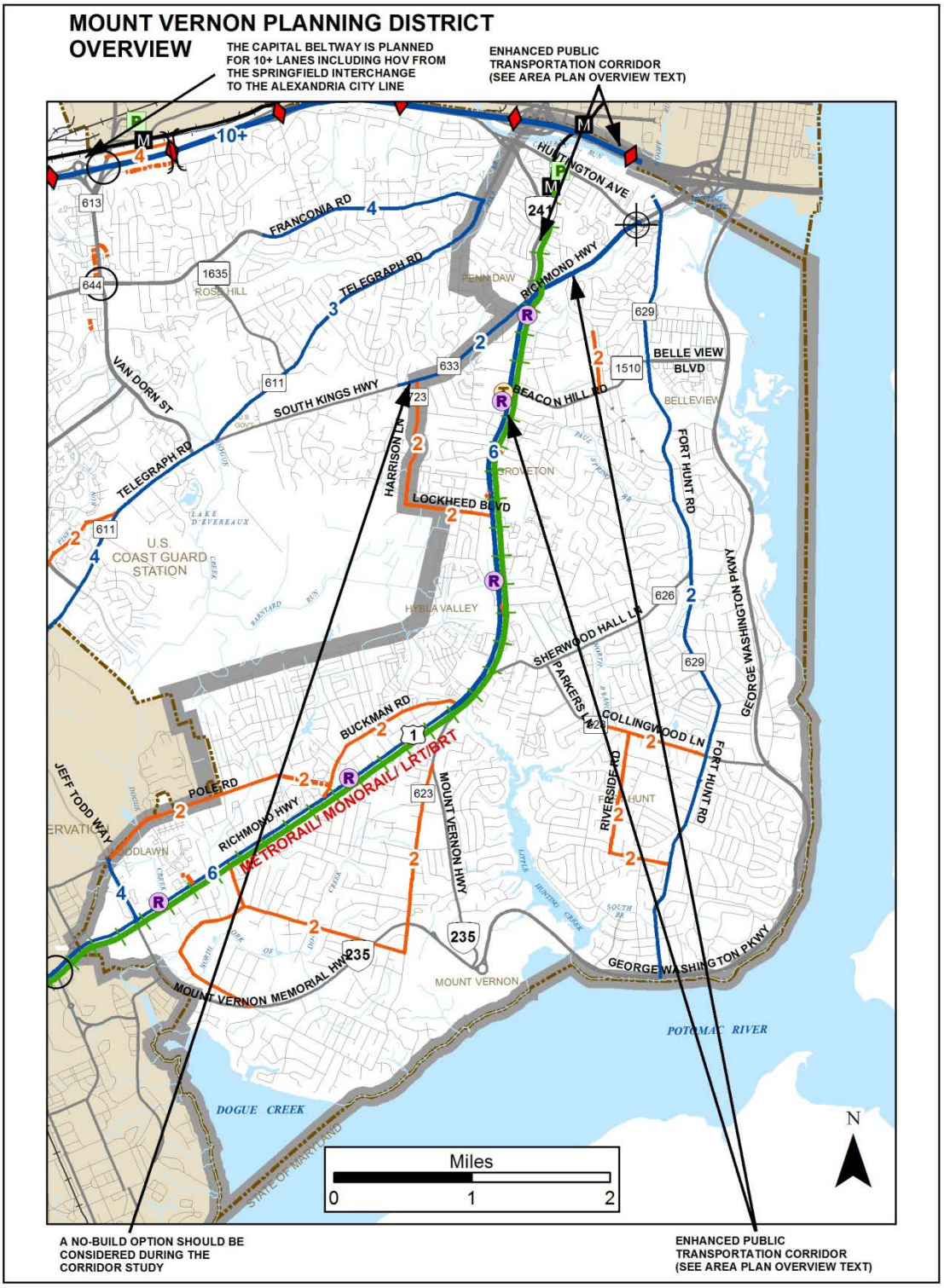
Lower Potomac Planning District, Figure 43, "LP4-Fort Belvoir Community Planning Sector, Interchange Recommendations," page 126, to reflect the completion of the I-95 HOT Lane widening; the construction of Lorton Road, and to integrate the new legend:



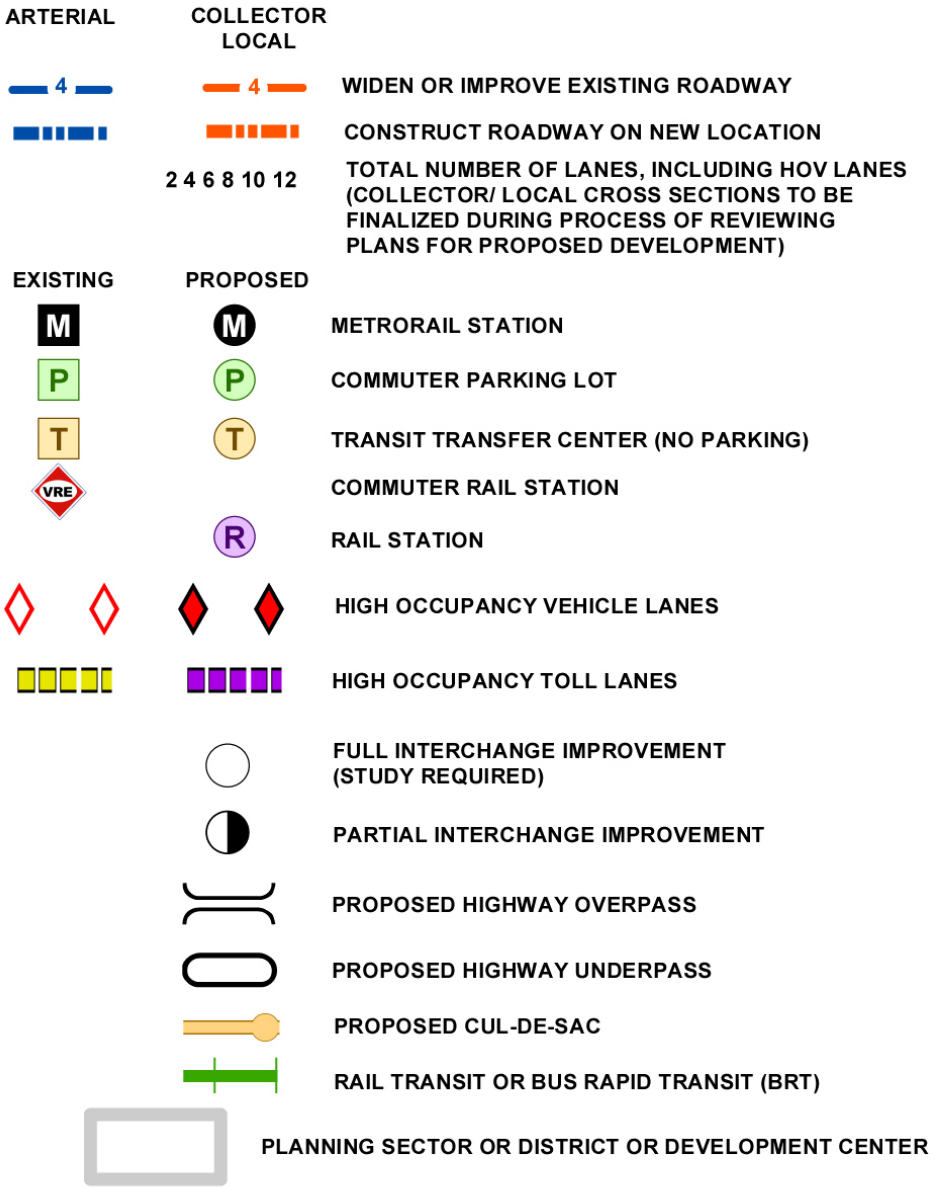
Lower Potomac Planning District, Figure 44, "LP4-Fort Belvoir Community Planning Sector, Transit Facility Recommendations," page127, to integrate the new legend:



Mount Vernon Planning District, Figure 2, "Countywide Transportation Recommendations, Mount Vernon Planning District, Overview," page 6-7, to reflect the completion of the interchanges of Telegraph Road and Huntington Avenue and Telegraph Road and I-95/I-495, and to integrate the new legend:



TRANSPORTATION RECOMMENDATIONS LEGEND



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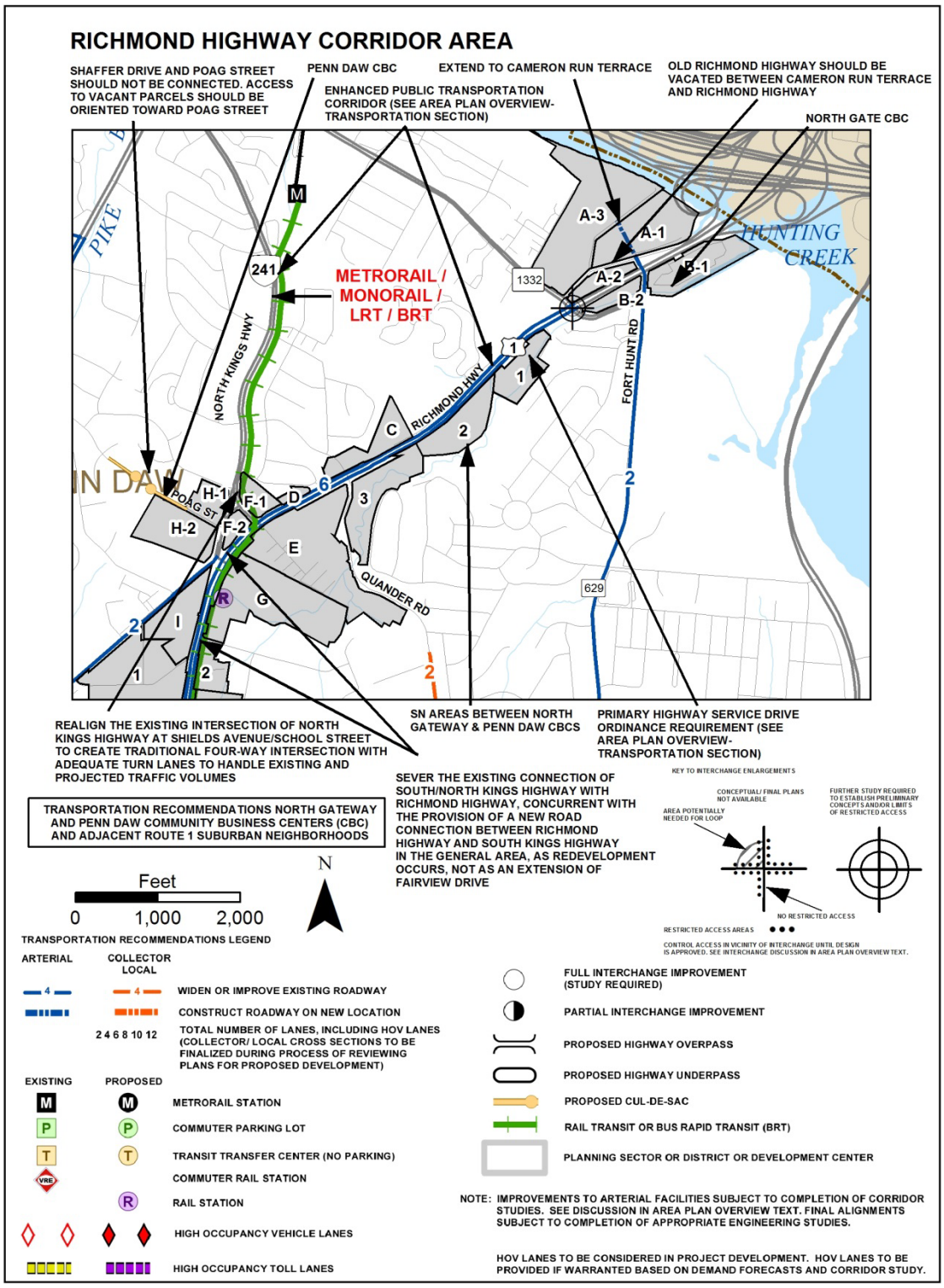
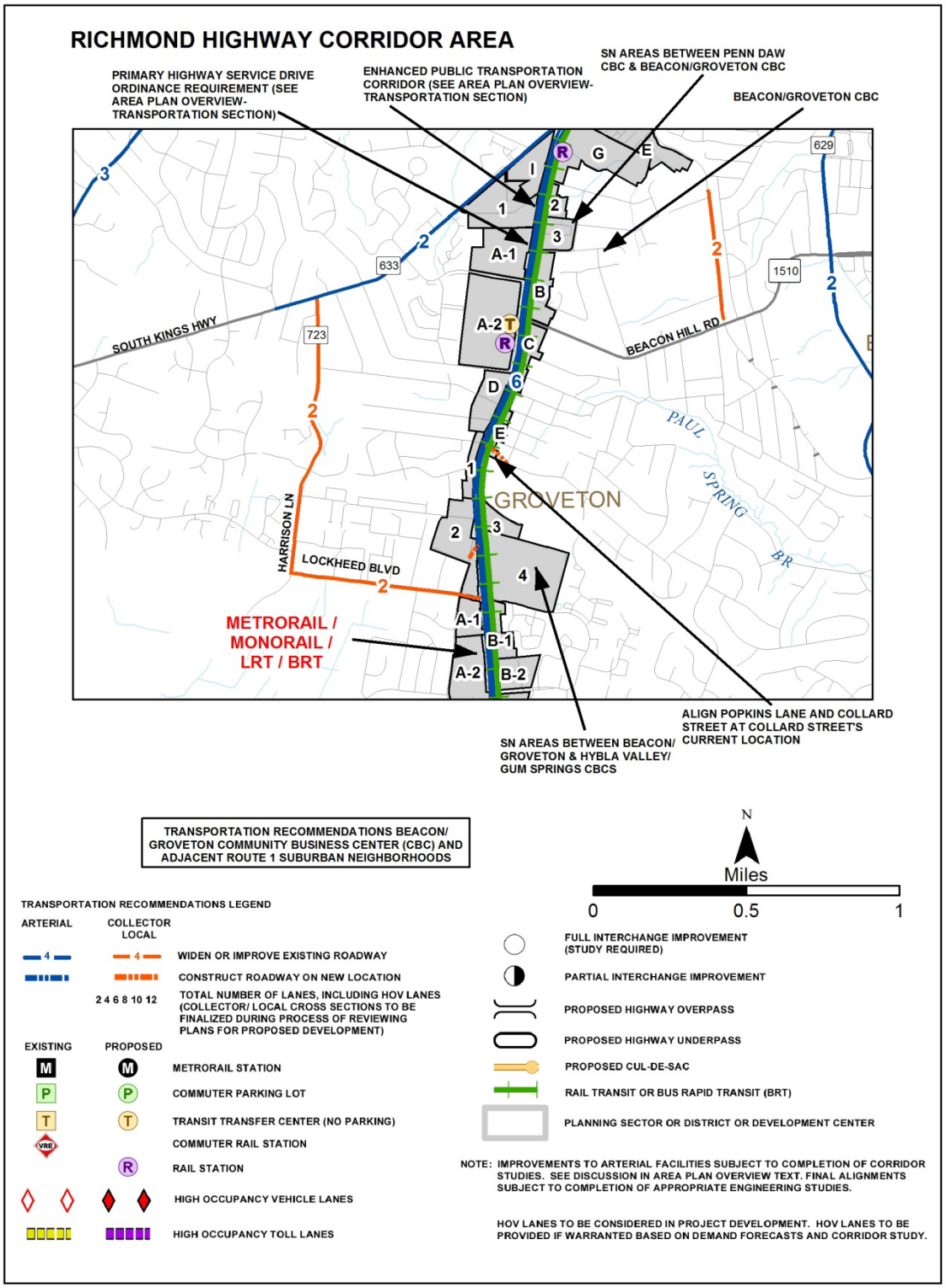
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

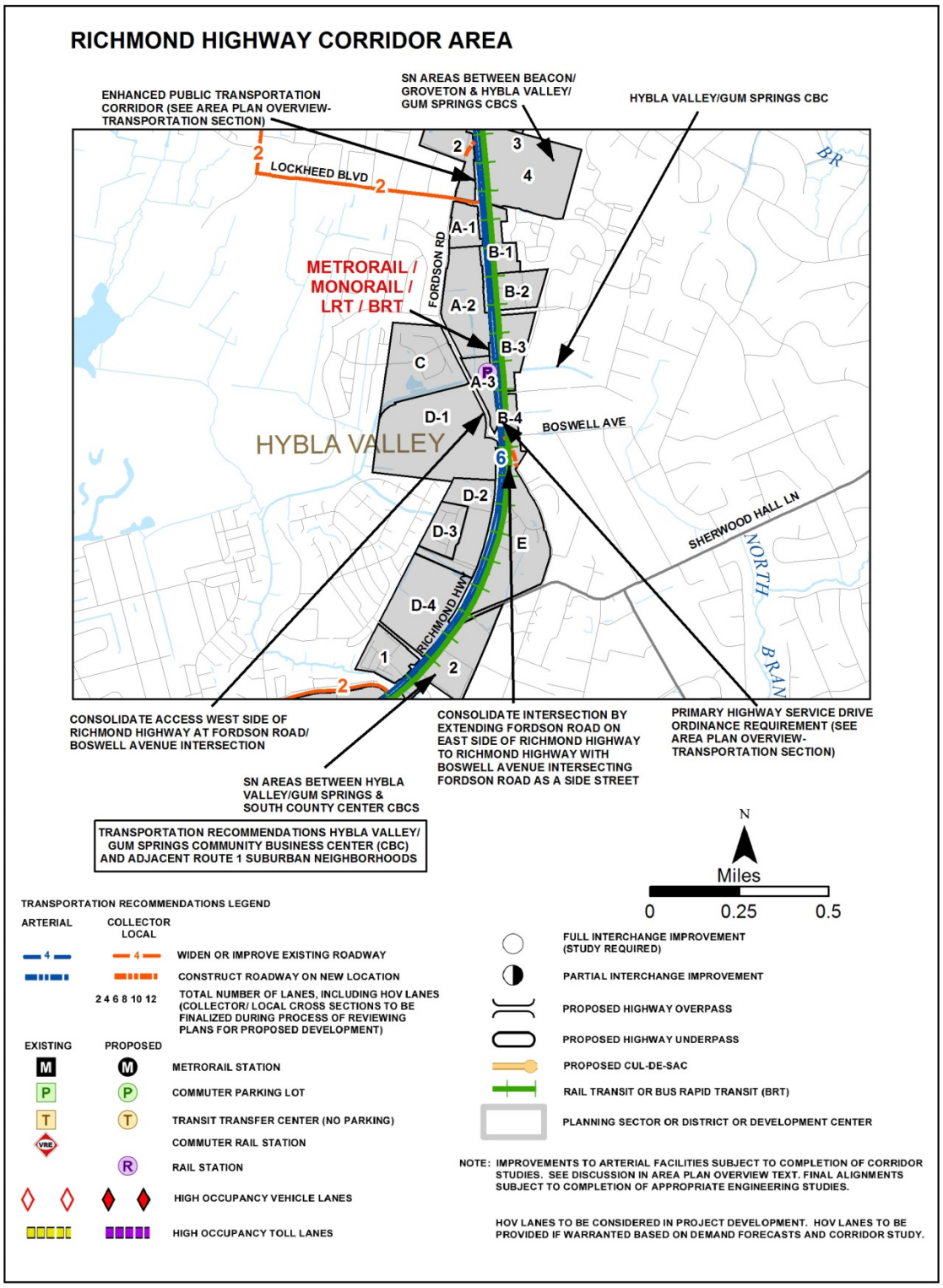
Mount Vernon Planning District, Figure 13, "North Gateway and Penn Daw CBCs and Adjacent Richmond Highway Suburban neighborhoods, Transportation Recommendations," page 79, to integrate the new legend:



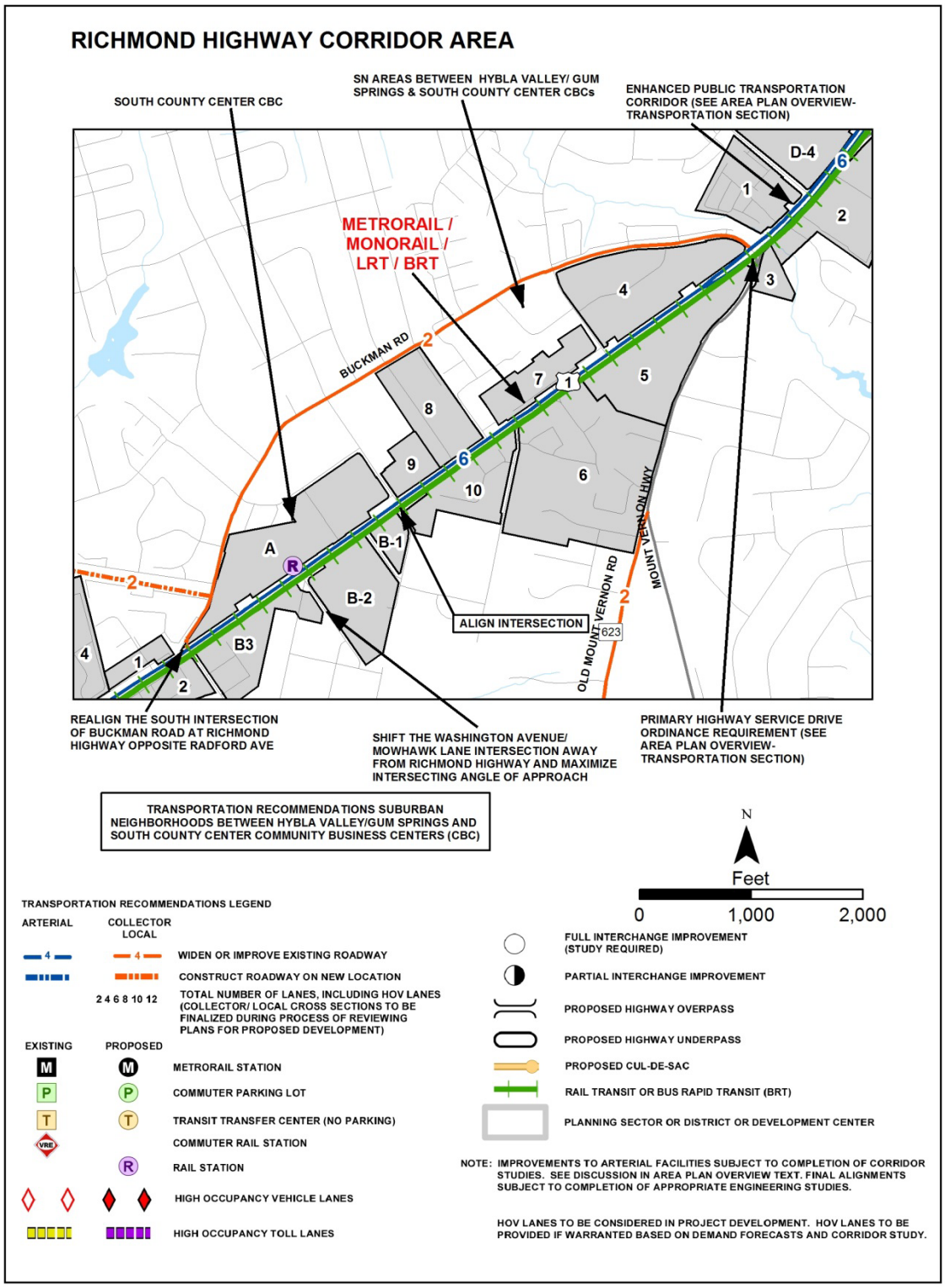
Mount Vernon Planning District, Figure 14, "Beacon/Groveton CBC and Adjacent Richmond Highway Suburban Neighborhoods, Transportation Recommendations," page 80, to integrate the new legend:



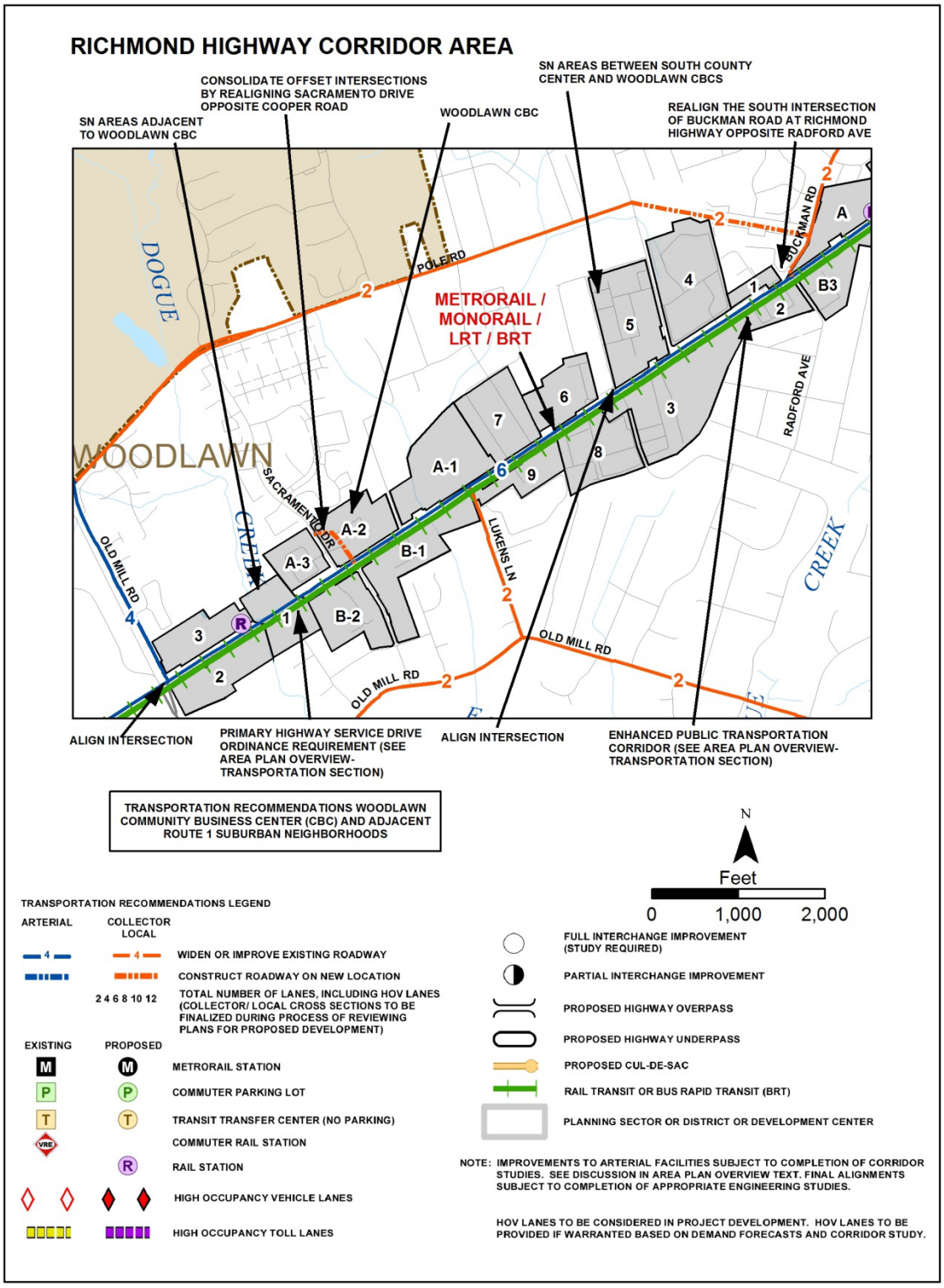
Mount Vernon Planning District, Figure 15, "Beacon/Groveton CBC and Adjacent Richmond Highway Suburban Neighborhoods, Transportation Recommendations," page 81, to integrate the new legend:



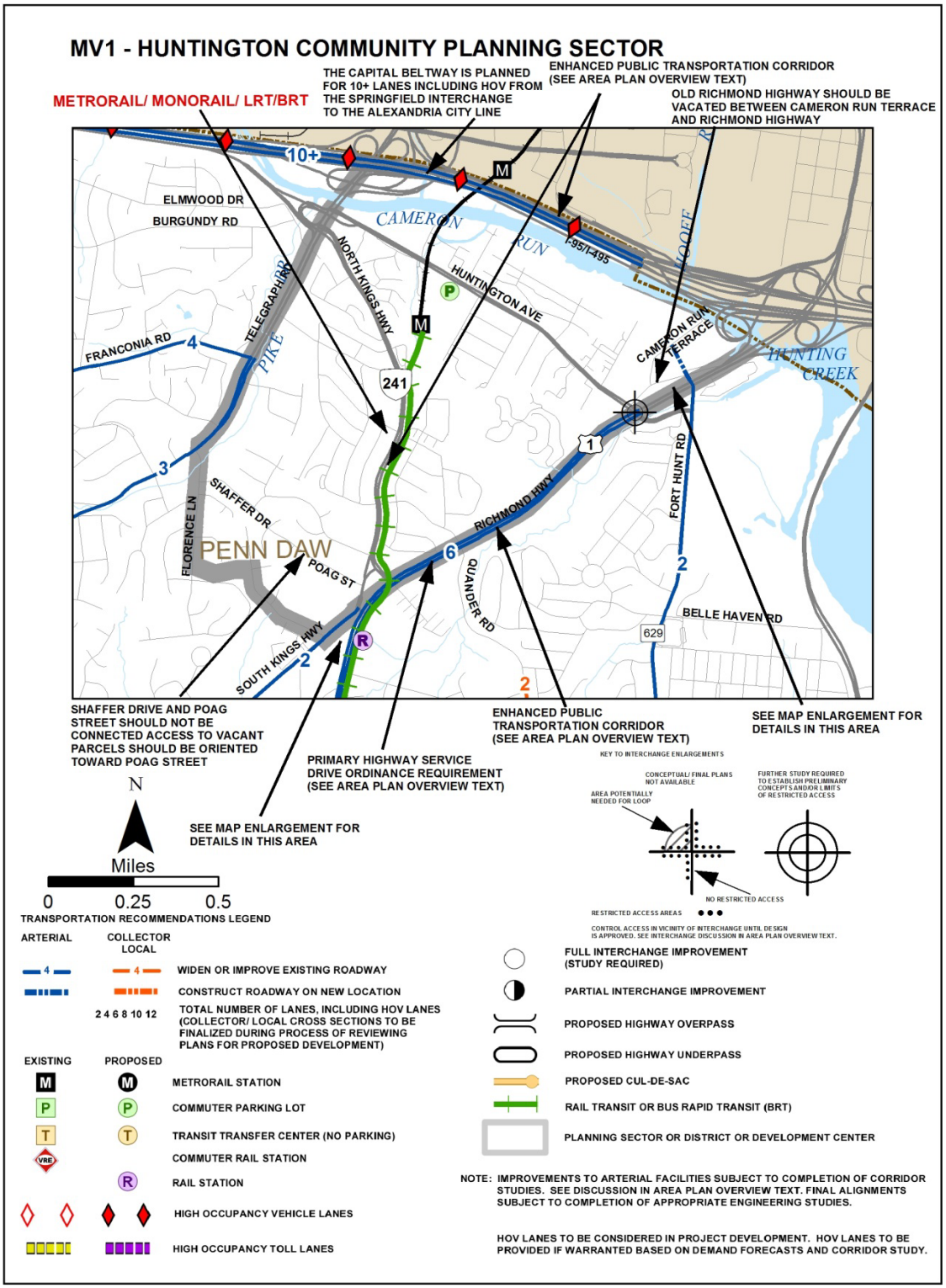
Mount Vernon Planning District, Figure 16, "South County Center CBC and Suburban Neighborhoods Between Hybla Valley/Gum Springs And South County CBCs, Transportation Recommendations," page 82, to integrate the new legend:



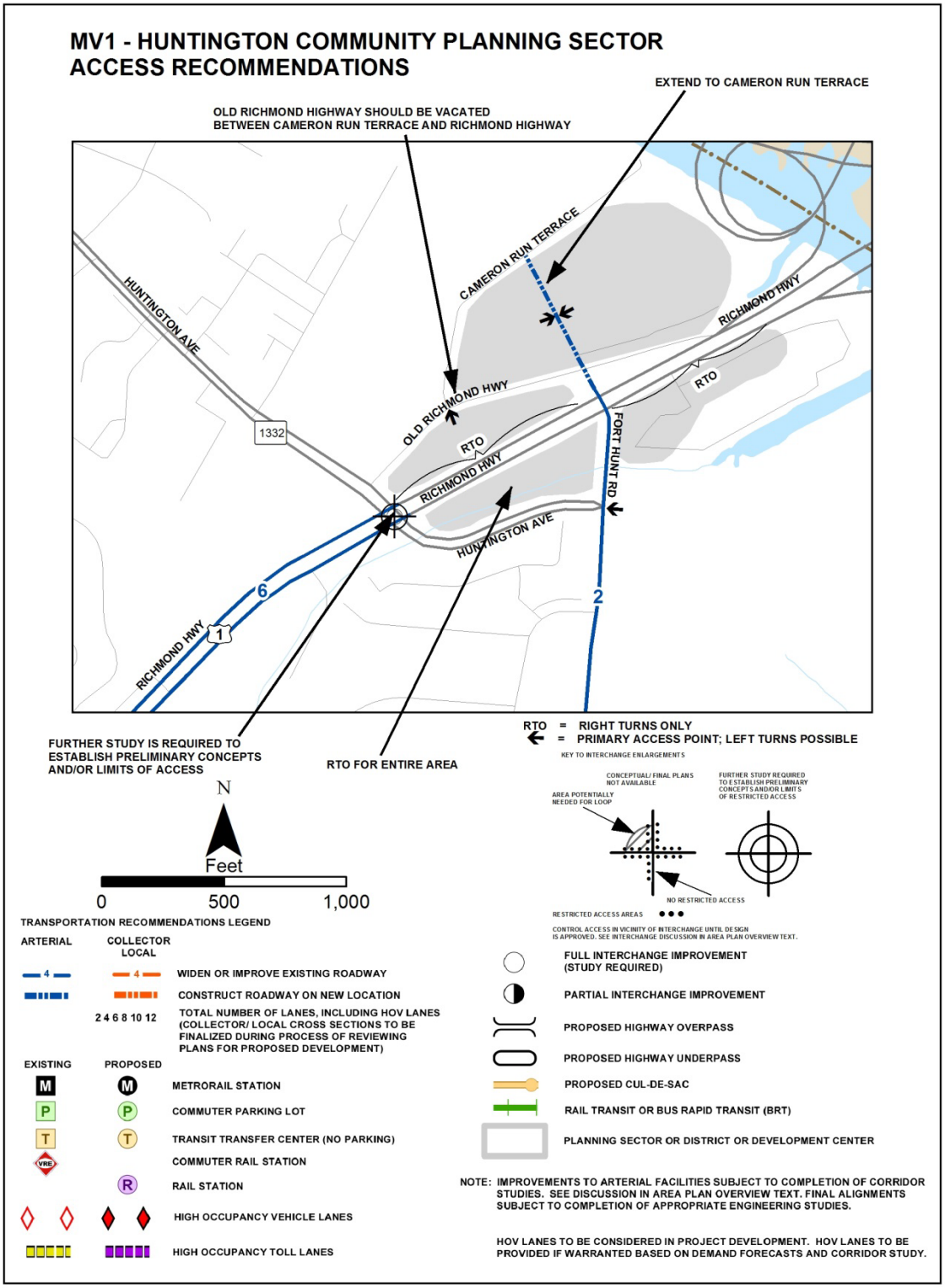
Mount Vernon Planning District, Figure 17, "Woodlawn CBC and Adjacent Richmond Highway Suburban Neighborhoods, Transportation Recommendations," page 83, to integrate the new legend:



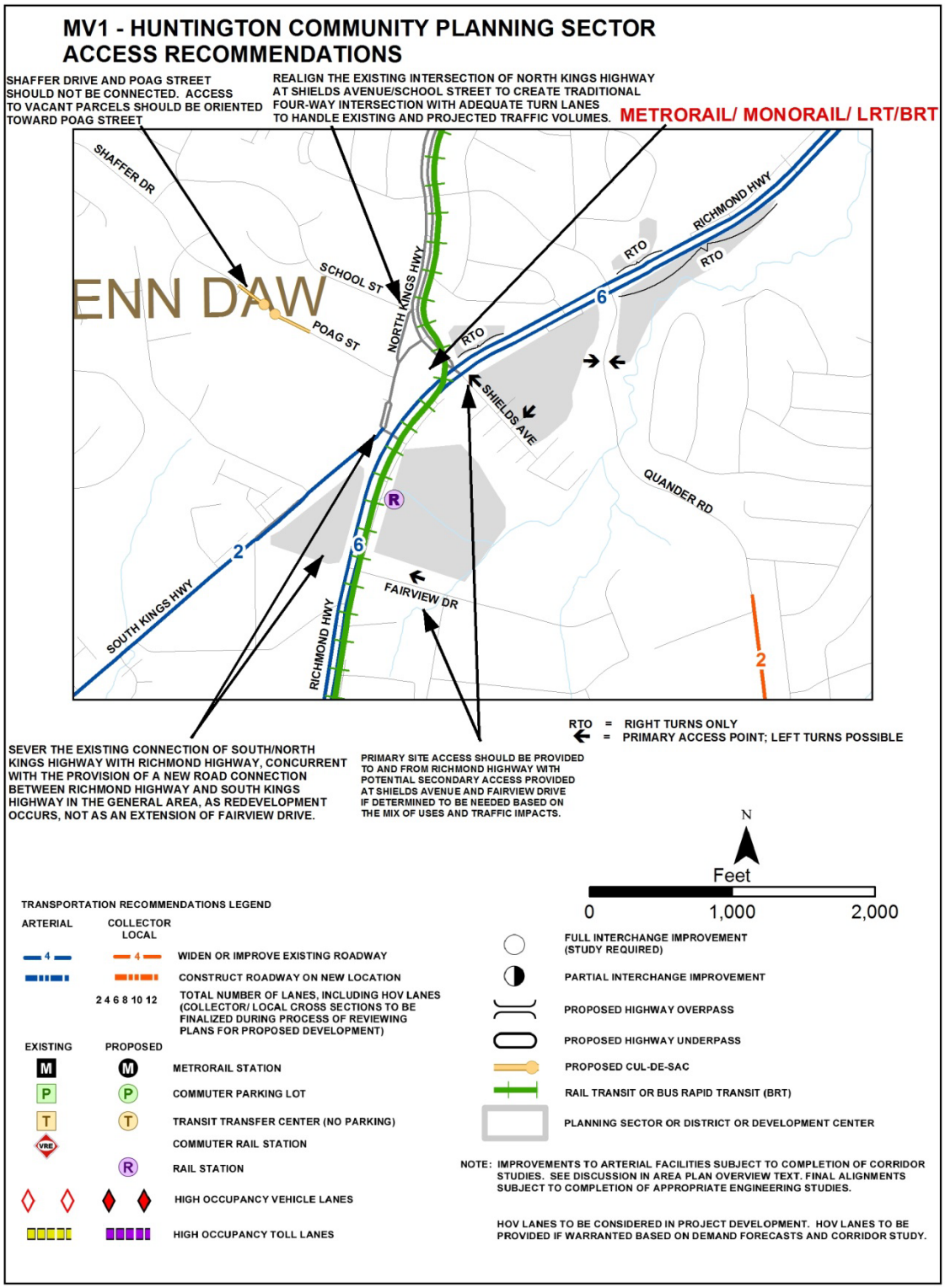
Mount Vernon Planning District, Figure 29, "MV1, Huntington Community Planning Sector, Transportation Recommendations," page 124 to reflect the completion of the interchange of Telegraph Road and Huntington Avenue and to integrate the new legend:



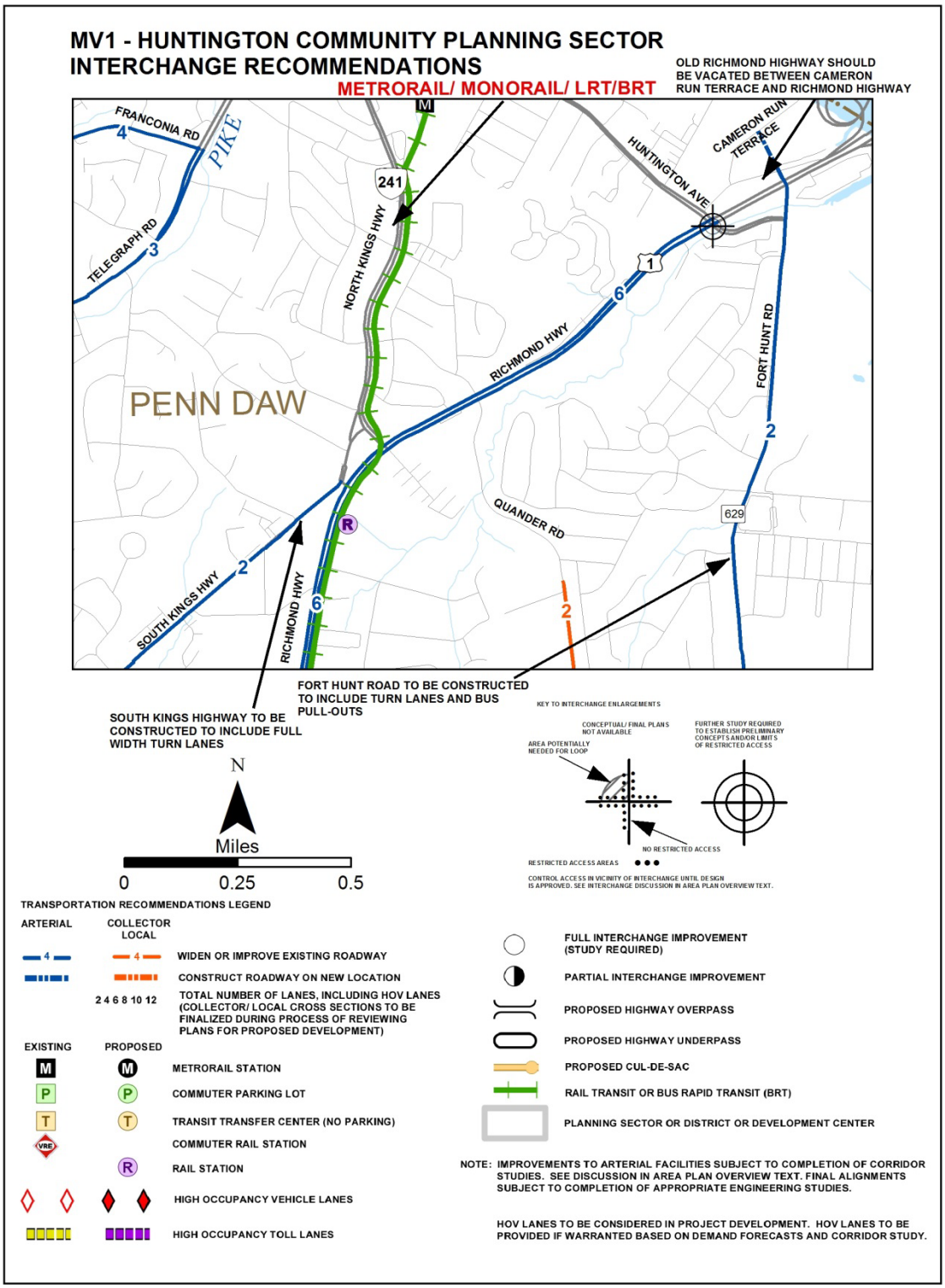
Mount Vernon Planning District, Figure 30, "MV1, Huntington Community Planning Sector, Access Recommendations," page 125, to integrate the new legend:



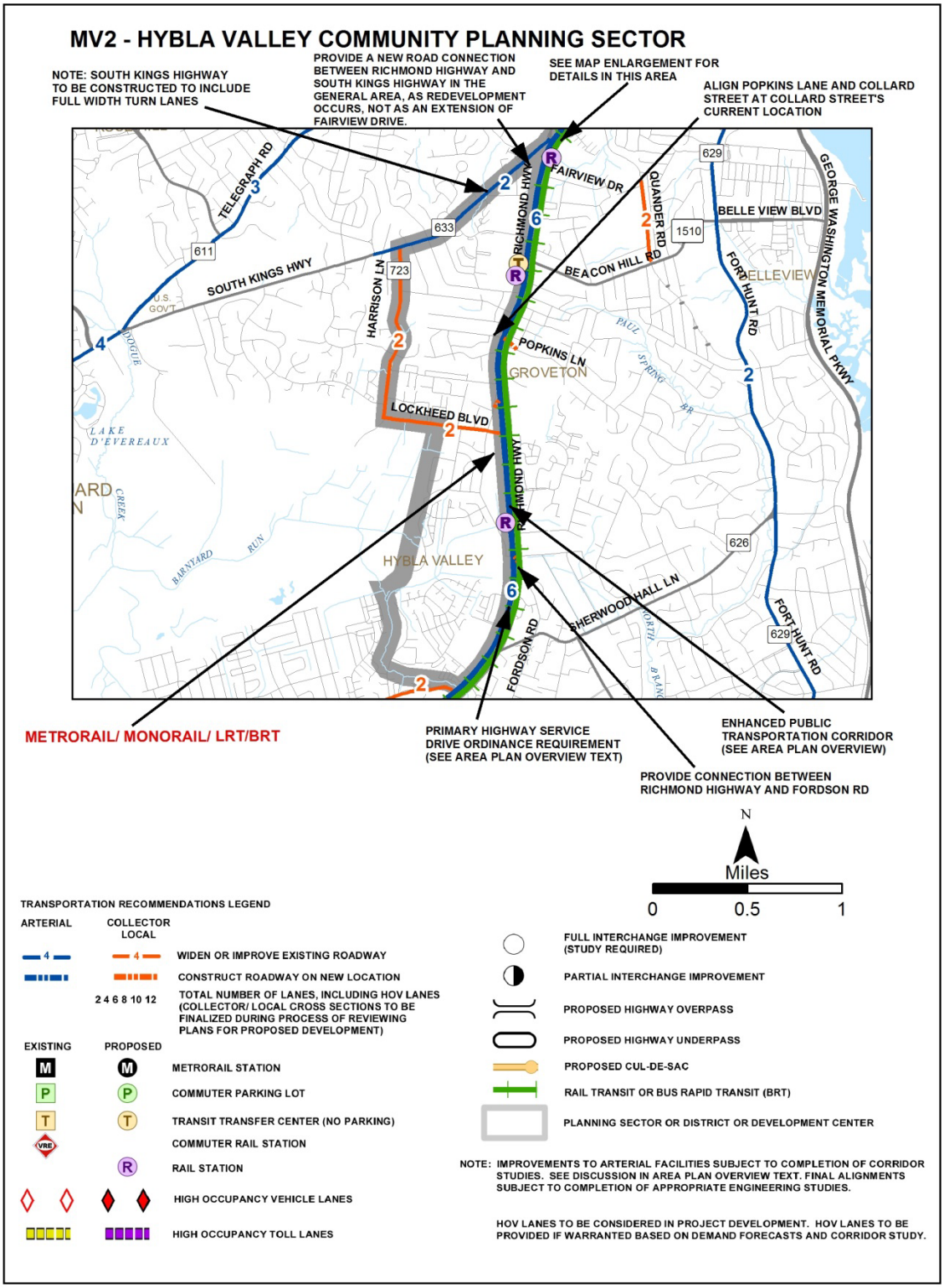
Mount Vernon Planning District, Figure 31, "MV1, Huntington Community Planning Sector, Access Recommendations," page 126, to integrate the new legend:



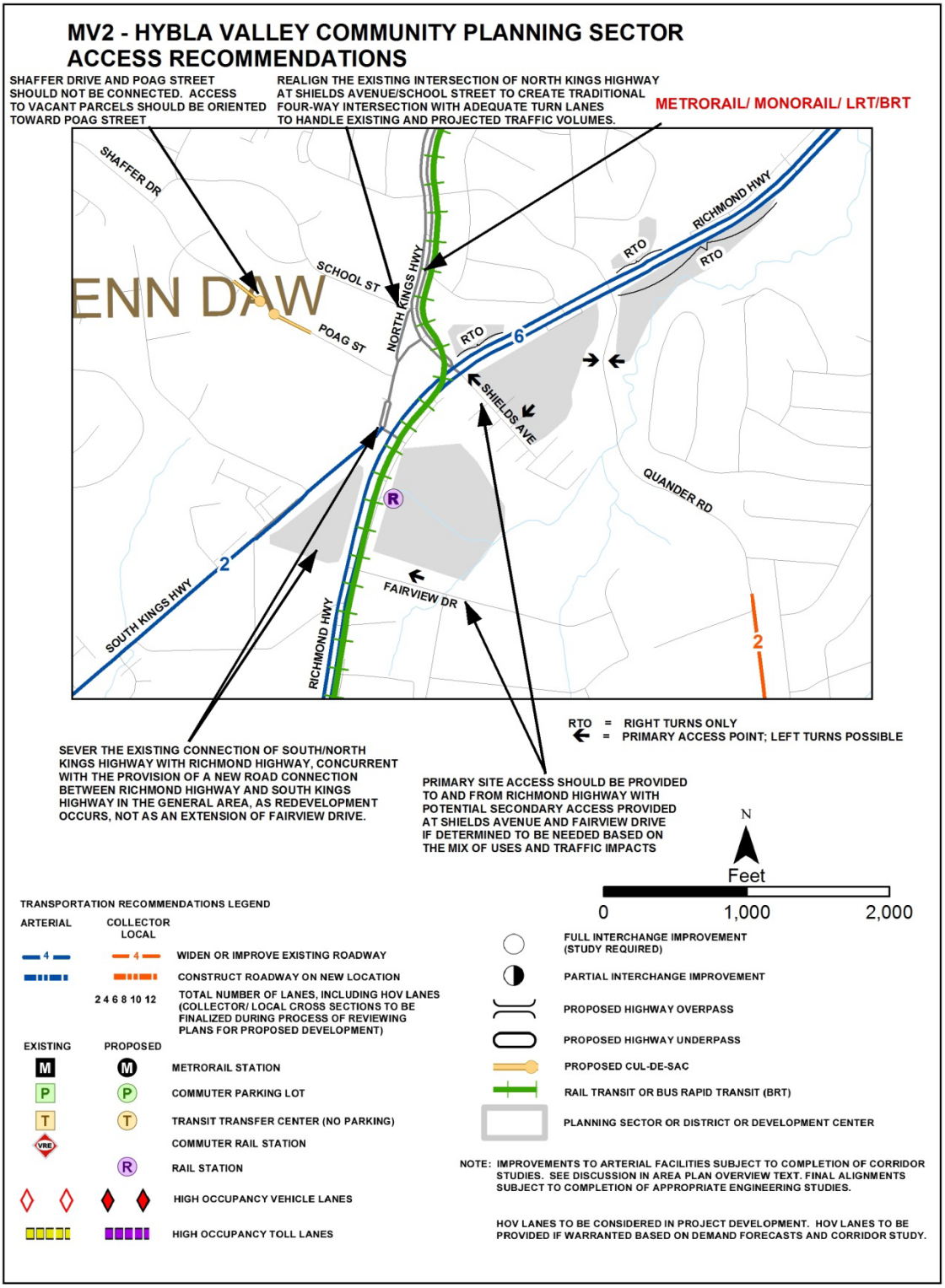
Mount Vernon Planning District, Figure 32, "MV1, Huntington Community Planning Sector, Interchange Recommendations," page 127, to integrate the new legend:



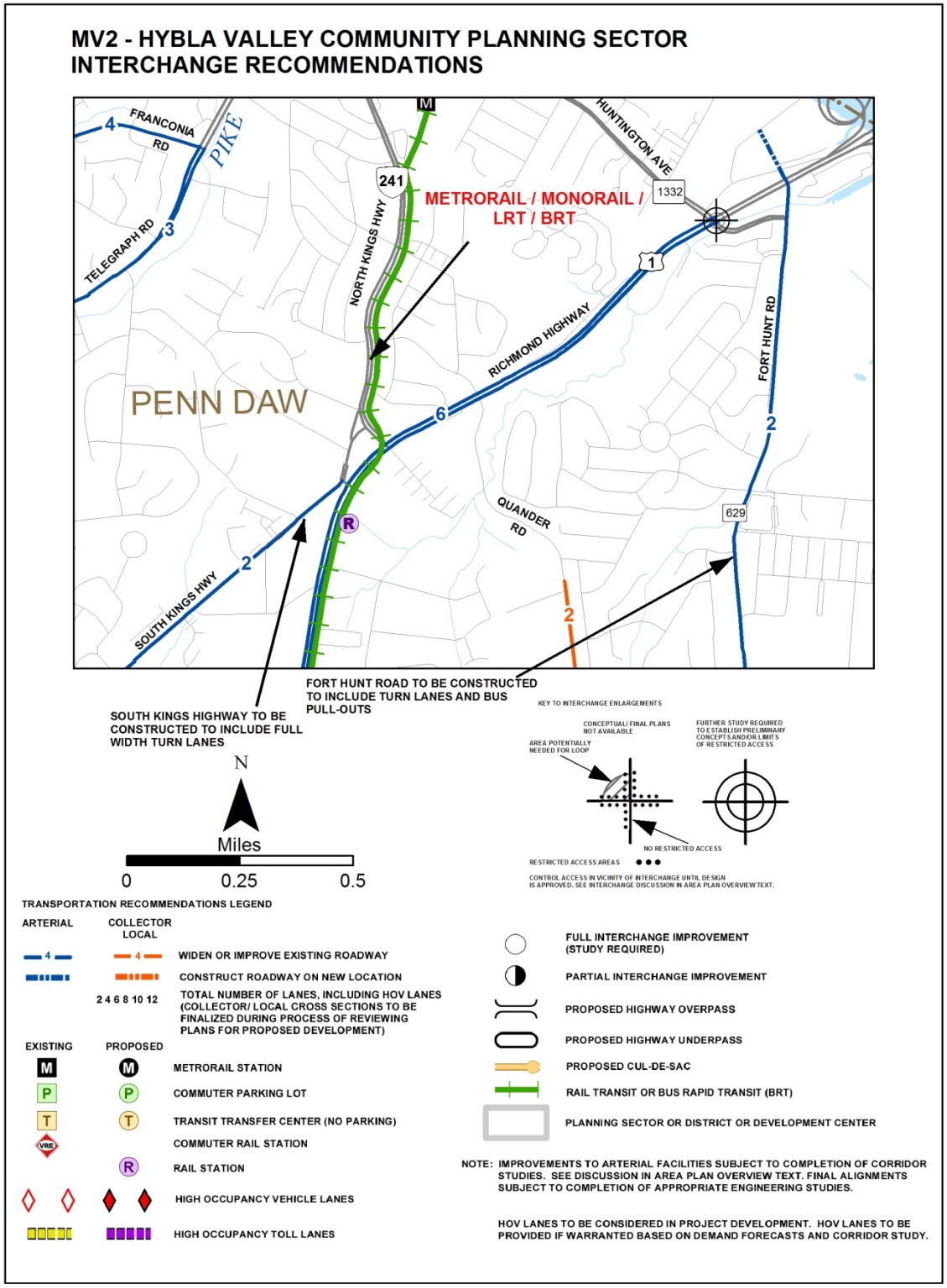
Mount Vernon Planning District, Figure 36, "MV2, Hybla Valley Community Planning Sector, Transportation Recommendations," page 136, to integrate the new legend:



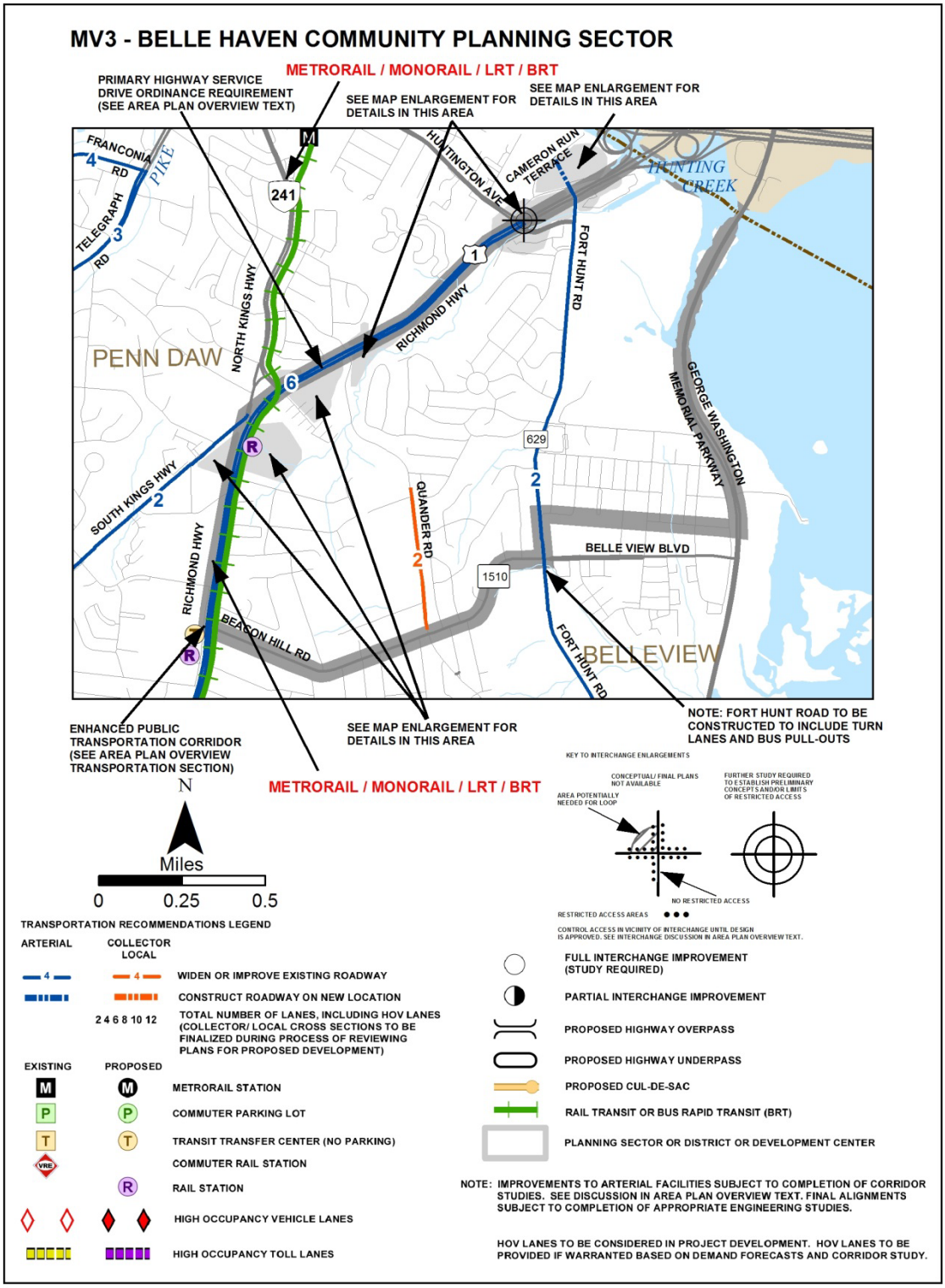
Mount Vernon Planning District, Figure 37, "MV2, Hybla Valley Community Planning Sector, Access Recommendations," page 137, to integrate the new legend:



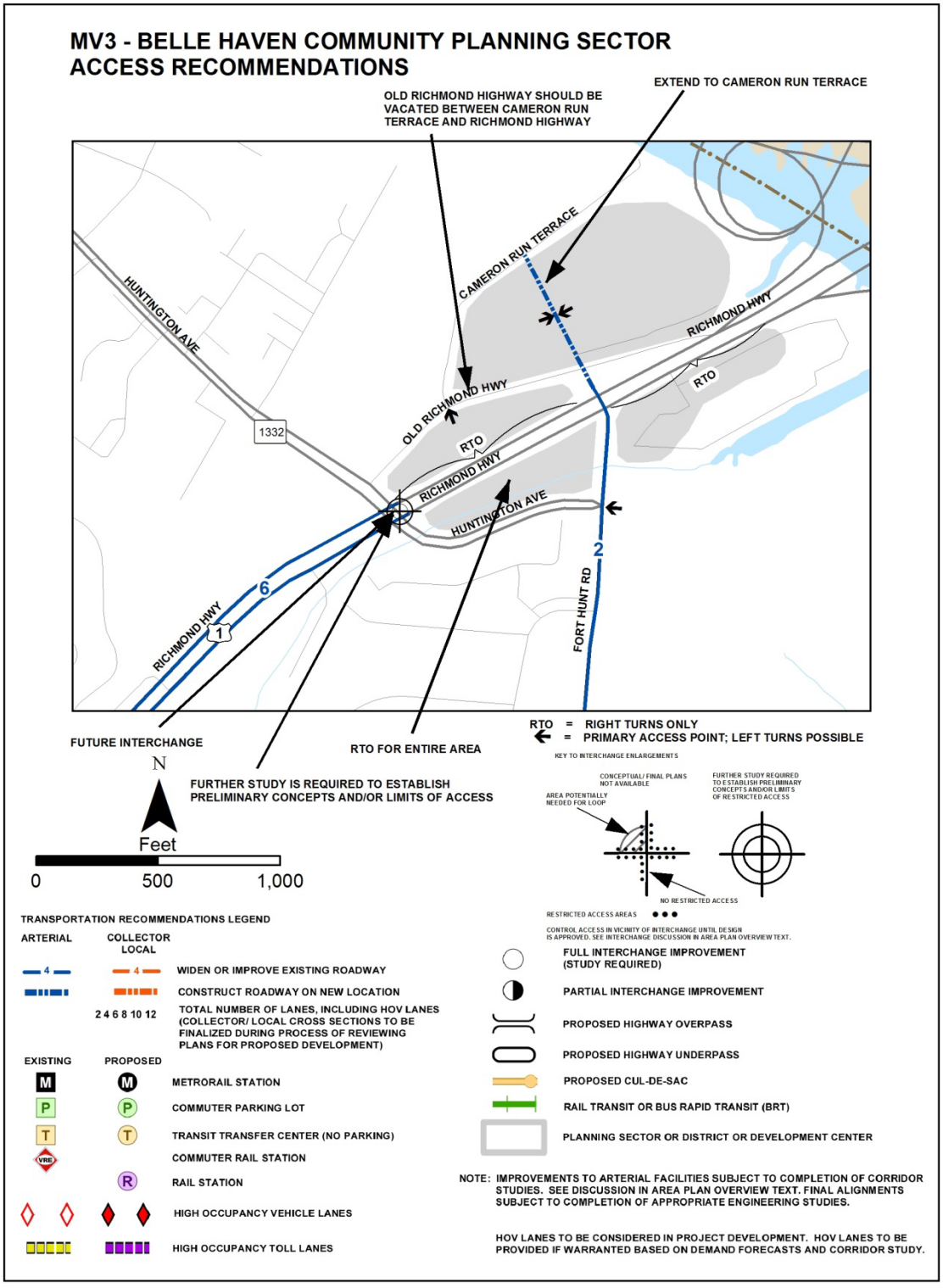
Mount Vernon Planning District, Figure 38, "MV2, Hybla Valley Community Planning Sector, Interchange Recommendations," page 138, to integrate the new legend:



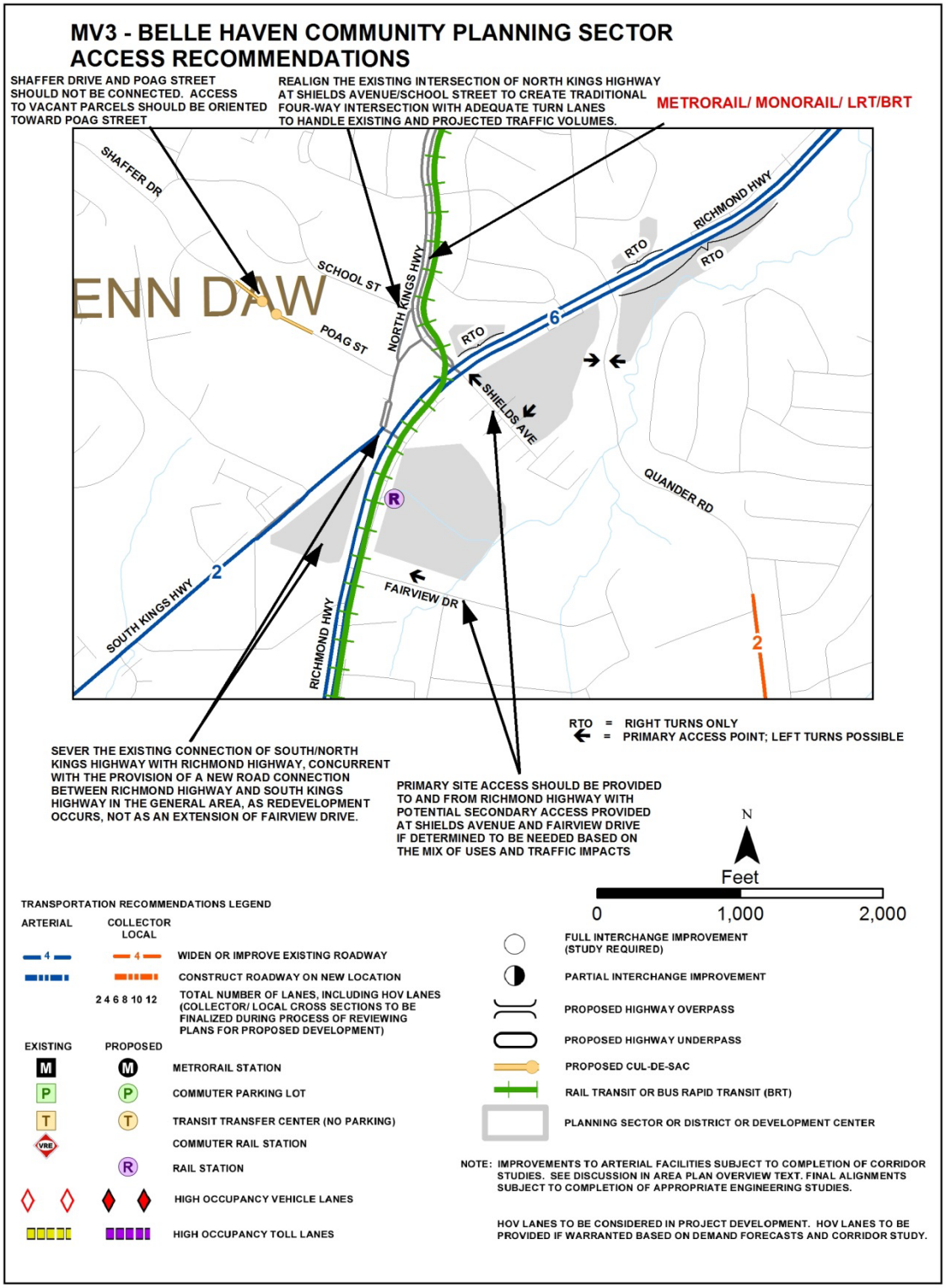
Mount Vernon Planning District, Figure 41, "MV3, Belle Haven Community Planning Sector, Transportation Recommendations," page 144, to integrate the new legend:



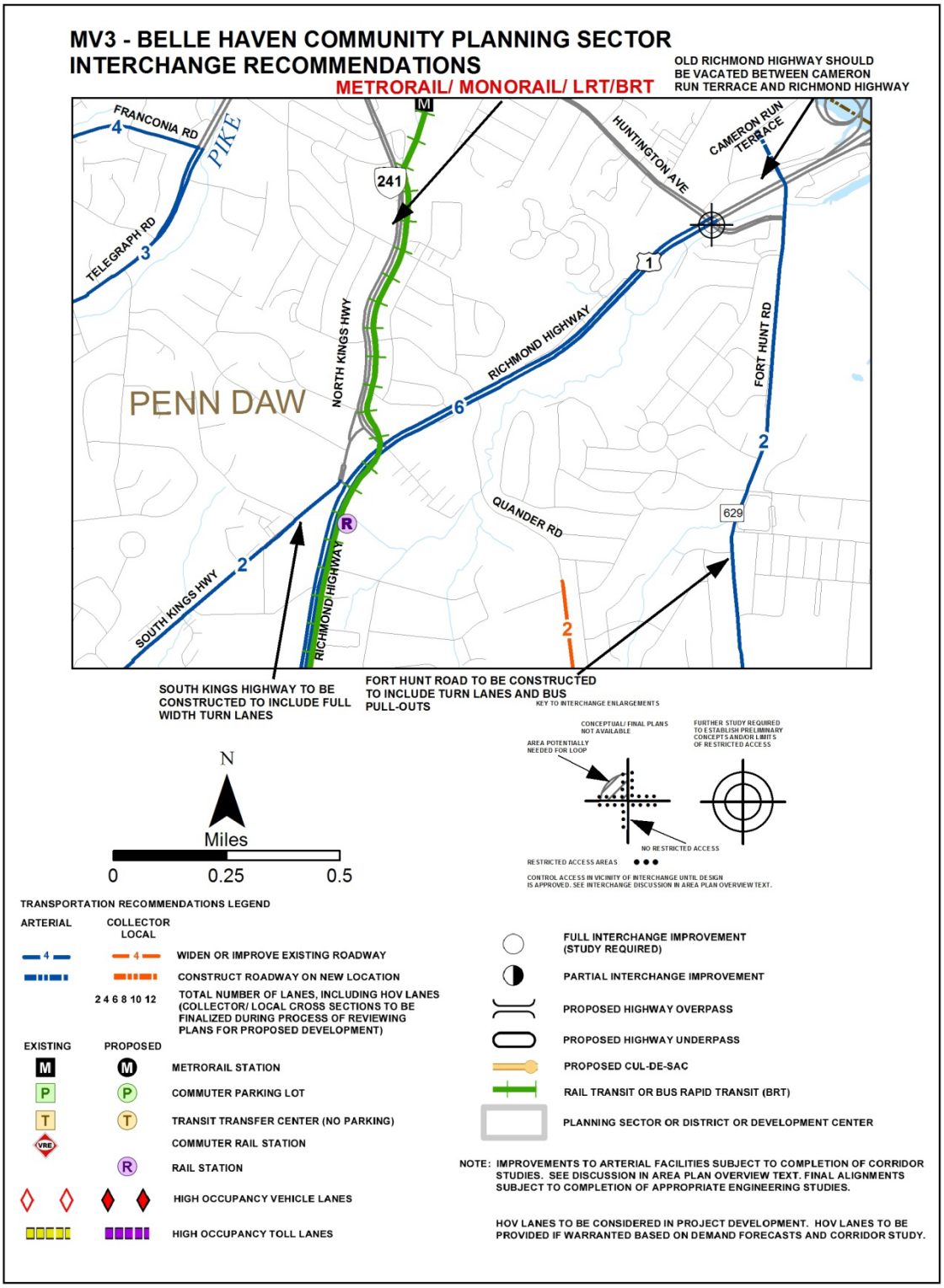
Mount Vernon Planning District, Figure 42, "MV3, Belle Haven Community Planning Sector, Access Recommendations," page 145, to integrate the new legend:



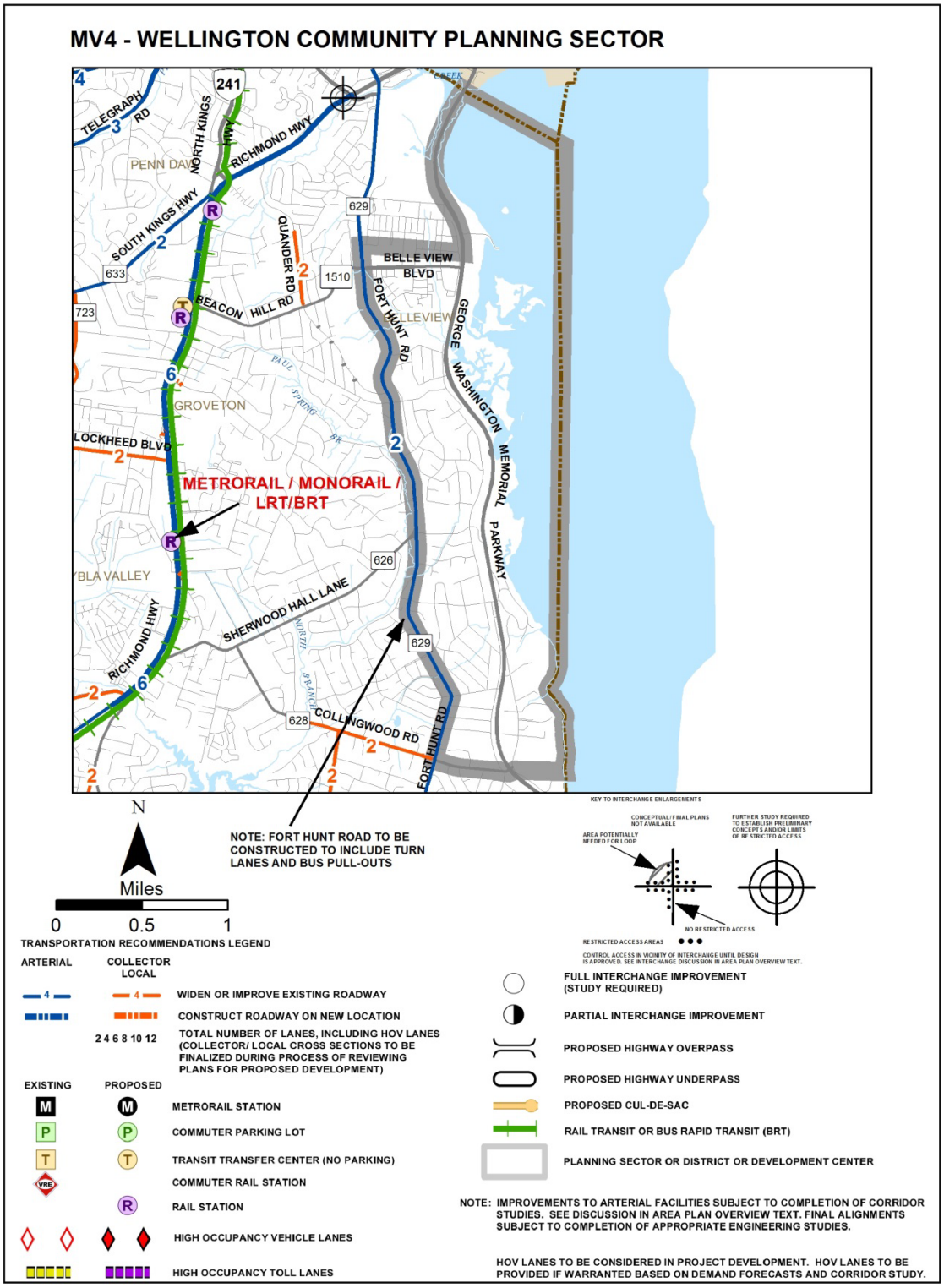
Mount Vernon Planning District, Figure 43, "MV3, Belle Haven Community Planning Sector, Access Recommendations," page 146, to integrate the new legend:



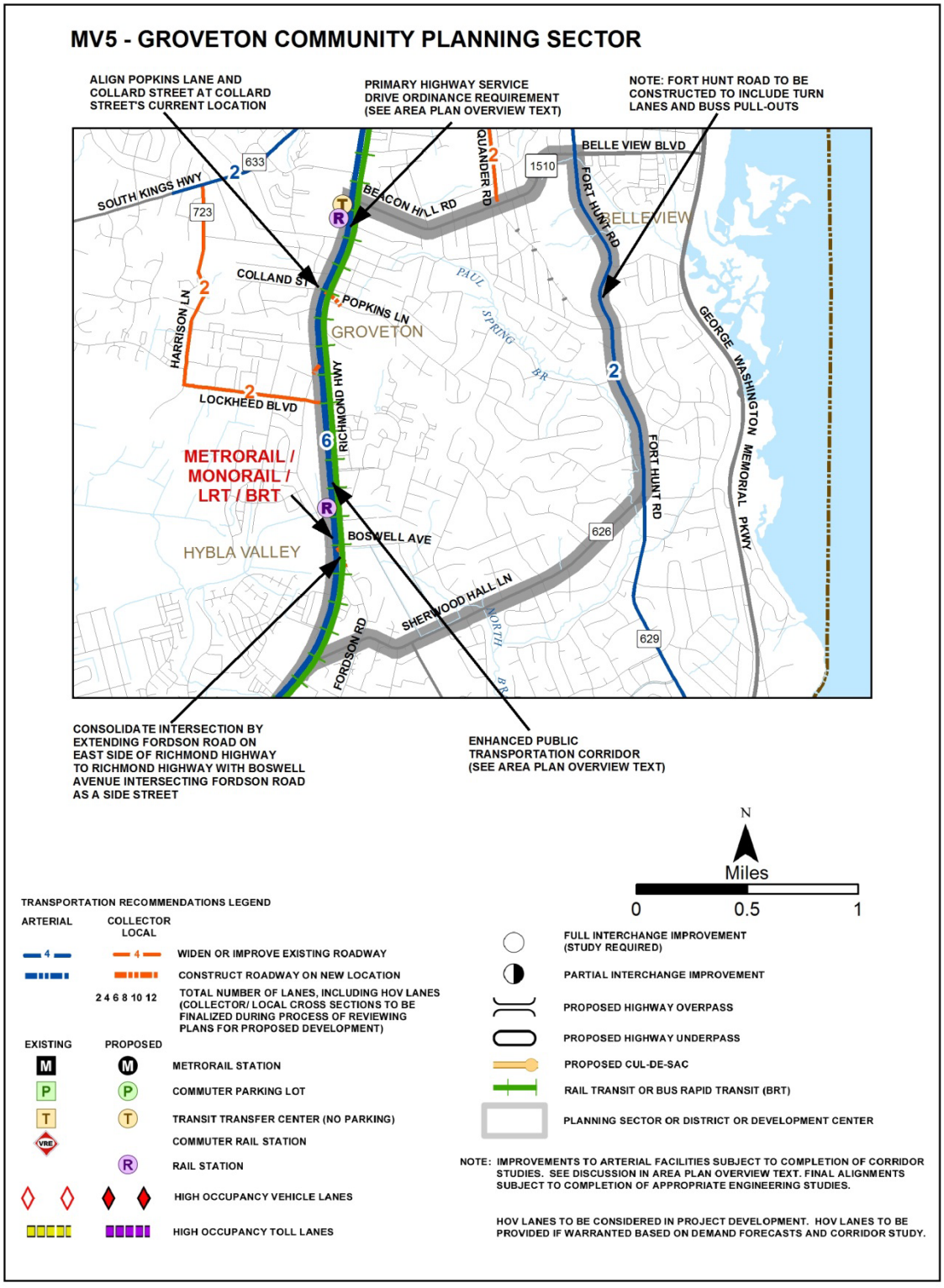
Mount Vernon Planning District, Figure 44, "MV3, Belle Haven Community Planning Sector, Interchange Recommendations," page 147, to integrate the new legend:



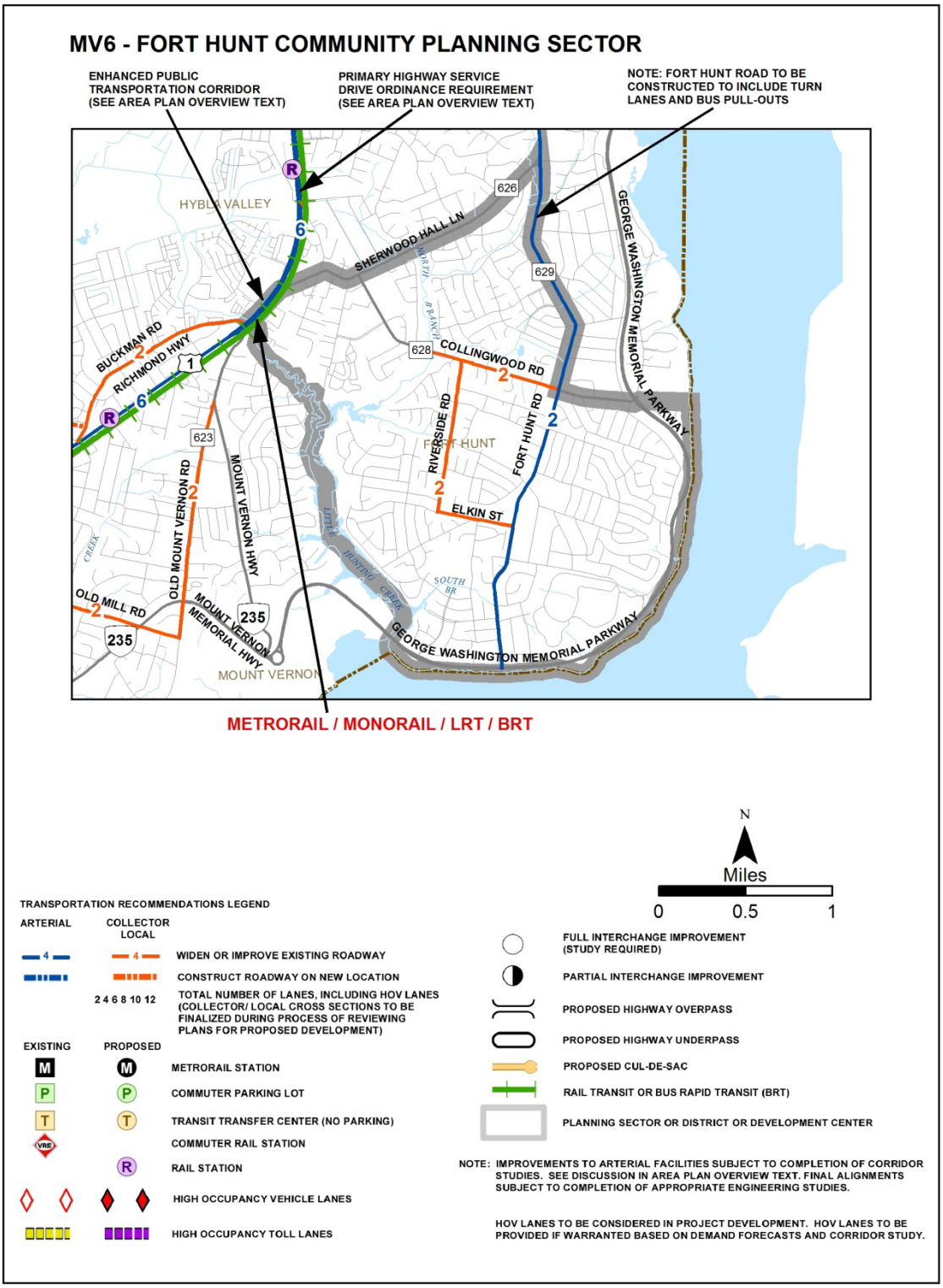
Mount Vernon Planning District, Figure 47, "MV4, Wellington Community Planning Sector, Transportation Recommendations," page 153, to integrate the new legend:



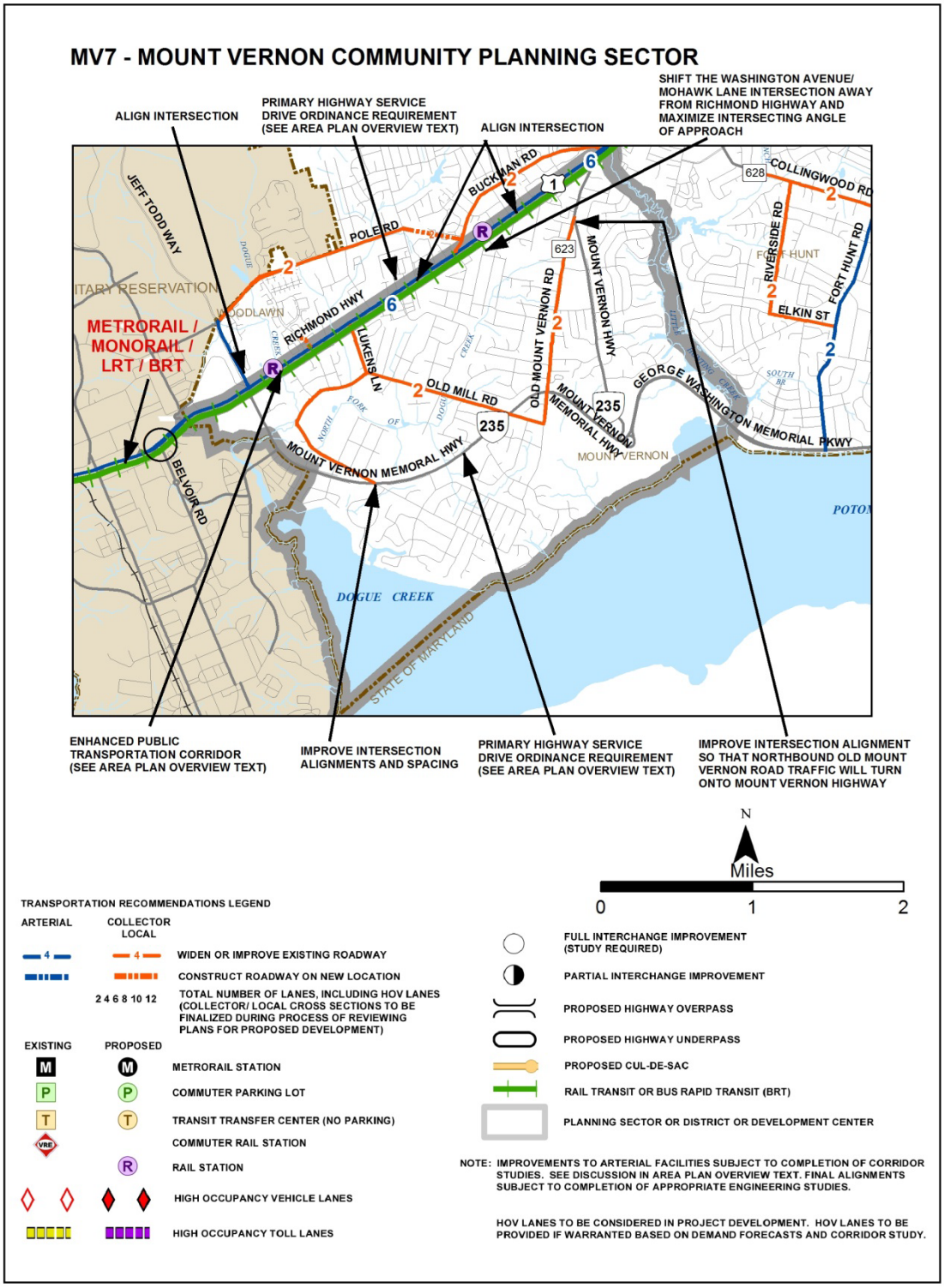
Mount Vernon Planning District, Figure 50, "MV5, Groveton Community Planning Sector, Transportation Recommendations," page 160, to integrate the new legend:



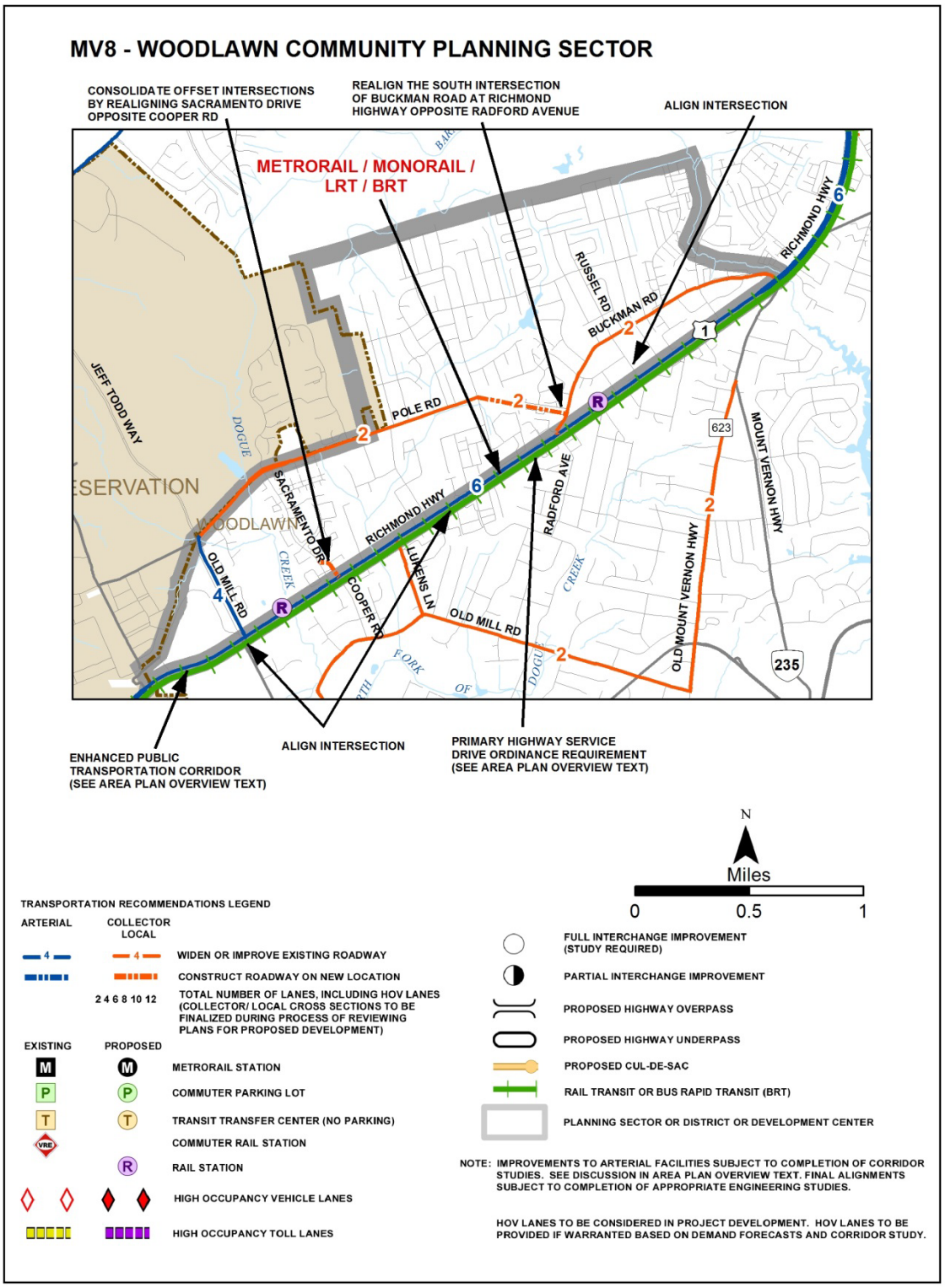
Mount Vernon Planning District, Figure 53, "MV6, Fort Hunt Community Planning Sector, Transportation Recommendations," page 168, to integrate the new legend:



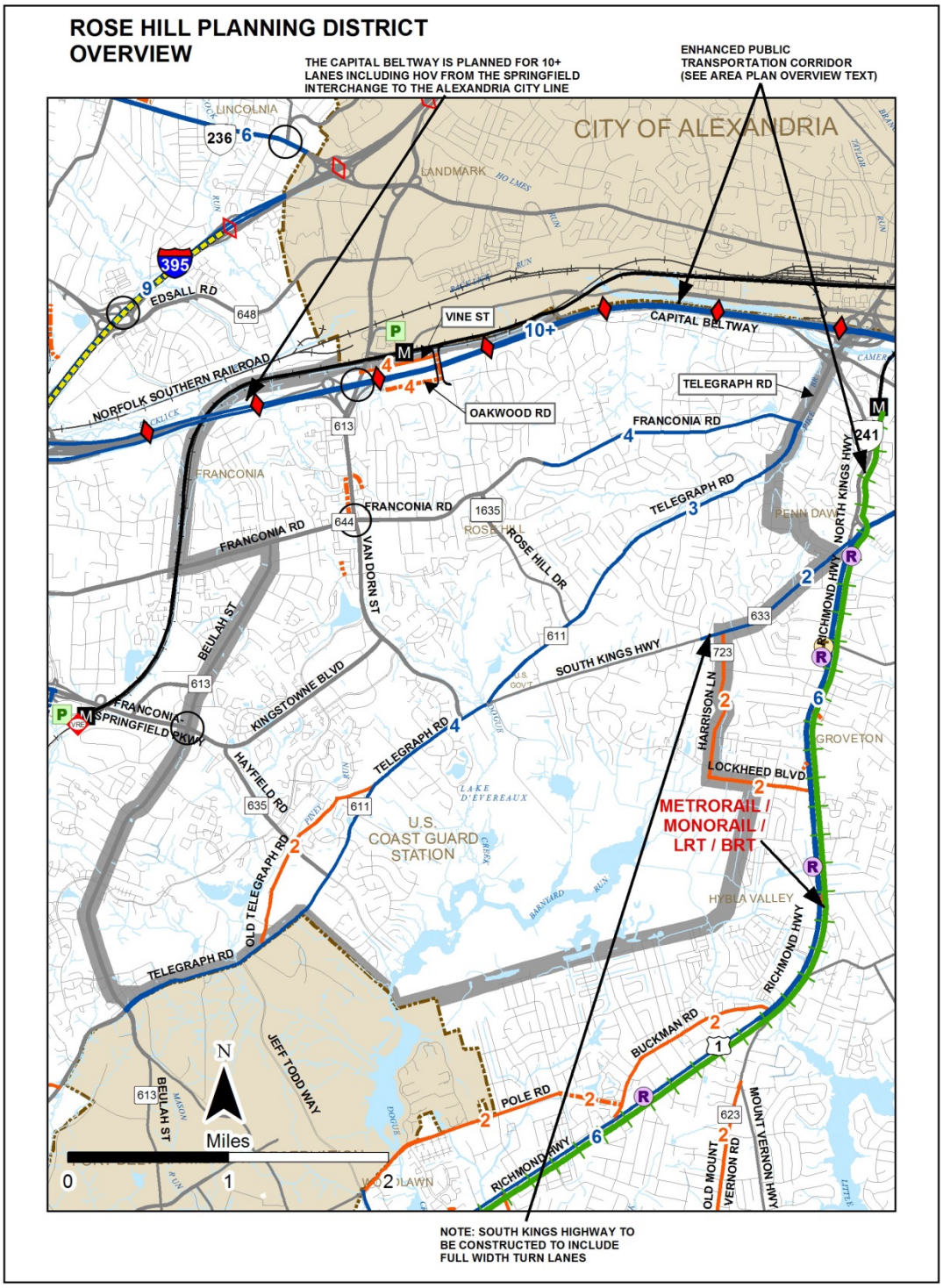
Mount Vernon Planning District, Figure 56, "MV7, Mount Vernon Community Planning Sector, Transportation Recommendations," page 175, to reflect the completion of Jeff Todd way and to integrate the new legend:



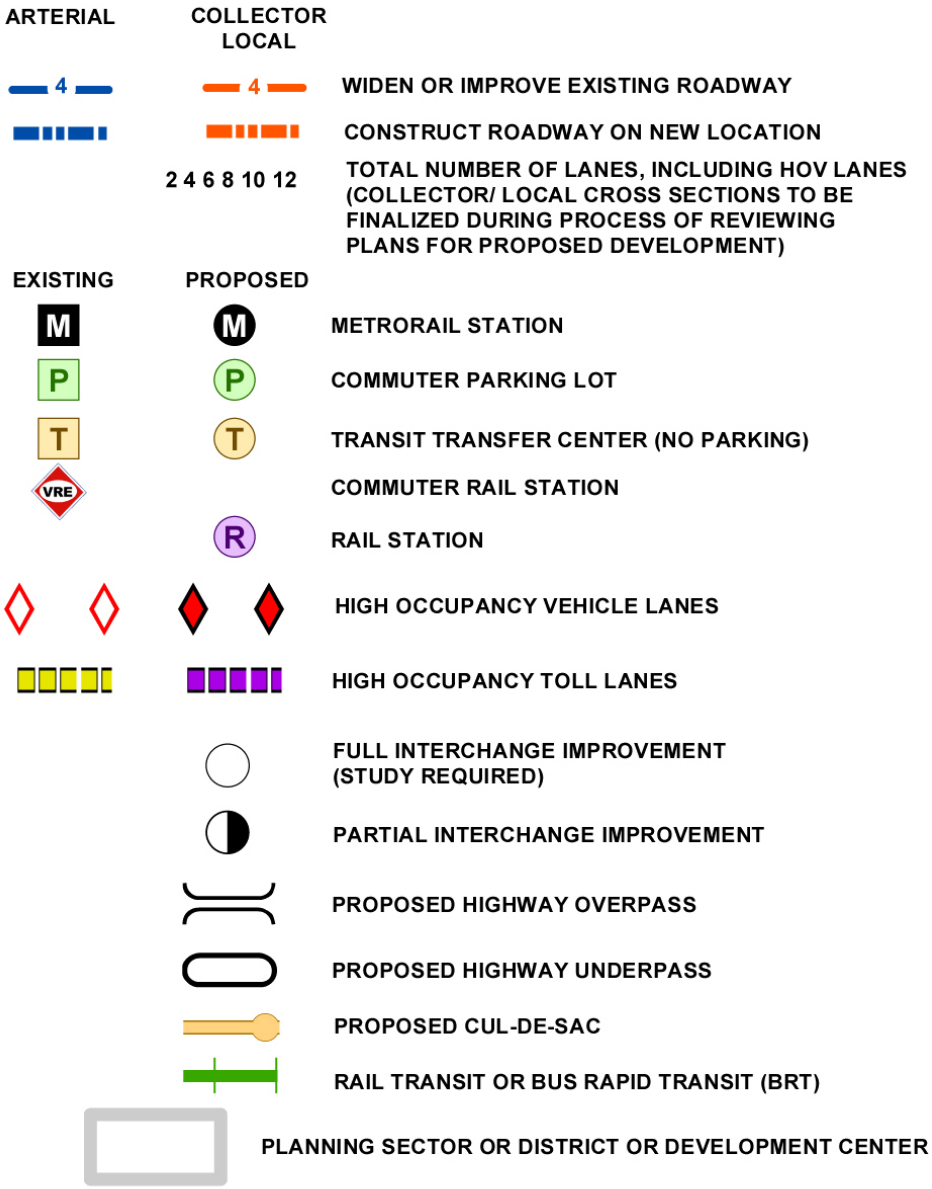
Mount Vernon Planning District, Figure 59, "MV8, Woodlawn Community Planning Sector, Transportation Recommendations," page 182, to reflect the completion of Jeff Todd way and to integrate the new legend:



Rose Hill Planning District, Figure 2, "Countywide Transportation Recommendations, Rose Hill Planning District, Overview," page 4-5, to reflect the completion of the I-95/I-395 Hot lanes; the completion of Jeff Todd Way; the completion of the interchanges of I-95/I-495and Telegraph Road and Huntington Avenue and Telegraph Road; the completion of the Saratoga Commuter Parking Lot; and to integrate the new legend:



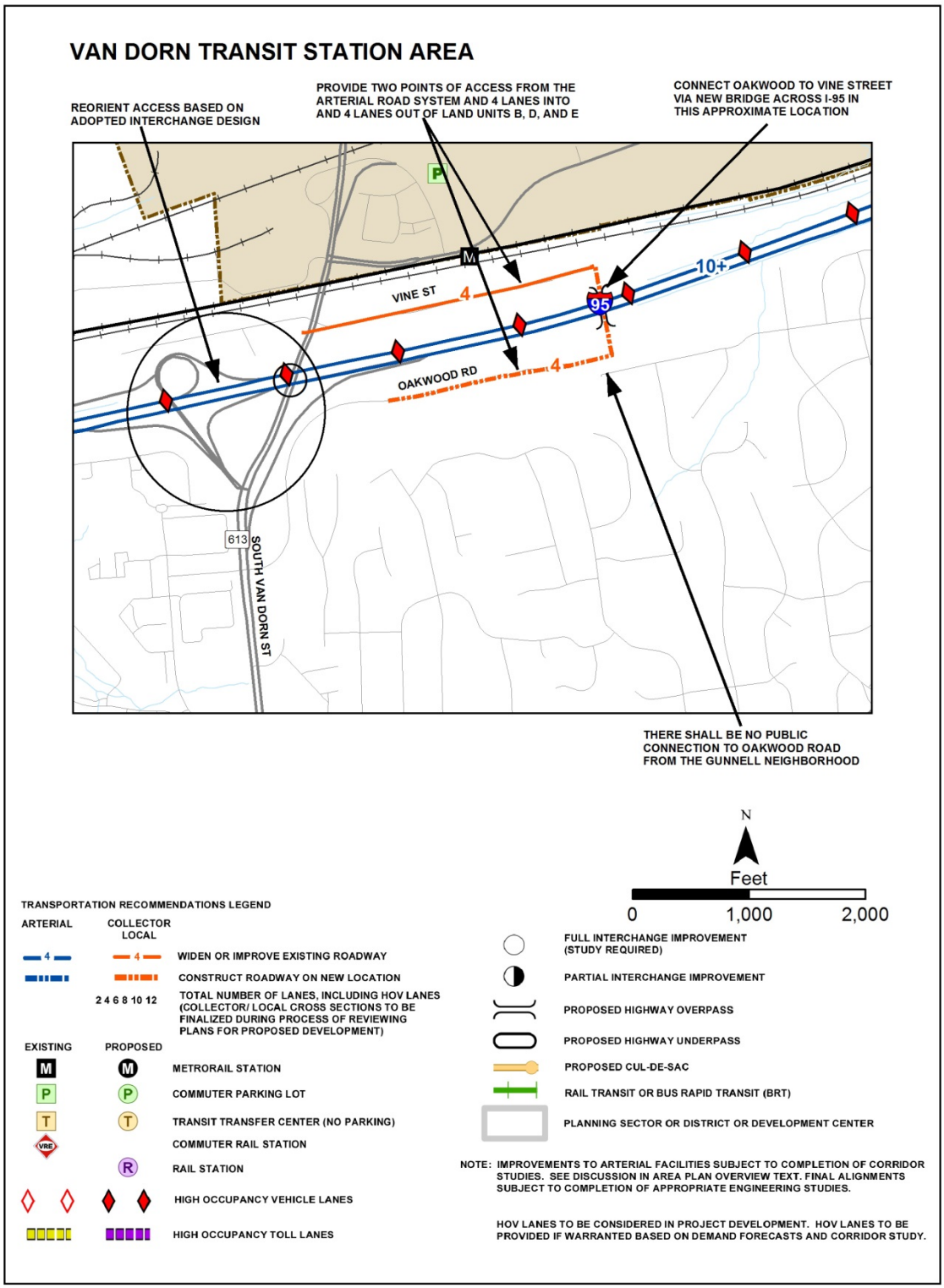
TRANSPORTATION RECOMMENDATIONS LEGEND



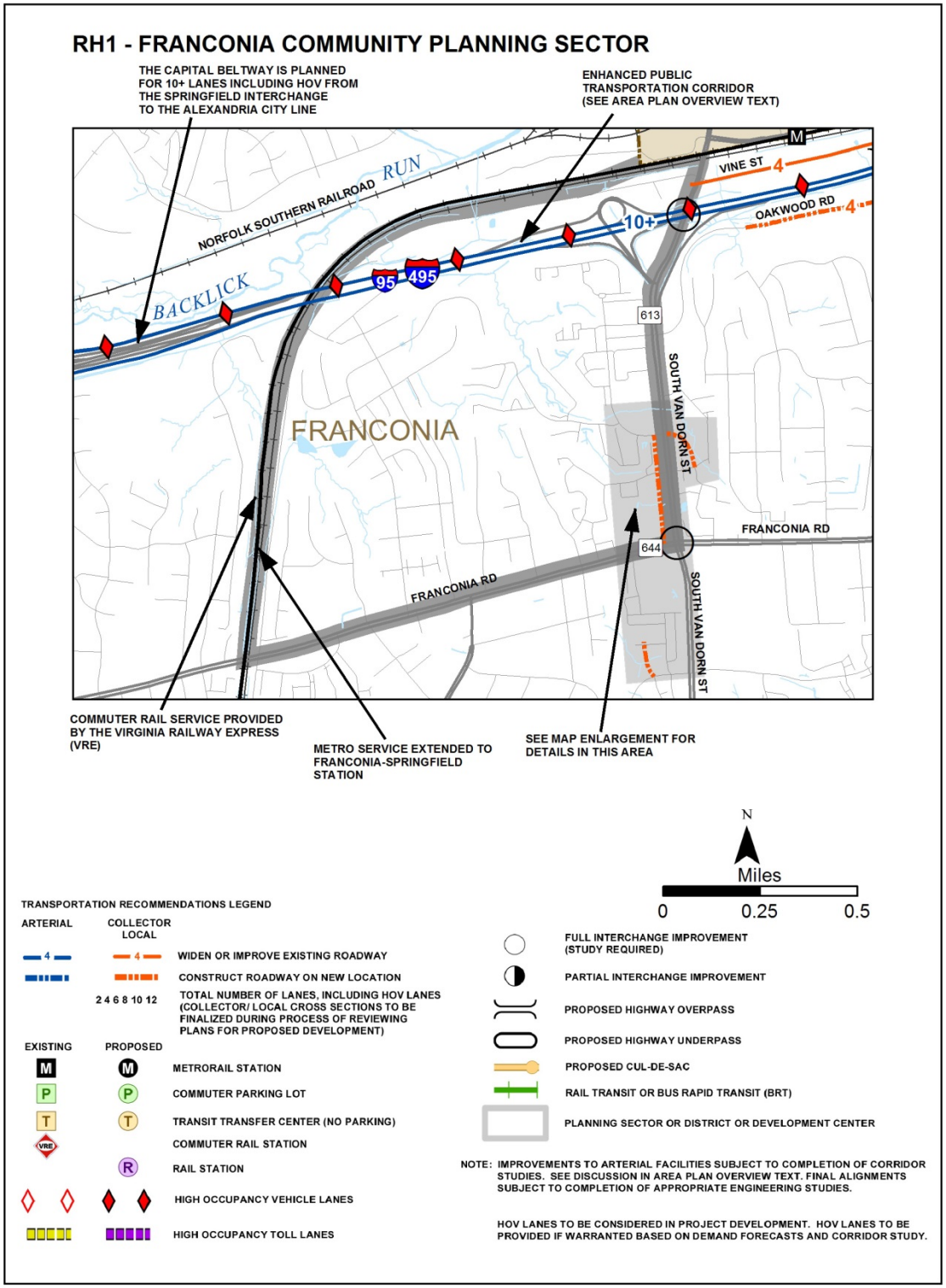
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

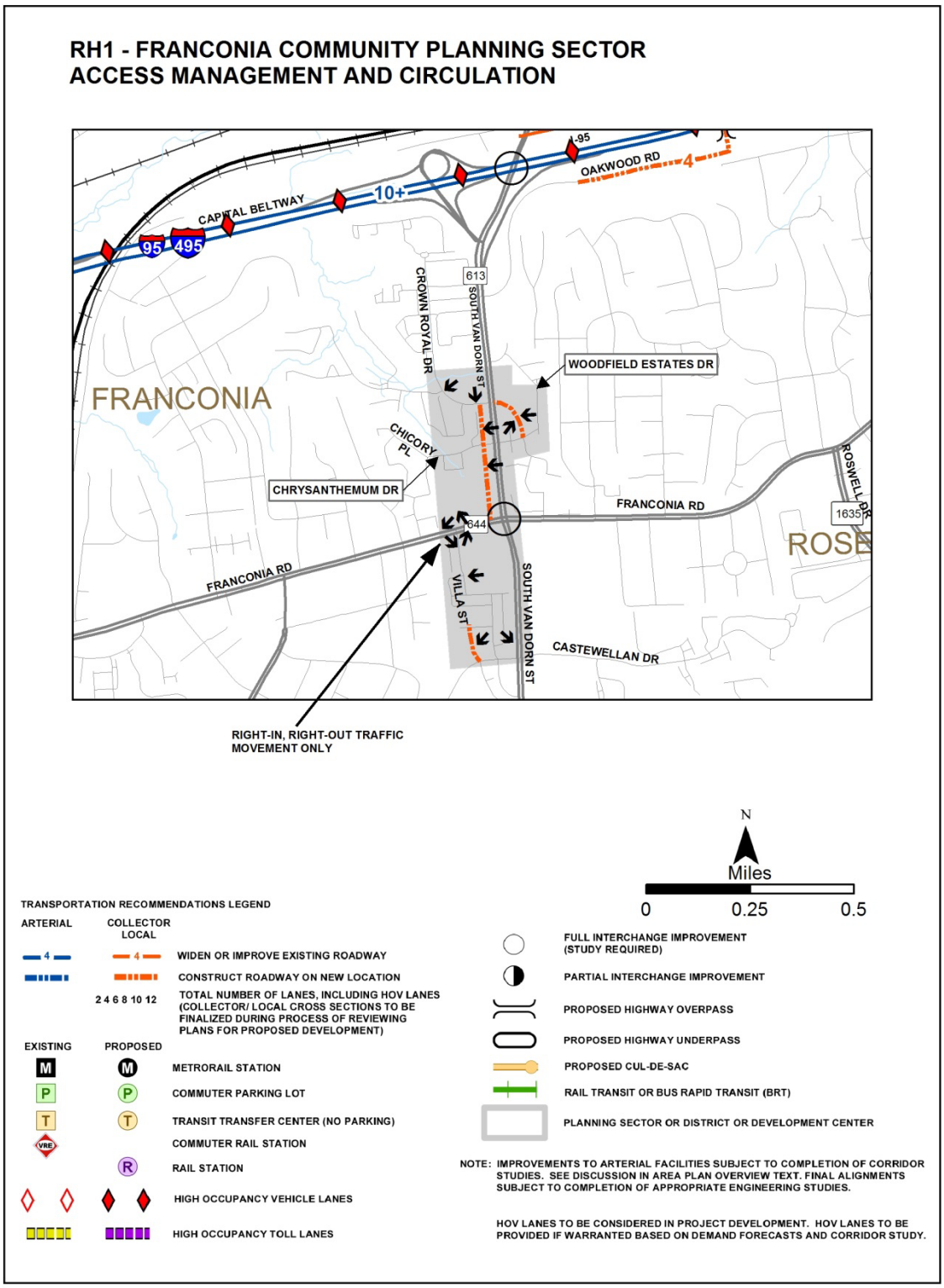
Rose Hill Planning District, Figure 9, "Van Dorn Transit Station Area, Transportation Recommendations," page 24, to integrate the new legend:



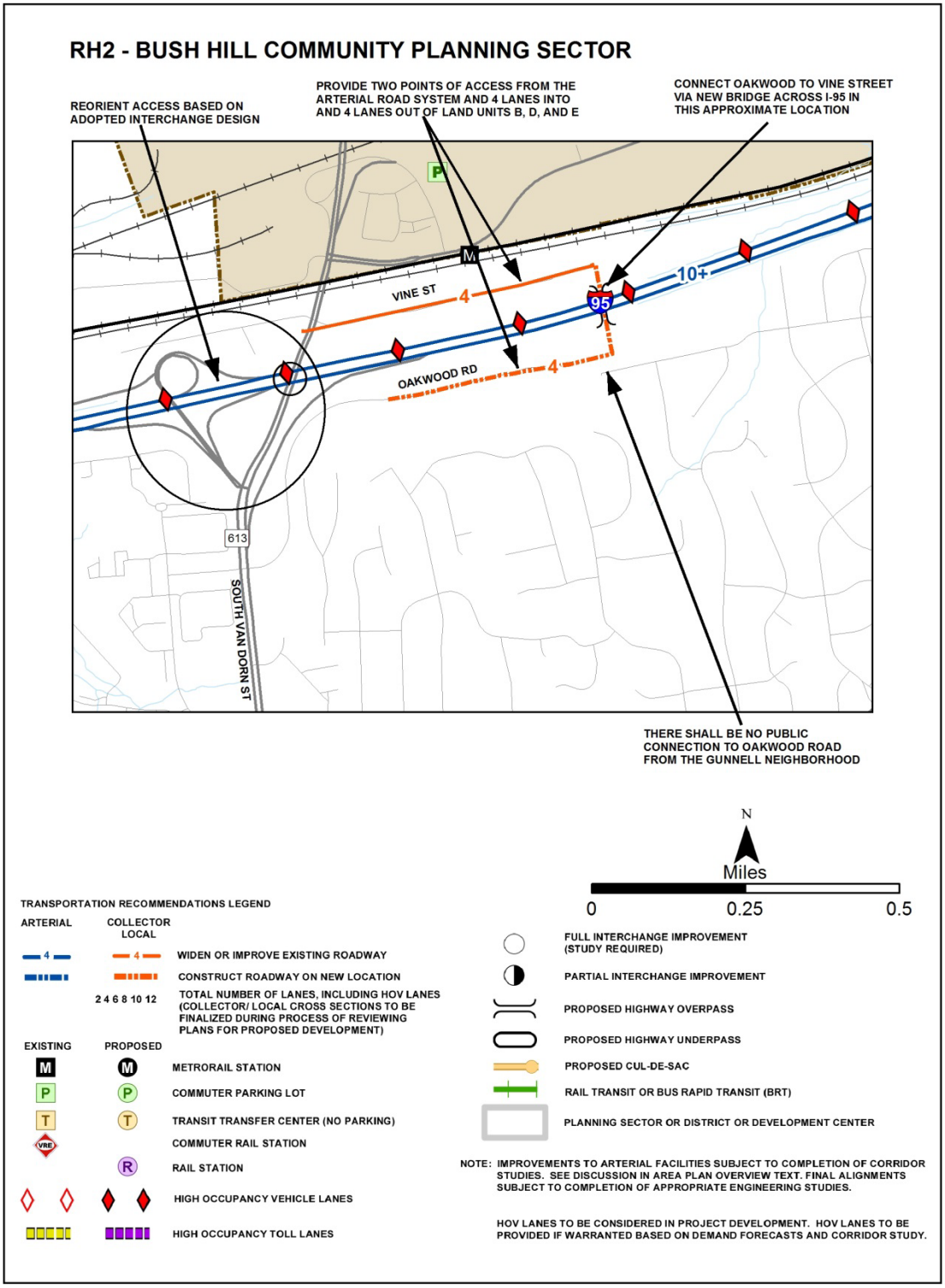
Rose Hill Planning District, Figure 13, "RH1, Franconia Community Planning Sector, Transportation Recommendations," page 34, to integrate the new legend:



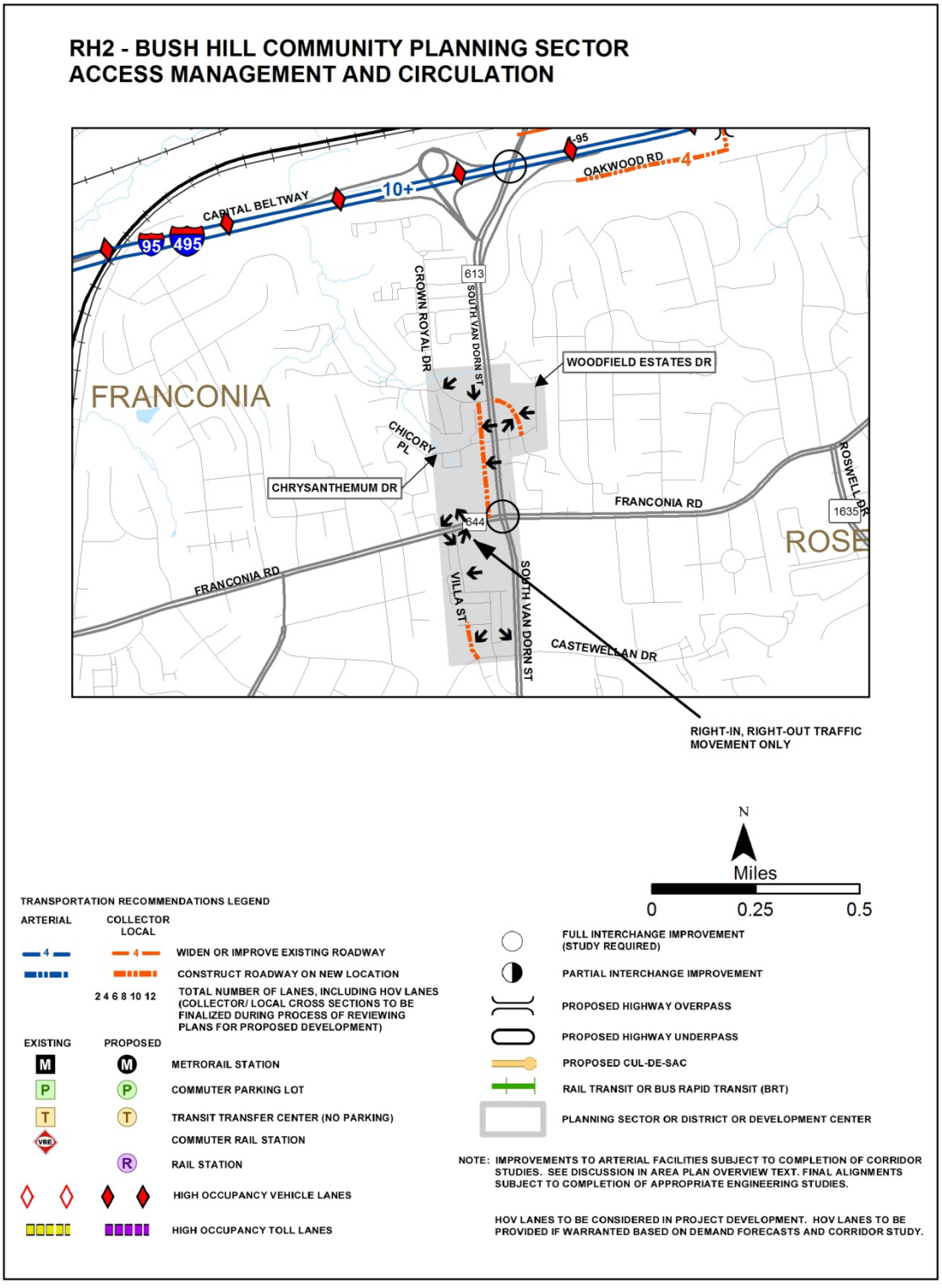
Rose Hill Planning District, Figure 14, "RH1, Franconia Community Planning Sector, Access Management and Circulation in the South Van Dorn Street Corridor," page 35, to integrate the new legend:



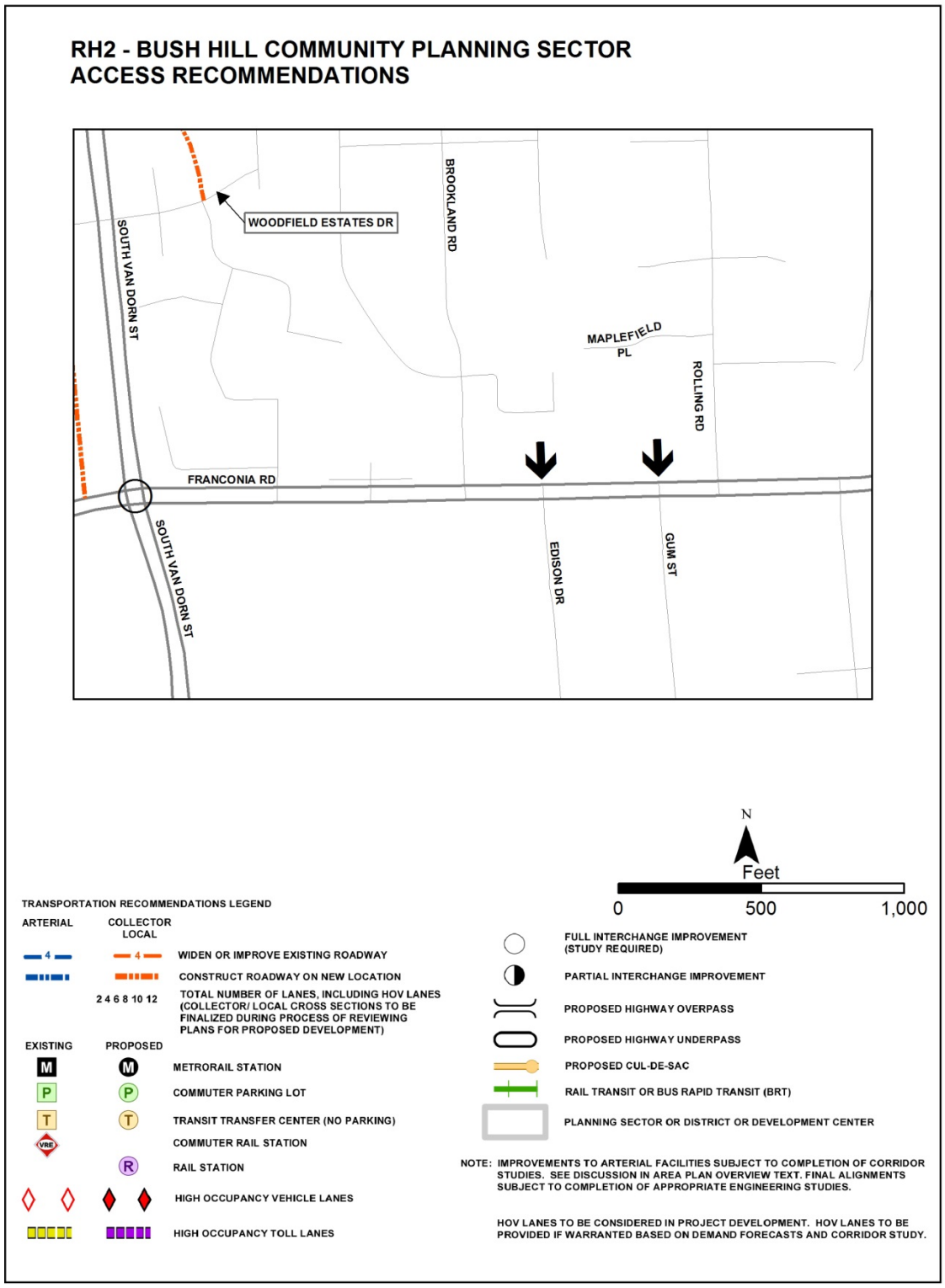
Rose Hill Planning District, Figure 14, "RH2, Bush Hill Community Planning Sector, Transportation Recommendations," page 41, to integrate the new legend:



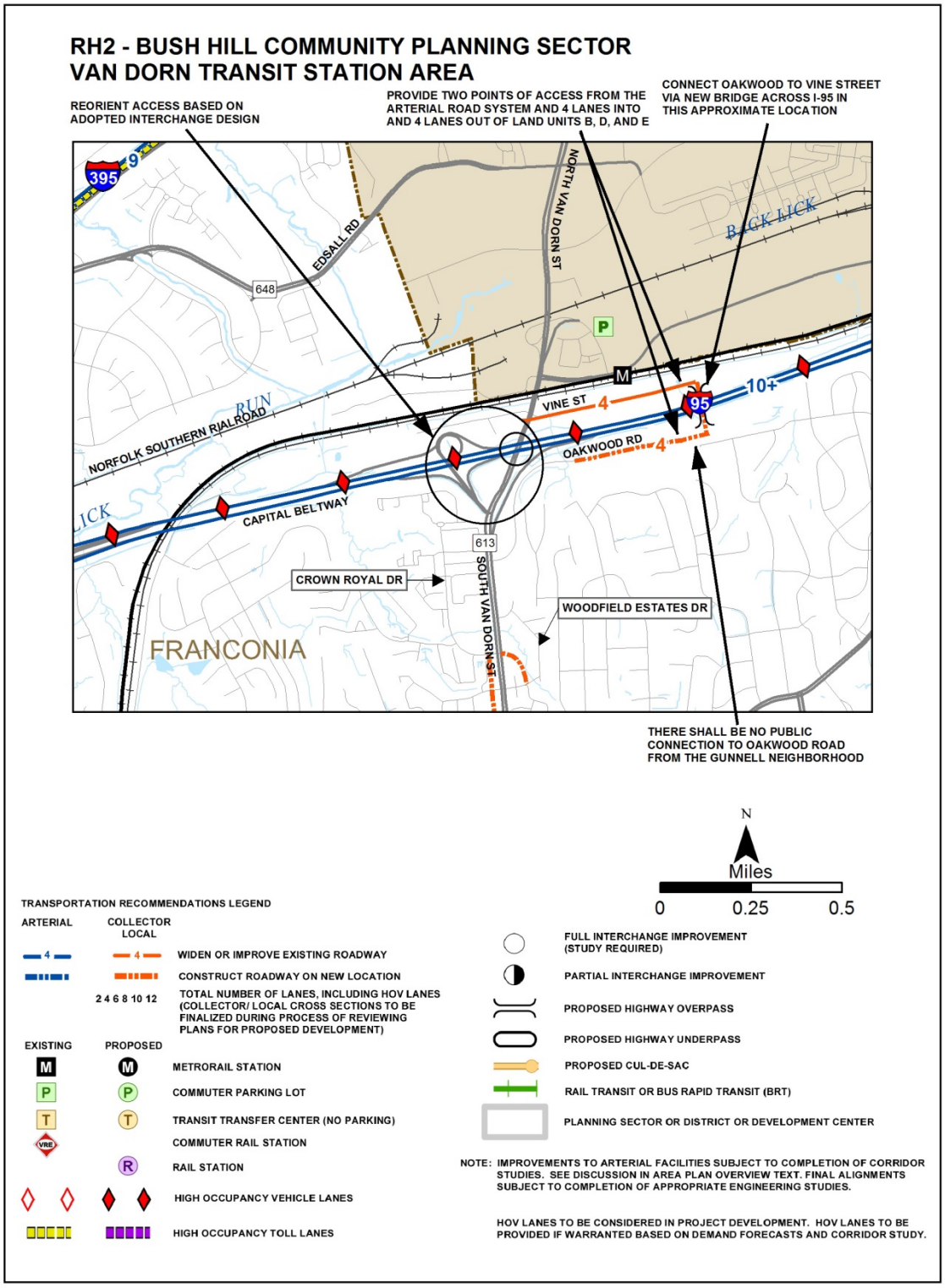
Rose Hill Planning District, Figure 15, "RH2, Bush Hill Community Planning Sector, Access Management and Circulation," page 43, to integrate the new legend:



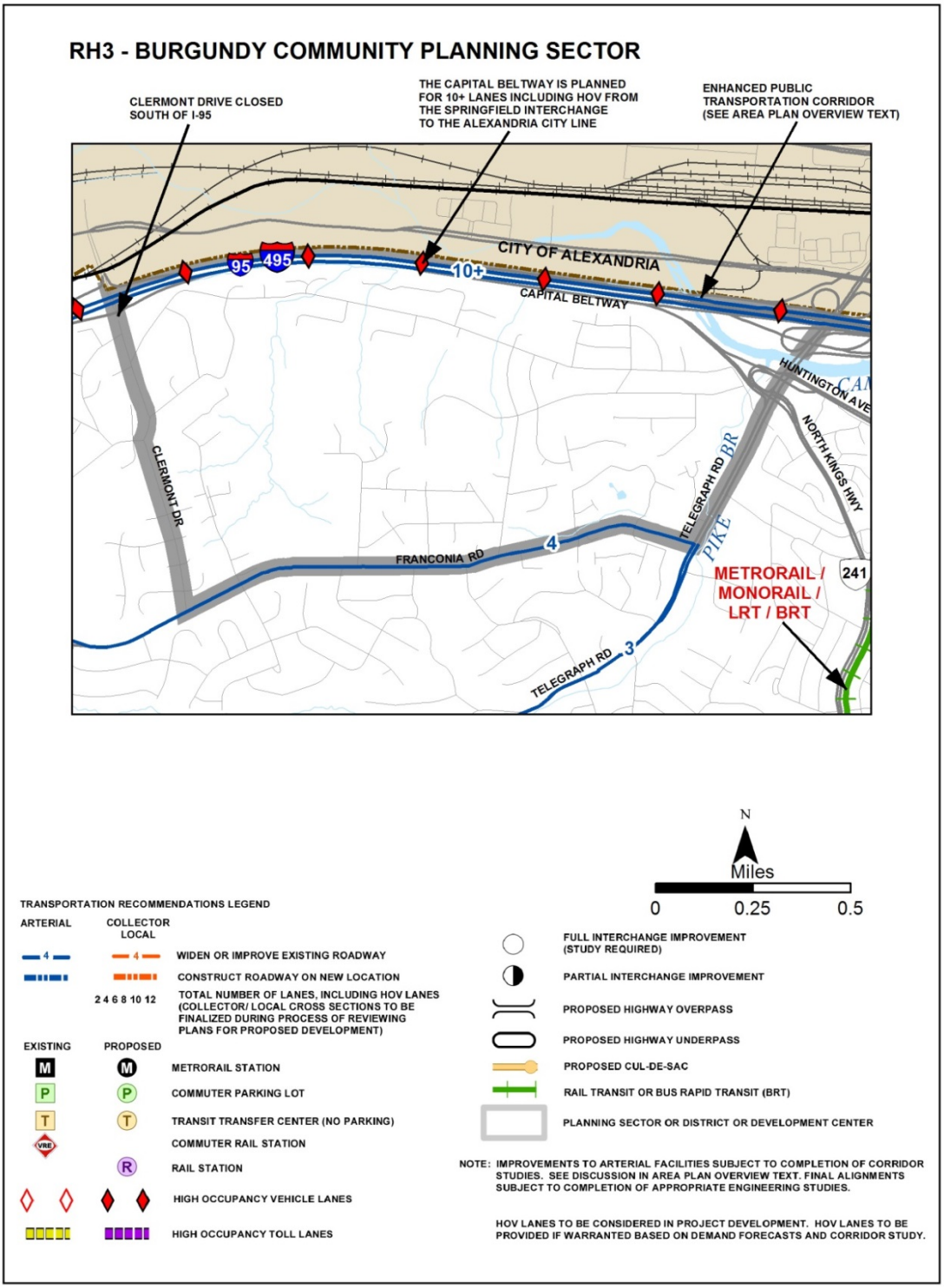
Rose Hill Planning District, Figure 19, "RH2, Bush Hill Community Planning Sector, Access Recommendations," page 44, to integrate the new legend:



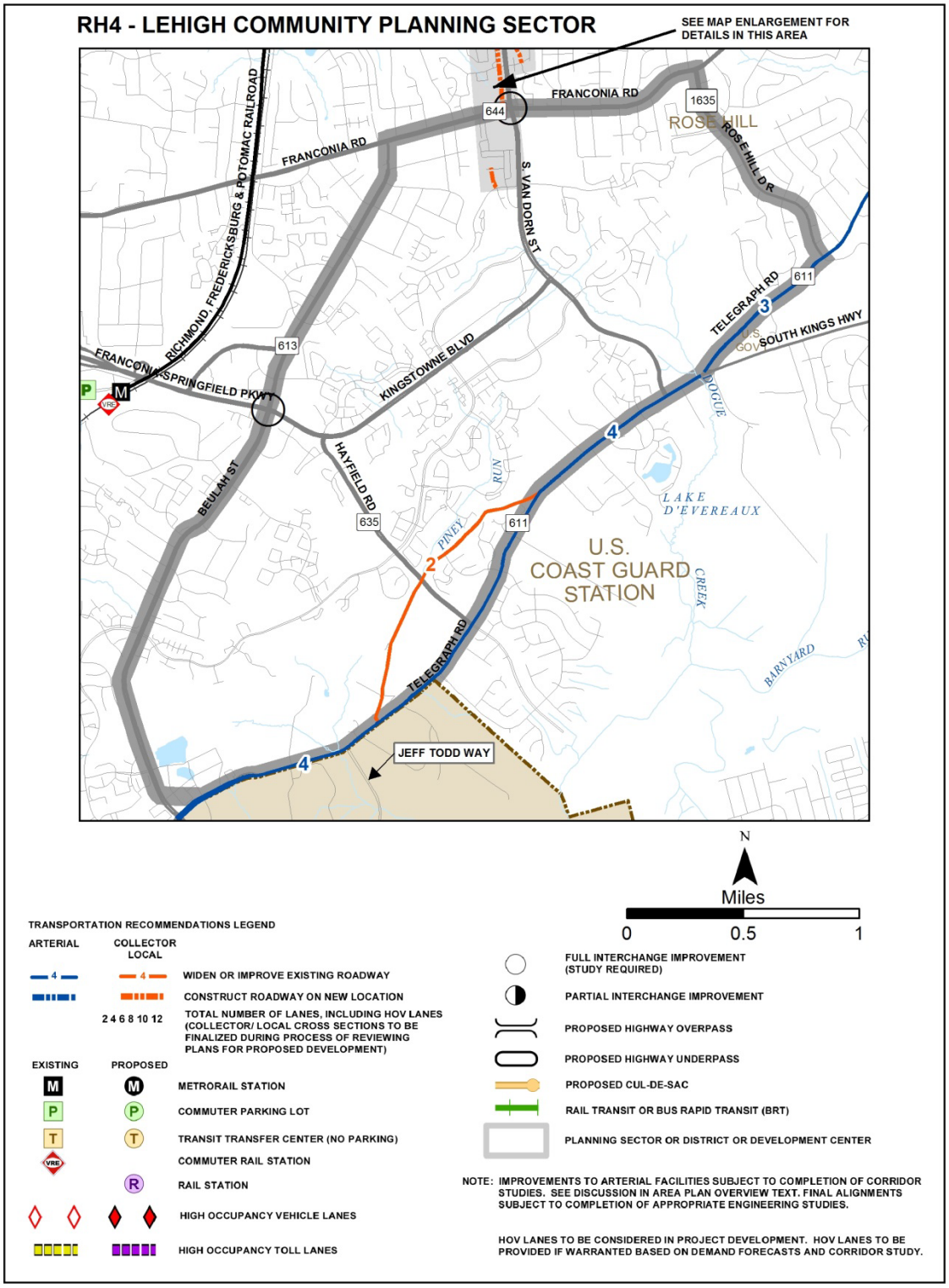
Rose Hill Planning District, Figure 20, "RH2, Bush Hill Community Planning Sector, Van Dorn Transit Station Area," page 45, to reflect the completion of the I-95/I-395 HOT lanes and to integrate the new legend:



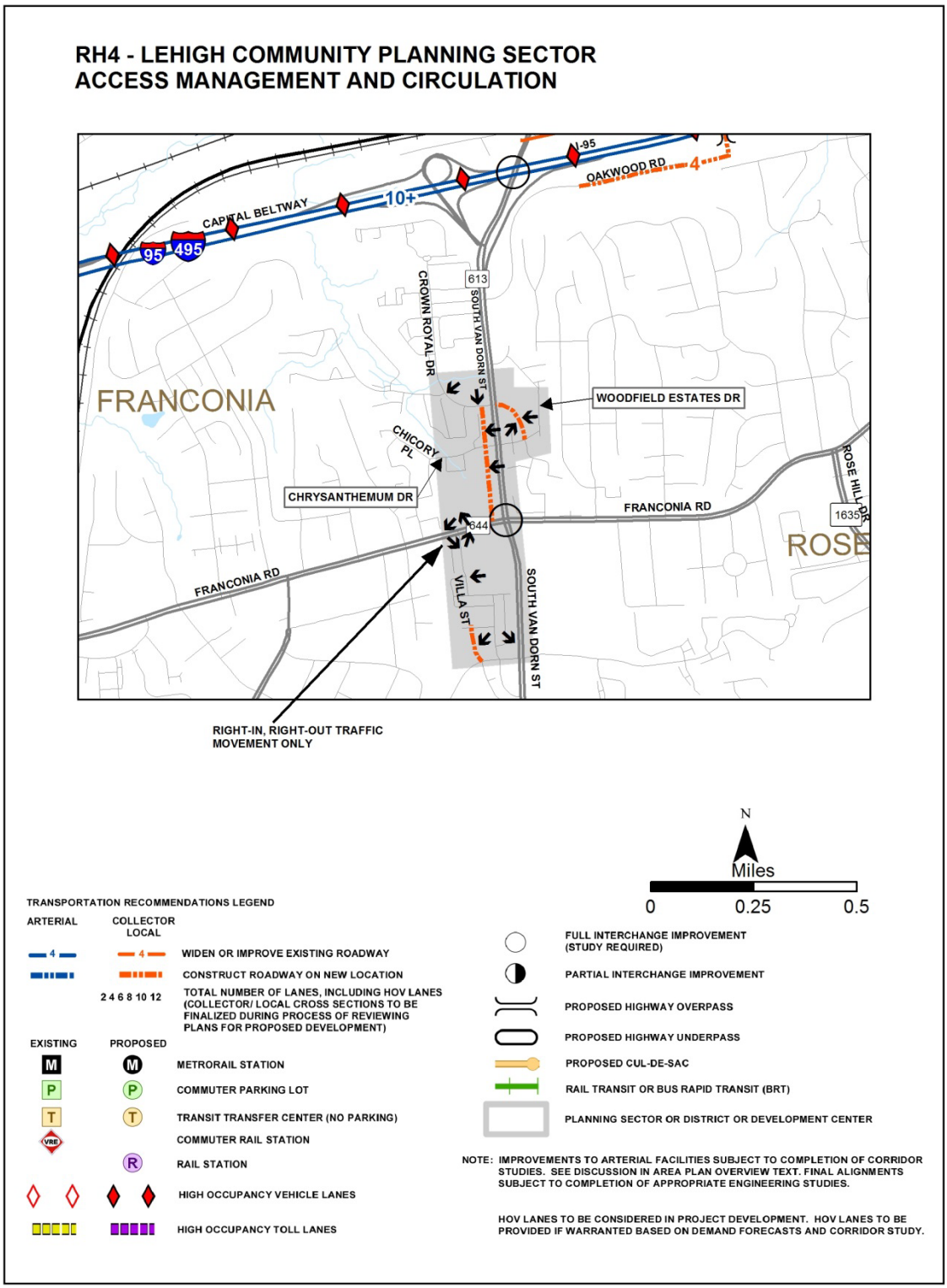
Rose Hill Planning District, Figure 23, "RH3, Burgundy Community Planning Sector, Transportation Recommendations," page 52, to reflect the completion of the interchanges of I-95/I-495and Telegraph Road and Huntington Avenue and Telegraph Road; the completion of the Saratoga Commuter Parking Lot; and to integrate the new legend:



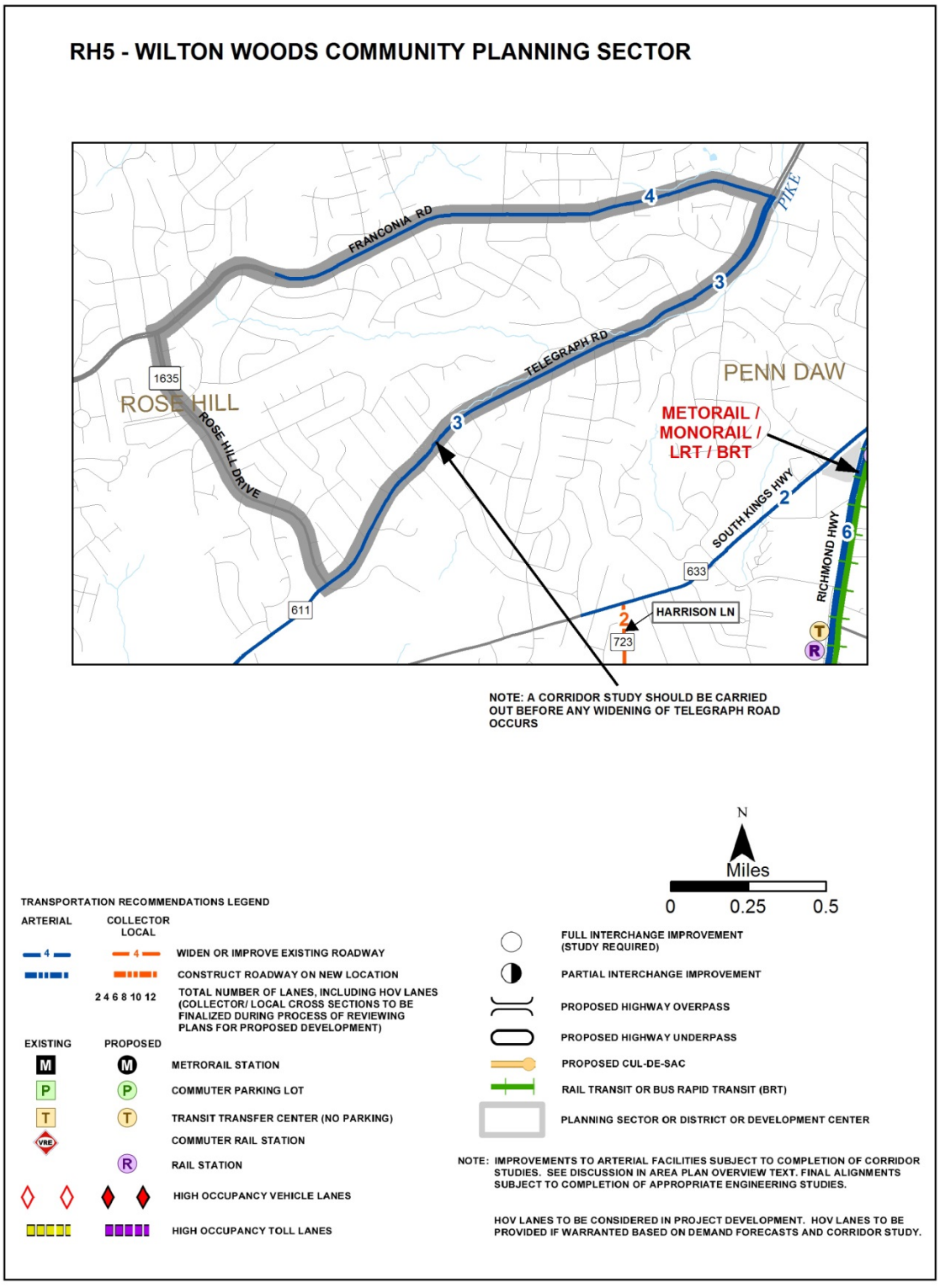
Rose Hill Planning District, Figure 27, "RH4, Lehigh Community Planning Sector, Transportation Recommendations," page 71, to integrate the new legend:



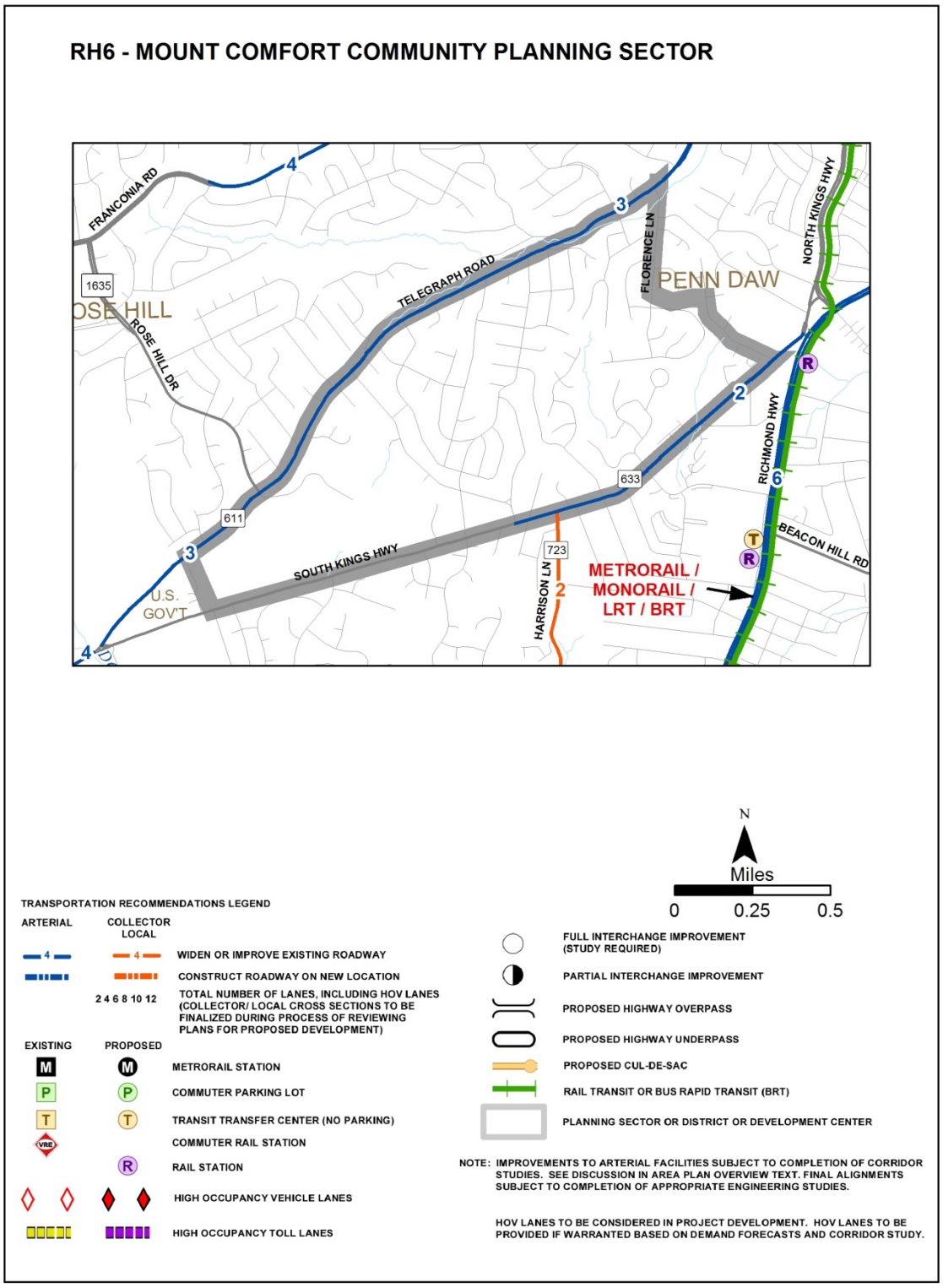
Rose Hill Planning District, Figure 28, "RH4, Lehigh Community Planning Sector, Access Management and Circulation in the South Van Dorn Street Corridor," page 73, to integrate the new legend:



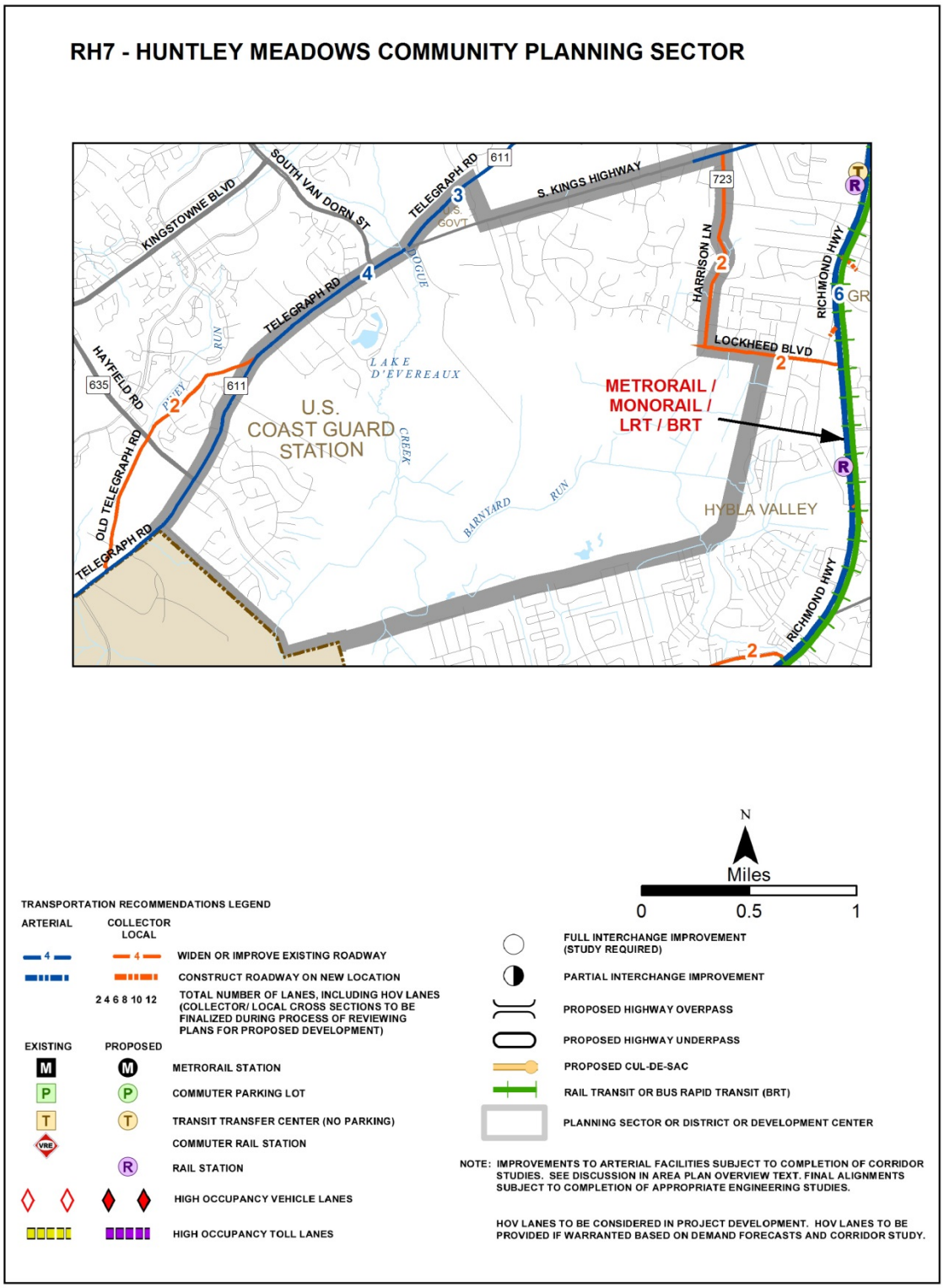
Rose Hill Planning District, Figure 31, "RH5, Wilton Woods Community Planning Sector, Transportation Recommendations," page 79, to integrate the new legend:



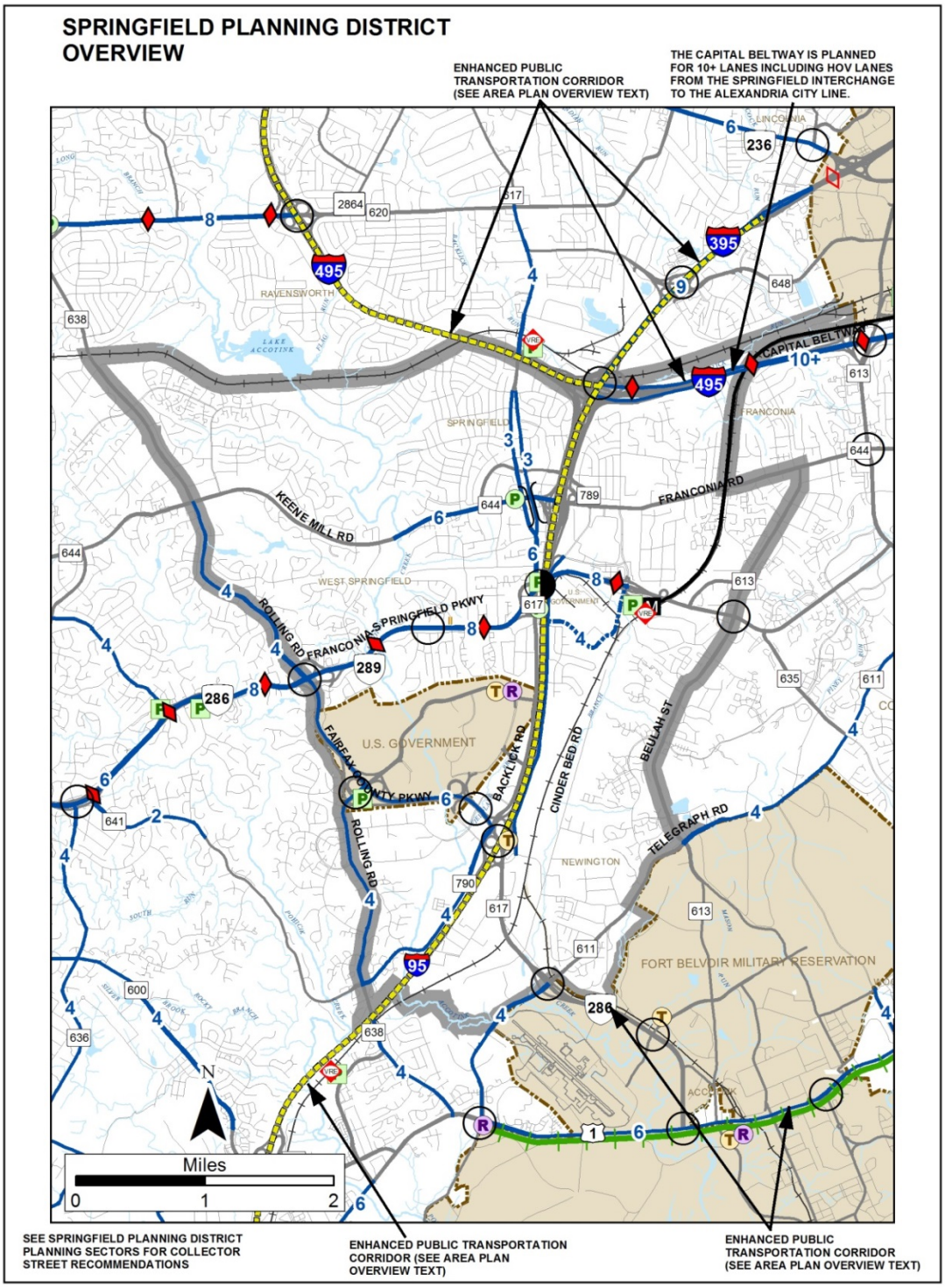
Rose Hill Planning District, Figure 34, "RH6, Mount Comfort Community Planning Sector, Transportation Recommendations," page 84, to integrate the new legend:



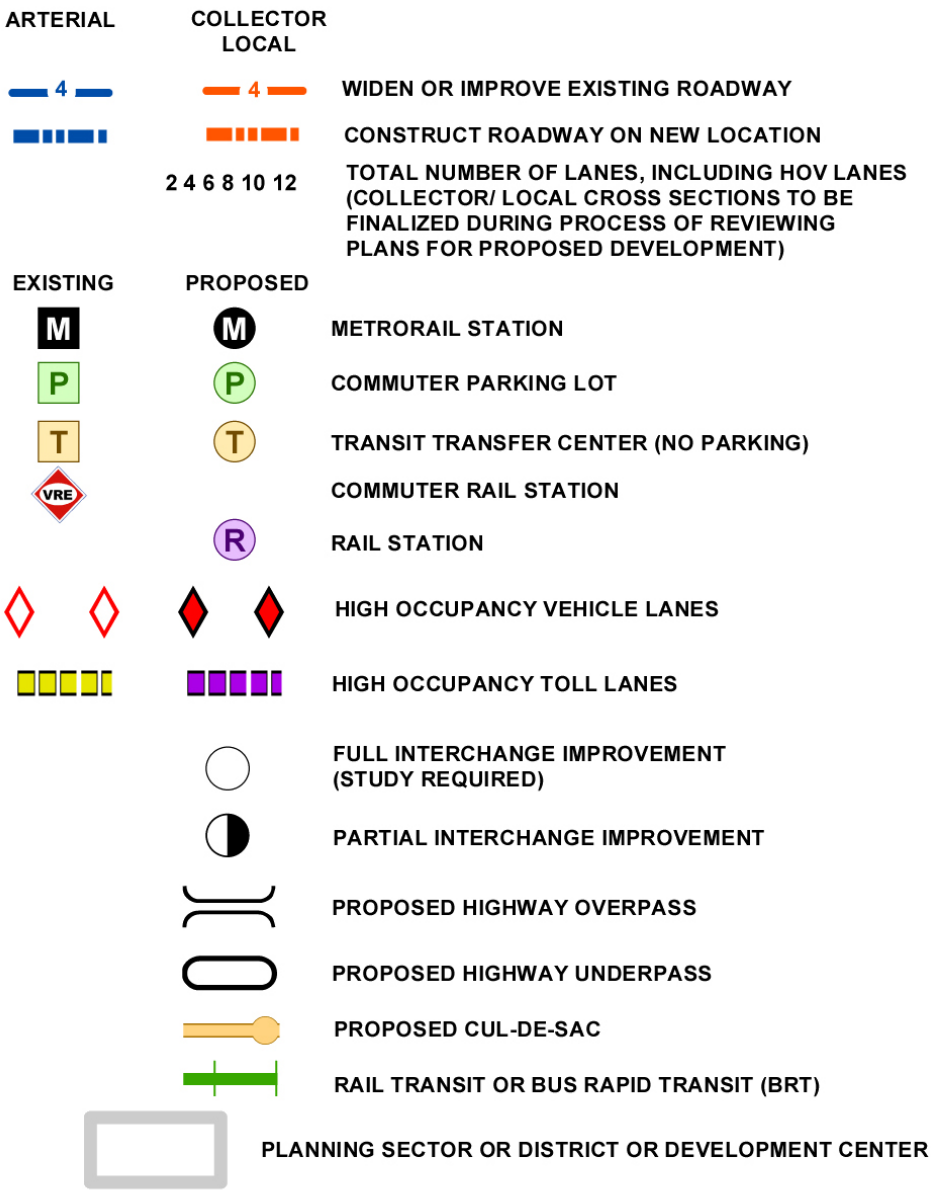
Rose Hill Planning District, Figure 37, "RH7, Huntley Meadows Community Planning Sector, Transportation Recommendations," page 94, to integrate the new legend:



Springfield Planning District, Figure 2, "Countywide Transportation Recommendations, Springfield Planning District, Overview," page 6-7, to reflect the completion of the I-495 HOT/HOV Lanes and widening; the completion of I-95/I-395 HOT Lanes; the construction of Jeff Todd Way, Fairfax County Parkway, and Fullerton Road; the completion of the Saratoga Commuter Parking Lot; and to integrate the new legend:



TRANSPORTATION RECOMMENDATIONS LEGEND



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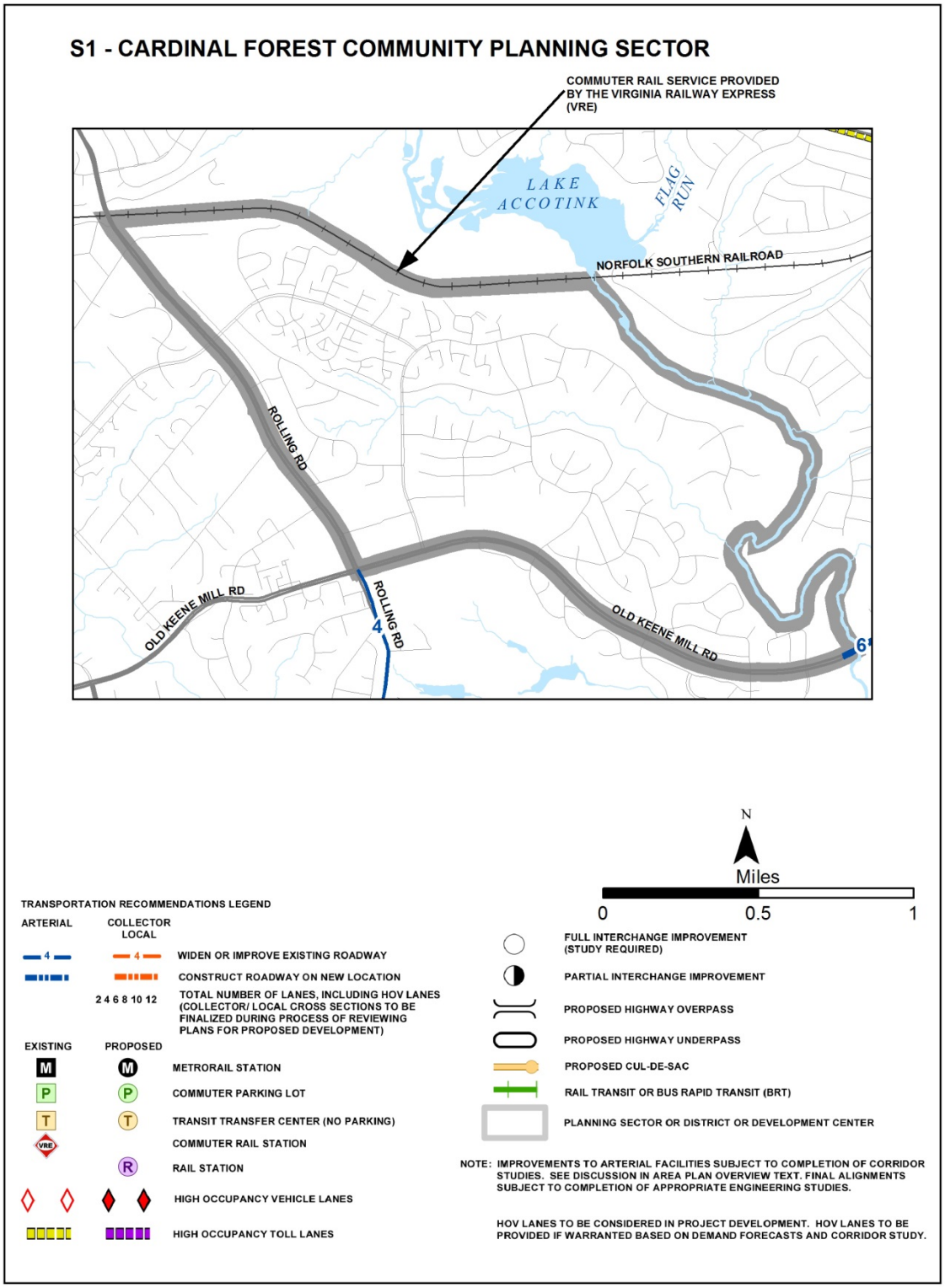
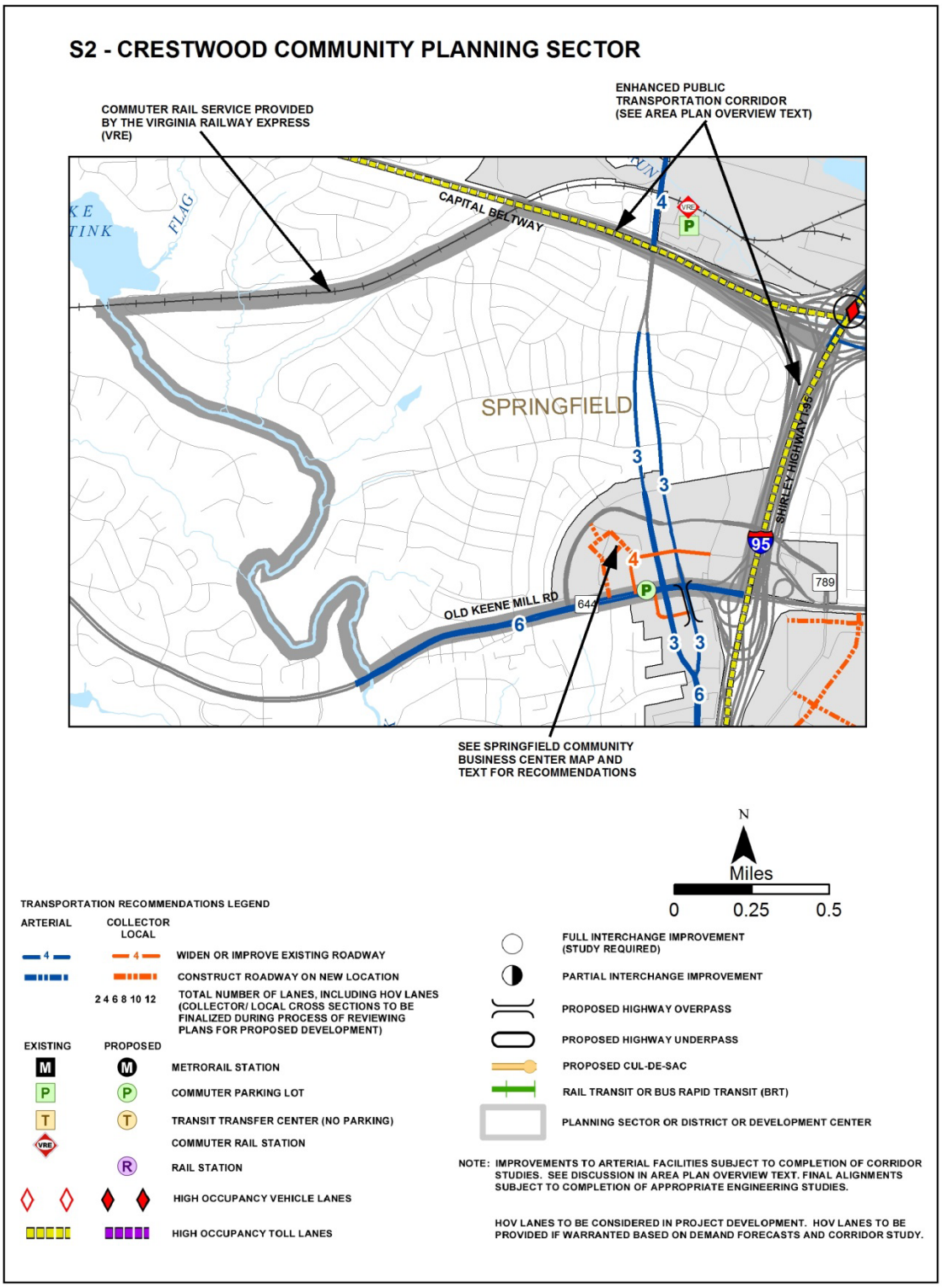
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

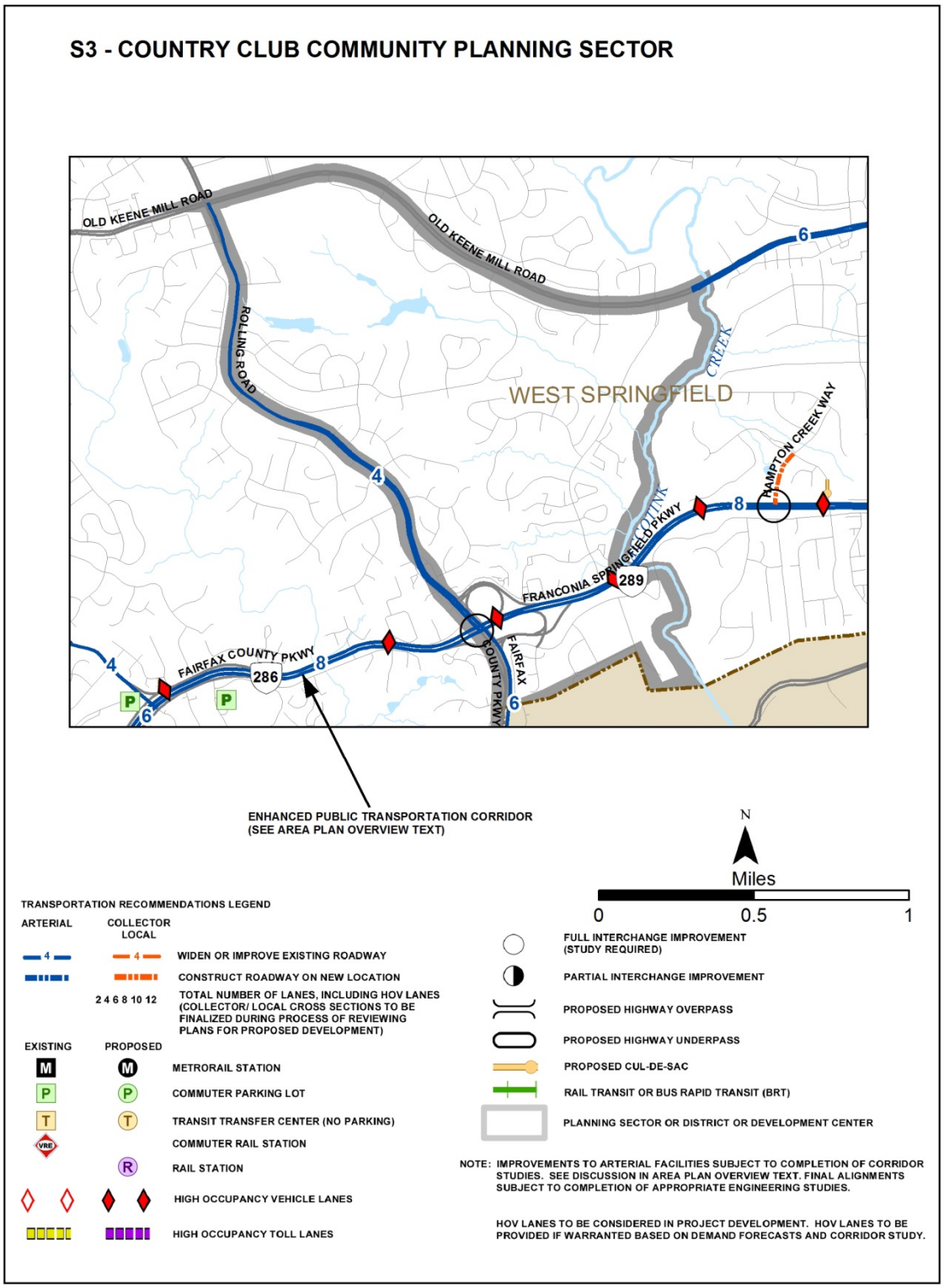
Springfield Planning District, Figure 12, "S1, Cardinal Community Planning Sector, Transportation Recommendations," page 34, to reflect the completion of the I-495 HOT/HOV Lanes and widening and to integrate the new legend:



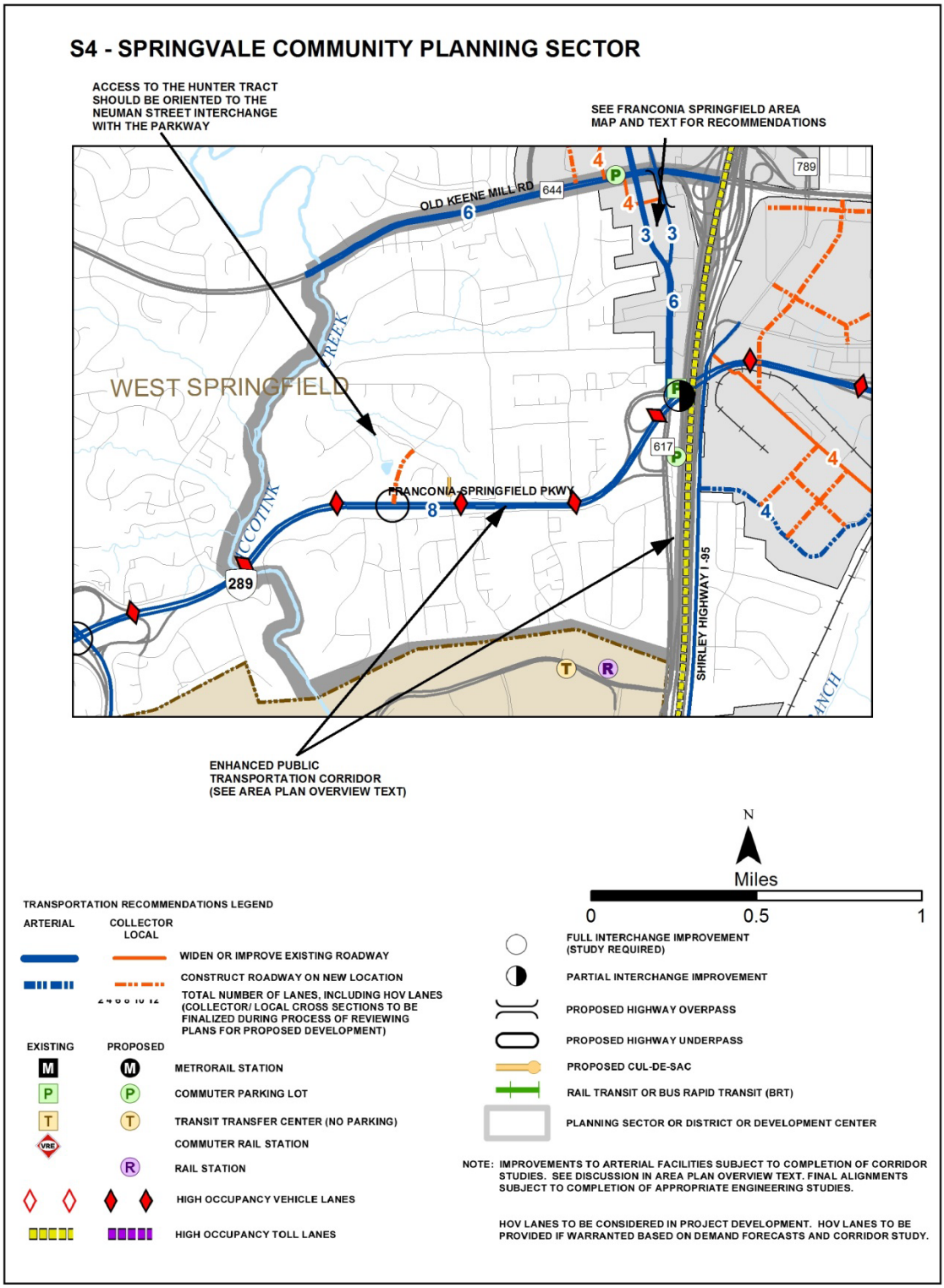
Springfield Planning District, Figure 15, "S2, Crestwood Community Planning Sector, Transportation Recommendations," page 40, to reflect the completion of the I-495 HOT/HOV Lanes and widening; the completion of I-95/I-395 HOT Lanes; and to integrate the new legend:



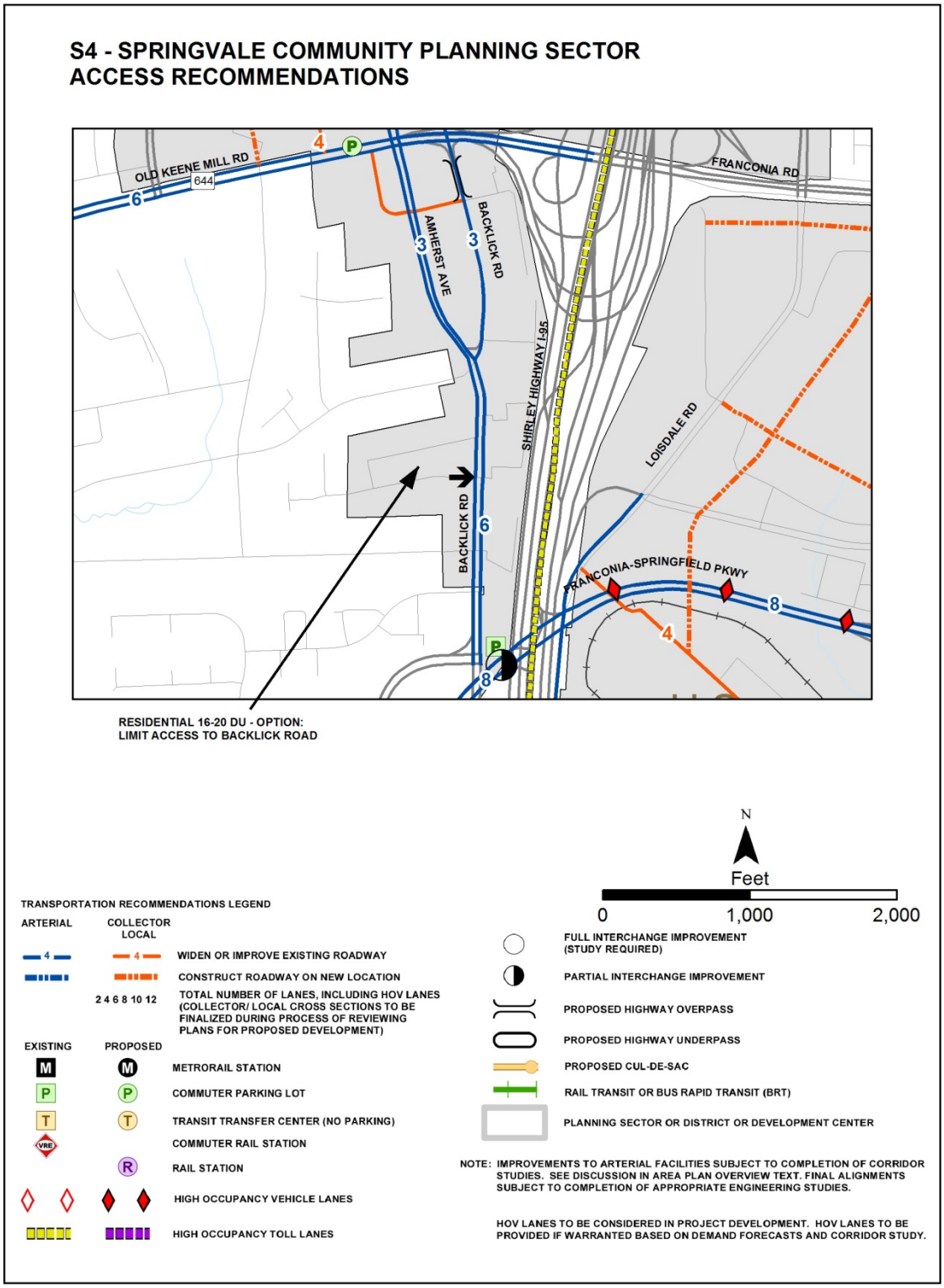
Springfield Planning District, Figure 46, "S3, Country Club Community Planning Sector, Transportation Recommendations," page 46, to integrate the new legend:



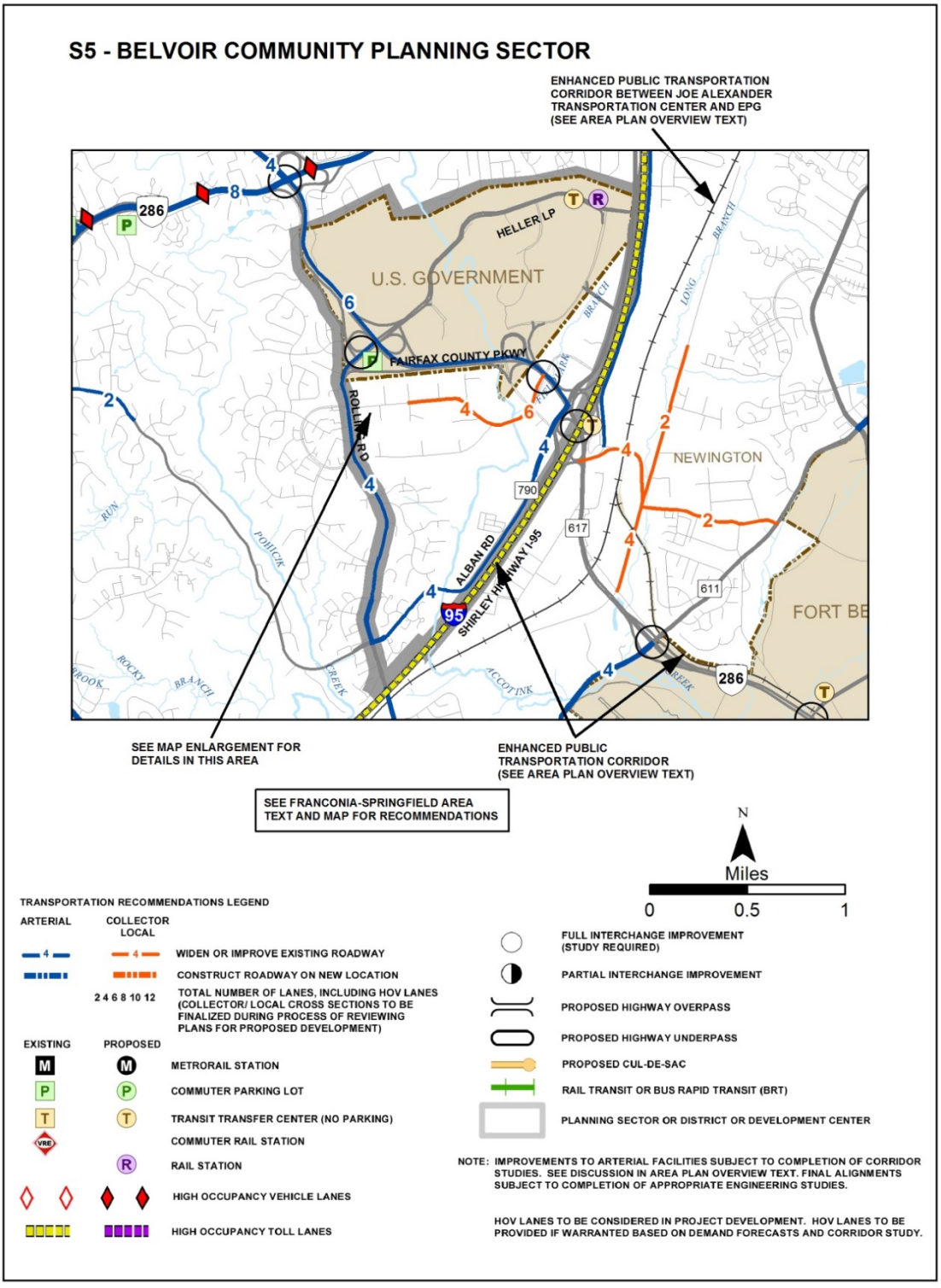
Springfield Planning District, Figure 21, "S4, Springvale Community Planning Sector, Transportation Recommendations," page 54, to reflect the completion of I-95HOT Lanes and to integrate the new legend:



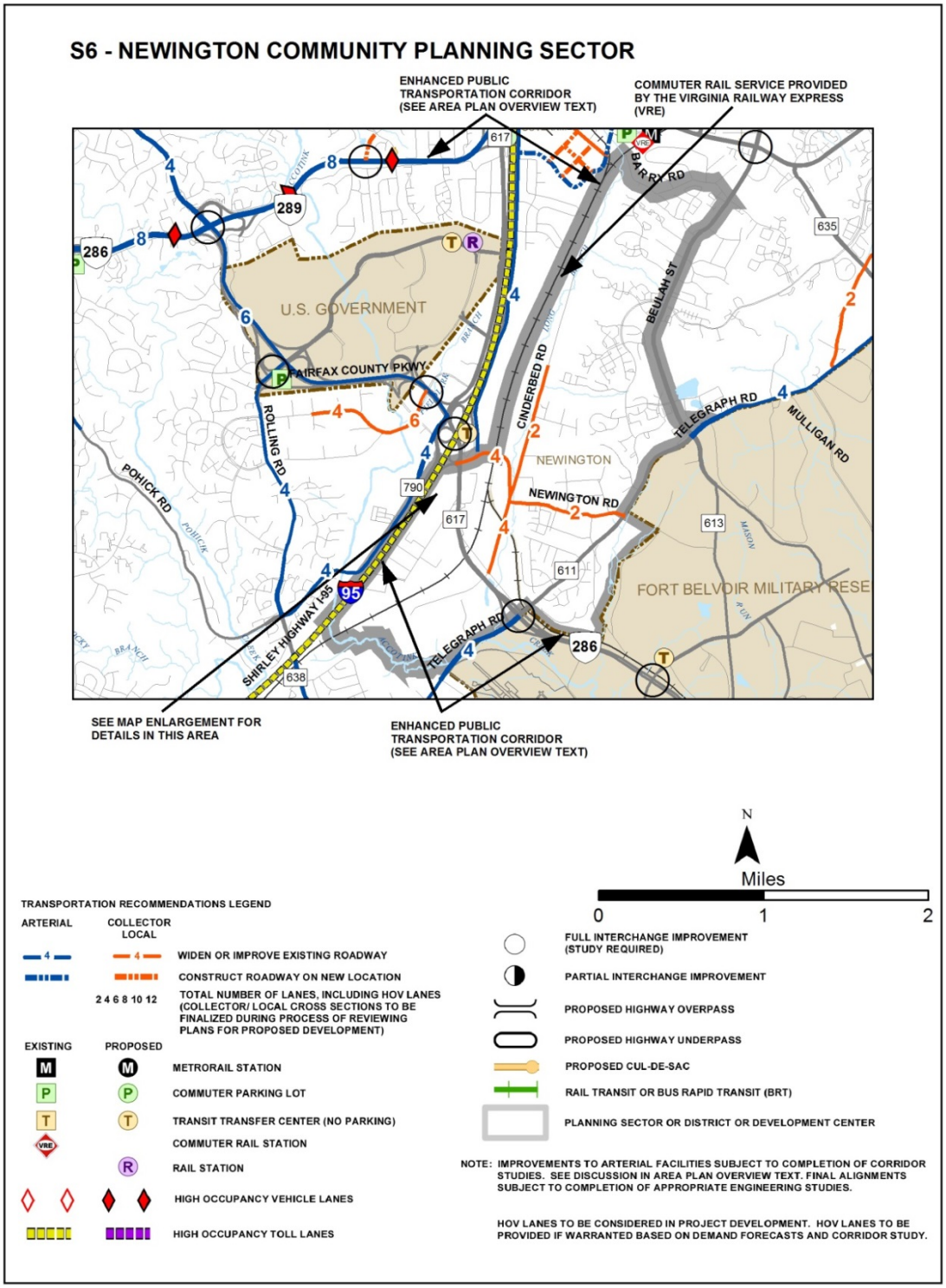
Springfield Planning District, Figure 22, "S4, Springvale Community Planning Sector, Access Recommendations," page 55, to reflect the completion of I-95HOT Lanes and to integrate the new legend:



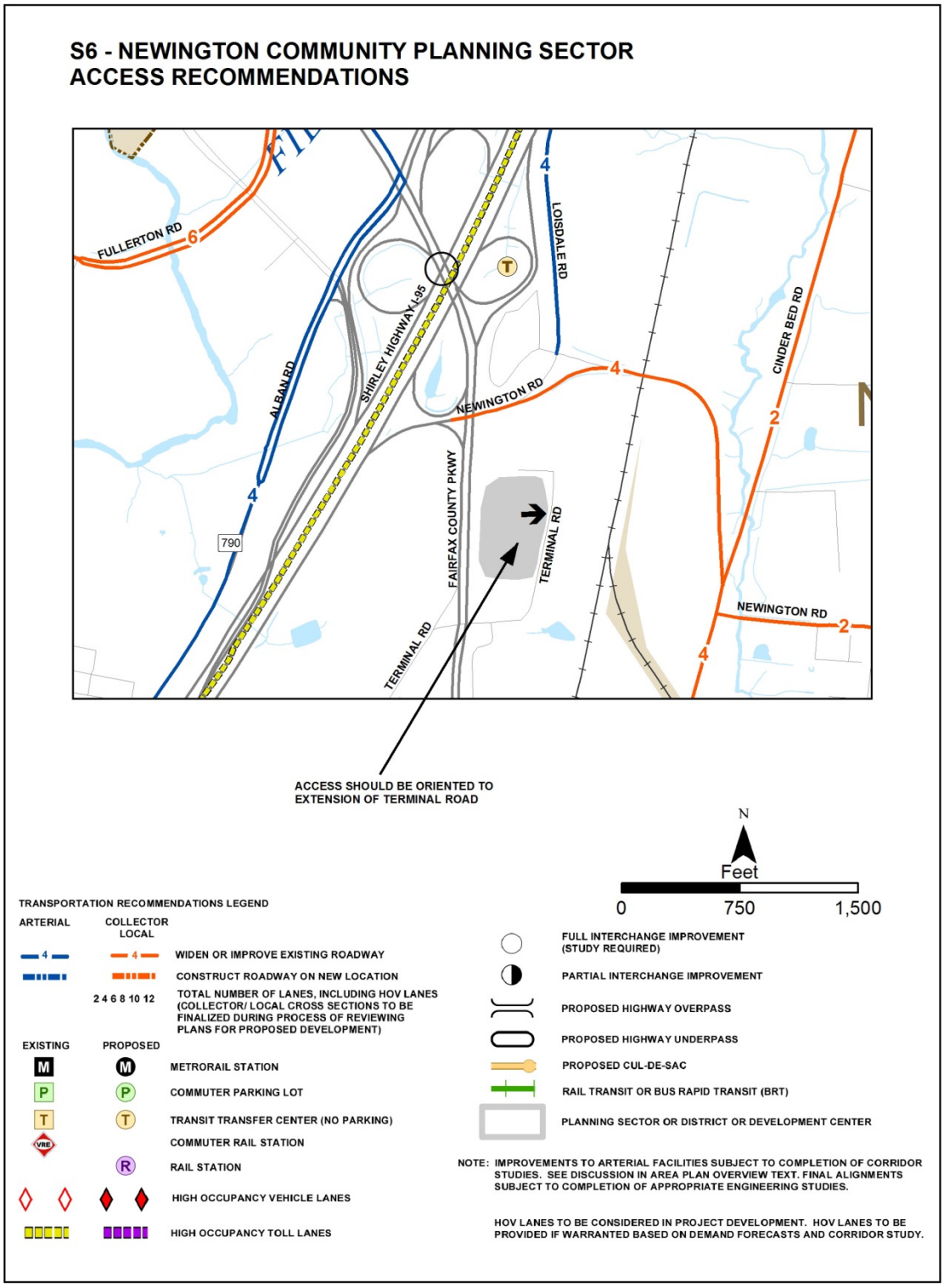
Springfield Planning District, Figure 25, "S5, Belvoir Community Planning Sector, Transportation Recommendations," page 61, to reflect the completion of I-95HOT Lanes; the construction of County Parkway and Fullerton Road; the completion of the Saratoga Commuter Parking Lot; and to integrate the new legend:



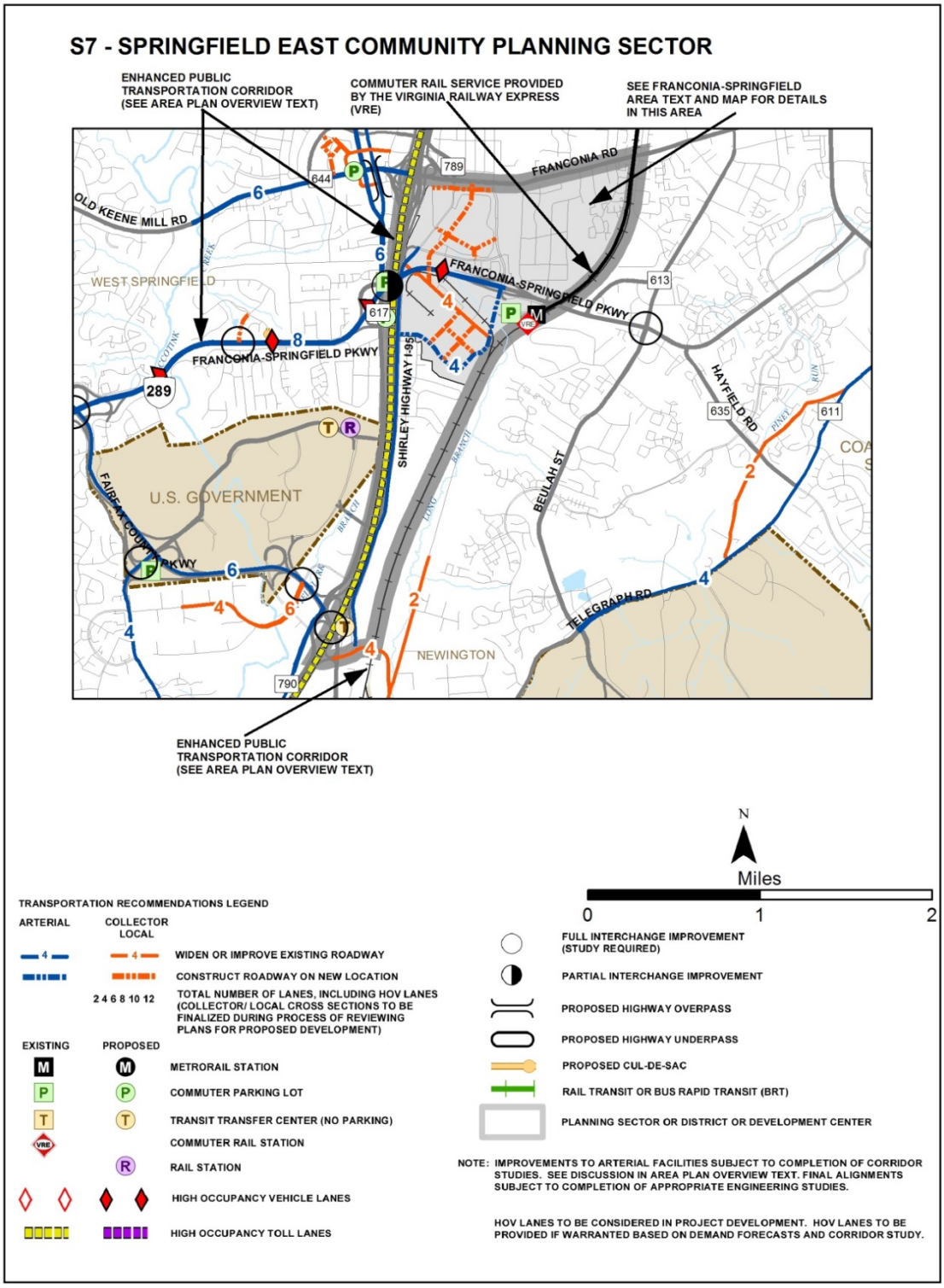
Springfield Planning District, Figure 29, "S6, Newington Community Planning Sector, Transportation Recommendation," page 72, to reflect the completion of I-95HOT Lanes; the construction of Jeff Todd Way, Fairfax County Parkway, and Fullerton Road; the completion of the Saratoga Commuter Parking Lot; and to integrate the new legend:



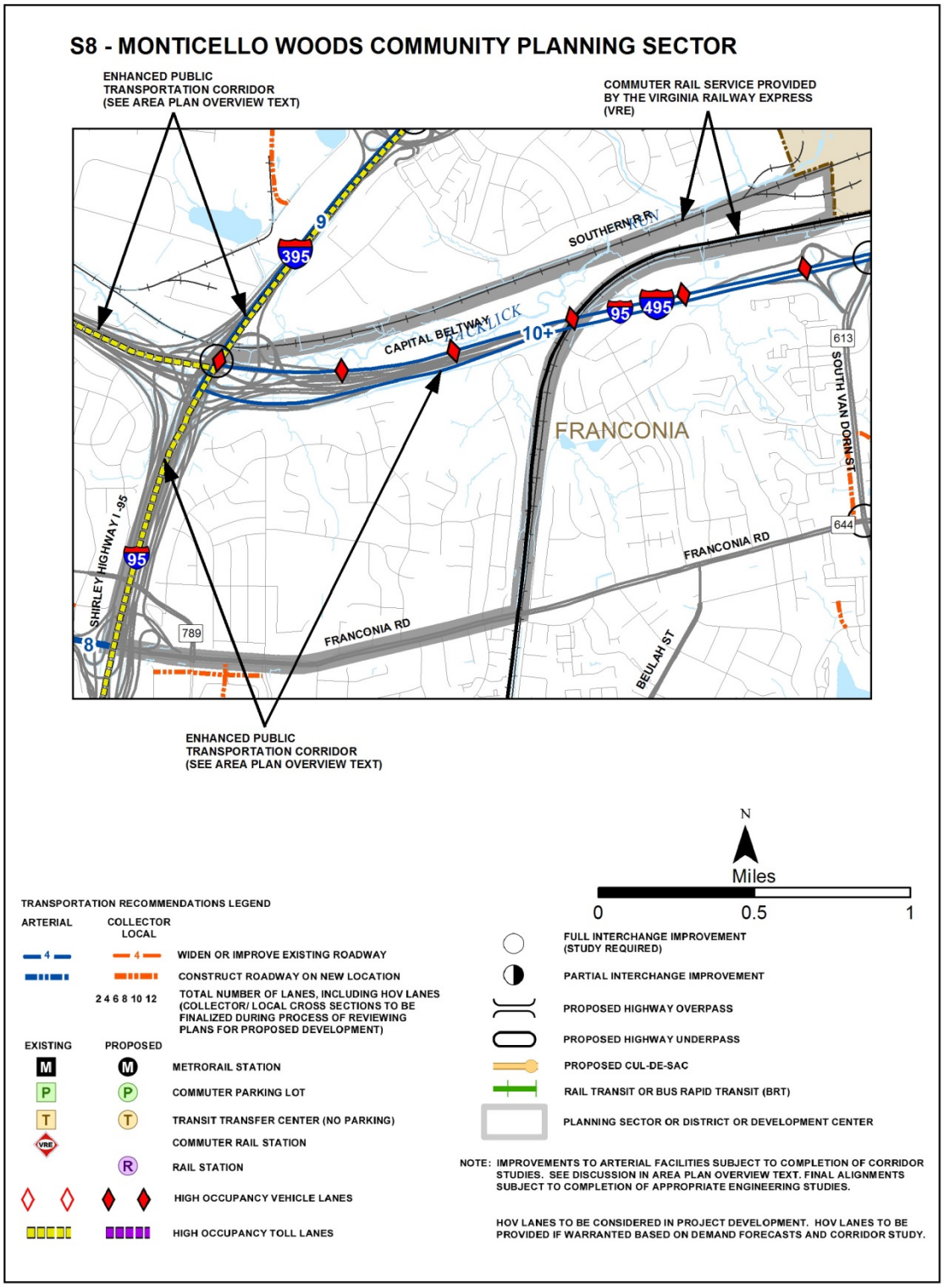
Springfield Planning District, Figure 30, "S6, Newington Community Planning Sector, Access Recommendations," page 73, to reflect the completion of I-95HOT Lanes; the construction of Fullerton Road; and to integrate the new legend:



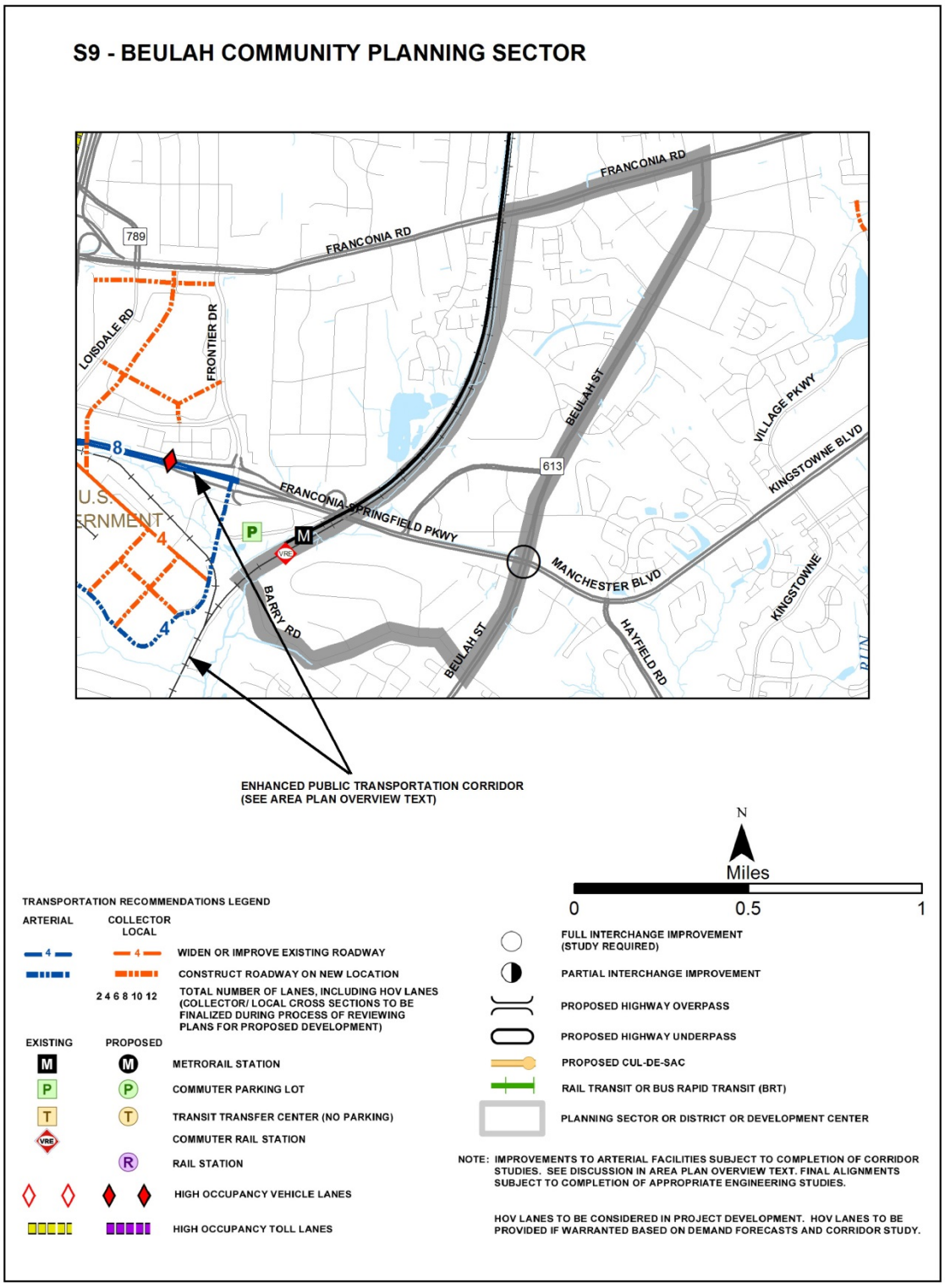
Springfield Planning District, Figure 33, "S7, Springfield East Community Planning Sector, Transportation Recommendations," page 79, to reflect the completion of I-95HOT Lanes; the construction of Jeff Todd Way, Fairfax County Parkway, and Fullerton Road; the completion of the Saratoga Commuter Parking Lot; and to integrate the new legend:



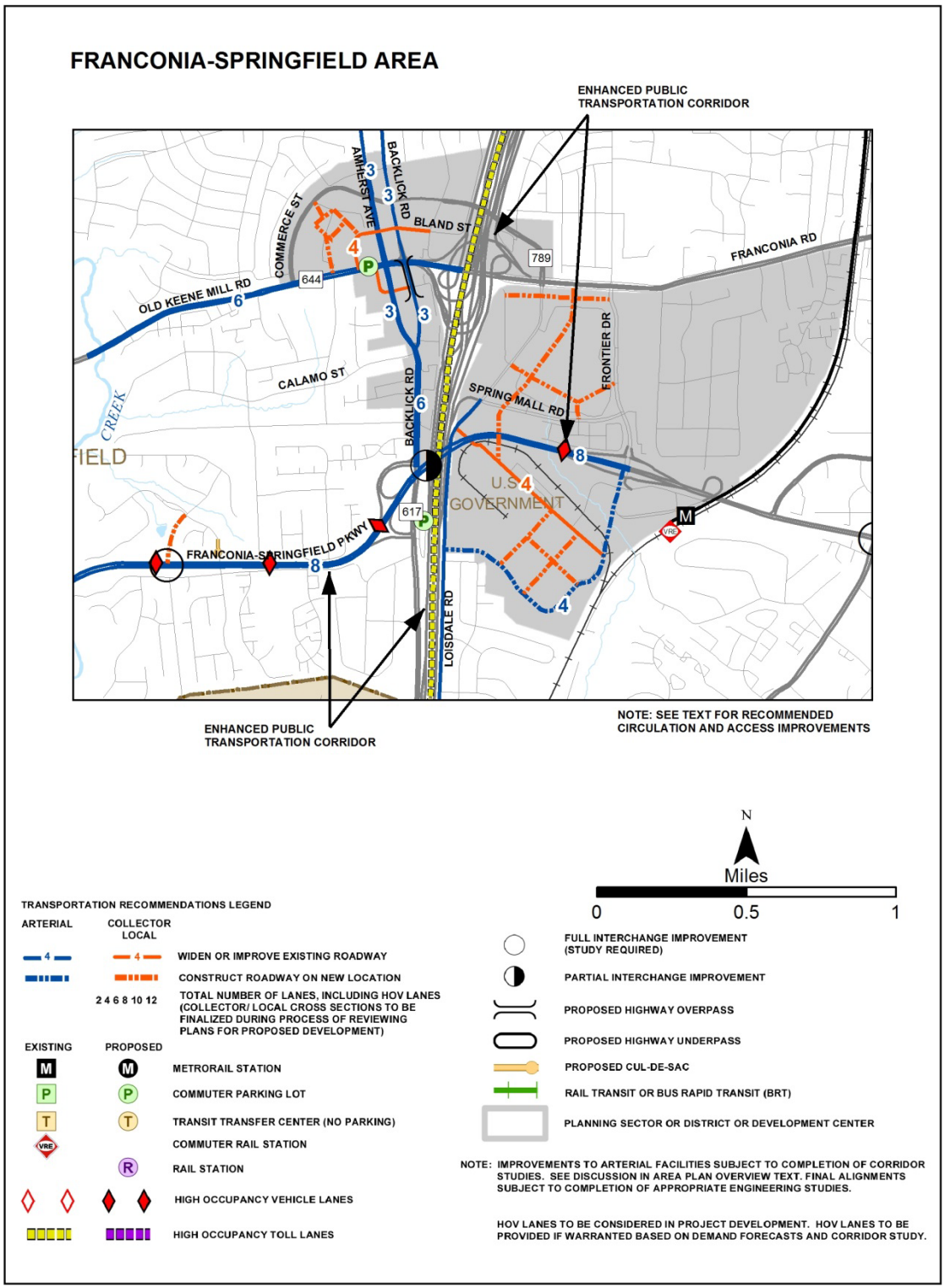
Springfield Planning District, Figure 36, "S8, Monticello Woods Community Planning Sector, Transportation Recommendations," page 85, to reflect the completion of the I-495 HOT/HOV Lanes and widening; the completion of I-95/I-395 HOT Lanes; and to integrate the new legend:



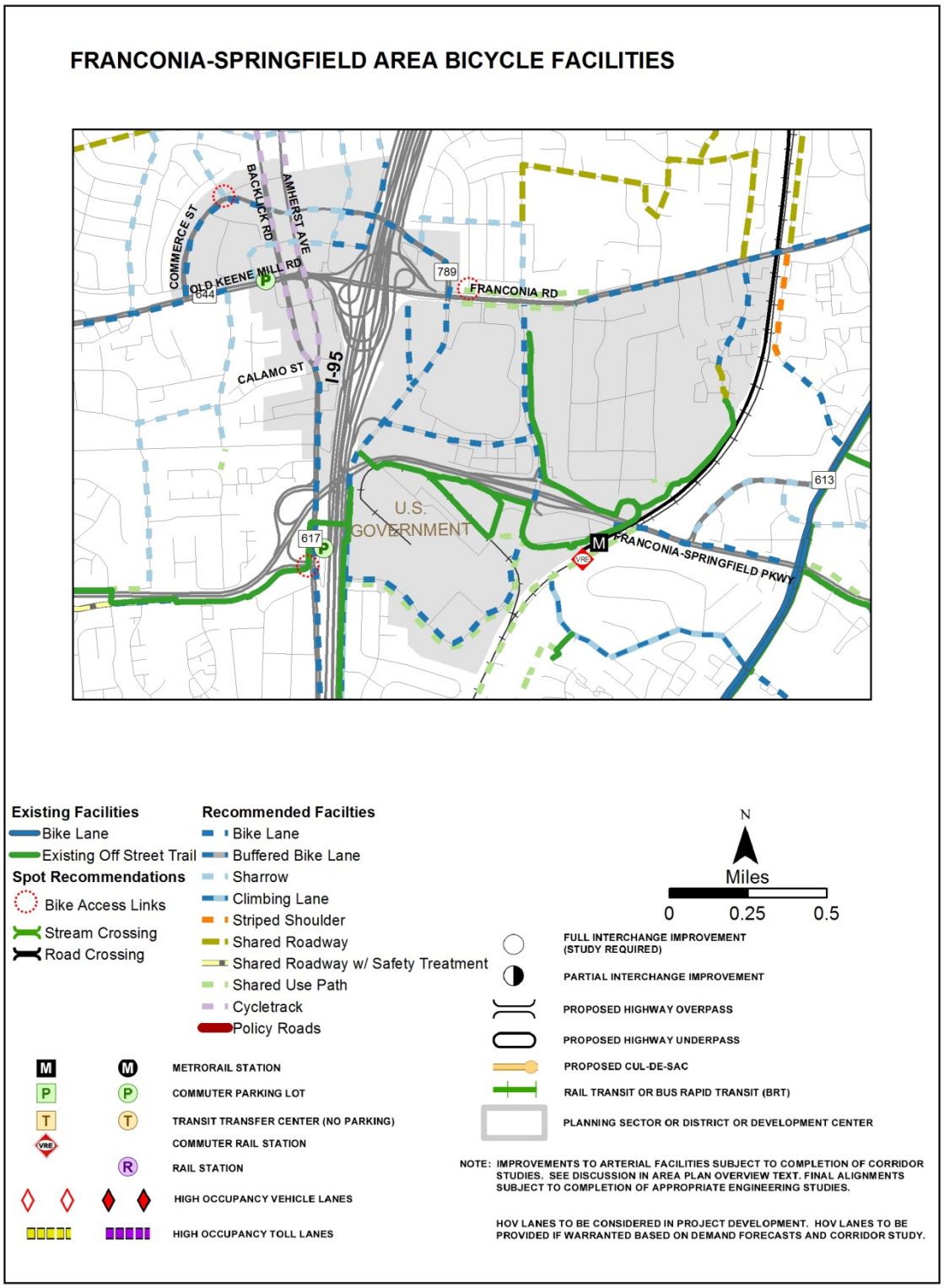
Springfield Planning District, Figure 40, "S9, Beulah Community Planning Sector, Transportation Recommendations," page 98, to integrate the new legend:



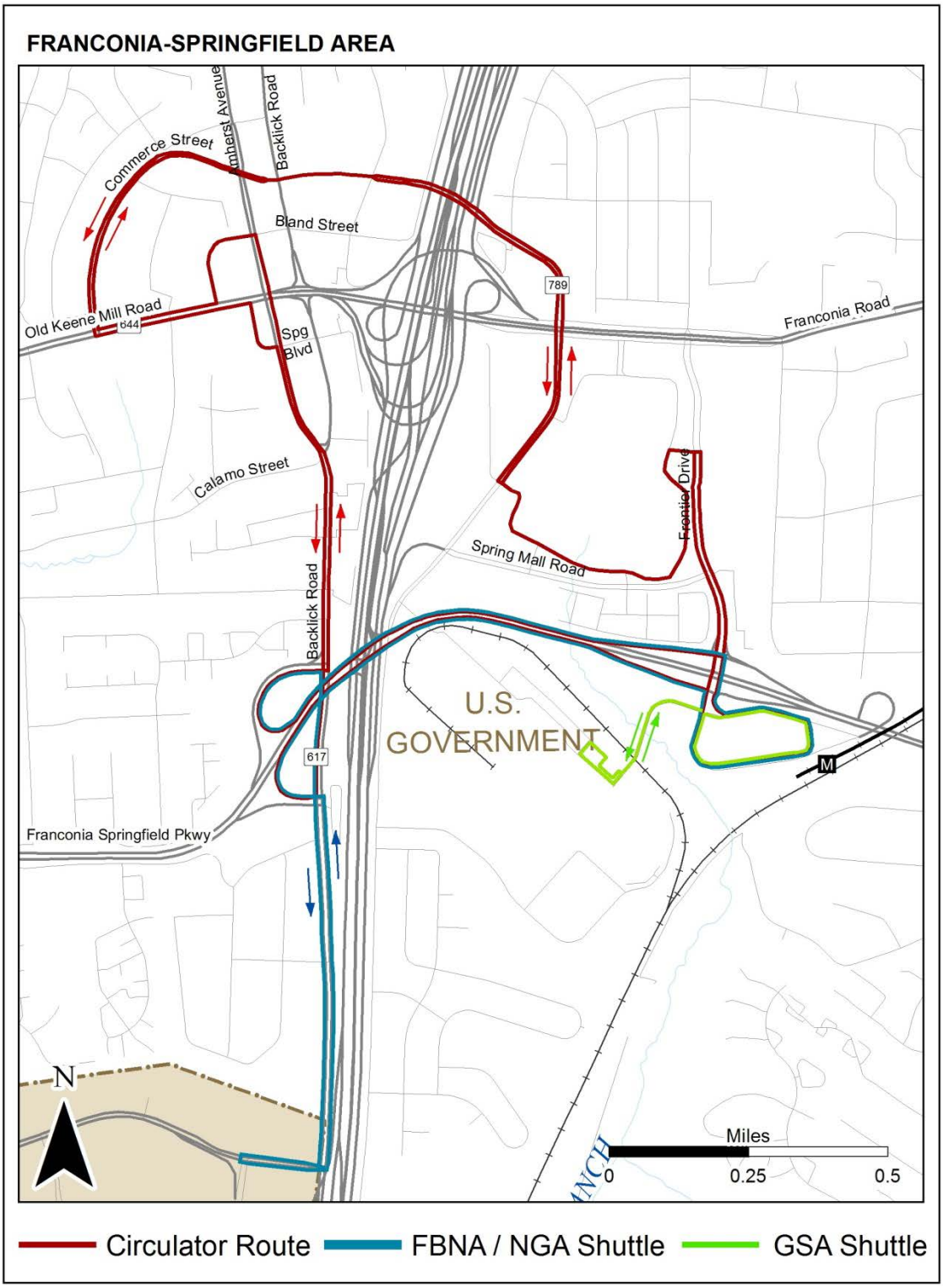
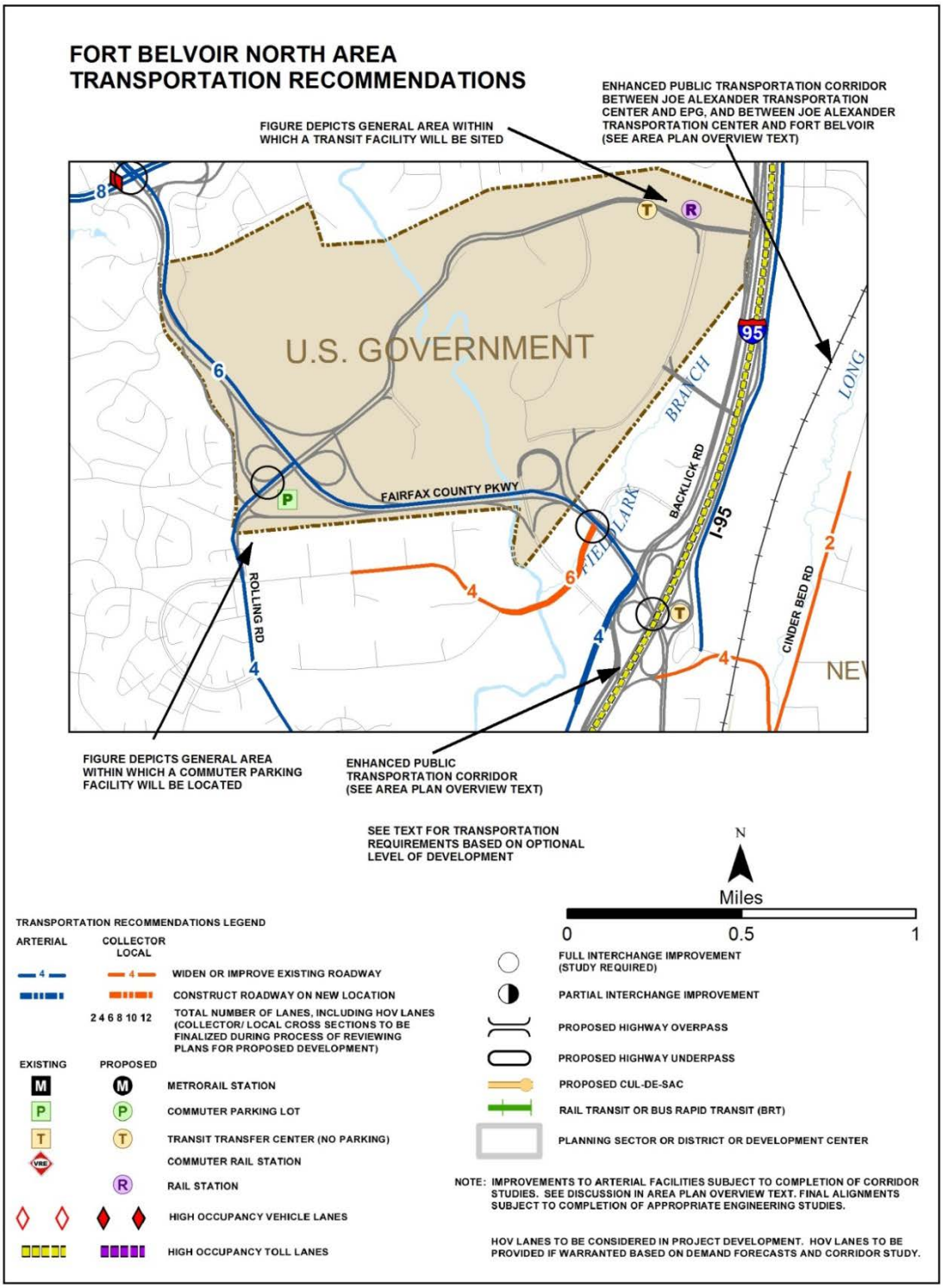
Franconia-Springfield Area and Fort Belvoir North Area, Figure 3, "Franconia-Springfield Area, Transportation Recommendations," page 21, to reflect the completion of I-95 HOT Lanes and to integrate the new legend:



Franconia-Springfield Area and Fort Belvoir North Area, Figure 4, "Franconia-Springfield Area, Bicycle Facilities," page 25, to integrate the new legend:



Franconia-Springfield Area and Fort Belvoir North Area, Figure 5, "Franconia-Springfield Area, Recommended Transit Services," page 27



Franconia-Springfield Area and Fort Belvoir North Area, Figure 28, "Fort Belvoir North Area, Transportation Recommendations," page 93, to reflect the completion of I-95 HOT Lanes; the construction of , Fairfax County Parkway and Fullerton Road; the completion of the Saratoga Commuter Parking Lot; and to integrate the new legend: