

LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

Significant heritage resources are located along the north bank of the Occoquan River and in the area northeast of Silverbrook Road (Rt. 600). Similar quality resources can be expected in undisturbed areas in the southeastern portion of this planning sector, northeast of the Occoquan River. Heritage resources located on the former D.C. Department of Corrections property, such as the Occoquan Workhouse, the Central Facility (which encompassed the former Maximum Security area and the Reformatory and Penitentiary areas) and the Laurel Hill house, are subject to the Section 106 Review Process as described in the National Historic Preservation Act of 1966, as amended and other appropriate implementing Federal regulations.

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

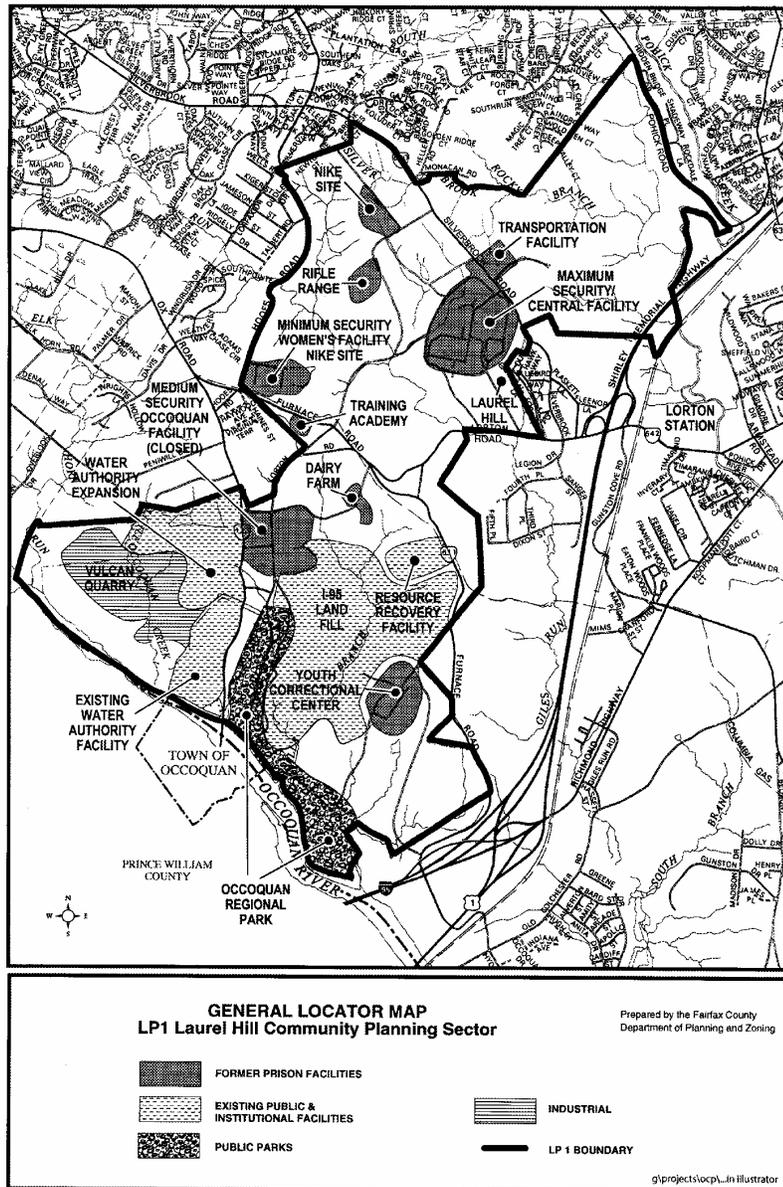


FIGURE 8

Modify Figure 8 as follows:

Change Title to: Location of Former Prison Facility Sites; Existing Public and Industrial Uses;

Modify: Laurel Hill house; Fairfax Water

Note: Show entire area as Fairfax Water

Medium Security Occoquan Facility; Add: High School; Add: Golf Course

Add: FCPA property under public parks.

11/15/2005: **Draft** revisions to LP1 reflect the Laurel Hill Adaptive Reuse Citizen's Task Force recommendations, updated factual information, and BOS actions such as the Park designations (i.e. Policy Plan Amendment No. 2003 P-07, adopted June 20, 2005).

PLANNING HISTORY

In 1910, the United States Government acquired a tract of undeveloped land on the Occoquan River and established a workhouse for the District of Columbia. In 1914, the government acquired additional acreage, bringing the size of the site to approximately 2,550 acres, and began constructing the Central Facility of the prison. Title to this land was in the name of the United States, and it was a Federal Reservation, much like a military base, hence the name Lorton Reservation. Fairfax County, in its first Comprehensive Plan, dated 1958, recognized that this area of the County was largely impacted by the presence of these facilities and planned the area for Public Facilities, Governmental and Institutional uses.

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

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

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

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On January 11, 1999 the Board of Supervisors reconvened the CAC to re-evaluate the adopted Plan and to make recommended revisions to address the “Lorton Technical Corrections Act of 1998.” This Congressional legislation mandated that the County should formulate a reuse Plan for the Lorton Correctional Complex, (referred to as the D.C. Department of Corrections property or the Corrections Property in this document) that maximizes open space, parkland, and recreation use of the land. The act also contained language reserving land to facilitate a land trade. As permitted under this legislation, the purpose of the land trade was to transfer development rights from an approximately 800-acre property in Mason Neck to approximately 250 acres on the Corrections Property. The CAC recommendations were adopted by the Board of Supervisors in July, 1999. The new guidance reduced the development potential and replanned most of the Corrections Property for parkland. Portions of the parkland were designated for use by the Fairfax County Park Authority and the Northern Virginia Regional Park Authority. Planning for the Fairfax County Park Authority portion of the site began in April 2003 with master plan approval in July 2004.

The Board of Supervisors ultimately established a third citizen’s Task Force, and on March 10, 2003 assigned the Task Force responsibility for guiding the master planning of the areas identified in the 1999 Plan as appropriate for reuse: the Occoquan Workhouse and the Central Facility. This citizen’s Task Force, known as the Laurel Hill Adaptive Reuse Citizens Task Force (Task Force) had representatives appointed from each magisterial district within the County, in order to maintain a high degree of countywide citizen involvement.

CONCEPT FOR FUTURE DEVELOPMENT

The Laurel Hill Community Planning Sector (LP1) is defined in the Concept for Future Development as a Suburban Neighborhood and a Large Institutional Land Area. This area is planned for primarily public ownership, with two notable exceptions: the area north of Silverbrook Road, which includes land that has been developed for residential use and the northwestern portion of the former Central Facility, which includes land that has been approved for housing for active adults and independent seniors. The remaining area is planned primarily for park uses with some land reserved for other public facilities, such as a fire station and public schools, as well as institutional uses such as cultural and higher educational facilities (see Figure 9: Land Use Concept Plan).

AREA-WIDE RECOMMENDATIONS

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

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

- land to support existing Countywide facilities, such as the landfill and energy resource recovery facilities and the water treatment plant; and
- other recreational, cultural and higher educational facilities.

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

LAND USE

The Laurel Hill Community Planning Sector (LP1) can be divided into a southern part and a northern part. The southern portion, generally located south of Lorton Road, (approximately 1300 acres) is dominated by the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, the Fairfax Water Occoquan Water Treatment Facility, the Occoquan Regional Park and the Vulcan Quarry (an active rock quarry), all of which are planned to be retained for the long term.

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

While most of the northern portion of LP1 is planned for open space, parkland, recreation and public facilities, a portion of the area north of Silverbrook Road is planned for residential development and the former Central Facility area and adjacent land south of Silverbrook Road are planned for a mixture of housing and limited commercial uses. Adaptive reuse of the former Central Facility is preferred, however if some of these facilities are determined to not be feasible for adaptive reuse, then the areas where these facilities were located should be used for park and open space. (See Figure 9: Land Use Concept Plan.)

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

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

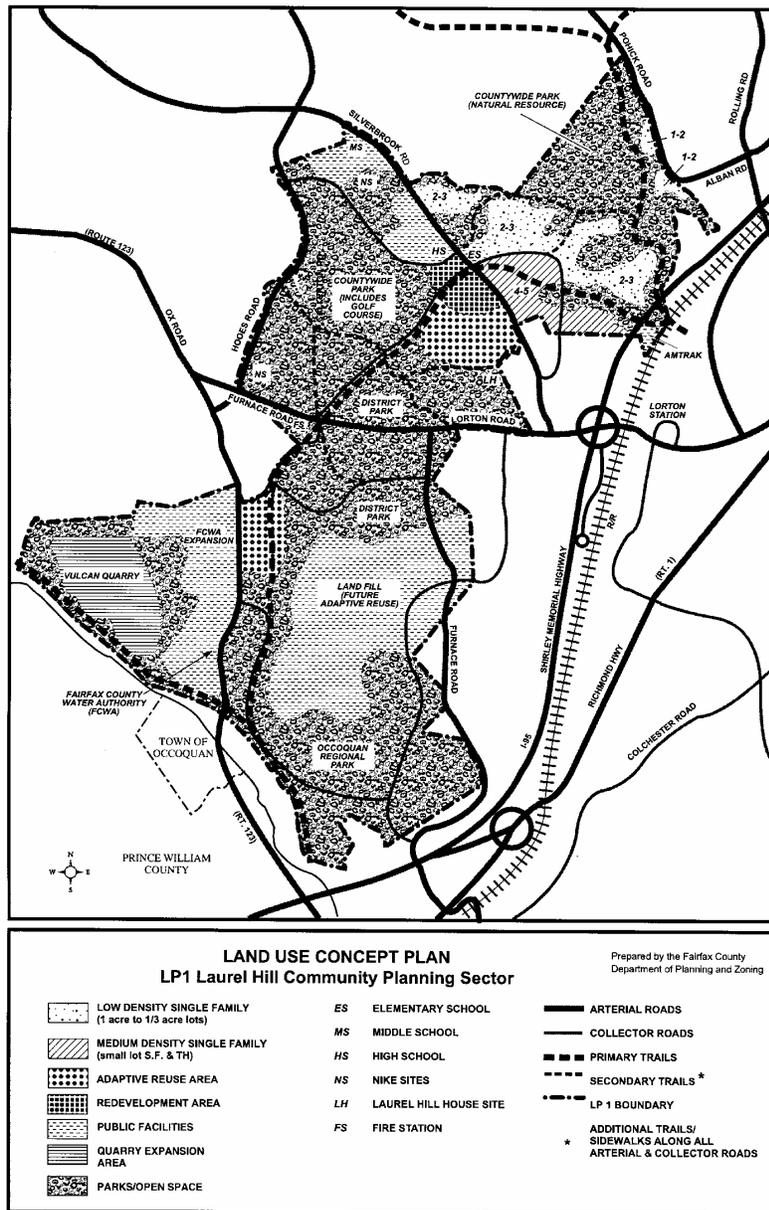


FIGURE 9

Figure 9:
 Modify: Area where former Youth Center was needs to read for “Public Park”
 Modify: Change park designations: Community to Local Park, Natural Resource to Resource-based Park; Modify: delineation of “Occoquan Regional Park”
 Modify: Correct road alignments per approved HS and golf course plans.

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The redevelopment area on the northwestern portion of the former Central Facility is approved for housing oriented to active adults and independent seniors. The remainder of the former Central Facility is planned for preservation as heritage resources or adaptive reuse. Adaptive reuse may include governmental, non-hospital institutional, public, and recreational uses as well as mixed use detailed in Land Unit 3B. At this location as well as the Occoquan facility, older structures determined to be of historic significance are anticipated to be adaptively reused. (See Figure 10 for an example of one of these structures.)

The remainder of the northern portion of LP1 is planned for public facilities as shown on Figure 9: Land Use Concept Plan. Figure 9 indicates the location of the elementary, middle, and high school sites as well as a future fire station. The South County Secondary School which opened in fall 2005 is located on the site indicated as a high school.

The southern portion of LP1 includes the former Medium Security Occoquan Facility which is planned for adaptive reuse and may include non-hospital institutional uses, public uses, educational uses, cultural and art uses, research and development uses, and recreational uses. This former facility, known as the Occoquan Workhouse, has been approved for reuse as an arts center.

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

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



Figure 10: View from Route 123 of the Administrative Building and the Occoquan Facility, Circa 1914

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

- All planned development should be designed to take advantage of the many EQCs as an important development amenity; to enhance vistas to heritage resources; to work with the site topography; and to create a cohesive design which will contribute towards a sense of place.
- A pedestrian and bicycle circulation system (i.e., trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road). This system of trails and sidewalks should provide linkages between residential areas and the Trail System.
- A Graduated Care Facility for the elderly which may include support retail and service uses should be provided and located in the redevelopment area at the former Central Facility to take advantage of the potential facilities such as recreational and educational uses which are planned to be located in this general area.
- Educational opportunities such as vocational, technical, adult education and higher learning are encouraged and should be located in the two main adaptive reuse areas. The Occoquan Facility, in particular, is encouraged to be adaptively reused for educational purposes or a museum for heritage and cultural preservation.
- Historic buildings and sites should be either incorporated into public parks or adaptively reused where appropriate to ensure that these resources are adequately conserved and protected.
- Due to the high potential for Archaeological Resources in this Sector, a Phase 1 Archaeological Survey should be performed prior to any development. Based on the findings from the Phase 1 survey, a Phase 2 and, if needed, a Phase 3 with mitigation/conservation plans should be developed, which may result in recommendations for historic districts and/or landmark designations.
- Development should occur in conjunction with the provision of planned and programmed transportation and public facilities sufficient to serve the proposed development. Additional guidance is provided in the Transportation and the Public Facilities Sections.
- The EQC areas and associated stream valleys should be preserved as open space with clearing and grading on abutting areas done in a manner to minimize the negative impacts of erosion and siltation on adjacent EQCs and the associated streams.

TRANSPORTATION

The Laurel Hill Community Planning Sector is served by an extensive transportation network. Primary highway access into the area is provided by Interstate 95 and U.S. Route 1, both located to the east and south of Planning Sector LP1, and Virginia Route 123, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 11 shows the recommended Transportation Plan.

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

To implement the land use concept for this planning sector, the following transportation recommendations need to be implemented. These recommended improvements are supported by a series of policy guidelines intended to ensure that the provision of transportation facilities is concurrent with or in advance of redevelopment of the former Corrections property and that there is adequate funding. These recommendations and guidelines are divided into the following categories: Transportation Needs, Roadways and Circulation and Public Transportation.

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

- Optimize utilization of public transportation to serve travel demand - With the proximity of public transportation and HOV facilities in adjacent areas, measures should be identified in the development application process indicating how these facilities and services will be utilized to reduce travel demand.
- Maintain an acceptable level-of-service (LOS) on the roadway system - A traffic LOS D standard has been applied within the County's Suburban Neighborhoods. At this service level, significant delay is experienced at intersections during the peak hours of travel, and congestion becomes more noticeable. The development application should include analyses which demonstrate that the proposal can maintain a LOS D or better standard, and provide commitments to mitigate traffic in instances where it cannot.
- Provide adequate funding for transportation improvements - A combination of public and private sector funding will be necessary to cover the costs of transportation improvements to serve this area.

Roadways and Circulation Recommendations and Guidelines: Roadway and circulation recommendations address needed improvements to the arterial roadway network, collector streets, and pedestrian system. Arterial roadways on the site consist of major and minor arterials. Major arterials provide some access to abutting land, although the primary function is to carry through traffic. Minor arterials carry a mix of local and through traffic, with partial control of access. Collector streets are designed to route traffic to and from local streets to the arterial road system. Collector streets generally are not intended to attract through trips, but instead provide

for internal traffic circulation, including transit service. For the most part, collector and local street improvements are provided in conjunction with development activity. The following recommendations are provided with respect to roadway and circulation improvements:

- A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the Laurel Hill area, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road interconnecting Route 123, I-95, and Route 1. The eastern portion of this road which extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split, should be initially constructed as a 4-lane section; however right-of-way for a 6-lane section should be provided to allow potential widening if necessary in the future. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. This new road should recognize existing site features (topography, view sheds, setting and character) and incorporate a design features to strengthen the area's sense of place and blend into the park setting. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes
- Future improvements to the I-95/Lorton Road interchange will be necessary to accommodate the substantially increased traffic expected to enter Shirley Highway from LP1
- Improvements to Hooes Road, between Route 123 and the Fairfax County Parkway, are needed to accommodate current and future traffic loads. Improvements to Hooes Road should be phased as follows:
 - Phase 1: Hooes Road from Silverbrook Road to Fairfax County Parkway: Improvement is needed to handle the traffic generated by the existing communities and this portion of Hooes Road to be improved to 4 lanes.
 - Phase 2: Hooes Road from Furnace Road to Silverbrook Road: Improvement to 4 lanes for this section of Hooes Road should only be considered after the completion of other planned major arterial improvements in the area, and if recommended in a transportation study for the purpose of providing capacity for through traffic.
- Collector roadway improvements identified in the Transportation Plan Map (Figure 11) should be fully constructed in conjunction with the proposed redevelopment as well as designed as the primary access to arterial roads. Collector roads should be aligned to discourage use by through traffic. Construction of local streets which directly access arterial roads should be discouraged.
- All roadways should include sidewalks or trails in the initial construction to facilitate pedestrian circulation throughout this area, in accordance with the Open Space/Pedestrian Systems Guidelines.
- Along major commuter routes, separate bicycle lanes or trails are encouraged to accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally be along Lorton Road and Route 123.

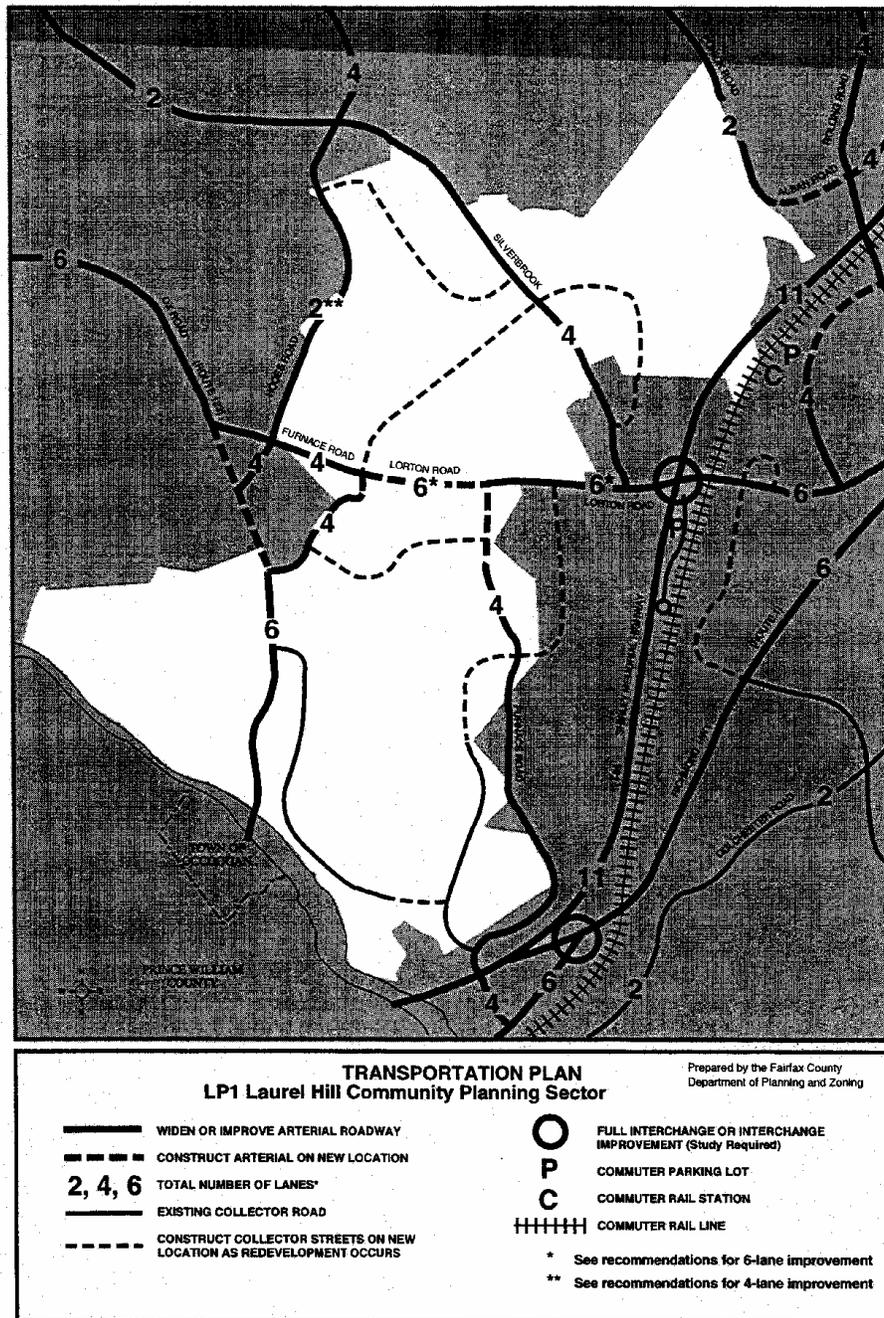


FIGURE 11

Figure 11: Modify: Label all roads, makes sure labels are visible.
 Correct the alignment per golf course and HS plans. (Check all figures)

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

- Employer and residential based programs should be encouraged in order to maximize utilization of the nearby Lorton VRE station, Lorton park and ride lot, and I-95 HOV lanes during commuting periods.
- As residential development is established along Silverbrook Road, bus transit services to nearby transit facilities and appropriate destinations should be provided, to the extent that funding levels and other Countywide transit needs allow.

OPEN SPACE/PEDESTRIAN SYSTEMS

As indicated previously, the southern part of the LP1 Community Planning Sector is dominated by uses such as the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, Fairfax Water, the Occoquan Regional Park and the Vulcan Quarry which are all planned to be retained over the long term. The area south of the I-95 Landfill and north of the Occoquan Regional Park is planned for park use, ultimately encompassing the former Youth Correctional Facility.

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

The new parks, which are envisioned to include one Local Park, two District Parks, one Countywide Park, one Resource-based Park, and one Regional Park, will be of the character as generally set forth in the Land Use Recommendations and will be planned for multiple recreational and leisure uses. The appropriate facilities and design for each park will be in accordance with the Fairfax County Park Authority's Laurel Hill Park Master Plan and the Park Authority's phasing and development process. Park use and development in each of the park areas will be sensitive to the preservation and interpretation of natural and heritage resources identified within each area. See Figure 12, which presents the major open space and pedestrian system for LP1.

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

- The abandoned railroad bed running through Planning Sector LP1 should be developed as a major linear open space feature to be known as the Laurel Hill Greenway. The Greenway

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

- The Laurel Hill Greenway, which is planned to be the major linear open space feature within LP1, should be developed in phases as the redevelopment of the former Corrections property occurs.
- The EQC areas and associated stream valleys such as Pohick Creek, South Run, Rocky Branch, Silverbrook Run, Giles Run and Mills Branch should be preserved as open space with public access. Clearing and grading adjacent to these areas should be done in a manner that minimizes the negative impacts of erosion and siltation on EQCs and the associated streams.
- An 18 hole golf course and related facilities are located within the Countywide Park south of Silverbrook Road. The golf course physically links the adjacent EQC areas and greenways and will link the Rocky Branch EQC area with the Occoquan Regional Park.
- Pedestrian and bicycle circulation systems (trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road), thus becoming integral elements of the overall transportation network. These trails should provide linkages with the new residential neighborhoods north of Silverbrook Road, the adaptive reuse areas, the EQC areas and the Occoquan Regional Park.
- The pedestrian and bicycle circulation systems should be constructed with private and public resources. Responsibility for maintenance would be as follows: Trails on the Countywide Trail System such as Pohick Stream Valley, Lorton Road, Furnace Road, Route 123, Hooes Road and Silverbrook Road and additional trails constructed within land to be dedicated as public park should be maintained by Fairfax County or the Commonwealth of Virginia. Other trails located primarily along local residential streets and some collector roads as well as private open space should be maintained by the respective Community Associations.
- Grade-separated trail crossings should be provided at major roads, such as Lorton Road. The crossings should be designed to work with the topography utilizing the stream valleys to provide crossings for both pedestrians and wildlife. In addition, the Barrel Bridge on Old Furnace Road should be preserved and incorporated into the Laurel Hill Greenway where it runs parallel with the realignment of Furnace Road (See Land Unit 4).
- Along the major commuter routes, separate bicycle lanes or trails should be encouraged to accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally run along Lorton Road and Route 123.
- Schools should be encouraged to co-locate with park uses as shown on Figure 12, to further integrate recreational amenities and the utilization of open space.

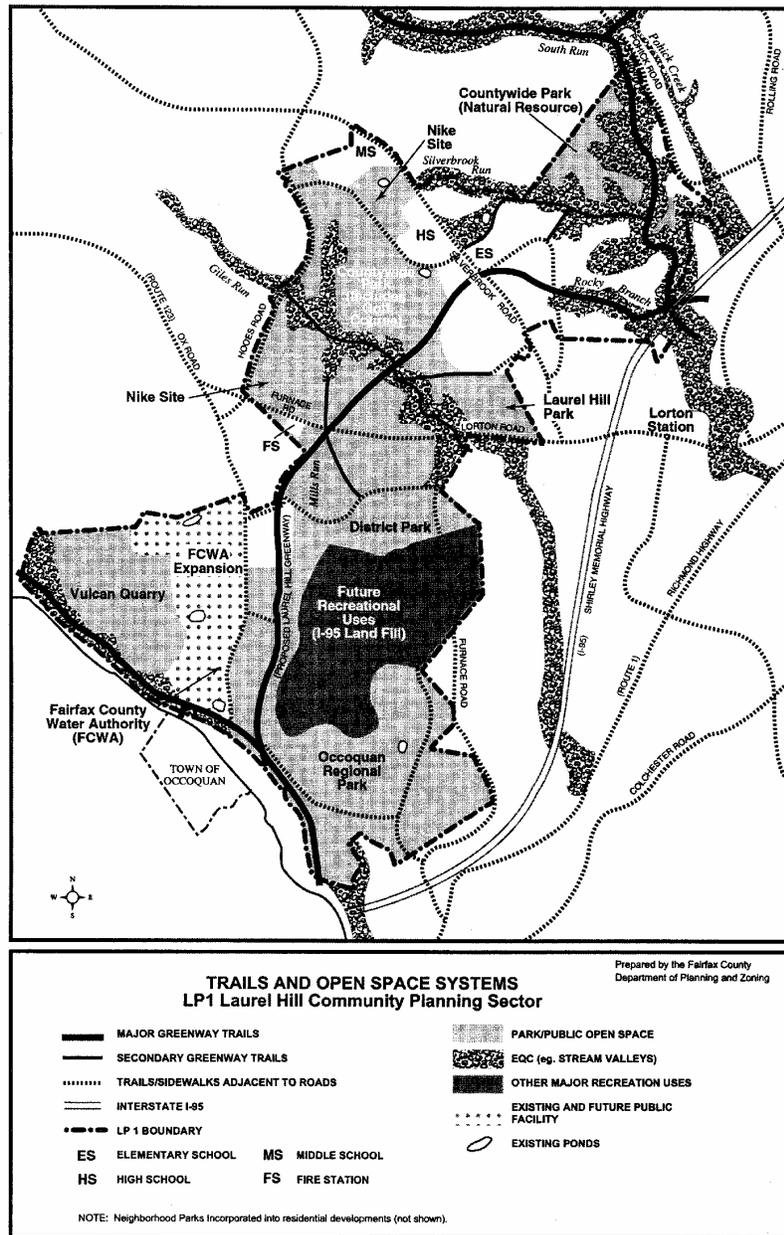


Figure12: Modify: Area where former Youth Center was needs to read for “Public Park”
 Modify: Change park designations: Community to Local Park, Natural Resource to Resource-based Park; Label for Countywide Park with Golf Course is not showing up
 Modify: delineation of “Occoquan Regional Park”
 Modify: Locate trails based on adopted Parks Master Plan

NOTE: CHANGE COUNTYWIDE TRAILS PLAN

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- The Laurel Hill house should be recognized as a heritage resource area within a public park to ensure that it is adequately protected.
- Within the proposed residential neighborhoods, recreational facilities should be provided that are sufficient to serve the neighborhood recreational needs of the residents.
- The two Nike sites should be incorporated into Local or Countywide Parks as heritage resource sites to ensure that these heritage resources are adequately conserved and protected.
- The former Dairy Farm facility site located immediately to the north of the I-95 Resource/Recovery Facility and the I-95 Landfill, should become a County Park with special purpose areas; for example, a farm park, horticultural center, athletic field complex or other recreation facilities, or equestrian center may be appropriate.
- The area south of the I-95 Landfill and north of the Occoquan Regional Park, to include the former Youth Correctional Center is planned for public park use in order to expand both passive and active recreational opportunities for the Northern Virginia area and to preserve substantial open space and EQC areas.
- The portion of the I-95 Landfill currently under closure procedures should be considered for adaptive reuse for active and passive recreational purposes.
- The area west of Route 123, which includes the Fairfax Water and the Vulcan Quarry, should provide for recreational amenities and buffering for the residential communities abutting to the north and should include the trail connections to the Regional Park System.
- An equestrian trail link from the proposed equestrian trail in Occoquan Regional Park to the former Dairy Farm facility site should be considered if compatible with other recreational uses in this area.

PUBLIC FACILITIES

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

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

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

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

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

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

- An elementary school site and a middle school site have been provided to serve both the needs of the planned residential development and the surrounding residential areas. The provision of these school sites should be coordinated with Fairfax County Public Schools.
- If a site for Fire and Rescue has not been located off-site to serve this area, then a site of approximately 5 acres should be provided on the former Corrections property. The location of that site should be on the south side of Furnace Road between Hooes Road and Lorton Road as shown on Figure 9, with the specific site location to be coordinated with Fire and Rescue. In addition, there should be the potential for a future police substation, which may co-locate with the fire and rescue station.
- Adaptive reuse of existing buildings for public facilities should be provided as indicated in the Land Unit Recommendations.
- Utility easements and right-of-ways will be necessary as older lines are replaced or new ones are needed to provide utility services to future development in the area.

LAND UNIT RECOMMENDATIONS

In order to provide more specific guidance, Planning Sector LP1 has been divided into six land units most of which are further divided into 'sub-units' (see Figure 13: Land Unit Locator Map). Within each of the following unit descriptions, the Plan reiterates the overall vision for the area and makes recommendations that will facilitate the implementation of that vision. Within each sub-unit, the Plan provides for specific recommendations that help establish the planned land uses and densities, conservation/preservation areas, and the related public improvements necessary to facilitate the development of the property in accordance with the overall Plan. Since the areas planned for residential development include large expanses of EQC areas, all density range guidance in this section pertains to developable residential land which excludes EQC and other planned open space and public facility land areas.

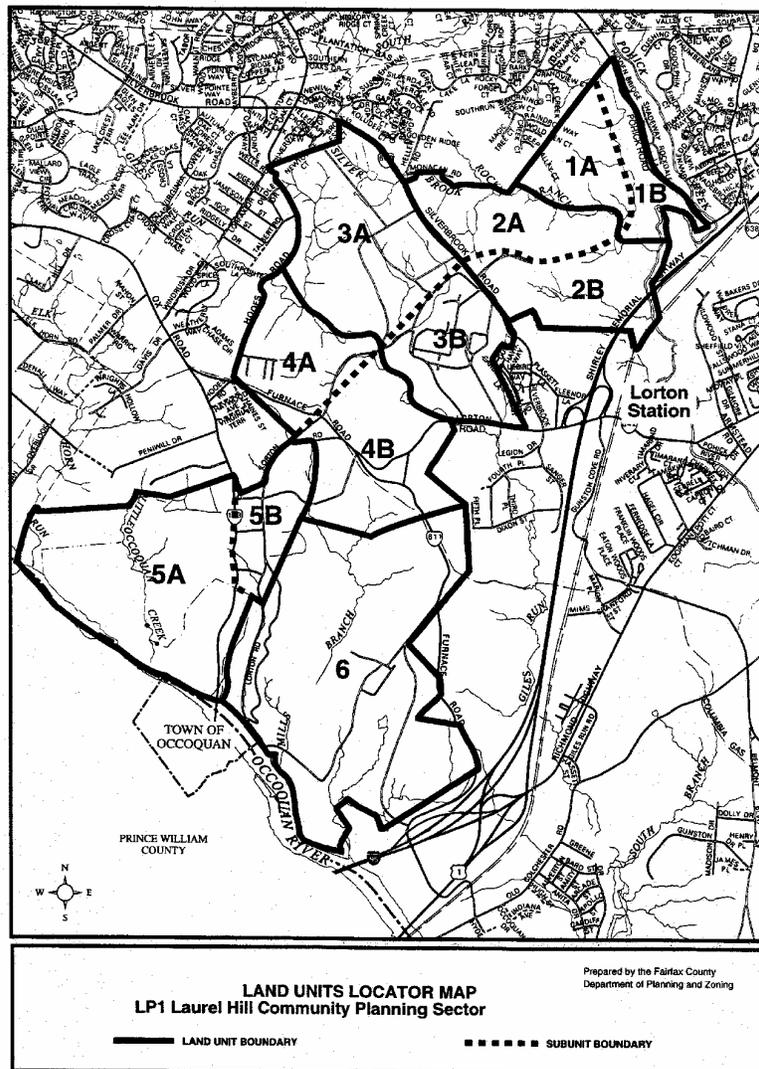


FIGURE 13

LAND UNIT 1

Land Unit 1 is comprised of approximately 235 acres, of which approximately 91 percent is in environmentally sensitive areas (see Figure 14). The land unit is wedge shaped and is generally bounded by Pohick Road to the northeast; Newington Forest Subdivision to the northwest; and Rocky Branch, South Run and Land Unit 2 on the south. The South Run EQC flows north-south through the land unit and serves as the divide between Sub-unit 1A and 1B.

Land Unit 1 is comprised of approximately 235 acres, of which approximately 91 percent is in environmentally sensitive areas (see Figure 14). The land unit is wedge shaped and is generally bounded by Pohick Road to the northeast; Newington Forest Subdivision to the northwest; and Rocky Branch, South Run and Land Unit 2 on the south. The South Run EQC flows north-south through the land unit and serves as the divide between Sub-unit 1A and 1B.

11/15/2005: **Draft** revisions to LP1 reflect the Laurel Hill Adaptive Reuse Citizen’s Task Force recommendations, updated factual information, and BOS actions such as the Park designations (i.e. Policy Plan Amendment No. 2003 P-07, adopted June 20, 2005).

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

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

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

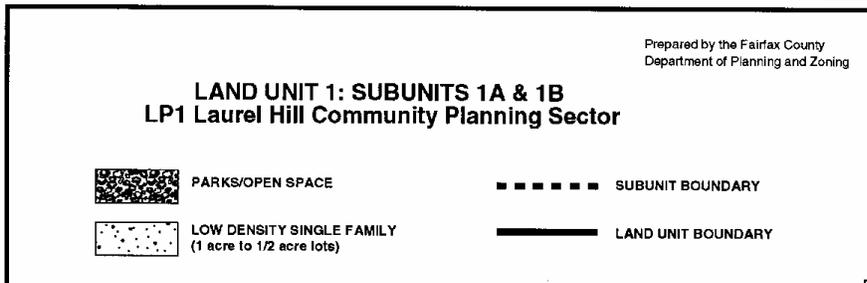
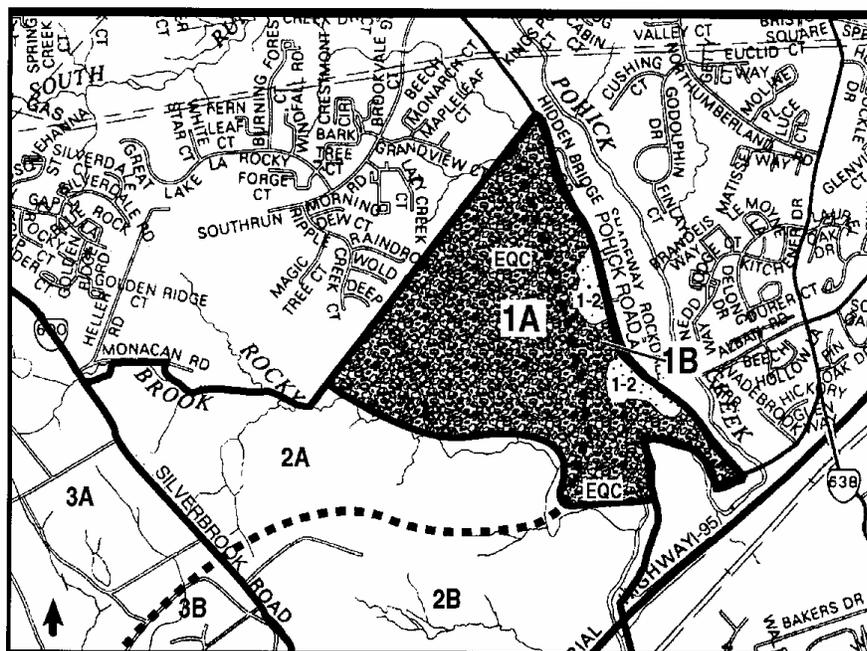


FIGURE 14

11/15/2005: **Draft** revisions to LP1 reflect the Laurel Hill Adaptive Reuse Citizen’s Task Force recommendations, updated factual information, and BOS actions such as the Park designations (i.e. Policy Plan Amendment No, 2003 P-07, adopted June 20, 2005).

LAND UNIT 2

Land Unit 2 is comprised of approximately 370 acres, of which approximately 40 percent is considered to be located within environmentally sensitive areas and approximately 60 percent is developable (see Figure 15). The land unit is generally bounded by EQCs consisting of Silverbrook Run, Rocky Branch and South Run on the north; Shirley Memorial Highway (I-95) on the east; the Lorton-South Route 1 Community Planning Sector to the south; and Silverbrook Road on the west. Secondary tributaries to South Run generally flow west to east through the land unit and serve as the divide between Sub-unit 2A and 2B.

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

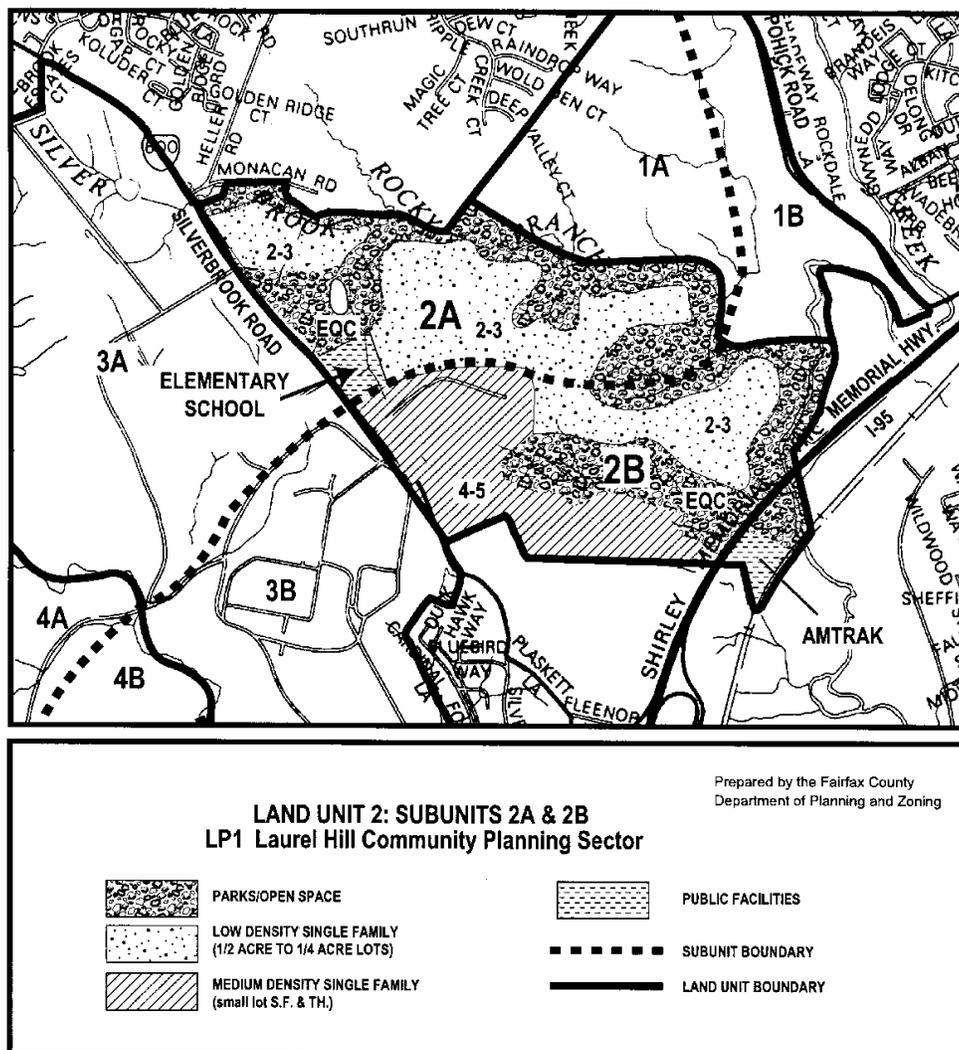


FIGURE 15

11/15/2005: **Draft** revisions to LP1 reflect the Laurel Hill Adaptive Reuse Citizen's Task Force recommendations, updated factual information, and BOS actions such as the Park designations (i.e. Policy Plan Amendment No, 2003 P-07, adopted June 20, 2005).

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

Sub-unit 2B: The developable land within Sub-unit 2B is subdivided by an EQC area, creating two distinct areas. This EQC includes the northern terminus of the Laurel Hill Greenway and the primary sector trail. The area located to the northeast is planned and developed as single family detached housing at 2-3 dwelling units per acre. The non-EQC area on the south and west is planned and developed as residential use at 4-5 dwelling units per acre.

- Public street access should be provided to the Lorton-South Route 1 Community Planning Sector, Sub-unit A2 which is located to the south.
- The area within this sub-unit that is located east of I-95 is planned for use by Amtrak and for open space.

LAND UNIT 3

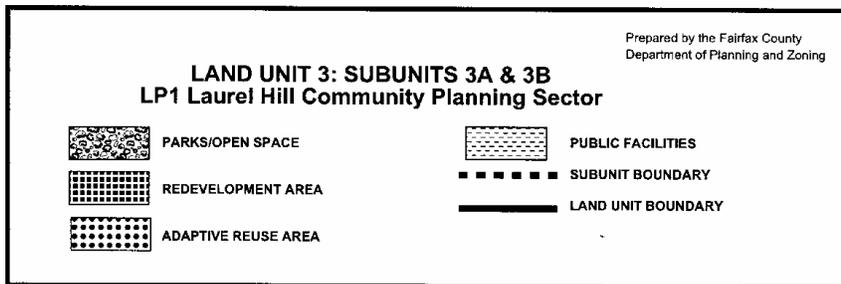
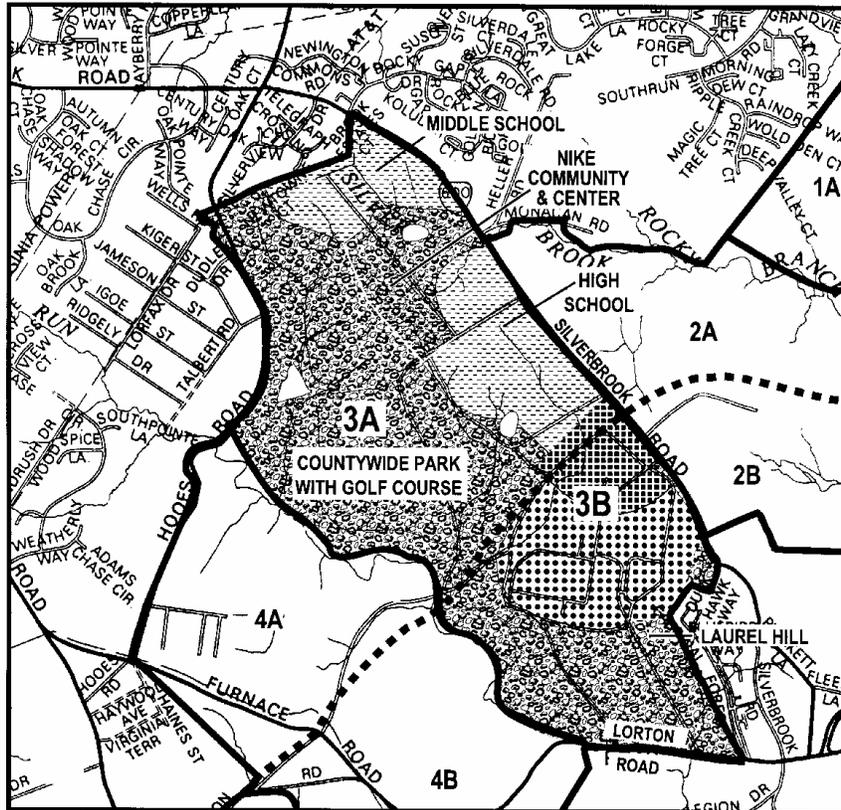
Land Unit 3 is comprised of approximately 610 acres of which approximately 25 percent is in environmentally sensitive areas (see Figure 16). The land unit is generally bounded by Lorton Road and Giles Run on the south, Silverbrook Road on the north, and Hooes Road on the west. A tributary of Giles Run, with steep slopes, is located parallel to Hooes Road. The Laurel Hill Greenway generally divides the land unit into the two sub-units. In addition, three of the five major ponds in LP1 are located in this land unit. The former Central Facility is located in the eastern portion of the land unit.

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

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

- Public facilities such as the existing South County Secondary School and the proposed middle school should be co-located with the abutting Local Park to integrate recreational and educational opportunities. The middle school should, at a minimum, have a 25 acre site with 10 acres for the building, parking and circulation and 15 acres for recreation facilities and open space. A portion of the middle school's open space area should be located and designed as a buffer to the adjacent residential neighborhood. The school sites within this sub-unit need to be located and designed compatibly with the Nike Heritage Resource site, the natural resource areas (i.e.,

Silverbrook Run and the pond), the existing public golf course, as well as taking into account the availability of sewer. Prior to the commencement of school construction, the school sites may be used for park and open space.



Modify: Change park designations: Community to Local Park
 Modify: Correct road alignments per approved HS and golf course plans.

- The Nike Administrative site should be incorporated as a heritage resource site in a Local Park with a natural resources protection area around Silverbrook Run and the pond to the north in order to ensure that the Nike site as well as the pond area are adequately conserved and protected. The combined area should be a minimum of 20 acres. Athletic fields may be located at the southern part of the site, adjacent to the existing South County Secondary School's athletic facilities.
- The public golf course, located within the Countywide Park has been designed and should be maintained in a manner that physically links the Giles Run EQC to natural resource areas north of Silverbrook Road.

Sub-unit 3B: The character of developable land in this sub-unit is gently rolling terrain, similar to that of Sub-unit 3A, with the Giles Run EQC located along the southwest boundary. Access to this Sub-unit is provided from Silverbrook and Lorton Roads. It is separated from Sub-unit 3A by the Laurel Hill Greenway.

The major land use elements are former Central Facility redevelopment area and the adaptive reuse area. The redevelopment area is located on approximately 30-35 acres at the junction of the Laurel Hill Greenway and Silverbrook Road.

The remainder of the former Central Facility (i.e., approximately 79 acres) is an adaptive reuse area. Development within this sub-unit should occur under the following additional guidance:

- The redevelopment area is planned and approved for active adults and independent seniors housing. Other uses appropriate within this redevelopment area include: limited support retail and service uses, non-hospital institutional or public uses, including higher educational uses and health care service uses, excluding hospital uses. In the redevelopment area, an alternative use should be parks and recreational use.
- The Laurel Hill Greenway should inter-connect with the redevelopment area and the adjacent areas and be integrated in a manner that creates a focal feature within this Sub-unit.
- The Laurel Hill house and its gardens should be designated as a heritage resource area within the Countywide Park with a minimum of 20 acres to ensure that these resources are adequately conserved and protected.
- The remaining acreage west of the Laurel Hill house site and south of the former Central Facility should be part of the Countywide Park. Additional recreational facilities characteristic of a Countywide Park should be developed in this area.
- The remainder of the former Central Facility should be considered for adaptive reuse. The original masonry structures, built in the 1920s and 1930s, should be preserved and if possible, adaptively reused. In addition, the former administration building and chapel should also be considered for adaptive reuse. Adaptive reuse could include governmental non-hospital institutional, public and recreational uses. If preservation and adaptive reuse of some of the structures is determined not feasible after a public hearing by the Board of Supervisors, this area should be used for park and open space.

As an option, the former Central Facility, which encompasses the former penitentiary and reformatory, may be adaptively reused for mixed-use that includes education, office and research, retail and residential uses. The residential component should include a mix of market rate and magnet housing. The magnet housing should complement the surrounding education, cultural and other public uses. Under this option, development of the site may occur in one phase by reusing both the reformatory and penitentiary areas or in two phases. If there are two phases, the first phase should include the reformatory and the area of the ballfield as one component and the entire penitentiary area as the second component. In any scenario, issues affecting the entire 79 acre site should be addressed through a coordinated development plan. Design sensitivity to historic architecture and the creation of a high quality project are key elements for any adaptive reuse proposal to be considered. The development should seek to minimize County financial participation, and leverage that participation to create a viable, self-sustaining development. Figure 17, the Final Concept Plan Map, shows the reformatory, penitentiary and the village center areas and the general road connections.



Figure 17: Concept Plan Map

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Development Guidelines

Land Use

- **The Reformatory** area south of the Spring Hill Senior Housing, may be considered for adaptive reuse which includes magnet and market rate housing, and/or other uses such as education, office, research, and retail. Housing should be limited to 50-125 loft type residential units which result from the adaptive reuse of the existing structures. There should be flexibility to allow for exterior modifications necessary to meet the requirements of residential use. The magnet housing units should be developed as an ancillary use to other uses within the reformatory and penitentiary area and surrounding education, cultural and other public uses. The magnet housing units are envisioned to provide housing for professionals such as educators and public safety specialists. A conceptual view of the reformatory is shown in Figure 18.



Figure 18: Conceptual View of Reformatory

The concept plan for the reformatory illustrates utilizing the areas between every other dorm to provide space to create a more usable floor plan. As shown on Figure 19, the layout provides a central corridor with rooms/units off each side of the corridor. Depending on the mix of uses, the size and number of units could vary. In this scenario, the quadrangle area (central open space) would remain as a park area available to the public. Parking for the reformatory area would primarily occur in the flat areas to the south of the quadrangle.

Circulation should be provided by a loop road around the reformatory quadrangle that links with Lorton and Silverbrook Roads. The road connection may extend to

Laurel Crest Drive to the north. As in any proposal, all road improvements would need to be coordinated closely with the Fairfax County Department of Transportation and Virginia Department of Transportation. The site design also should incorporate direct connections with the Laurel Hill greenway encouraging pedestrian and bicycle access to the site.

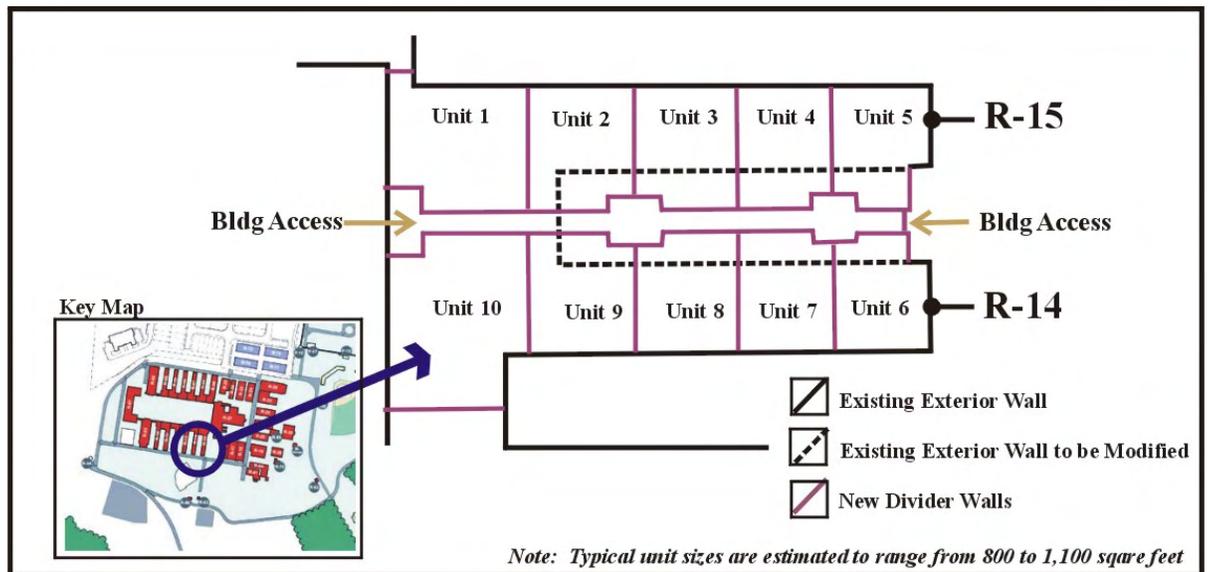


Figure 19: Typical Conceptual Floor Plan for Residential Use at the Reformatory

- **A Village Center** is planned to be located in between the reformatory and the ballfield and may be considered for a mix of retail and professional office uses limited to 40,000- 60,000 square feet. Small professional office uses should be located along the “Main Street”. The village center may include a combination of some rehabilitated contributing buildings along with new, infill construction. The concept is to create a center that builds on the architectural character of the contributing buildings, while allowing for new construction that can meet the requirements of today’s retail and small office users. Where possible, the village center should include residential uses above retail uses to create a vibrant neighborhood commercial center. Residential units within the village center are included within the overall cap of 50-125 units. This neighborhood center is intended to serve the former reformatory and penitentiary areas as well as serving as a hub to the senior community to the north, the new and existing residential communities north of Silverbrook Road, and other surrounding communities. A conceptual view of the village center is shown in Figure 20.



Figure 20: Conceptual View of Village Center

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

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

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

- **The Ballfield** should be converted from an interim use to a permanent recreational amenity for the site and surrounding users. The ballfield should include pedestrian linkages to the Laurel Hill greenway, adjacent park areas and the reuse areas. Parking areas should be provided within the existing parking sites

south and west of the ballfield, and shared parking with retail and office uses should be considered.

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

Within the penitentiary walls, parking should be provided in proximity to the buildings depending on the use. Small parking lots should be developed in an axial relationship on the north and south sides of the penitentiary in order to meet the parking needs and respect the axial site layout. Consideration should be given to incorporating some parking along the exterior road to the east of the penitentiary. The provision of fire lanes between the penitentiary buildings and the wall may be accommodated with a stabilized lawn system to minimize impervious areas. A conceptual view of the penitentiary is shown in Figure 21.



Figure 21: Conceptual View of the Penitentiary

Design, Access and Historic Preservation Guidance

- Design of the reformatory and penitentiary area should be sensitive to the historic architecture and create a high quality rehabilitation that enhances the pedestrian oriented area. Parking areas should be provided to meet County and user requirements, offer convenience to the uses and designed, if practical to be visually unobtrusive.
- The development of the reformatory and penitentiary area should seek to create a unique environment in Fairfax County and the region. The reuse should create a focal point and activity center for the community. In addition, the development should complement the surrounding park areas by providing services to the park users and linkages to the park and Laurel Hill Greenway.
- Access to the reformatory and penitentiary area should be provided from Silverbrook Road and the collector roadway linking Laurel Crest Drive. The Silverbrook Road access should provide as direct a link as feasible to this important collector road. Consideration should be given to realigning the northern portion of this road to tie directly into the "Main Street". Additional technical analysis of both these road connections will be required.
- Emphasis should be placed on rehabilitation of historically relevant structures for new uses. New uses may require changes to doors and windows along with other building alterations. These changes should be made to complement existing architecture and in accordance with the Secretary of Interior's Standards for rehabilitating historic buildings.
- New construction may be necessary to address the needs of future users. New construction should be undertaken in a manner that is compatible with and complementary to the existing character of the historic district. When proposing new construction, consideration should be given to the distinctive architectural and landscape areas. Siting of these buildings should be carefully considered in context of the historic building patterns.

Phasing

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

Implementation

- Considering the complexity and potential costs related to developing the penitentiary area, Fairfax County should ensure that the federal government and state government are active partners in the development of an education scenario. Historic tax credits are one aspect of this partnership, but the County and development partners should seek additional ways of ensuring participation. This could include federal and state grants to support infrastructure, building renovation or operations as well as support in streamlining the approval process. The approvals could include the activities related to reuse or demolition of historic buildings, as well as those related to the Memorandum of Agreement and the General Services Administration oversight of the property.

LAND UNIT 4

Land Unit 4 is comprised of approximately 470 acres of which approximately 20 percent is in environmentally sensitive areas (see Figure 22). The land unit is generally bounded by Giles Run on the northeast, Hoes Road and Mills Branch on the west, the I-95 Landfill on the south and a subdivision of single family detached houses on the east. The area is mostly open fields with some mature vegetation along Giles Run, along the Laurel Hill Greenway and in the area north of the I-95 Landfill site. The Laurel Hill Greenway separates the area into sub-units, with Sub-unit 4A to the north and Sub-unit 4B to the south. The Old Furnace Road Bridge should be preserved and incorporated into the Laurel Hill Greenway where it runs parallel with the realignment of Furnace Road.

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

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

- The Laurel Hill Greenway and the trail system should inter-connect the residential areas north of Silverbrook Road to the historic and recreational amenities located north and south of this sub-unit.
- The Nike launch site should be considered for restoration and interpretation as a significant heritage resource site, and should be incorporated as a heritage resource feature in a District Park, to ensure that the site is adequately conserved and existing recreational features optimally utilized.

- The former gymnasium and cafeteria within the Occoquan Workhouse should be considered for adaptive reuse as a recreational or community center for an interim period.
- Additional facilities characteristic of a District Park should also be developed in adjoining open areas; for example, athletic fields, courts, and picnic areas.
- A fire station should be provided on 5 acres south of Furnace Road between Hooes Road and Lorton Road. Abutting the fire station, at a minimum, two acres should be provided for a public cemetery.

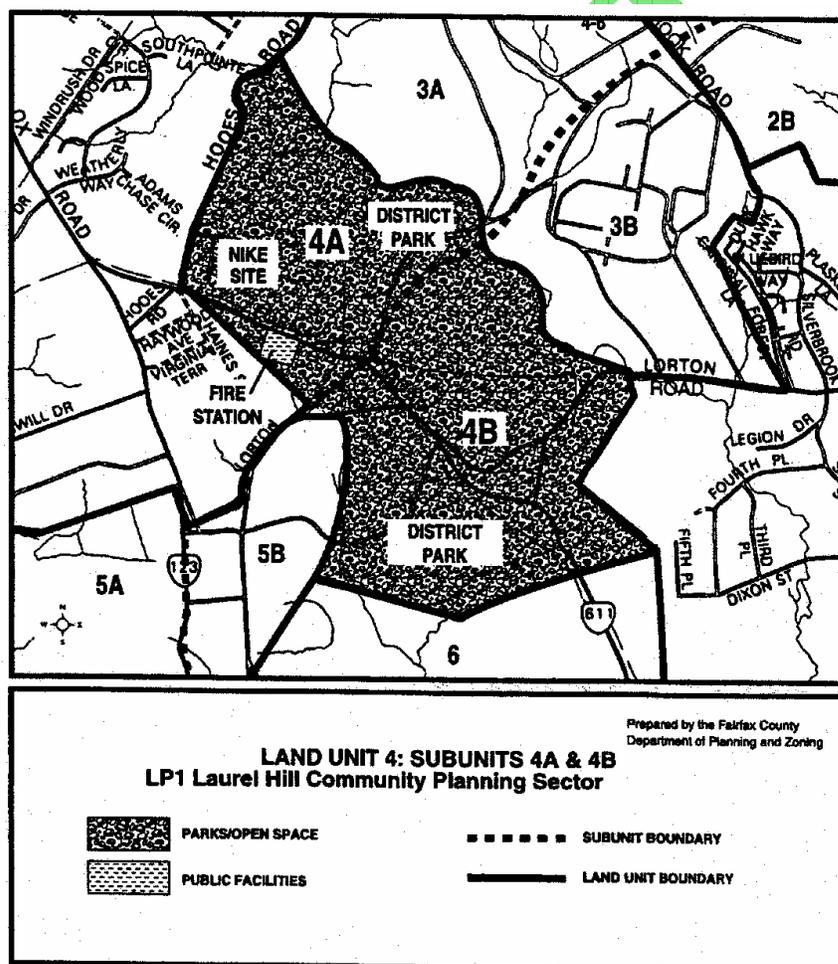


FIGURE 22

Add: Dairy Farm

Sub-unit 4B: This sub-unit contains approximately 260 acres of land which is generally open, gently rolling terrain. Located immediately north of the I-95 Landfill is the former Dairy Farm facility. This sub-unit's primary use should be for District Park

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development with possible special purpose areas. Development within this sub-unit should occur under the following additional guidance:

- The former Dairy Farm facility and the surrounding 200 acres should become a District Park with special purpose areas; for example, a horticultural center, athletic field complex, equestrian center, or other specialized use.
- The northern portion of Sub-unit 4B, north of Furnace Road and Lorton Road, should become part of the District Park in Sub-unit 4A, and be developed with typical recreational uses and/or special purpose areas for a District Park.
- The Laurel Hill Greenway should be integrated as a major linear open space amenity linking this sub-unit to the areas to the north and south of this sub-unit.

LAND UNIT 5

Land Unit 5 is comprised of approximately 590 acres of which about 15 percent is in environmentally sensitive areas (see Figure 23). Approximately 200 acres of this land unit is located outside of the former Corrections property boundary and is currently used by Vulcan Quarry and the Fairfax Water. The land unit is generally bounded by the Occoquan River to the south, Mills Branch to the east, the former Corrections property line to the north and the American Telephone and Telegraph Easement to the west.

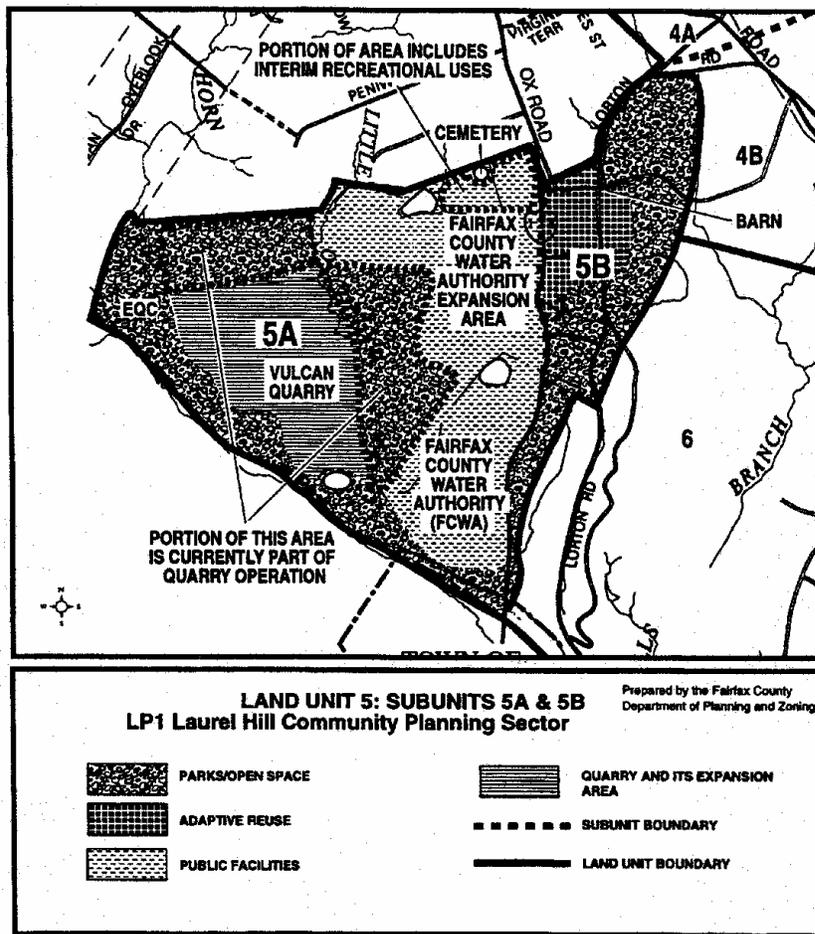
A major historic feature in Land Unit 5 is the former Occoquan Workhouse and related ancillary masonry buildings located immediately to the east of Route 123. The former Occoquan Workhouse complex has the greatest potential for adaptive reuse. Development of this land unit should be in accordance with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

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

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

can be developed for public park or private recreation uses as shown on the Comprehensive Plan map.

- The Fairfax Water Occoquan Water Treatment property has been expanded northward to the northern boundary of LP1 in order to meet the long term water treatment needs for Fairfax County. Buffering and screening along Route 123 and the northern boundary should be provided. The buffer area along the northern boundary should include that area's pond and any sensitive biological areas associated with the pond. In addition, a buffer area should be provided adjacent to the pond located south of the new treatment facility in order to protect this natural resource area. In addition, the treatment plant expansion should be designed in a manner that will ensure future access to the quarry property on the west after its reclamation occurs.
- Any land not needed for the Fairfax Water should be used for park purposes, including interim uses such as athletic fields.
- The half acre prison cemetery, which was established at the turn of the 20th century, located west of the former Occoquan Workhouse and north of the Vulcan Quarry, should be preserved.



Delete: The words "Expansion Area"

FIGURE 23

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

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

- The Laurel Hill Greenway should be integrated as a major focal feature of the area.
- The original Occoquan facilities, and newer administrative and support facilities, such as the Administrative Office building and training buildings built in the late 1980's and the medical building built in the 1970's should be preserved and subject to approved adaptive reuse. Adaptive reuse could include governmental, cultural arts, and public institutional uses.
- The 'Barn', located on the northeastern side of the sub-unit (see Figure 18: Land Unit 5: Sub-units 5A & 5B), should be adaptively reused for community activities.

LAND UNIT 6

Land Unit 6 is comprised of approximately 900 acres (see Figure 24). It is gently rolling and heavily treed to the south, with the land surface stripped and re-terraced to the north to accommodate the I-95 Landfill and the I-95 Energy/Resource Recovery Facility (see Figure 25). Land Unit 6 is generally bounded by Furnace Road on the east, the Occoquan River to the south, the Laurel Hill Greenway and a portion of Mills Branch to the west and the boundary of the I-95 Landfill to the north. The I-95 Landfill and the I-95 Resource/Recovery Facility are both planned to be retained for the long term. The Occoquan Regional Park, expansive open space and EQC associated with the Occoquan River and Mills Run, and the former Youth Correctional Center are located in the southern portion of this land unit. The extensive EQC areas to the south and west along the Occoquan River and Mills Run should be preserved. The remainder of this land unit should be developed with public and institutional use in accordance with the following land unit guidance:

- The landfill's numerous gas extraction wells will need to be monitored and maintained for a minimum of thirty years after closure. The ash disposal area remains highly active and the Energy/Resource Recovery Facility will remain active for the long term. The road network serving the landfill area should be retained and improved to minimize negative traffic impacts. Truck traffic should be separated from park and recreational traffic.
- The portion of the I-95 Landfill currently under closure procedures should be considered for adaptive reuse for active and passive recreational purposes and should be part of the long-term expansion of the Fairfax County park system or of the Occoquan Regional Park to further serve the needs of the Northern Virginia area.

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

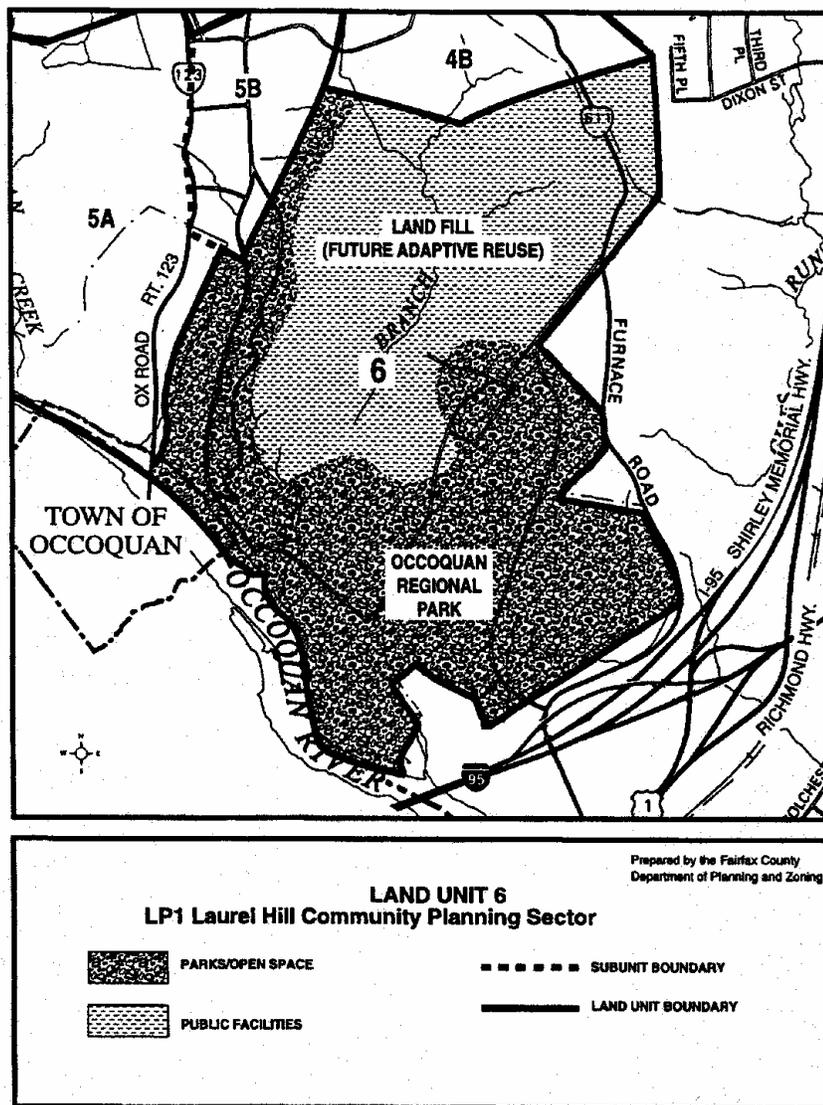


FIGURE 24

Show FCPA expansion to include youth center; Label FCP – Laurel Hill Park

11/15/2005: **Draft** revisions to LP1 reflect the Laurel Hill Adaptive Reuse Citizen’s Task Force recommendations, updated factual information, and BOS actions such as the Park designations (i.e. Policy Plan Amendment No, 2003 P-07, adopted June 20, 2005).

- The major equestrian/pedestrian trail along the Occoquan River should connect with the Laurel Hill Greenway which runs north/south through LP1 and ultimately connects with the District Park located on the former Dairy Farm site. The EQC running adjacent to the Occoquan River should be planned for passive recreational uses such as hiking and picnicking.
- The area adjacent to the proposed Route 123 Bridge improvement over the Occoquan River should be designed in such a way as to establish a visually attractive gateway to Fairfax County at this highly visible location.

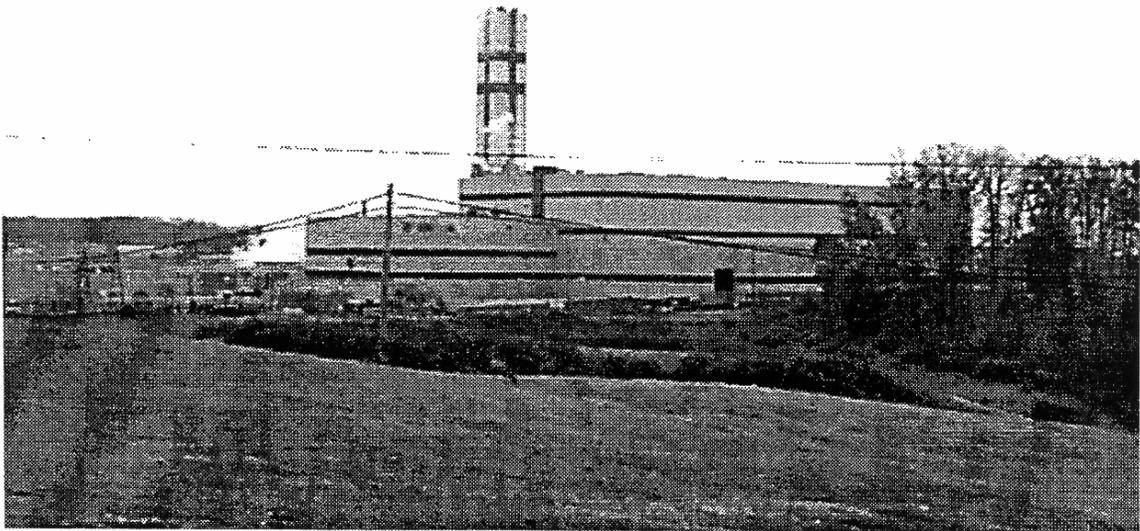


Figure 25: I-95 Energy/Resource Recovery Facility