

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
<h2>Lower Potomac</h2>						
----	4	Lower Potomac	5	<p>• Public Transportation - Establish regular bus service along Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Richmond Highway. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of a people mover or light rail mass transit system.</p>	<p>• Public Transportation - Establish regular bus service along Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Richmond Highway. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of a people mover rail or bus rapid transit light rail mass transit system.</p>	<p>Monorail/Metrorail/LRT/BRT has been planned in the 2006 Transportation Plan map to proceed from Huntington Metro and along Richmond Highway to Telegraph Road.</p>
2	4	Lower Potomac	6		<p><u>See Lower Potomac Planning District Planning Sectors for Collector Street Recommendations</u></p>	<p>Collector street line elements on the Lower Potomac Planning District Overview figure made it difficult to see other elements on the figure.</p>
2	4	Lower Potomac	6		<p>I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"</p>	<p>I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.</p>
----	4	Lower Potomac	28	<p>The Laurel Hill Community Planning Sector is served by an extensive transportation network. Primary highway access into the area is provided by Interstate 95 and U.S. Route 1, both located to the east and south of Planning Sector LP1, and Virginia Route 123, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 12 shows the recommended Transportation Plan. Fairfax County's Department of Transportation has conducted a cordon analysis for this land unit and the surrounding area. The findings from that analysis will be incorporated into the County's Transportation Plan, which is anticipated to be presented to the Board of Supervisors in 2006.</p>	<p>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 <u>Richmond Highway</u>, both located to the east and south of Planning Sector LP1, and Virginia Route 123, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 12 shows the recommended Transportation Plan. Fairfax County's Department of Transportation has conducted a cordon analysis for this land unit and the surrounding area. The findings from that analysis will be incorporated into the County's Transportation Plan, which is anticipated to be presented to the Board of Supervisors in 2006.</p>	

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Lower Potomac	29	<p>• A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the Laurel Hill area, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road interconnecting Route 123, I-95, and Route 1. The eastern portion of this road that extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split, should be initially constructed as a 4-lane section; however right-of-way for a 6-lane section should be provided to allow potential widening if necessary in the future. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes.</p>	<p>• 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 <u>Richmond Highway</u>. The eastern portion of this road <u>Lorton Road</u> that extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split junction, <u>along Lorton Road to the west to the existing Lorton Road and Furnace Road split junction,</u> should be initially <u>initially</u> constructed as a 4-lane section. <u>This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. ; however right of way for a 6 lane section should be provided to allow potential widening if necessary in the future.</u> The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes.</p>	<p>The eastern portion of the new Lorton/Furnace Road that extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split, will be constructed as a 4-lane section and not as a 6-lane section according to the 2006 Transportation Plan map. The proposed changes also include Phase II public comments.</p>

	<u>Area</u>	<u>Planning District</u>	<u>Page #</u>	<u>Current Sentence</u>	<u>Proposed sentence change</u>	<u>Explanation</u>
12	4	Lower Potomac	30		Callout should be added that reads: "Extension from Hassett Street to Gunston Cove Road"	Added in response to Phase II public comments
12	4	Lower Potomac	30		Callout should be added that reads: "Realignment of Landfill Access Road"	Added in response to Phase II public comments
12	4	Lower Potomac	30		Callout should be added that reads: "Connection between Lorton Road and Laurel Crest Drive"	Added in response to Phase II public comments
12	4	Lower Potomac	30		I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"	I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.
----	4	Lower Potomac	64	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; and 	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; and 	All of these road improvements have taken place with respect to the realignment of Silverbrook Road.
----	4	Lower Potomac	64	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Improvements to the railroad/Lorton underpass were completed in 2006.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Lower Potomac	64	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	All of these road improvements have taken place with respect to the realignment of Silverbrook Road.
----	4	Lower Potomac	65	Access to the sub-unit may allow a temporary left-turn access to or from Lorton Road until Lorton Road reaches its ultimate 6-lane configuration.	Access to the sub-unit may allow a temporary left-turn access to or from Lorton Road until Lorton Road reaches its ultimate 6-lane configuration.	Lorton Road will only be widened to 4 lanes from west of Silverbrook Road to the Furnace Road/Lorton Road split.
----	4	Lower Potomac	65	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Improvements to the railroad/Lorton underpass were completed in 2006.
----	4	Lower Potomac	65	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	All of these road improvements have taken place with respect to the realignment of Silverbrook Road.
----	4	Lower Potomac	65	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Improvements to the railroad/Lorton underpass were completed in 2006.
----	4	Lower Potomac	66	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	<ul style="list-style-type: none"> Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	All of these road improvements have taken place with respect to the realignment of Silverbrook Road.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Lower Potomac	66	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass.	Improvements to the railroad/Lorton underpass were completed in 2006.
----	4	Lower Potomac	66	<ul style="list-style-type: none"> • Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	<ul style="list-style-type: none"> • Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook Road/Lorton Road/Sanger Street intersection at an adequate distance from the Shirley Highway ramps and allow easy access to the realigned Silverbrook Road; 	All of these road improvements have taken place with respect to the realignment of Silverbrook Road.
----	4	Lower Potomac	66	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass;	Substantial contribution towards transportation improvements should be provided, including improvements to the railroad / Lorton Road underpass;	Improvements to the railroad/Lorton underpass were completed in 2006.
----	4	Lower Potomac	68	<ul style="list-style-type: none"> • Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided such as improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass; 	<ul style="list-style-type: none"> • Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided such as improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass; 	Improvements to the railroad/Lorton underpass were completed in 2006.
----	4	Lower Potomac	69	<ul style="list-style-type: none"> • Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided including improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass; 	<ul style="list-style-type: none"> • Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided including improvements to the I-95/Lorton Road interchange and the railroad/Lorton Road underpass; 	Improvements to the railroad/Lorton underpass were completed in 2006.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Lower Potomac	76	This sub-unit (Tax Map 108-3((1))2 and 3 ((2))2, 5 and 6) is planned for retail and related uses up to .25 FAR, as long as all the parcels in the sub-unit are consolidated. Absent full consolidation no development should exceed .15 FAR. Any development on the site should recognize site and access constraints. Auto-oriented uses are not appropriate, except as specified under the option below for drive-thru uses. Efficient circulation should be provided and curb cuts should be minimized. Buffering and screening of adjacent residential development should be provided. Dedication for the widening of Route 1 and Lorton Road should be provided with primary access to the site from Lorton Road. Secondary access may be provided from Route 1, but must be restricted to right turns in and out. Internal vehicular circulation and locations of entrances and median breaks should be arranged to minimize conflicts with traffic on the adjacent arterial roadways. As an option, Parcels 108-3((1))2, 3, 108-3((2))2, 5, 6 may be considered for public park.	This sub-unit (Tax Map 108-3((1))2 and 3 ((2))2, 5 and 6) is planned for retail and related uses up to .25 FAR, as long as all the parcels in the sub-unit are consolidated. Absent full consolidation no development should exceed .15 FAR. Any development on the site should recognize site and access constraints. Auto-oriented uses are not appropriate, except as specified under the option below for drive-thru uses. Efficient circulation should be provided and curb cuts should be minimized. Buffering and screening of adjacent residential development should be provided. Dedication for the widening of Route 1 and Lorton Road should be provided with p Primary access to the site should be from Lorton Road. Secondary access may be provided from Route 1 <u>Richmond Highway</u> , but must be restricted to right turns in and out. Internal vehicular circulation and locations of entrances and median breaks should be arranged to minimize conflicts with traffic on the adjacent arterial roadways. As an option, Parcels 108-3((1))2, 3, 108-3((2))2, 5, 6 may be considered for public park.	The widening of Richmond Highway and Lorton Road in the vicinity of Sub-unit E4 was completed in 2005.
----	4	Lower Potomac	77	• Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass;	• Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass;	Improvements to the railroad/Lorton underpass were completed as of 2006.
----	4	Lower Potomac	78	• A "spine road" should be provided to connect Lorton Road at Armistead Road from the south to Pohick Road from the north. The alignment and width of this connection should be determined after additional studies are undertaken. One option to be considered is the realignment of Pohick Road from the north to connect directly to the "spine road," thereby making the north-south connection the primary movement, and connecting existing Pohick Road from the southeast to the spine road by means of a "Tee" intersection. The extension of the spine road to Pohick Road should be provided as deemed necessary by the County, following further traffic analyses in conjunction with either the expansion of the VRE parking lot or development of the RF&P site.	• A "spine road" should be provided to connect Lorton Road at Armistead Road from the south to Pohick Road from the north. The alignment and width of this connection should be determined after additional studies are undertaken. One option to be considered is the realignment of Pohick Road from the north to connect directly to the "spine road," thereby making the north-south connection the primary movement, and connecting existing Pohick Road from the southeast to the spine road by means of a "Tee" intersection. The extension of the spine road to Pohick Road should be provided as deemed necessary by the County, following further traffic analyses in conjunction with either the expansion of the VRE parking lot or development of the RF&P site.	This spine road has been constructed. It is called Lorton Station Boulevard.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Lower Potomac	78	<ul style="list-style-type: none"> • Provision of a minimum of 7 acres of land for a commuter rail station, which would provide approximately 200 parking spaces initially and would be able to accommodate an additional 500 parking spaces, if needed, in the future. The commuter rail facility should be designed so as not to preclude construction of an enclosed station structure to accommodate increased passenger traffic and other public and accessory uses in the future; 	<ul style="list-style-type: none"> • Provision of a minimum of 7 acres of land for a commuter rail station, which would provide approximately 200 parking spaces initially and would be able to accommodate an additional 500 parking spaces, if needed, in the future. The commuter rail facility should be designed so as not to preclude construction of an <u>• An enclosed commuter rail station structure to that accommodates increased passenger traffic and other public and accessory uses in the future;</u> 	All of these elements, except the enclosed structure, have been provided.
----	4	Lower Potomac	79	<ul style="list-style-type: none"> • Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass; 	<ul style="list-style-type: none"> • Substantial contribution towards transportation improvements should be provided, including improvements to the railroad/ Lorton Road underpass; 	Improvements to the railroad/Lorton underpass were completed as of 2006.
----	4	Lower Potomac	87	Commuter rail service, with a station within the "Town Center";	Commuter rail service, with a station within the "Town Center";	A commuter rail station has already been provided in the Town Center.
----	4	Lower Potomac	87	<ul style="list-style-type: none"> • Improvement for east-west vehicular flow, such as the widening of Lorton Road and the underpass of the railroad as well as improvements to ramps of the existing I-95 interchange; and 	<ul style="list-style-type: none"> • Improvement for east-west vehicular flow, such as the widening of Lorton Road and the underpass of the railroad as well as improvements to ramps of the existing I-95 interchange; and 	Improvements to the railroad/Lorton underpass were completed in 2006.
----	4	Lower Potomac	87	<ul style="list-style-type: none"> • Improvements for north-south vehicular flow, including the Armistead Road extension to Pohick Road and New Gunston Cove Road between Gunston Road and Lorton Road. 	<ul style="list-style-type: none"> • Improvements for north-south vehicular flow, including the Armistead Road extension to Pohick Road and New Gunston Cove Road between Gunston Road and Lorton Road. 	These improvements have been completed.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Lower Potomac	87	It is recognized that some transportation improvements, such as the widening of the Lorton Road underpass below the railroad and the I-95 interchange improvements will need to be provided by the public sector, combined private interests, or jointly by public-private efforts. Private development alone probably cannot provide all of the funds necessary to pay for these key improvements. Therefore, public funds will be necessary along with a system for equitably sharing a portion of the total costs among the appropriate property owners. It is further recognized that it is in the interests of the private sector and the public sector to hasten the implementation of the planned transportation improvements. The private and public sectors should actively participate in providing the transportation improvements through cooperative private or private and public efforts. High priority should be assigned to these key improvements by both public and private sectors in order to facilitate the realization of the Lorton "Town Center."	It is recognized that some transportation improvements, such as the widening of the Lorton Road underpass below the railroad and the I-95 interchange improvements will need to be provided by the public sector, combined private interests, or jointly by public-private efforts. Private development alone probably cannot provide all of the funds necessary to pay for these key improvements. Therefore, public funds will be necessary along with a system for equitably sharing a portion of the total costs among the appropriate property owners. It is further recognized that it is in the interests of the private sector and the public sector to hasten the implementation of the planned transportation improvements. The private and public sectors should actively participate in providing the transportation improvements through cooperative private or private and public efforts. High priority should be assigned to these key improvements by both public and private sectors in order to facilitate the realization of the Lorton "Town Center."	Improvements to the railroad/Lorton underpass were completed in 2006.
22	4	Lower Potomac	88		Callout should be added that reads: "Extension from Hassett Street to Gunston Cove Road"	Added in response to Phase II public comments
22	4	Lower Potomac	88		Callout should be added that reads: "Realignment of Landfill Access Road"	Added in response to Phase II public comments
22	4	Lower Potomac	88		Callout should be added that reads: "Connection between Lorton Road and Laurel Crest Drive"	Added in response to Phase II public comments
22	4	Lower Potomac	88		I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"	I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.
22	4	Lower Potomac	88	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE <u>PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service has already been provided.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
22	4	Lower Potomac	88	Callout states: "Primary Highway Service Drive Ordinance Requirement (See area plan overview text) Possible reversible lanes. Consolidated access points via service drives and signalized intersections"	Callout states: "Primary Highway Service Drive Ordinance Requirement (See area plan overview text) Possible reversible lanes . Consolidated access points via service drives and signalized intersections"	Reversible lanes are not planned along Richmond Highway.
27	4	Lower Potomac	99		I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"	I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.
----	4	Lower Potomac	109	The two Transit Transfer Centers shown in Figures 37 and 38 are not site specific. Rather, they are meant to take advantage of the rail service between the fort and the Springfield Transportation Hub that Fort Belvoir is planning to establish over the existing military railroad. The Board of Supervisors should enter into agreements with the fort to establish the transit centers when the rail service is initiated.	The two Transit Transfer Centers shown in Figures 37 <u>32</u> and <u>35</u> are not site specific. Rather, they are meant to take advantage of the rail service between the fort and the Springfield Transportation Hub that Fort Belvoir is planning to establish over the existing military railroad. The Board of Supervisors should enter into agreements with the fort to establish the transit centers when the rail service is initiated.	The transit transfer center north of Fort Belvoir was removed from the 2006 Transportation plan map, but one was added at Kingman Road.
32	4	Lower Potomac	111		I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"	I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.
34	4	Lower Potomac	113	3 Acres	<i>Figure to be removed because transit center north of Fort Belvoir to be removed - 3 Acres</i>	The Transit Transfer Center north of Fort Belvoir near Telegraph Road was removed from the 2006 Transportation Plan map and Beulah Street has 4 lanes. This comment should be removed. Transit access to Fort Belvoir will be reevaluated in BRAC study.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Mt. Vernon						
----	4	Mt. Vernon	5	<p>• Public Transportation - Establish regular bus service along Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Richmond Highway. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of a people mover or light rail mass transit system.</p>	<p>• Public Transportation - Establish regular bus service along Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Richmond Highway. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of a people mover, <u>rail</u> or <u>bus rapid transit</u> light rail mass transit system.</p>	<p>Monorail/Metrorail/LRT/BRT has been planned in the 2006 Transportation Plan map to proceed from Huntington Metro and along Richmond Highway to Telegraph Road. A Transit Study has been funded but not initiated for this corridor.</p>
----	4	Mt. Vernon	29	<p>Environmentally-sensitive areas exist along Cameron Run and in the shallow lots along the east side of Richmond Highway. Future highway improvements, including the redesign of the Woodrow Wilson Bridge and Richmond Highway/Capital Beltway interchange, may further impact this area. As development occurs, adequate measures should be provided to mitigate environmental impacts and restore degraded areas to more natural conditions.</p>	<p>Environmentally-sensitive areas exist along Cameron Run and in the shallow lots along the east side of Richmond Highway. Future Highway improvements, including the redesign of the Woodrow Wilson Bridge and Richmond Highway/Capital Beltway interchange, may further impact this area. As development occurs, adequate measures should be provided to mitigate environmental impacts and restore degraded areas to more natural conditions.</p>	<p>Improvements to the Woodrow Wilson Bridge and the Richmond Highway/Capital Beltway interchange are underway.</p>
----	4	Mt. Vernon	46	<p>Sub-unit B-3 is located along the east side of Richmond Highway south of Arlington Drive. This area is planned for retail use up to .50 FAR with a maximum building height of 50 feet. Substantial consolidation of lots and access points is encouraged. An interparcel access road connecting Belvoir Road with Arlington Drive should be constructed to facilitate local and site-generated traffic.</p>	<p>Sub-unit B-3 is located along the east side of Richmond Highway south of Arlington Drive. This area is planned for retail use up to .50 FAR with a maximum building height of 50 feet. Substantial consolidation of lots and access points is encouraged. An interparcel access road connecting Belvoir Road with Arlington Drive should be constructed to facilitate local and site-generated traffic.</p>	<p>The interparcel access road has already been constructed.</p>

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Mt. Vernon	62	<ul style="list-style-type: none"> Mainline Widening of Richmond Highway – Provide additional roadway capacity along the segment of Richmond Highway north of the intersection of Buckman Road/Mount Vernon Highway to create an 8-lane divided highway to the Capital Beltway and City of Alexandria. Provide additional roadway capacity along the segment of Richmond Highway south of Buckman Road/Mount Vernon Highway, to create a uniform 6-lane divided highway to Fort Belvoir. Traffic efficiency measures should include improved signalization, and other peak hour operational measures, other than high occupancy vehicle (HOV) lanes. 	<ul style="list-style-type: none"> Mainline Widening of Richmond Highway – Provide additional roadway capacity along the segment of Richmond Highway north of the intersection of Buckman Road/Mount Vernon Highway to create an 8-lane divided highway to the Capital Beltway and City of Alexandria. Provide additional roadway capacity along the segment of Richmond Highway south of Buckman Road/Mount Vernon Highway, to create a uniform 6-lane divided highway to Fort Belvoir the Prince William county line. Traffic efficiency measures should include improved signalization, and other peak hour operational measures, other than high occupancy vehicle (HOV) lanes. 	Richmond Highway is shown on the Transportation Plan Map to have six lanes throughout from the Beltway to the Prince William county line. The previous Transportation Plan map of 2001 had planned for 8 lanes along Richmond Highway from the Capital Beltway to the Buckman Road/Mount Vernon Highway/Richmond Highway intersection. Richmond Highway north of Buckman Road/Mount Vernon Highway already has six lanes. The proposed changes also include Phase II public comments.
13	4	Mt. Vernon	64	REALIGN THE NORTH FORDSON ROAD CONNECTION TO RICHMOND HIGHWAY FURTHER SOUTH IN ORDER TO MAXIMIZE THE INTERSECTING ANGLE OF APPROACH AND PROVIDE GREATER SEPARATION FROM THE HOLLY HILL ROAD INTERSECTION	REALIGN THE NORTH FORDSON ROAD CONNECTION TO RICHMOND HIGHWAY FURTHER SOUTH IN ORDER TO MAXIMIZE THE INTERSECTING ANGLE OF APPROACH AND PROVIDE GREATER SEPARATION FROM THE HOLLY HILL ROAD INTERSECTION	Based on Phase II public comments, this realignment has already taken place.
15	4	Mt. Vernon	66	Delete the extension of Pole Road between Buckman Road and Richmond Highway.	Delete the extension of Pole Road between Buckman Road and Richmond Highway.	This action has already occurred. Pole Road will not be extended between Buckman Road and Richmond Highway because the South Fairfax County Government Center is in place.
----	4	Mt. Vernon	68	<ul style="list-style-type: none"> Condition higher development levels on provision of transit, developer contributions for Transportation Demand Management (TDM) programs, and/or roadway improvements above the planned 6 and 8 lane sections of Richmond Highway. 	<ul style="list-style-type: none"> Condition higher development levels on provision of transit, developer contributions for Transportation Demand Management (TDM) programs, and/or roadway improvements above the planned 6 and 8 lane sections of Richmond Highway. 	Richmond Highway has been planned to have six lanes throughout from the Capital Beltway to the Prince William county line.
26	4	Mt. Vernon	100		Richmond Highway should have an Enhanced Public Transportation Corridor callout	Richmond Highway is designated as an Enhanced Public Transportation Corridor.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
26	4	Mt. Vernon	100		An Enhanced Public Transportation Corridor callout should be added for <u>North Kings Highway</u> corridor proceeding from Richmond Highway to the Huntington Metro station.	Corridor proceeding from Richmond Highway to the Huntington Metro station is designated as an Enhanced Public Transportation Corridor. The proposed changes also include Phase II public comments.
28	4	Mt. Vernon	102	PRIMARY SITE ACCESS SHOULD BE PROVIDED TO AND FROM RICHMOND HIGHWAY WITH POTENTIAL SECONDARY ACCESS PROVIDED AT HILLSIDE AVENUE AND FAIRVIEW DRIVE IF DETERMINED TO BE NEEDED BASED ON THE MIX OF USES AND TRAFFIC IMPACTS.	PRIMARY SITE ACCESS SHOULD BE PROVIDED TO AND FROM RICHMOND HIGHWAY WITH POTENTIAL SECONDARY ACCESS PROVIDED AT HILLSIDE <u>SHIELDS</u> AVENUE AND FAIRVIEW DRIVE IF DETERMINED TO BE NEEDED BASED ON THE MIX OF USES AND TRAFFIC IMPACTS.	
63	4	Mt. Vernon	163	Extend Pole Road	Extend Pole Road	The extension of Pole Road has previously been deleted from the Transportation Plan map.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Rose Hill						
8	4	Rose Hill	20	Extend Bush Hill Drive to access local residential development, but there shall be no public connection to Oakwood Road.	Extend Bush Hill Drive to access local residential development, but there shall be no public connection to Oakwood Road from the Gunnell neighborhood.	The extension of Bush Hill Drive and the local residential development have already occurred.
----	4	Rose Hill	30	• Development provides by dedication an acceptable right-of-way and appropriate contributions for improving the South Van Dorn Street/Beltway interchange, and also provide right-of-way and improvements to South Van Dorn Street as required by the countywide Transportation Plan;	• Development provides by dedication an acceptable right-of-way and appropriate contributions for improving the South Van Dorn Street/Beltway interchange, and also provide right-of-way and improvements to South Van Dorn Street as required by the countywide Transportation Plan;	South Van Dorn Street has already been improved in this vicinity.
12	4	Rose Hill	34	EXTEND METRO SERVICE TO FRANCONIA-SPRINGFIELD STATION	EXTEND METRO SERVICE <u>EXTENDED</u> TO FRANCONIA-SPRINGFIELD STATION	Metrorail has already been extended to Franconia-Springfield station.
12	4	Rose Hill	34	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE <u>PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service has already been provided.
13	4	Rose Hill	35	Provide for full traffic movements at the intersection of S. Van Dorn Street and Crown Royal Drive.	Provide for full traffic movements at the intersection of S. Van Dorn Street and Crown Royal Drive.	Full traffic movements are provided at this intersection.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
17	4	Rose Hill	43	Close Clermont Drive South of I-95.	Close Clermont Drive <u>Closed</u> South of I-95.	The closing of Clermont Drive has already occurred south of I-95
17	4	Rose Hill	43	Close existing Bush Hill Drive to vehicular traffic.	Close existing Bush Hill Drive to vehicular traffic.	Bush Hill Drive has already been reconstructed in this vicinity
18	4	Rose Hill	44	Provide for full traffic movements at the intersection of S. Van Dorn Street and Crown Royal Drive.	Provide for full traffic movements at the intersection of S. Van Dorn Street and Crown Royal Drive.	Full traffic movements are provided at this intersection.
20	4	Rose Hill	46	Extend Bush Hill Drive to access local residential development, but there shall be no public connection to Oakwood Road.	Extend Bush Hill Drive to access local residential development, but there shall be no public connection to Oakwood Road from the Gunnell neighborhood.	The extension of Bush Hill Drive and the local residential development have already occurred.
24	4	Rose Hill	54	Close Clermont Drive South of I-95.	Close Clermont Drive <u>Closed</u> South of I-95.	The closing of Clermont Drive has already occurred south of I-95
----	4	Rose Hill	58 & 60	Franconia Road, Telegraph Road, Beulah Street, Rose Hill Drive, and Hayfield Road are the major road ways to this sector. With the extension of Van Dorn Street to Kingstowne from Franconia Road west of the Edison High School property, major access to the north has been provided for Kingstowne. The site has potentially good access to transportation corridors of both rail and highway. Planned improvements include the Franconia-Springfield Parkway and the South Van Dorn Street extension. The South Van Dorn Street link will provide access to the Van Dorn Street Metro Station (less than two miles distant) while the Franconia-Springfield Parkway will provide access to the Franconia-Springfield Metro Station and Joe Alexander Transportation Center about one mile away.	Franconia Road, Telegraph Road, Beulah Street, Rose Hill Drive, and Hayfield Road are the major road ways to this sector. With the extension of Van Dorn Street to Kingstowne from Franconia Road west of the Edison High School property, major access to the north has been provided for Kingstowne. The site has potentially good access to transportation corridors of both rail and highway. Planned improvements include the Franconia-Springfield Parkway and the South Van Dorn Street extension. The South Van Dorn Street link will provide access to the Van Dorn Street Metro Station (less than two miles distant) while the Franconia-Springfield Parkway will provide access to the Franconia-Springfield Metro Station and Joe Alexander Transportation Center about one mile away.	Both the South Van Dorn Street extension and the Franconia-Springfield Parkway have been constructed.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
---	4	Rose Hill	64	29. The parcels north and south of Hayfield Road, east of Beulah Street, will achieve a strategic location with the construction of the Franconia-Springfield Parkway. A shopping center in the northeast quadrant of the intersection and a residential development focused on the shopping center exist and are planned to continue in the area.	29. The parcels north and south of Hayfield Road, east of Beulah Street, will achieve have a strategic location with due to the construction of the Franconia-Springfield Parkway. A shopping center in the northeast quadrant of the intersection and a residential development focused on the shopping center exist and are planned to continue in the area.	The Franconia-Springfield Parkway is already in place.
---	4	Rose Hill	64	• Provide necessary road improvements involving Hayfield Road and Beulah Street. Hayfield Road should be four lanes to Telegraph Road;	• Provide necessary road improvements involving Hayfield Road and Beulah Street. Hayfield Road should be four lanes to Telegraph Road;	These improvements have already taken place.
30	4	Rose Hill	74	Provide for full traffic movements at the intersection of S. Van Dorn Street and Crown Royal Drive	Provide for full traffic movements at the intersection of S. Van Dorn Street and Crown Royal Drive	Full traffic movements are provided at this intersection.

Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation	
Springfield						
---	4	Springfield	1	<p>The Springfield Planning District contains several major transportation corridors: the Capital Beltway and the Southern Railroad form the northern boundaries of the district; I-95 bisects the district from north to south; and the CSX Railroad traverses the district from north to south. The alignment of the Franconia-Springfield Parkway runs west to east from the Rolling Road/Hoos Road intersection to the Beulah Street/Manchester Boulevard intersection. The Fairfax County Parkway is planned to traverse the Planning District from the Rolling Road/Hoos Road intersection to beyond the Backlick Road/Telegraph Road intersection and then to Route 1. Several minor arterial roads criss-cross the Springfield Planning District, and in four locations their intersections are nodes of commercial activity: Old Keene Mill Road/Rolling Road; Old Keene Mill/Backlick Road; Franconia Road/Loisdale Road; and Franconia Road/Beulah Street.</p>	<p>The Springfield Planning District contains several major transportation corridors: the Capital Beltway and the Southern Railroad form the northern boundaries of the district; I-95 bisects the district from north to south; <u>an Enhanced Public Transportation Corridor runs along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir</u>; and the CSX Railroad traverses the district from north to south. The alignment of the Franconia-Springfield Parkway runs west to east from the Rolling Road/Hoos Road intersection to the Beulah Street/Manchester Boulevard intersection. The Fairfax County Parkway is planned to traverse the Planning District from the Rolling Road/Hoos Road intersection to beyond the Backlick Road/Telegraph Road intersection and then to <u>Route 1 Richmond Highway</u>. Several minor arterial roads criss-cross the Springfield Planning District, and in four locations their intersections are nodes of commercial activity: Old Keene Mill Road/Rolling Road; Old Keene Mill/Backlick Road; Franconia Road/Loisdale Road; and</p>	<p>An Enhanced Public Transportation Corridor has been established in the 2006 Transportation Plan map along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.</p>
2	4	Springfield	6		<p>Collector street line elements on the Springfield Planning District Overview figure made it difficult to see other elements on the figure.</p>	
2	4	Springfield	6	<p>An Enhanced Public Transportation Corridor callout should be placed on the Richmond, Fredericksburg & Potomac Railroad/military railroad that proceeds from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.</p>	<p>An Enhanced Public Transportation Corridor has been established in the 2006 Transportation Plan map along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.</p>	
2	4	Springfield	6	<p>A callout should be placed on the Capital Beltway east of the Springfield Interchange that reads: The Capital Beltway is planned for 10+ lanes including HOV lanes from the Springfield Interchange to the Alexandria City Line</p>	<p>I-95/495 is planned to have 10+ lanes (including HOV) from the Springfield Interchange to the Alexandria City Line.</p>	

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
2	4	Springfield	6	The Capital Beltway is being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion on the plan.	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge, being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion on the plan.	I-495 is planned to have 12 lanes (including HOT lanes) from I-95/I-395 to the American Legion Bridge.
11	4	Springfield	30	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service has already been provided.
15	4	Springfield	37	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service has already been provided.
----	4	Springfield	50	3. The vacant parcels north of the Franconia-Springfield Parkway should be developed in residential uses in accordance with the Plan map. The Franconia-Springfield Parkway and associated interchanges and facilities are planned for this area and should be accommodated in any proposed development plans.	3. The vacant parcels north of the Franconia-Springfield Parkway should be developed in residential uses in accordance with the Plan map. The Franconia-Springfield Parkway and associated interchanges and facilities are planned for this area and should be accommodated in any proposed development plans.	The Franconia-Springfield Parkway is already in place.
23	4	Springfield	53		<i>The Franconia-Springfield Parkway should have an EPTC callout.</i>	The Franconia-Springfield Parkway is an EPTC.
----	4	Springfield	65	2. The small area (Tax Map 91-3((1))8A, 9A and ((4))1A, 1B, 2, 3) on the west side of Beulah Street, adjoined on two sides by the Windsor Park townhouses, is planned for residential development at 4-5 dwelling units per acre, with coordinated, safe access to Beulah Street and provision for widening and straightening Beulah Street as part of the development.	2. The small area (Tax Map 91-3((1))8A, 9A and ((4))1A, 1B, 2, 3) on the west side of Beulah Street, adjoined on two sides by the Windsor Park townhouses, is planned for residential development at 4-5 dwelling units per acre, with coordinated, safe access to Beulah Street and provision for widening and straightening Beulah Street as part of the development.	Improvements to Beulah Street have already occurred.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Springfield	69	Any development in this area should be carefully designed to be well-buffered from adjacent areas. Reclamation should increase its visual character and open space desirability through earth berming, runoff retention ponding, plantings, and other measures. Development should consist of a planned community with a variety of dwelling unit types, large open spaces, and amenities. Access to Beulah Street should align with the Kingstowne Village Parkway and connect to Morning View Lane in the Landsdowne subdivision. The Joseph Alexander Transportation Center and the completion of the Franconia-Springfield Parkway connecting to Beulah Street will make the area more accessible to mass transit.	Any development in this area should be carefully designed to be well-buffered from adjacent areas. Reclamation should increase its visual character and open space desirability through earth berming, runoff retention ponding, plantings, and other measures. Development should consist of a planned community with a variety of dwelling unit types, large open spaces, and amenities. Access to Beulah Street should align with the Kingstowne Village Parkway and connect to Morning View Lane in the Landsdowne subdivision. The Joseph Alexander Transportation Center and the completion of the Franconia-Springfield Parkway connecting <u>connection</u> to Beulah Street will make the area more accessible to mass transit.	The Franconia-Springfield Parkway is already in place.
33	4	Springfield	71	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE <u>PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service is already being provided.
33	4	Springfield	71		An Enhanced Public Transportation Corridor callout should be placed on the Richmond, Fredericksburg & Potomac Railroad/military railroad that proceeds from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.	An Enhanced Public Transportation Corridor has been established in the 2006 Transportation Plan map along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.
38	4	Springfield	79		An Enhanced Public Transportation Corridor callout should be placed on the Richmond, Fredericksburg & Potomac Railroad/military railroad that proceeds from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.	An Enhanced Public Transportation Corridor has been established in the 2006 Transportation Plan map along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
38	4	Springfield	79	COMMUTER RAIL	<u>COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service is already being provided.
38	4	Springfield	79		<i>The Franconia-Springfield Parkway should have an EPTC callout.</i>	The Franconia-Springfield Parkway is an EPTC.
----	4	Springfield	86	Before Franconia Road is widened, a corridor study should be undertaken to determine the impacts on the adjacent single-family neighborhood. Land use impacts should be mitigated prior to any widening.	Before Franconia Road is widened, a corridor study should be undertaken to determine the impacts on the adjacent single-family neighborhood. Land use impacts should be mitigated prior to any widening.	Franconia Road has already been widened.
42	4	Springfield	87	PROVIDE COMMUTER RAIL SERVICE	<u>PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service is already being provided on these two rail lines.
42	4	Springfield	87	EXTEND METRORAIL SERVICE TO FRANCONIA-SPRINGFIELD STATION	EXTEND METRORAIL SERVICE <u>EXTENDED</u> TO FRANCONIA-SPRINGFIELD STATION	Metrorail has already been extended to Franconia-Springfield station.
47	4	Springfield	98	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA.	Access has already been provided at the end of Wills Street
47	4	Springfield	98	PROVIDE IMPROVEMENTS TO THE BEULAH STREET/FLEET DRIVE INTERSECTION	PROVIDE IMPROVEMENTS TO THE BEULAH STREET/FLEET DRIVE INTERSECTION	Improvements have already been made to the Beulah Street/Fleet Drive intersection.
48	4	Springfield	99		DELETE THIS FIGURE	Because access has already been provided at the end of Wills Street, this figure is no longer needed.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Franconia-Springfield Area						
----	4	Franconia-Springfield Area	15	• Widen I-95 (Shirley Highway) to 11 lanes, including the extension of the existing HOV lanes south to Prince William County;	• Widen I-95 (Shirley Highway) to 11 lanes, including <u>HOT lanes, HOT designation, and</u> the extension of the existing HOV lanes south to Prince William County;	Add HOT lanes and HOT designation from I-95/I-395 to the Prince William County Line.
4	4	Franconia-Springfield Area	16		I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"	I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.
4	4	Franconia-Springfield Area	16	ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EPG (SEE AREA PLAN OVERVIEW TEXT)	ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EPG (SEE AREA PLAN OVERVIEW TEXT), AND BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND FORT BELVOIR (SEE AREA PLAN OVERVIEW TEXT)	An Enhanced Public Transportation Corridor has been established in the 2006 Transportation Plan map along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.
12	4	Franconia-Springfield Area	36 & 37	PLANNED GRADE-SEPARATED INTERCHANGE	PLANNED GRADE-SEPARATED INTERCHANGE	Grade separated interchange is in place.
12	4	Franconia-Springfield Area	36 & 37	ACTIVITY AREA/POTENTIAL PEOPLE MOVER STOP	ACTIVITY AREA/POTENTIAL PEOPLE MOVER STOP	A people mover system is no longer in the Comprehensive Plan.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
13	4	Franconia-Springfield Area	40		I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"	I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.
----	4	Franconia-Springfield Area	39	However, when forecast traffic from other parts of the Franconia-Springfield Area is also considered, the levels of traffic increase substantially. With a future 15 percent HOV/transit mode split assumption, (the Policy Plan goal), additional roadway capacity will be required in each direction to balance future traffic demand with planned roadway supply.	However, when forecast traffic from other parts of the Franconia-Springfield Area is also considered, the levels of traffic increase substantially. With a future 15 percent HOV/transit mode split assumption, (the Policy Plan goal) , additional roadway capacity will be required in each direction to balance future traffic demand with planned roadway supply.	Specific mode split goals have been dropped from the transportation policy plan, but are still valid for specific areas as mentioned in the area plan text.
----	4	Franconia-Springfield Area	39 & 42	The County's Policy Plan sets forth a goal of 15 percent transit/HOV use for development centers. Attainment of this goal will require a significant increase in the percentage of persons traveling to the Transit Station Area in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals.	The County's Policy Plan sets forth a A goal of 15 percent transit/HOV use for development centers. Attainment of this goal will require a significant increase in the percentage of persons traveling to the Transit Station Area in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals.	Specific mode split goals have been dropped from the transportation policy plan, but are still valid for specific areas as mentioned in the area plan text.
13	4	Franconia-Springfield Area	40	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE <u>PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service is already in place.
13	4	Franconia-Springfield Area	40	MATCH ACCESS POINTS TO SHOPPING CENTER AND SPRING MALL ROAD	MATCH ACCESS POINTS TO SHOPPING CENTER AND SPRING MALL ROAD	Access points have already been matched to the shopping center and Spring Mall road.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
13	4	Franconia-Springfield Area	40	EXTEND METRORAIL SERVICE TO FRANCONIA-SPRINGFIELD STATION	EXTEND METRORAIL SERVICE <u>EXTENDED TO FRANCONIA-SPRINGFIELD STATION</u>	Metrorail has already been extended to Franconia-Springfield station.
13	4	Franconia-Springfield Area	40		<i>The Franconia-Springfield Parkway should have an EPTC callout.</i>	The Franconia-Springfield Parkway is an EPTC.
13	4	Franconia-Springfield Area	40	ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EPG (SEE AREA PLAN OVERVIEW TEXT)	ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EPG (SEE AREA PLAN OVERVIEW TEXT), AND BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND FORT BELVOIR (SEE AREA PLAN OVERVIEW TEXT)	An Enhanced Public Transportation Corridor has been established in the 2006 Transportation Plan map along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.
14	4	Franconia-Springfield Area	41	CREATE TRANSPORTATION CENTER WITH APPROXIMATELY 4000 PARKING SPACES FOR METRO, COMMUTER RAIL, AND HOV FACILITIES 102 ACRES	CREATE <u>JOE ALEXANDER TRANSPORTATION CENTER;</u> WITH APPROXIMATELY 4000 <u>5000</u> PARKING SPACES FOR METRO, COMMUTER RAIL, AND HOV FACILITIES 102 ACRES	The Joe Alexander Transportation Center contains all of these elements and is in place.
----	4	Franconia-Springfield Area	42	<ul style="list-style-type: none"> Widen Franconia-Springfield Parkway to 8 lanes between the Fairfax County Parkway and Frontier Drive to include an HOV facility providing peak period service to and from the Joe Alexander Transportation Center and I-95 HOV lanes. 	<ul style="list-style-type: none"> Widen Franconia-Springfield Parkway to 8 lanes between the Fairfax County Parkway and Frontier Drive to include an HOV facility providing peak period service to and from the Joe Alexander Transportation Center and <u>the I-95 HOV/ future HOT</u> lanes. 	HOT lanes and the HOT designation have been added to the 2006 Transportation Plan map from I-95/I-395 to the Prince William County Line.
----	4	Franconia-Springfield Area	42	The development concept for the Transit Station Area is based on an assumption that planned road improvements alone cannot sustain the Plan's development potential, and that transit and HOV usage substantially higher than identified in the Policy Plan must be achieved. Recommended public transportation improvements for the Transit Station Area are described below:	The development concept for the Transit Station Area is based on an assumption that planned road improvements alone cannot sustain the Plan's development potential, and that transit and HOV usage should be <u>identified in the Policy Plan must be achieved</u> the HOV/transit mode split goal of 15 percent. Recommended public transportation improvements for the Transit Station Area are described below:	Specific mode split goals have been dropped from the transportation policy plan, but are still valid for specific areas as mentioned in the area plan text.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Franconia-Springfield Area	42	<ul style="list-style-type: none"> Transit Improvements The Joe Alexander Transportation Center is located in Land Unit G, south of the Franconia-Springfield Parkway. The primary entrance to the Transportation Center is located at the interchange of Frontier Drive with the Parkway. A secondary entrance is provided from a partial interchange to be located at the Parkway along the eastern boundary of the site. This facility consolidates in one location a Metrorail Station, Metrobus connections, a Virginia Railway Express Commuter rail station, a Greyhound bus station, and 5,000 parking spaces. Additional parking is being constructed on the site. In order to increase the HOV and transit mode split to the levels assumed for the Land Use Plan, applications for new development should provide high frequency service to and from the Transportation Center. 	<ul style="list-style-type: none"> Transit Improvements The Joe Alexander Transportation Center is located in Land Unit G, south of the Franconia-Springfield Parkway. The primary entrance to the Transportation Center is located at the interchange of Frontier Drive with the Parkway. A secondary entrance is provided from a partial interchange to be located at the Parkway along the eastern boundary of the site. This facility consolidates in one location a Metrorail Station, Metrobus connections, a Virginia Railway Express Commuter rail station, a Greyhound bus station, and 5,000 parking spaces. Additional parking is being constructed on the site. In order to increase the HOV and transit mode split to the levels assumed for the Land Use Plan, applications for new development should provide high frequency service to and from the Transportation Center. 	The secondary entrance has already been provided.
----	4	Franconia-Springfield Area	42	(A new paragraph is suggested that should follow the above mentioned paragraph.)	An Enhanced Public Transportation Corridor has been designated that runs along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.	An Enhanced Public Transportation Corridor has been established in the 2006 Transportation Plan map along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.
----	4	Franconia-Springfield Area	42 & 43	HOV facilities are planned on the Franconia/Springfield Parkway, the Capital Beltway (I-495) and the Shirley Highway (I-95). These facilities will provide additional incentives for commuters to the Transit Station Area to utilize carpools, vanpools and transit buses during peak periods of travel. Over the long term, availability of the HOV lanes during peak periods of travel will help to induce more ridesharing and express bus travel to and from employment sites in the Transit Station Area and Franconia-Springfield area.	HOV facilities are planned on the Franconia/Springfield Parkway, <u>and the Capital Beltway (I-495), with further HOV expansion on and the Shirley Highway (I-95). HOT lanes are also designated on I-95 and the Capital Beltway (I-495).</u> These facilities will provide additional incentives for commuters to the Transit Station Area to utilize carpools, vanpools and transit buses during peak periods of travel. Over the long term, availability of the HOV/ <u>HOT</u> lanes during peak periods of travel will help to induce more ridesharing and express bus travel to and from employment sites in the Transit Station Area and Franconia-Springfield area.	HOT lanes and the HOT designation have been added to the 2006 Transportation Plan map for both I-95 from I-95/I-395 to the Prince William County Line as well as the Capital Beltway (I-495) from I-95/I-395 to the American Legion Bridge.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Franconia-Springfield Area	43	TDM programs are identified as a necessary component to increase the use of public transportation to and from the Transit Station Area. Since land use plans for this area assume higher levels of HOV and transit usage than is currently anticipated to occur in the Policy Plan, it will be necessary for employers to adopt rigorous and enforceable TDM programs to achieve this goal. These TDM programs should be designed to take advantage of the close proximity of the Metrorail, Virginia Rail Express Commuter rail, and HOV facilities planned for the area, and should include such activities as the provision of high frequency transit service to the Joe Alexander Transportation Center, alternative work schedules, HOV subsidies, vanpool and carpool matching programs, and reduced parking, as well as other features.	TDM programs are identified as a necessary component to increase the use of public transportation to and from the Transit Station Area. Since land use plans for this area assume higher levels of HOV and transit usage than is currently anticipated to occur in the Policy Plan, it will be necessary for employers to adopt rigorous and enforceable TDM programs to achieve this goal. These TDM programs should be designed to take advantage of the close proximity of the Metrorail, Virginia Rail Express Commuter rail, and HOV/HOT facilities planned for the area, and should include such activities as the provision of high frequency transit service to the Joe Alexander Transportation Center, alternative work schedules, HOV subsidies, vanpool and carpool matching programs, and reduced parking, as well as other features.	HOT lanes and the HOT designation have been added to the 2006 Transportation Plan map for both I-95/I-395 to the Prince William County Line as well as the Capital Beltway (I-495) from I-95/I-395 to the American Legion Bridge.
----	4	Franconia-Springfield Area	44	Pedestrian access to and from the Transportation Center should be provided. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.	Pedestrian access to and from the Transportation Center should be provided. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.	An automated guideway transit system has been removed from the Comprehensive Plan.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Franconia-Springfield Area	45 & 46	Pedestrian access to and from the Transportation Center should be provided as a part of any development of this land unit. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as bus or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.	Pedestrian access to and from the Transportation Center should be provided as a part of any development of this land unit. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.	An automated guideway transit system has been removed from the Comprehensive Plan.
----	4	Franconia-Springfield Area	46	Land Unit D has extreme traffic/transportation constraints. To accommodate development under the current Plan, Loisdale Road should be improved to a 4-lane section between Springfield Center Drive and Spring Mall Road. Any redevelopment of Land Unit D will be constrained by the need to mitigate/minimize both daily and peak hour trips.	Land Unit D has extreme traffic/transportation constraints. To accommodate development under the current Plan, Loisdale Road should be improved to a 4-lane section between Springfield Center Drive and <u>Spring Mall Road-Metropolitan Center Drive</u> . Any redevelopment of Land Unit D will be constrained by the need to mitigate/minimize both daily and peak hour trips.	Loisdale Road already has four lanes between Spring Mall Road and Metropolitan Center Drive.
----	4	Franconia-Springfield Area	48	• Improve Loisdale Road to a 4 lane section between Spring Mall Road and Springfield Center Drive;	• Improve Loisdale Road to a 4 lane section between <u>Spring Mall Road Metropolitan Center Drive</u> and Springfield Center Drive;	Loisdale Road already has four lanes between Spring Mall Road and Metropolitan Center Drive.
----	4	Franconia-Springfield Area	50	This land unit contains the Springfield Forest Subdivision and is planned for single-family residential use as shown on the Plan map. Infill development within this land unit should be of a compatible use, type, and density and be in accordance with the Plan map. The woods surrounding the Springfield Forest, New Charleston, and Greenwood subdivisions protect the neighborhood from the visual intrusion of Springfield Mall and the Franconia-Springfield Parkway. After construction of the Metrorail station, this buffer will be an important amenity to retain.	This land unit contains the Springfield Forest Subdivision and is planned for single-family residential use as shown on the Plan map. Infill development within this land unit should be of a compatible use, type, and density and be in accordance with the Plan map. The woods surrounding the Springfield Forest, New Charleston, and Greenwood subdivisions protect the neighborhood from the visual intrusion of Springfield Mall, <u>the Metrorail station</u> and the Franconia-Springfield Parkway. After construction of the Metrorail station, and this buffer will be an important amenity to retain.	The Franconia-Springfield Metrorail station is already in place.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Franconia-Springfield Area	61	As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in Land Unit A and/or C in the area adjacent to Amherst Avenue north of Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located across Old Keene Mill Road.	As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in Land Unit A and/or C in the area adjacent to Amherst Avenue <u>and north of</u> Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located across <u>on the south side of</u> Old Keene Mill Road.	The current text may no longer be valid. The staging area may become the parking lot. Land Units A and C are planned for something else.
----	4	Franconia-Springfield Area	63	Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site. As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in Land Unit A and/or C in the area adjacent to Amherst Avenue north of Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located across Old Keene Mill Road.	Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site. As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in Land Unit A and/or C in the area adjacent to Amherst Avenue <u>and north of</u> Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located across <u>on the south side of</u> Old Keene Mill Road.	The current text may no longer be valid. The staging area may become the parking lot. Land Units A and C are planned for something else.
----	4	Franconia-Springfield Area	63	Parcels in the vicinity of Springfield Boulevard and Amherst Avenue south of Old Keene Mill Road may be appropriate for use as a commuter staging area for car pool formation and bus/van service. As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in Land Unit A and/or C in the area adjacent to Amherst Avenue north of Old Keene Mill Road. The commuter staging area will complement a parking area located across Old Keene Mill Road.	Parcels in the vicinity of Springfield Boulevard and Amherst Avenue south of Old Keene Mill Road may be appropriate for use as a commuter staging area for car pool formation and bus/van service. As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in Land Unit A and/or C in the area adjacent to Amherst Avenue <u>and north of</u> Old Keene Mill Road. The commuter staging area will complement a <u>the parking area located across</u> Old Keene Mill Road.	The current text may no longer be valid. The staging area may become the parking lot. Land Units A and C are planned for something else.

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Franconia-Springfield Area	68	<p>• Public Transportation/HOV Goals: The County's Policy Plan sets forth a goal of 15 percent transit/HOV use for all development centers except Tysons Corner. Attainment of this goal will require a significant increase in the percentage of persons traveling to the CBC in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements, have been identified as a means of achieving this goal.</p>	<p>• Public Transportation/HOV Goals: The County's Policy Plan sets forth a A goal of 15 percent transit/HOV use for all development centers except Tysons Corner. Attainment of this goal will require a significant increase in the percentage of persons traveling to the CBC in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements, have been identified as a means of achieving this goal.</p>	<p>Specific mode split goals have been dropped from the transportation policy plan, but are still valid for specific areas as mentioned in the area plan text.</p>
18	4	Franconia-Springfield Area	70		<p><i>The Franconia-Springfield Parkway should have an EPTC callout.</i></p>	<p>The Franconia-Springfield Parkway is an EPTC.</p>
----	4	Franconia-Springfield Area	71	<p>Springfield Boulevard. The intersection of Old Keene Mill Road with Backlick Road provides an opportunity for eastbound traffic to access The Town Center via a continuous right-turn movement at Backlick Road, Springfield Boulevard and across The Amherst Street Bridge. This movement also provides a convenient access to the planned future commuter parking facility north of Old Keene Mill Road. It is expected that, under future traffic conditions, westbound Springfield Boulevard traffic will spill back though the intersection with Backlick Road without further improvements. Improved signage, signalization, and lane geometry on Old Keene Mill Road, Backlick Road, and Springfield Boulevard are needed to enhance access to the Town Center and to the planned commuter and Town Center parking facilities.</p>	<p>Springfield Boulevard. The intersection of Old Keene Mill Road with Backlick Road provides an opportunity for eastbound traffic to access The Town Center via a continuous right-turn movement at Backlick Road, Springfield Boulevard and across The Amherst Street Bridge. This movement also provides a convenient access to the planned future commuter parking facility north of adjacent to <u>Amherst Avenue and</u> Old Keene Mill Road. It is expected that, under future traffic conditions, westbound Springfield Boulevard traffic will spill back though the intersection with Backlick Road without further improvements. Improved signage, signalization, and lane geometry on Old Keene Mill Road, Backlick Road, and Springfield Boulevard are needed to enhance access to the Town Center and to the planned commuter and Town Center parking facilities.</p>	<p>The current text may no longer be valid. The staging area may become the parking lot. Land Units A and C are planned for something else.</p>

	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	4	Franconia-Springfield Area	71 & 72	3. Bland Street improvements – Bland Street will serve as an entryway to the Town Center as well as a primary access to the planned joint use public parking facility north of Old Keene Mill Road. As the importance of Bland Street grows, traffic operations should be supported by roadway and intersection designs that provide clear guidance to drivers and pedestrians. The short distance between Amherst Avenue and Backlick Road provides only a limited ability to store stopped traffic at the signalized intersections. Bland Street between Amherst Avenue and Backlick Road should be widened to accommodate through traffic. Turn lanes should be separated from the through lanes to provide sufficient stacking for westbound left turning traffic to southbound Amherst Avenue, and eastbound right-turning traffic to southbound Backlick Road. The intersection of Bland and Amherst should be redesigned to accommodate two westbound through lanes and a free-flow right turn from the bridge to eastbound Bland. Bland Street should be widened to accommodate 4 lanes of traffic from west of Amherst to Bra	3. Bland Street improvements – Bland Street will serve as an entryway to the Town Center as well as a primary access to the planned joint use public parking facility north of adjacent to <u>Amherst Avenue and Old Keene Mill Road</u> . As the importance of Bland Street grows, traffic operations should be supported by roadway and intersection designs that provide clear guidance to drivers and pedestrians. The short distance between Amherst Avenue and Backlick Road provides only a limited ability to store stopped traffic at the signalized intersections. Bland Street between Amherst Avenue and Backlick Road should be widened to accommodate through traffic. Turn lanes should be separated from the through lanes to provide sufficient stacking for westbound left turning traffic to southbound Amherst Avenue, and eastbound right-turning traffic to southbound Backlick Road. The intersection of Bland and Amherst should be redesigned to accommodate two westbound through lanes and a free-flow right turn from the bridge to eastbound Bland. Bland Street should be widened to accommodate 4 lanes of traffic from west of Amherst <u>Old Keene M</u>	The current text may no longer be valid. The staging area may become the parking lot. Land Units A and C are planned for something else. Also, Bland Street improvements extend from Old Keene Mill Road to Brandon Avenue.
----	4	Franconia-Springfield Area	73	HOV facilities are planned on the Franconia/Springfield Parkway, the Capital Beltway (I-495) and I-95. These facilities will provide incentives for commuters to the CBC to utilize carpools, vanpools and transit buses during peak periods of travel. Over the long term, availability of the HOV lanes during peak periods of travel will help to induce more ridesharing and express bus travel to and from employment sites in the CBC and Franconia-Springfield area. In addition, commuter parking facilities to accommodate carpool formation and transit use are planned in Land Units A and D in the vicinity of Old Keene Mill Road.	HOV facilities are planned on the Franconia/Springfield Parkway, <u>and HOT facilities are planned on the Capital Beltway (from I-95/I-395 to the American Legion Bridge)(I-495) and I-95 (from I-95/I-395 to the Prince William County line</u> . These facilities will provide incentives for commuters to the CBC to utilize carpools, vanpools and transit buses during peak periods of travel. Over the long term, availability of the HOV lanes during peak periods of travel will help to induce more ridesharing and express bus travel to and from employment sites in the CBC and Franconia-Springfield area. In addition, commuter parking facilities to accommodate carpool formation and transit use are planned in Land Units A and D in the vicinity of the area adjacent to Amherst Avenue and Old Keene Mill Road .	HOT lanes are planned for I-95 and the Capital Beltway. The current text may no longer be valid. The staging area may become the parking lot. Land Units A and C are planned for something else.
----	4	Franconia-Springfield Area	73	New commuter parking facilities are recommended for several locations in the Springfield CBC. These facilities serve as commuter staging areas for carpool formation as well as potential locations for future transit service connecting to nearby HOV facilities. A joint-use public parking facility is proposed for Land Unit A and/or C, to be located adjacent to Amherst Avenue, south of Bland Street.	New commuter parking facilities are recommended for several locations in the Springfield CBC. These facilities serve as commuter staging areas for carpool formation as well as potential locations for future transit service connecting to nearby HOV facilities. A joint-use public parking facility is proposed for Land Unit A and/or C, to be located the area adjacent to Amherst Avenue and Old Keene Mill Road, south of Bland Street .	The current text may no longer be valid. The staging area may become the parking lot. Land Units A and C are planned for something else.