FAIRFAX COUNTY
BOARD OF SUPERVISORS
February 12, 2013

AGENDA

9:30	**Done**	Presentations
10:30	**Done**	Presentation of the Volunteer Fire and Rescue Service Awards
10:45	**Report Adopted**	Report on General Assembly Activities
11:00	**Done**	Appointments to the Tysons Transportation Service District Advisory Board
11:05	**Done**	Items Presented by the County Executive
	ADMINISTRATIVE ITEMS	
1	**Approved**	Authorization to Advertise a Public Hearing to Establish the Pickwick Community Parking District (Sully District)
2	**Approved**	Authorization to Advertise a Public Hearing to Consider Adopting an Ordinance Expanding the Oakton Residential Permit Parking District, District 19 (Providence District)
3	**Withdrawn**	Approval to Change a Portion of the Proposed Street Name from Lakeford Drive to Fairview Park Drive (Providence District)
4	**Approved**	Streets into the Secondary System (Braddock, Dranesville, and Mount Vernon Districts)
5	**Approved**	Authorization to Advertise Proposed Amendments to Appendix Q of the Code of the County of Fairfax, Virginia RE: Adjustment of the Fees Charged by Land Development Services for Plan Review, Permits, and Inspection Services
6	**Approved**	Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Zoning Application Fee Schedule
7	**Approved**	Approval of Supplemental Appropriations Resolution 13198 for the Department of Transportation to Accept Funding for the Lorton Cross County Trail Enhancement Project (Mount Vernon District)
	ACTION ITEMS	
1	**Approved**	Approval of the Disease Carrying Insects Program
2	**Approved**	Calendar Year 2013 Forest Pest Management Suppression Program

FAIRFAX COUNTY
BOARD OF SUPERVISORS
February 12, 2013

	INFORMATION ITEMS	
1	**Noted**	Status Report on the Board's Third Four-Year Transportation Program
11:15	**Done**	Matters Presented by Board Members
12:05	**Done**	Closed Session
	PUBLIC HEARINGS	
3:30	**Approved**	Public Hearing on RZ 2010-PR-014D (Georgelas Group LLC) to Permit Mixed Use Development and the Location of Underground Storm Water Management Facilities in a Residential Area (Providence District)
3:30	**Approved**	Public Hearing on RZ 2010-PR-014E (Georgelas Group LLC) to Permit Mixed Use Development and the Location of Underground Storm Water Management Facilities in a Residential Area (Providence District)
4:00	**Approved**	Public Hearing on Proposed Plan Amendment S11-CW-6CP, Editorial Revisions to the Comprehensive Plan

Fairfax County, Virginia

BOARD OF SUPERVISORS AGENDA

Tuesday
February 12, 2013

9:30 a.m.

PRESENTATIONS

SPORTS/SCHOOLS

- CERTIFICATE – To recognize the Herndon High School Co-Ed Varsity Cheer Team for winning first place at the Virginia High School League State Cheer Championships on November 10, 2012. Requested by Supervisor Foust.

RECOGNITIONS

- RESOLUTION – To recognize Laurie and Samantha Underwood and the members of Kids Sending Smiles for their initiative and outreach to the victims of Hurricane Sandy. Requested by Supervisor McKay.

- RESOLUTION – To recognize Ethan Kauffman for his Eagle Scout project to organize volunteers and restore the community garden at Hayfield Park. Requested by Supervisor McKay.

- RESOLUTION – To recognize Grant McIntosh for his years of service to Fairfax County. Requested by Supervisor McKay.

— more —

Board Agenda Item
February 12, 2013

DESIGNATIONS

- PROCLAMATION – To designate February 17-23, 2013, as Engineers Week in Fairfax County. Requested by Chairman Bulova.

STAFF:
Merni Fitzgerald, Director, Office of Public Affairs
Bill Miller, Office of Public Affairs

Board Agenda Item
February 12, 2013

10:30 a.m.

Presentation of the Volunteer Fire and Rescue Service Awards

ENCLOSED DOCUMENTS:
None.

PRESENTED BY:
Shawn Stokes, Volunteer Fire Commissioner and Assistant Chief of the Dunn Loring Volunteer Fire and Rescue Department

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Board Agenda Item
February 12, 2013

10:45 a.m.

Report on General Assembly Activities

ENCLOSED DOCUMENTS:
None. Materials to be distributed to the Board of Supervisors on February 12, 2013

PRESENTED BY:
Supervisor Jeff McKay, Chairman, Board of Supervisor's Legislative Committee
Edward L. Long Jr., County Executive

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Board Agenda Item
February 12, 2013

11:00 a.m.

Appointments to the Tysons Transportation Service District Advisory Board

ENCLOSED DOCUMENTS:
Attachment 1: Appointments to be heard February 12, 2013

STAFF:
Catherine A. Chianese, Assistant County Executive and Clerk to the Board of Supervisors

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TYSONS TRANSPORTATION SERVICE
DISTRICT ADVISORY BOARD
The Board of Supervisors established the advisory board on January 8, 2013

There will be a total of 17 members on this advisory board. The appointees would serve for two year terms from February 12, 2013

Incumbent History	Requirement	Nominee	Supervisor	District
Represent Areas Adjacent to Tysons				
NEW POSITION	Dranesville District Representative	**Mark Zetts**	Foust	Dranesville
NEW POSITION	Adjacent Community Member Representative #1		Bulova	At-Large
NEW POSITION	Adjacent Community Member Representative #2		Bulova	At-Large
Own, or Represent Owners Of, Real Property in Tysons				
NEW POSITION	Providence District Representative #1		Smyth	Providence
NEW POSITION	Providence District Representative #2		Smyth	Providence
NEW POSITION	Hunter Mill District Representative #1		Hudgins	Hunter Mill
NEW POSITION	Hunter Mill District Representative #2		Hudgins	Hunter Mill
NEW POSITION	Residential Owners and HOA/Civic Association Representative #1		Smyth	Providence
NEW POSITION	Residential Owners and HOA/Civic Association Representative #2		Smyth	Providence

NEW POSITION	Residential Owners and HOA/Civic Association Representative #3	Hudgins	Hunter Mill
NEW POSITION	Commercial or Retail Ownership Representative #1	Bulova	At-Large
NEW POSITION	Commercial or Retail Ownership Representative #2	Bulova	At-Large
NEW POSITION	Commercial or Retail Ownership Representative #3	Bulova	At-Large

CONFIRMATIONS NEEDED:

- Tysons Partnership Representative #1
- Tysons Partnership Representative #2
- Ms. Cindy Clare as the Apartment or Rental Owner Association Representative
- Mr. Stu Mendelsohn as the Chamber of Commerce lessees of Non-Residential Space Representative

Board Agenda Item
February 12, 2013

11:05 a.m.

Items Presented by the County Executive

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Board Agenda Item
February 12, 2013

ADMINISTRATIVE - 1

Authorization to Advertise a Public Hearing to Establish the Pickwick Community Parking District (Sully District)

ISSUE:
Board authorization to advertise a public hearing to consider a proposed amendment to Appendix M of *The Code of the County of Fairfax, Virginia* (Fairfax County Code), to establish the Pickwick Community Parking District (CPD).

RECOMMENDATION:
The County Executive recommends that the Board authorize advertisement of a public hearing for March 5, 2013, at 4:00 p.m. to consider adoption of a Fairfax County Code amendment (Attachment I) to establish the Pickwick CPD.

TIMING:
The Board of Supervisors should take action on February 12, 2013, to provide sufficient time for advertisement of the public hearing on March 5, 2013, at 4:00 p.m.

BACKGROUND:
Fairfax County Code Section 82-5B-2 authorizes the Board to establish a CPD for the purpose of prohibiting or restricting the parking of watercraft; boat trailers; motor homes; camping trailers and any other trailer or semi-trailer, regardless of whether such trailer or semi-trailer is attached to another vehicle; any vehicle with three or more axles; any vehicle that has a gross vehicle weight rating of 12,000 or more pounds, except school buses used on a current and regular basis to transport students; any vehicle designed to transport 16 or more passengers inc6luding the driver, except school buses used on a current and regular basis to transport students; and any vehicle of any size that is being used in the transportation of hazardous materials as defined in Virginia Code § 46.2-341.4 on the streets in the CPD.

No such CPD shall apply to (i) any commercial vehicle when discharging passengers or when temporarily parked pursuant to the performance of work or service at a particular location or (ii) utility generators located on trailers and being used to power network facilities during a loss of commercial power or (iii) restricted vehicles temporarily parked on a public street within any such CPD for a maximum of 48 hours for the purpose of loading, unloading, or preparing for a trip or (iv) restricted vehicles that are temporarily

parked on a public street within any such CPD for use by federal, state, or local public agencies to provide services.

Pursuant to Fairfax County Code Section 82-5B-3, the Board may establish a CPD if: (1) the Board receives a petition requesting such an establishment and such petition contains the names, addresses, and signatures of petitioners who represent at least 60 percent of the addresses within the proposed CPD, and represent more than 50 percent of the eligible addresses on each block of the proposed CPD, (2) the proposed CPD includes an area in which 75 percent of each block within the proposed CPD is zoned, planned or developed as a residential area, (3) the Board receives an application fee of $10 for each petitioning property address in the proposed CPD, and (4) the proposed CPD must contain the lesser of (i) a minimum of five block faces or (ii) any number of blocks that front a minimum of 2,000 linear feet of street as measured by the centerline of each street within the CPD.

Staff has verified that the requirements for a petition-based CPD have been satisfied.

The parking prohibition identified above for the CPD is proposed to be in effect seven days per week, 24 hours per day.

FISCAL IMPACT:
The cost of sign installation is estimated at $900 to be paid out of Fairfax County Department of Transportation (FCDOT) funds.

ENCLOSED DOCUMENTS:
Attachment I: Amendment to the *Fairfax County Code*, Appendix M (CPD Restrictions)
Attachment II: Area Map of Proposed Pickwick CPD

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Karyn Moreland, Acting Division Chief, Capital Projects and Operations Division, FCDOT
Selby Thannikary, Section Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT

Attachment I

PROPOSED CODE AMENDMENT

THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA
APPENDIX M

M-78 Pickwick Community Parking District

(a) *District Designation*.

(1) The restricted parking area is designated as the Pickwick Community Parking District.

(2) Blocks included in the Pickwick Community Parking District are described below:

Braddock Road (Route 620)
From the northern boundary of 13940 Braddock Road to Willoughby Newton Drive, along residentially zoned areas.

Pickwick Road (Route 1021)
From the southern intersection of Willoughby Newton Drive to Wharton Lane.

(b) *District Provisions*.

(1) This District is established in accordance with and is subject to the provisions set forth in Article 5B of Chapter 82.

(2) Parking of watercraft; boat trailers; motor homes; camping trailers; any other trailer or semi-trailer, regardless of whether such trailer or semi-trailer is attached to another vehicle; any vehicle with three or more axles; any vehicle that has a gross vehicle weight rating of 12,000 or more pounds, except school buses used on a current and regular basis to transport students; any vehicle designed to transport 16 or more passengers including the driver, except school buses used on a current and regular basis to transport students; and any vehicle of any size that is being used in the transportation of hazardous materials as defined in Virginia Code § 46.2-341.4 is prohibited at all times on the above-described streets within the Pickwick Community Parking District.

(3) No such Community Parking District shall apply to (i) any commercial vehicle when discharging passengers or when temporarily parked pursuant to the performance of work or service at a particular location or (ii) utility generators located on trailers and being used to power network facilities during a loss of commercial power or (iii) restricted vehicles temporarily parked on a public street within any such District for a maximum of 48 hours for the purpose of loading, unloading, or preparing

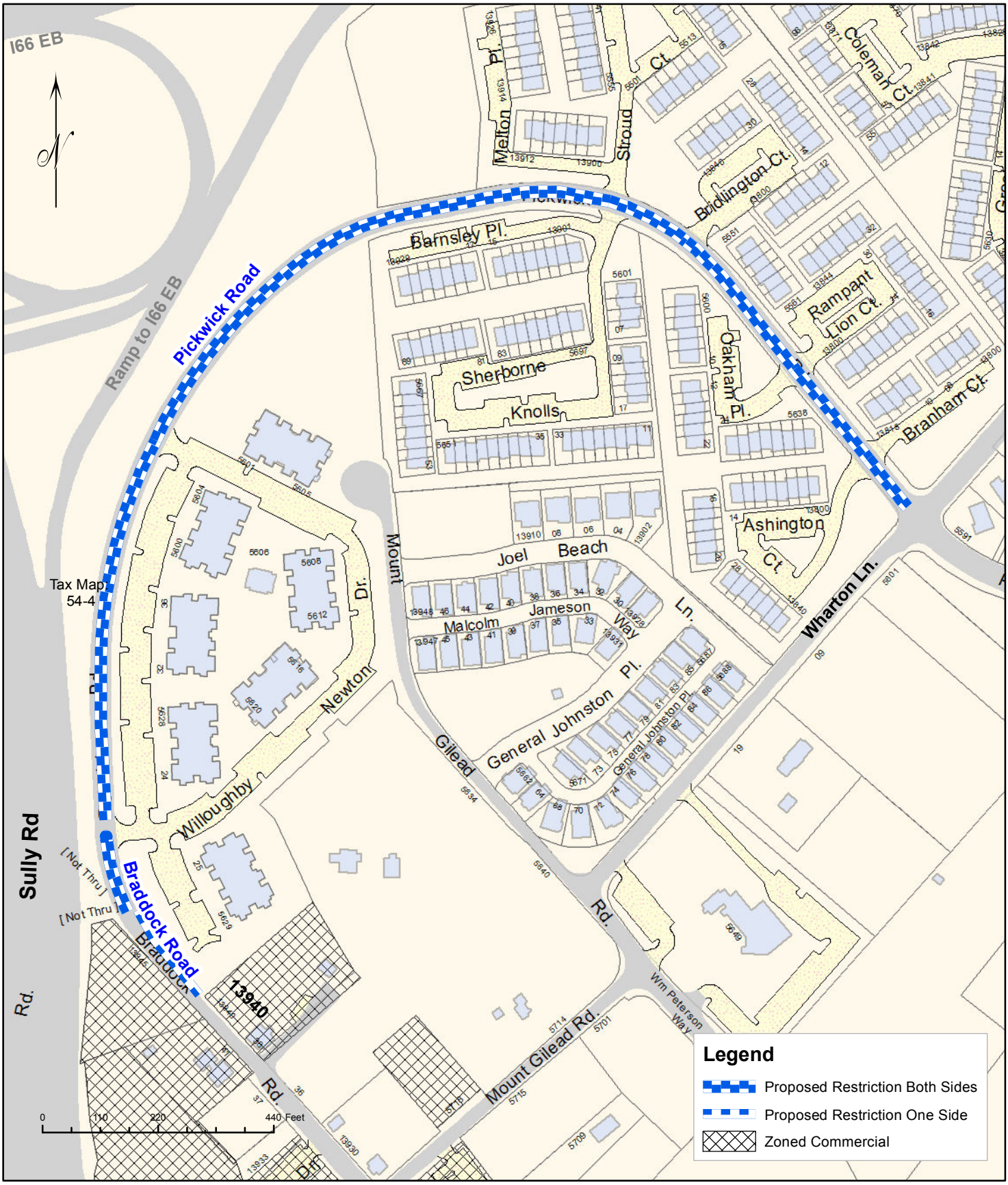
for a trip or (iv) restricted vehicles that are temporarily parked on a public street within any such District for use by federal, state, or local public agencies to provide services.

(c) *Signs*. Signs delineating the Pickwick Community Parking District shall indicate community specific identification and/or directional information in addition to the following:

NO PARKING
Watercraft
Trailers, Motor Homes
Vehicles ≥ 3 Axles
Vehicles GVWR ≥ 12,000 lbs.
Vehicles ≥ 16 Passengers

FAIRFAX COUNTY CODE §82-5B

Attachment II



Fairfax County Department of Transportation
Traffic Operations Section
COMMUNITY PARKING DISTRICT (CPD)
Proposed Pickwick CPD
Sully District

December 27, 2012

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Board Agenda Item
February 12, 2013

ADMINISTRATIVE - 2

Authorization to Advertise a Public Hearing to Consider Adopting an Ordinance Expanding the Oakton Residential Permit Parking District, District 19 (Providence District)

ISSUE:
Board authorization to advertise a public hearing to consider a proposed amendment to Appendix G, of *The Code of the County of Fairfax, Virginia*, to expand the Oakton Residential Permit Parking District (RPPD), District 19.

RECOMMENDATION:
The County Executive recommends that the Board authorize advertisement of a public hearing.

TIMING:
The Board should take action on February 12, 2013, to advertise a public hearing for March 5, 2013, at 4:00 p.m.

BACKGROUND:
Section 82-5A-4(a) of *The Code of the County of Fairfax, Virginia*, authorizes the Board to establish RPPD restrictions encompassing an area within 2,000 feet walking distance from the pedestrian entrances and/or 1,000 feet from the property boundaries of an existing or proposed high school, existing or proposed rail station, or existing Virginia college or university campus if: (1) the Board receives a petition requesting the establishment or expansion of such a District, (2) such petition contains signatures representing at least 60 percent of the eligible addresses of the proposed District and representing more than 50 percent of the eligible addresses on each block face of the proposed District, and (3) the Board determines that 75 percent of the land abutting each block within the proposed District is developed residential. In addition, an application fee of $10 per petitioning address is required for the establishment or expansion of an RPPD. In the case of an amendment expanding an existing District, the foregoing provisions apply only to the area to be added to the existing District.

Staff has verified that the requirements have been met to expand the RPPD to include Marywood Road from Sutton Road to the cul-de-sac, based on 2,000 feet walking distance from the pedestrian entrance to Oakton High School.

FISCAL IMPACT:
The cost of sign installation is estimated at $600 to be paid out of Fairfax County Department of Transportation (FCDOT) funds.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Amendment to *The Code of the County of Fairfax, Virginia*
Attachment II: Map Depicting Proposed Limits of RPPD Expansion

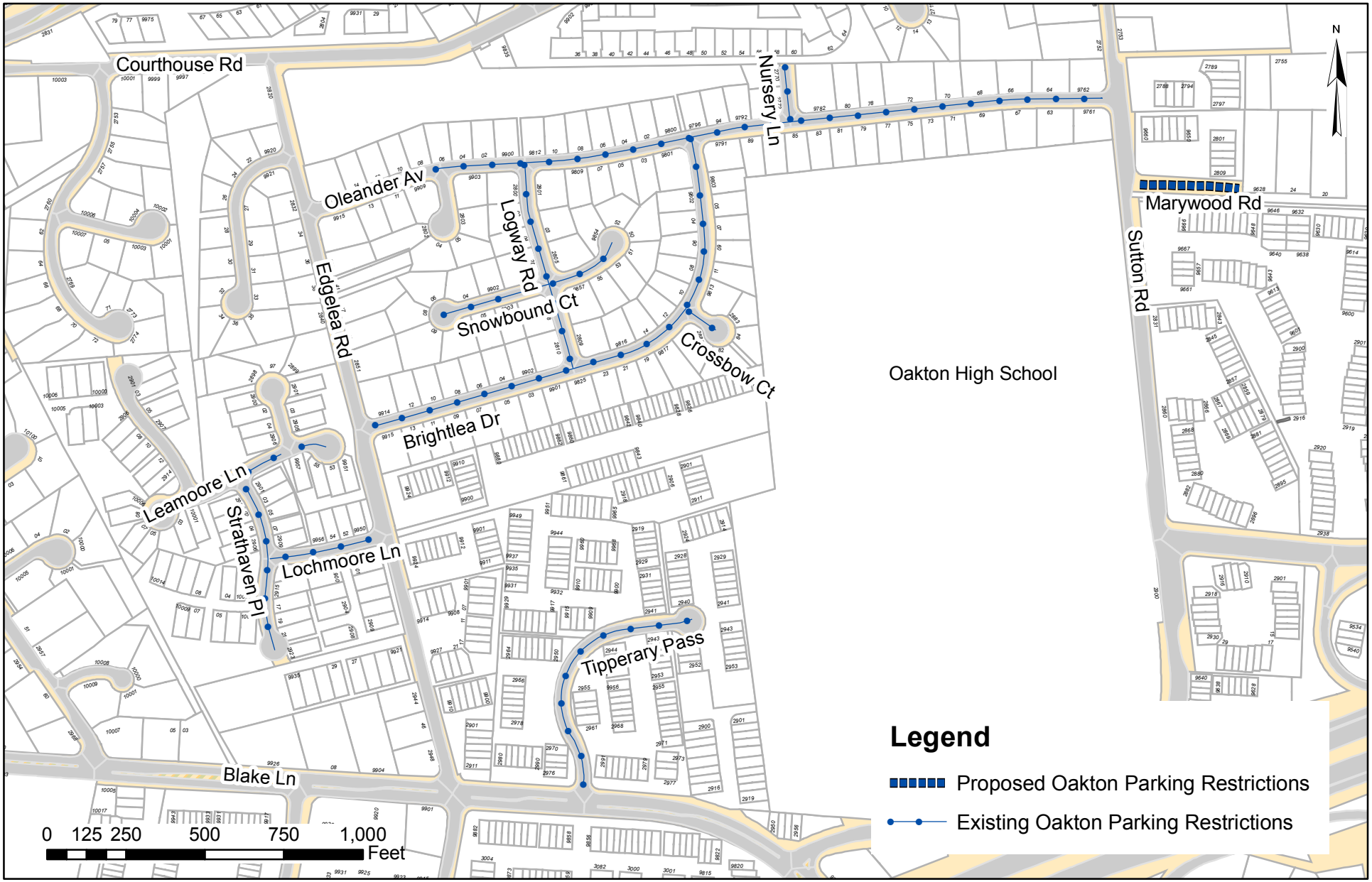
STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Karyn L. Moreland, Acting Chief, Capital Projects and Operations Division, FCDOT
Selby Thannikary, Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT
Hamid Majdi, Transportation Planner, FCDOT

Attachment I

Proposed Amendment

Amend *The Code of the County of Fairfax*, *Virginia*, by adding the following street to Appendix G-19, Section (b), (2), Oakton Residential Permit Parking District, in accordance with Article 5A, of Chapter 82:

Marywood Road (Route 8849)
From Sutton Road to the cul-de-sac inclusive



Fairfax County Department of Transportation
Traffic Operations Section
RESIDENTIAL PERMIT PARKING DISTRICT (RPPD)
OAKTON # 19
Providence District

January 2, 2013

Tax Map 48-1

Board Agenda Item
February 12, 2013

ADMINISTRATIVE - 3

Approval to Change a Portion of the Proposed Street Name from Lakeford Drive to Fairview Park Drive (Providence District)

ISSUE:
Board of Supervisors approval of a street name change in the Official County Digital Property Map and the Master Addressing Repository for a portion of Lakeford Drive, from the intersection with Lee Highway, to Fairview Park Drive, southwest of the intersection with New Providence, on Tax Map #049-4.

RECOMMENDATION:
The County Executive recommends that the Board approve the street name change to Fairview Park Drive effective 30 days following Board approval, in accordance with Section 102-1-9 of *The Code of the County of Fairfax, Virginia.*

TIMING:
Routine.

BACKGROUND:
The Site and Addressing Center has received a request from Geographic Information Systems (GIS), Information Technology, to change a portion of Lakeford Drive, from the intersection with Lee Highway, to Fairview Park Drive, southwest of the intersection with New Providence because originally this should have been one continuous street. There are no homes or businesses along this stretch of roadway.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment I – Vicinity Map

STAFF:
Robert A. Stalzer, Deputy County Executive
James Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Michelle Brickner, Deputy Director, DPWES, Land Development Services

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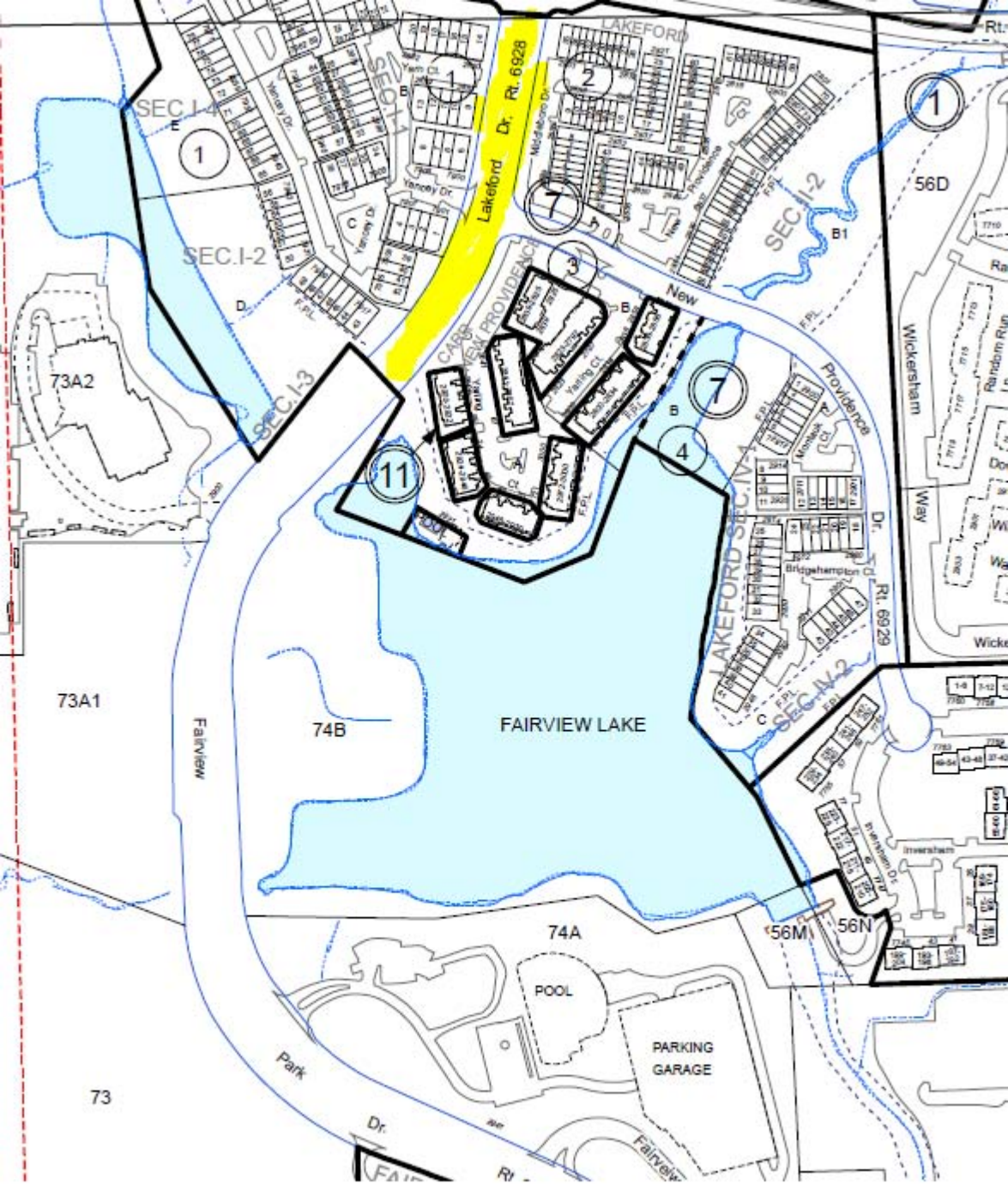
SEC.I-4
SEC.I-2
SEC.I-3
SEC.I-1
LAKEFORD
Lakeford Dr. Rt. 6928
Middlebrook Dr.
Providence
Yarmouth Ct.
Yarmouth Dr.
Yarmouth Cir.

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Board Agenda Item
February 12, 2013

ADMINISTRATIVE – 4

Streets into the Secondary System (Braddock, Dranesville, and Mount Vernon Districts)

ISSUE:
Board approval of streets to be accepted into the State Secondary System.

RECOMMENDATION:
The County Executive recommends that the street(s) listed below be added to the State Secondary System.

Subdivision	**District**	**Street**
Paul S. Loverde (Holy Spirit School)	Braddock	Braddock Road (Route 620) (Additional Right-of-Way (ROW) Only)
Park Road Property	Dranesville	Park Road (Route 690) (Additional ROW Only)
Spring Hill Farm Land, LLC	Dranesville	Spring Hill Farm Drive
		Spring Hill Road (Route 684) (Additional ROW Only)
		Spring Hill Road (Route 684) (Additional ROW Only)
Gum Springs Lot 6 (Dentist Office)	Mt. Vernon	Sherwood Hall Lane (Route 626) (Additional ROW Only)
Mount Vernon Grove	Mt. Vernon	Brambly Lane

TIMING:
Routine.

Board Agenda Item
February 12, 2013

BACKGROUND:
Inspection has been made of these streets, and they are recommended for acceptance into the State Secondary System.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Street Acceptance Forms

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Michelle Brickner, Deputy Director, DPWES, Land Development Services

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 3801-SP-01

SUBDIVISION PLAT NAME: Paul S. Loverde (Holy Spirit School)

COUNTY MAGISTERIAL DISTRICT: Braddock

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nalia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 11/29/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Braddock Road (Route 620) (Additional Right-of-Way only)	30' E CL Woodland Way (Route 4693)	378' E to Section Line	0
		TOTALS:	0

NOTES:

Existing 4' Concrete Sidewalk on North Side is maintained by VDOT.

Attachment 1

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 1538-SD-01

SUBDIVISION PLAT NAME: Park Road Property

COUNTY MAGISTERIAL DISTRICT: Dranesville

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nidia Alphonsf

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 11/16/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Park Road (Route 690) (Additional Right-of-Way Only)	1,400' SE CL Kirby Road (Route 695)	191' SE to Section Line	0.0
		TOTALS:	0.0

NOTES:

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 4901-SD-02

SUBDIVISION PLAT NAME: Spring Hill Farm Land, LLC

COUNTY MAGISTERIAL DISTRICT: Dranesville

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 11/16/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Spring Hill Farm Drive	CL Spring Hill Road (Route 684) - 642' NE CL Pettit Court (Route 7075)	1,450' E/NW to End of Cul-de-Sac	0.28
Spring Hill Road (Route 684) (Additional Right-of-Way Only)	348' NE CL Pettit Court (Route 7075)	987' NE to Section Line	0.0
Spring Hill Road (Route 684) (Additional Right-of-Way Only)	848' SE CL Old Dominion Drive (Route 738)	95' SE to Section Line	0.0
		TOTALS:	0.28

NOTES:

Spring Hill Farm Drive: 4' Concrete Sidewalk on North/West Side to be maintained by Fairfax County.

Spring Hill Road: 8' Asphalt Trail on East Side to be maintained by Fairfax County.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 5349-SP-004

SUBDIVISION PLAT NAME: Gum Springs Lot 6 (Dentist Office)

COUNTY MAGISTERIAL DISTRICT: Mount Vernon

ENGINEERING MANAGER: Terry. L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 11/14/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Sherwood Hall Lane (Route 626) (Additional Right-of-Way Only)	CL Sherwood Hall Lane (Route 626) - 98' NW CL Andrus Road (Route 4100)	72' NW to Section Line	0.0
		TOTALS:	0.0

NOTES:

5' Concrete Sidewalk on North Side to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 1263-PI-01

SUBDIVISION PLAT NAME: Mount Vernon Grove

COUNTY MAGISTERIAL DISTRICT: Mount Vernon

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 11/28/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Brambly Lane	CL Ferry Landing Road (Route 623) - 48' SE CL Ferry Harbour Court (Route 4342)	528' NE to Beginning of Temporary Turnaround Easement	0.10
		TOTALS:	0.10

NOTES:

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Board Agenda Item
February 12, 2013

ADMINISTRATIVE - 5

Authorization to Advertise Proposed Amendments to Appendix Q of the *Code of the County of Fairfax, Virginia RE: A*djustment of the Fees Charged by Land Development Services for Plan Review, Permits, and Inspection Services

ISSUE:
Adjustments to the fees charged for plan review, permits and inspection services in line with the Consumer Price Index (CPI) to more accurately reflect and cover the cost of providing these services.

RECOMMENDATION:
The County Executive recommends that the Board authorize the advertisement of the proposed amendments to Appendix Q of the *Code of the County of Fairfax, Virginia* (County Code), as set forth in the staff report dated February 12, 2013.

TIMING:
The Board is requested to take action on February 12, 2013, to provide sufficient time to advertise public hearings for the March 6, 2013, and the April 9, 2013, Planning Commission and Board of Supervisors meetings, respectively. The amendments shall become effective at 12:01 a.m. on July 1, 2013.

BACKGROUND:
The Department of Public Works and Environmental Services (DPWES) is proposing to adjust the Land Development Services (LDS) fees for plan review, permits, and inspection services. LDS fees were last increased in July, 2011 (FY 2012). At that time, the fees were increased by approximately 3.1% in line with the Consumer Price Index (CPI) with the exception of certain fees that remained unchanged due to rounding or because the existing fees adequately covered the actual costs of providing services.

The July, 2011 (FY 2012) fee adjustment was in response to the Board's request in 2009 to regularly review and adjust LDS fees to avoid the large fee adjustments that were adopted in the past. The Board's request was based on input from industry representatives from the Northern Virginia Building Industry Association, the National Association of Industrial and Office Parks, and the Engineers & Surveyors Institute regarding the negative impact of large and unpredictable fee increases to land development projects.

The proposed fees for reviewing plans, processing permits, and performing inspections are based on the actual costs of delivering these services. Over the past two years, LDS has continued to review and control its costs. Additionally, LDS has experienced an increase in revenue from the FY 2012 fee increase, effective July 1, 2011, and a rise in the number of building permit applications submitted to the County. As a result, LDS has achieved a better balance between its revenue and costs. However, because the cost of providing services has risen with inflation, LDS is proposing a modest fee increase to the majority of its fees. The proposed fee increase will assist LDS in meeting the Board's targeted cost-recovery rate of 90%.

Vetting of the proposed amendment included meetings with industry representatives to discuss the proposed fee increases. During those meetings, representatives of the land development community did not express any objections to the proposed increases; however, they did express concern over LDS' ability to provide an acceptable level of service as plan and permits increase with a recovering economy. Below is a summary of the proposed amendments.

SUMMARY OF AMENDMENTS:
The proposed fee adjustments provide an incremental increase in the fees charged by LDS. The proposed adjustments will assist LDS in covering the cost of providing its services. The fees for site and subdivision plan review and inspections, and the building code fees will increase in direct proportion to the increase in the Consumer Price Index (CPI) for Urban Wage Earners & Clerical Workers in the Washington-Baltimore area for the 12 month period beginning in March, 2011. In general, the fees will increase by 2.75% with some fees increasing by up to 3.25% due to rounding, with the following exceptions:

- Fees related to household appliances, vertical transportation and maintaining a contractor's license in an inactive state remain constant because the existing fees adequately cover the actual costs to provide the services.

- The following fees remain constant due to rounding and the necessity to maintain a dollar amount that facilitates the collection of money from homeowners, contractors and staff: (1) the permit base fee; (2) the fee for failure to obtain a building permit prior to beginning work (non-permitted work); (3) the fee paid for each discipline (electrical, mechanical, etc.) taking part in a team inspection, should the inspection not involve all disciplines; and (4) the fee for an amendment to a permit, multiple permits, permits requiring no inspections, permit extensions for permits for interior alterations to an existing building, permit extensions for an addition or exterior alterations to an existing residential structure (class R-3, R-4 and R-5 structures), and permit extensions for

accessory structures on a residential property (class R-3, R-4 and R-5 structures).

- Pursuant to the current regulations, no fee is charged to (1) repair, replace, or otherwise re-construct a residential, commercial or industrial structure damaged as the result of a catastrophic event; (2) install solar energy equipment, replace defective sprinkler heads or construct radiation fallout or blast shelters; (3) review a recycling plan; (4) submit requests for exemptions under the Chesapeake Bay Preservation Ordinance and for BMP modifications to use an innovative water quality or detention facility; or (5) review 2nd submission site plans with public improvements only.

- The Fire Marshal fees are not being adjusted at this time. The Fire Marshal fees were last adjusted in 2009 (FY 2010).

- Permit fees for amusement devices and carnival rides remain constant in accordance with the Virginia Amusement Device Regulations.

In addition, the following editorial changes are being made to the fee schedule:

- Correct the type of construction in Table I, Section B (Building Permit and Other Fees).

- Revise the text to clarify that a single fee is charged for all ductwork and piping of equipment, for use groups other than R-3, R-4 and R-5.

- Designate that the value of the following fees is the “base fee”: plan resubmission fees for each plan review discipline for all new residential buildings and additions to existing residential buildings and for each resubmission of plans for alterations to existing commercial buildings.

- Revise the text to clarify the fee for processing a soils report associated with a site plan which was inadvertently left out of Appendix Q upon its adoption.

The proposed LDS fee schedule is included as Attachment A to the Staff Report.

REGULATORY IMPACT:
The proposed fee amendments are in response to the Board’s directive to regularly review and incrementally adjust LDS fees to minimize the impact of fee increases on land development projects. The proposed amendment increases the fees charged by LDS for plan review, permits, and inspection services in line with the CPI in order to

offset an increase in LDS's costs for providing these services. Aside from the aforementioned fees that remain unchanged, the fees will increase by 2.75% to 3.25%, with the variation attributable to rounding. In addition, edits to the fee schedule are being proposed to simplify and standardize how fees are determined. All fees, if approved, shall become effective on July 1, 2013. Refer to Attachment A of the Staff Report for a copy of the proposed LDS Fee Schedule.

FISCAL IMPACT:
If adopted by the Board, it is anticipated that the proposed fee adjustments will generate increased revenue of approximately $480,000 in FY 2014. This revenue estimate is based on the FY 2013 projected revenue of $24.7 million and assumes that workload remains constant in FY 2014. Any reduction in plan and permit activity may have a negative impact on the projected revenue. Staff in LDS will work in close coordination with the Department of Management and Budget to monitor these trends. The $480,000 in additional revenue will be reflected in the County Executive's proposed FY 2014 Advertised Budget Plan.

ENCLOSED DOCUMENTS:
Attachment I- Staff Report

STAFF:
Robert A. Stalzer, Deputy County Executive
James Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Michelle Brickner, Deputy Director, Land Development Services, DPWES

DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES

STAFF REPORT

- [x] PROPOSED COUNTY CODE AMENDMENT
- [ ] PROPOSED PFM AMENDMENT
- [ ] APPEAL OF DECISION
- [ ] WAIVER REQUEST

Proposed Amendments to Appendix Q of the *Code of the County of Fairfax, Virginia* RE: Adjustment of the Fees Charged by Land Development Services, Department of Public Works and Environmental Services, for Plan Review, Permits, and Inspection Services.

Authorization to Advertise	February 12, 2013
Planning Commission Hearing	March 6, 2013
Board of Supervisors Hearing	April 9, 2013
Prepared by:	Jan Leavitt, P.E. Code Development and Compliance (703) 324-1733

STAFF REPORT

A. Issue:

Adjustments to the fees charged for plan review, permits, and inspection services in line with the Consumer Price Index (CPI) to more accurately reflect and cover the cost of providing these services.

B. Recommended Action:

Staff recommends that the Board of Supervisors adopt the proposed amendments to Appendix Q of the *Code of the County of Fairfax, Virginia* (County Code), as advertised with an effective date of 12:01 A.M. on July 1, 2013.

C. Timing:

Board of Supervisors' authorization to advertise – February 12, 2013
Planning Commission Public Hearing – March 6, 2013
Board of Supervisors Public Hearing – April 9, 2013 to coincide with discussions of the FY 2014 Advertised Budget Plan.

D. Source:

Department of Public Works and Environmental Services (DPWES)

E. Coordination:

The proposed amendments were prepared by DPWES and coordinated with the Departments of Management and Budget, Planning and Zoning, and the Office of the County Attorney.

F. Background:

The Department of Public Works and Environmental Services is proposing to adjust the Land Development Services (LDS) fees for plan review, permits, and inspection services. LDS fees were last increased in July, 2011 (FY 2012). At that time, the fees were increased by approximately 3.1% in line with the Consumer Price Index (CPI) with the exception of certain fees that remained unchanged due to rounding or because the existing fees adequately covered the actual costs of providing services.

The July, 2011 (FY 2012) fee adjustment was in response to the Board's request in 2009 regularly review and adjust LDS fees to avoid the large fee adjustments that were adopted in the past. The Board's request was based on input from industry representatives from the Northern Virginia Building Industry Association,

the National Association of Industrial and Office Parks, and the Engineers & Surveyors Institute regarding the negative impact of large and unpredictable fee increases to land development projects.

The proposed fees for reviewing plans, processing permits and performing inspections are based on the actual costs of delivering these services. Over the past two years, LDS has continued to review and control its costs. Additionally, LDS has experienced an increase in revenue from the FY 2012 fee increase, effective July 1, 2011, and a rise in the number of building permit applications submitted to the County. As a result, LDS has achieved a better balance between its revenue and costs. However, because the cost of providing services has risen with inflation, LDS is proposing a modest fee increase to the majority of its fees. The proposed fee increase will assist LDS in meeting the Board's targeted cost-recovery rate of 90%.

Vetting of the proposed amendment included meetings with industry representatives to discuss the proposed fee increases. During those meetings, representatives of the land development community did not express any objections to the proposed increases; however, they did express concern over LDS' ability to provide an acceptable level of service as plan and permits increase with a recovering economy. Below is a summary of the proposed amendments.

G. Proposed Amendments:

The proposed fee adjustments provide an incremental increase in the fees charged by LDS. The proposed adjustments will assist LDS in covering the cost of providing its services. The fees for site and subdivision plan review and inspections, and the building code fees will increase in direct proportion to the increase in the Consumer Price Index (CPI) for Urban Wage Earners & Clerical Workers in the Washington-Baltimore area for the 12 month period beginning in March, 2011. In general, the fees will increase by 2.75% with some fees increasing by up to 3.25% due to rounding, with the following exceptions:

- Fees related to household appliances, vertical transportation and maintaining a contractor's license in an inactive state remain constant because the existing fees adequately cover the actual costs to provide the services.

- The following fees remain constant due to rounding and the necessity to maintain a dollar amount that facilitates the collection of money from homeowners, contractors and staff: (1) the permit base fee; (2) the fee for failure to obtain a building permit prior to beginning work (non-permitted work); (3) the fee paid for each discipline (electrical, mechanical, etc.) taking part in a team inspection, should the inspection not involve all disciplines; and (4) the fee for an amendment to a permit, multiple permits, permits requiring no inspections, permit extensions for permits for interior

alterations to an existing building, permit extensions for an addition or exterior alterations to an existing residential structure (class R-3, R-4 and R-5 structures), and permit extensions for accessory structures on a residential property (class R-3, R-4 and R-5 structures).

- Pursuant to the current regulations, no fee is charged to (1) repair, replace, or otherwise re-construct a residential, commercial or industrial structure damaged as the result of a catastrophic event; and (2) install solar energy equipment, replace defective sprinkler heads or construct radiation fallout or blast shelters; (3) review a recycling plan; (4) submit requests for exemptions under the Chesapeake Bay Preservation Ordinance and for PFM modifications to use an innovative water quality or detention facility; or (5) review 2nd submission site plans with public improvements only.

- The Fire Marshal fees are not being adjusted at this time. The Fire Marshal fees were last adjusted in 2009 (FY 2010).

- Permit fees for amusement devices and carnival rides remain constant in accordance with the Virginia Amusement Device Regulations.

In addition, the following editorial changes are being made to the fee schedule:

- Correct the type of construction in Table I, Section B (Building Permit and Other Fees).

- Revise the text to clarify that a single fee is charged for all ductwork and piping of equipment, for use groups other than R-3, R-4 and R-5.

- Designate that the value of the following fees is the “base fee”: plan resubmission fees for each plan review discipline for all new residential buildings and additions to existing residential buildings and for each resubmission of plans for alterations to existing commercial buildings.

- Revise the text to clarify the fee for processing a soils report associated with a site plan which was inadvertently left out of Appendix Q upon its adoption.

The proposed LDS fee schedule is included as Attachment A.

H. Summary:

In summary, the proposed fee amendments are in response to the Board’s directive to regularly review and incrementally adjust LDS fees to minimize the impact of fee increases on land development projects. The proposed amendment increases the fees charged by LDS for plan review, permits, and inspection services in line with the CPI in order to offset an increase in LDS's

costs for providing these services. Aside from the aforementioned fees that remain unchanged, the fees will increase by 2.75% to 3.25%, with the variation attributable to rounding. In addition, edits to the fee schedule are being proposed. All fees, if approved, shall become effective on July 1, 2013. Refer to Attachment A for a copy of the proposed LDS Fee Schedule.

The proposed amendments to the fee schedules the proposed fee adjustments will generate increased revenue of approximately $480,000 in FY 2014. This revenue estimate is based on the FY 2013 projected revenue of $24.7 million and assumes that workload remains constant in FY 2014. Any reduction in plan and permit activity may have a negative impact on the projected revenue. Staff in LDS will work in close coordination with the Department of Management and Budget to monitor these trends. The $480,000 in additional revenue will be reflected in the County Executive's proposed FY 2014 Advertised Budget Plan.

I. Attachment:

Attachment A: Proposed LDS Fee Schedule

Appendix Q - Land Development Services Fee Schedule

This fee schedule establishes the fees charged, by Land Development Services, Department of Public Works and Environmental Services and the Fire Marshal, for building and site development activities pursuant to the authority granted by §§ 15.2-2241(A)(9), 15.2-2286(A)(6), 10.1-562J) and 36-105 of the *Code of Virginia* and Chapters 2 (Property Under County Control), 61 (Building Provisions), 64 (Mechanical Provisions), 65 (Plumbing and Gas Provisions), 66 (Electrical Provisions), 101 (Subdivision Ordinance), 104 (Erosion and Sediment Control Ordinance) and 112 (Zoning Ordinance) of the *Code of the County of Fairfax, Virginia* (the Code).

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I. BUILDING DEVELOPMENT FEES

The following building development fees to cover the cost of reviewing plans, issuing permits, performing inspections, licensing home improvement contractors and other expenses incidental to the enforcement of the Uniform Statewide Building Code (USBC) and Chapters 61, 64, 65 and 66 of the Code are hereby adopted:

A: STANDARD FEES	
Listed below are standard fees that apply to building, mechanical, electrical, plumbing, fire alarm, fire suppression and fire lane permits. The fees shall apply provided all of the applicable conditions set forth in § 61-1-3 of the Code are met.	
1. Base fee: The minimum fee charged for any permit. A reduced fee shall apply as noted below.	$90.00
2. Reduced fees: • Multiple permits, per unit • Fee for permits requiring no inspections • Casualty Permits	 $30.00 $30.00 $0.00
3. After-hours inspection fee for each 30 minute period or fraction thereof	$201.00
4. Amendment of permit	$30.00, the fee for any equipment added, or the fee for any additional work involved, whichever fee is greater
5. Annual permit fee	Base Fee
6. Asbestos removal/abatement	Base Fee
7. Re-inspection fee	Base Fee
8. Team inspections • Fee if all disciplines (i.e. building, electrical, plumbing, mechanical and/or the Fire Marshal) are involved in inspections • Fee paid for each discipline taking part in the inspection, should the inspections not involve all disciplines	 $423.00 $90.00
9. Modular residential units, including manufactured homes	50% of the regular permit fee
10. Non-permitted work	$90.00
11. Permit extensions: Permit authorizing construction of: • Interior alteration to an existing building • An addition(s) or exterior alteration(s) to an existing residential structure (R-3, R-4 and R-5 construction) • An accessory structure(s)on a residential property (R-3, R-4 and R-5 construction) • A new structure (other than noted above) • An addition(s) to a non-residential structure	 $30.00 $30.00 $30.00 $201.00 $201.00
12. Replacement of defective sprinkler heads	$0.00
13. Radiation, fallout or blast shelter	$0.00
14. Solar Energy	$0.00

B. BUILDING PERMIT AND OTHER FEES

(A) *New Buildings, Additions or Enlargements*: The fee for construction of a new building, or an addition or an enlargement to an existing building shall be based on the following:

1. Except as noted in subsection 2 below, the fee for the construction of a new building, an addition or an enlargement shall be based on the area (as determined by the exterior dimension) of all floors, including basements or cellars and horizontally projected roof areas, for the following types of construction as defined in the USBC in effect, and specified in Table I below.
2. New single family detached dwellings and townhouses: The fee for construction of a new single family detached dwelling or townhouse shall be based on Table I, or as determined by the permit applicant, on Table IIA for a new single family detached dwelling or Table IIB for a new townhouse. The square footage area reflected in Table IIA and Table IIB is to be calculated pursuant to American National Standard Institute, Inc. (ANSI) Standard Z765-2003 or its equivalent and based on the total area of the building's finished floor areas.

TABLE I

	COMMERICAL FEE	RESIDENTIAL FEE
Type IA, and IB, per square foot	$0.180	$0.180
Type IIA, IIIA and IV, per square foot	$0.141	$0.141
Type IIB, IIIB and VA, per square foot	$0.141	$0.095
Type VB, per square foot	$0.141	$0.095

TABLE IIA
SINGLE FAMILY DETACHED DWELLINGS

SFD A:	1 to 3,849 square feet	$470.00
SFD B:	3,850 to 5,949 square feet	$710.00
SFD C:	5,950 to 8,399 square feet	$985.00
SFD D:	8,400 to 13,999 square feet	$1,440.00
SFD E:	14,000 to 20,000 square feet	$2,435.00
	Above 20,000 square feet	Use Table I

TABLE IIB
TOWNHOUSES

TH A:	1 to 2,249 square feet	$244.00
TH B:	2,250 to 3,749 square feet	$386.00
TH C:	3,750 + square feet	$630.00

(B) Plan Resubmissions: A fee per plan review discipline (i.e. building, electrical, mechanical or plumbing) may be assessed for each resubmission of plans.

• For all new commercial buildings and additions to existing commercial buildings	$170.00
• For all new residential buildings and additions to existing residential buildings	Base Fee
• For each resubmission of plans for alterations to existing commercial buildings	Base Fee

(C) New Structure: The fee for erection or installation of structures other than buildings (e.g. signs, retaining walls, canopies)

• For structures accessory to R-3, R-4 and R-5 construction	2.00% of the estimated cost of work

• For other structures	3.4% of the estimated cost of work
(D) Basement Finishing (R-3, R-4 and R-5 construction)	Base Fee
(E) Demolition:	
• Entire Structure: The fee for a permit to demolish a structure • Partial Demolition for renovation: The fee for a permit to partially demolish a structure in preparation for renovation	Base fee 2.00% of the estimated cost of demolition
(F) Filing Fees for Permit Application and Plans Examination (does not apply to Fire Prevention Division fees for fire alarm, fire suppression and fire lane permits): To allow for permit application processing and plan examination in the event a building permit is not issued, the following fees shall be paid prior to plan review for such a permit.	
• For non-walk-through single-family residential projects • For all commercial work, apartment buildings, garden apartments, and high rise residential buildings • For walk-through residential projects	50% of the permit fee 35% of the permit fee 100% of the permit fee
(G) Home Improvements: See applicable fees for new buildings, additions, enlargements, repairs and alterations.	
(H) Modular Furniture: The fee for the installation of modular furniture per floor or portion thereof when:	
• The estimated cost of construction is $10,000 of more • The estimated cost of construction is less than $10,000 with a minimum fee of $148.00	$339.00 3.4% of the estimated cost of construction
(I) Partitions:	*Base fee*
(J) Removal and Relocation: The fee shall be based on a percentage of the cost of moving, plus a percentage of the cost of all work necessary to place the building or structure in its completed condition in the new location.	2.00% of the cost of moving + 2.00% of the cost of work
(K) Repairs and Alterations: The fees for repairs and alterations of any building or structure where there is no addition or enlargement:	
• For commercial work • For residential work (R-3, R-4, R-5 construction)	3.4% of the estimated cost of work 2.00% of the estimated cost of work
(L) Roof Repairs, New Roof Structures, Re-siding: Fees for repairs and alterations apply.	
*(M) Swimming Pool: The f*ee for a building permit to construct a swimming pool.	$133.00
(N) Temporary Structures:	Base fee
(O) Tenant Layouts:	
Except for those tenant layouts shown on the originally approved plans for a new building, separate building permits shall be required for each tenant layout. The fee shall be based on a percentage of the estimated cost of work. A minimum construction cost of $15,000 shall be used to determine the permit fee. If the permittee is able to prove through verifiable cost data that the cost of construction is less than $15,000, the permit fee shall be prorated accordingly. In no case, shall the permit fee be less than $340.00. Fee per plan review discipline for each resubmission of plans for alterations to existing commercial buildings	3.4% of the estimated cost of work Base Fee

(P) Home Improvement Contractor License Fees:	
All contractor application and license fees are charged per individual for a sole proprietorship, per general partner for a partnership, or per corporate officer for a corporation.	
• Application processing fee	$86.00
• Fee of license issuance	$53.00
• Fee to renew expired license, in addition to license renewal fee*	$51.00
• Fee to renew license	$71.00
• Fee to maintain license in inactive state	$25.00
*The fee to renew expired license. The Building Official or his designee has the authority to waive the penalty fee when the failure to renew a license is due to circumstances beyond the control of the licensee.	

C: MECHANICAL PERMIT FEES	
(A) Mechanical Equipment Installation Fees: The permit fee for installation, repair, or replacement of all mechanical equipment installed in buildings other than within individual residences. This fee is in addition to the equipment fees listed below in this section.	2.00% of the contract value less the value of listed equipment
1. Automotive Lift	$101.00
2. Boilers:	
• Hot water heating to 200 MBH	$96.00
o For each additional 100 MBH or fraction thereof	$14.85
• Hot water storage tank	$96.00
• Hot water supply to 500 MBH	$96.00
o For each additional 500 MBH or fraction thereof	$14.85
• Low-pressure steam to 200 MBH	$96.00
o For each additional 100 MBH	$14.85
• Indirect hot water heater	$96.00
• Miniature	$121.00
• Power	$121.00
o Plus per boiler hp	$1.80
3. Crematorium	$146.00
4. Dumbwaiters	See Vertical Transportation
5. Elevators	See Vertical Transportation
6.	
6. Expansion tank	$96.00
7. Escalator	See Vertical Transportation
8. Furnaces:	
• Central heating up to 200 MBH	$39.20
o Each additional 100 MBH or fraction thereof	$10.75

• Duct-furnace up to 200 MBH o Each additional 100 MBH or fraction thereof • Oil and solid fuel furnace up to 220 MBH input o Each additional 100 MBH or fraction thereof • Electric furnace up to 30 KW o Each additional 30 KWS or fraction there of	$24.35 $10.75 $39.20 $10.75 $39.20 $5.55
9. Halon system	Base fee
10. Heat pump: • Up to 5 tons o Each additional ton • Auxiliary heat up to 100 MBH o Each additional 100 MBH • Incremental heating and air conditioning units per unit. This fee applies to heating and air conditioning units installed with boilers chillers and water towers in a building.	 $48.75 $1.80 $39.20 $5.55 $11.30
11. Incinerator: • Per 100 lbs. per hour burning rate or fraction thereof	 $48.45
12. Manlift	See Vertical Transportation
13. Oil burner (conversion to or replacement of oil burner): • Light oils – No. 1, 2 or 4 • Heavy oils – No. 5 or 6	 $48.45 $59.35
14. Ductwork, Piping of equipment: The fee for all ductwork and piping of equipment for use groups other than R-3, R-4, and R-5.	2,00% of the total contract value
15. Porch lift, handicapped/wheel chair lift, hand elevator	See Vertical Transportation
16. Prefab chimney	$24.35
17. Prefab fireplace, with or without prefab chimney	$24.35
18. Pump, circulating	$48.75
19. Range hood fire protection system: Range hood only is charged as ductwork.	Base fee
20. Refrigeration (including but not limited to chillers, air conditioning units and cooling towers): • Refrigeration and refrigeration cycle of air conditioning systems up to 5 tons o Each additional refrigeration ton or fraction thereof	 $48.75 $1.80
21. Sidewalk elevators	See Vertical Transportation
22. Space heater	See Unit Heater
23. Tanks (Above ground or underground tanks for hazardous or non-hazardous liquids, oil gas and propane): • Commercial • Residential (R-3, R-4 and R-5 occupancies) • Unfired pressure vessel (Air compressor receiving tank)	 Base fee Base fee $96.00
24. Unit heater: • Gas and oil up to 500 MBH input o For each additional 100 MBH input or fraction thereof • Electrical up to 147 KW	 $24.35 $5.65 $24.35

o Each additional 30 KW or fraction thereof	$5.65 $10.90

• Woodstove, with or without prefab chimney	
(B) Periodic Mechanical Inspection Fee:	
• Boilers	
o Hot water heating	
▪ 0-1000 MBH	$96.00
▪ 1001-2000 MBH	$121.00
▪ Over 2000 MBH	$146.00
o Hot water supply	$96.00
o Miniature	$121.00
o Power	
▪ 0-100 HP	$146.00
▪ 101-500 HP	$170.00
▪ 501-1000 HP	$196.00
▪ Over 1000 HP	$217.00
o Steam	
▪ 0-1000 P/H	$128.00
▪ 1001-2000 P/H	$146.00
▪ 2001-4000 P/H	$170.00
▪ Over 4000 P/H	$196.00
• Hydrostatic test	$173.00
• Incinerator	
▪ Up to 100 pounds	$101.00
▪ Over 100 pounds	$154.00
• Range hood fire protection system. Range hood is only charged as ductwork.	$96.00
• Halon system	$96.00
• Refrigeration system	$146.00
• Unfired pressure vessel	
▪ With manhole	$146.00
▪ Without manhole	$96.00

D: ELECTRICAL PERMIT FEES

(A) Electrical Equipment Installation Fees:
Fees for the initial construction of new dwelling units in R-2, R-3, R-4 and R-5 use groups. The fees include the initial installation of equipment listed on the electrical permit application that includes the main electrical service for the dwelling. Any equipment installed pursuant to other electrical permit applications shall be charged in accordance with the fees prescribed in (B) below.

1. Electrical service size: • 0-149 amps • 150-399 amps • 400 amps • More than 400 amps-Use itemized fees in (B) below	 $200.00 $212.00 $292.00 See note
(B) Electrical Equipment Installation Fees:	
1. Appliances, residential: Includes direct-wired appliances installed in dwelling units such as air cleaners, attic fans, central vacuums, dishwashers, disposals, clothes dryers, ovens, ranges or stoves, trash compactors and water heaters: • First appliance o Each additional appliance Receptacles for individual appliances installed in lieu of the appliance shall be charged at the same rate as if the appliance were installed.	 $10.75 $5.65
2. Circuits, new (Extensions are counted as circuits), each	$1.80
3. Control wiring: Wiring less than 50 volts when penetrating fire rated assemblies, smoke barriers and non-combustible plenums (e.g. telephone wiring, television wiring, burglary/security systems, fire alarm systems, etc.)	Base Fee
4. Dental chairs	$10.75
5. Electrical equipment rated by kilowatts (KW) to include space, baseboard and central heat, and commercial cooking units, water heaters, dishwashers, dryers, etc.: • 0 to 4 KW o Each additional unit in this range • 4 to 6 KW o Each additional unit in this range • 6 to 8 KW o Each additional unit in this range • 8 to 10 KW o Each additional unit in this range • 10 to 14 KW o Each additional unit in this range • 14 to 20 KW o Each additional unit in this range • 20 to 25 KW o Each additional unit in this range • Over 25 KW o Each additional unit in this range	 $14.85 $5.65 $18.00 $10.75 $22.60 $14.85 $28.25 $18.00 $32.90 $22.60 $36.75 $28.25 $41.30 $32.90 $45.45 $36.75
6. Fan coil units	$5.65
7. Fixtures, switches and receptacles, etc.: • First 10 or fraction thereof o Each additional 10 or fraction thereof	 $10.75 $7.25
8. Gasoline pumps: Submerged	Fee shall be the same as for motors

9. Gasoline island pumps or dispensers: • First o Each additional, each	 $10.75 $7.25
10. Generators: • 0 to 5 KW • Over 5 to 25 KW • Over 25 to 35 KW • Over 35 to 50 KW • Over 50 KW	 $24.35 $29.95 $39.20 $47.70 $73.00

11. Heating and air conditioning – gas and oil:
• Residential furnace – gas/oil or air conditioning
  o First unit
  o Each additional unit
 	
• Commercial furnace
	
	14.85
	$5.65
	
	See motors

12. Motors and electrical equipment rated horsepower (hp) to include commercial heating, cooling and ventilating equipment. On package equipment, such as pumps and commercial air handlers, fans, compressors and disposals, each motor shall be charged separately:
 	
• 1/8 horsepower or less
 	
• Over 1/8 to 1 hp
  o First
  o Each additional motor
 	
• Over 1 to 5 hp
  o First
  o Each additional motor
 	
• Over 5 to 10 hp
  o First
  o Each additional motor
 	
• Over 10 to 20 hp
  o First
  o Each additional motor
 	
• Over 20 to 30 hp
  o First
  o Each additional motor
 	
• Over 30 to 40 hp
  o First
  o Each additional motor
 	
• Over 40 to 50 hp
  o First
  o Each additional motor
 	
• Over 50 hp
  o First
  o Each additional motor
	
	Charged as fixtures
	
	$14.85
	$5.65
	
	$18.00
	$5.65
	
	$24.50
	$10.75
	
	$29.95
	$14.85
	
	$34.40
	$18.00
	
	$44.80
	$29.95
	
	$53.00
	$38.50
	
	$64.00
	$48.75

13. Parking lot lighting: • First pole o Each additional	 $10.75 $5.65
14. Services: New or replacement, subservices, subpanels, submeters or meters for separate occupancies: o 0 to 800 amp o Over 800 amp • Temporary service on structures for construction of temporary or permanent service o 0 to 800 amp o Over 800 amp	 $50.00 $73.00 $50.00 $73.00
Circuits, fixtures, receptacles and equipment to be charged for under the circuit fixture and motor schedule	
15. Signs: • Fluorescent, each sign o 1 to 4 tubes o Each additional 4 tubes or fraction thereof • Incandescent, each sign • Neon, each sign o First transformer o Each additional transformer	 $14.85 $10.75 $14.85 $14.85 $5.65
16. Swimming pools, annual inspections fees: • Includes two inspections Fee must be paid before inspections will be performed. Additional inspections will require payment of re-inspection fee.	 $133.00
17. Temporary wiring: • Tree sales, produce stands, fireworks stands, tent sales and other temporary non-amusement activities • Carnivals, fairs, circuses and other temporary amusement activities	 Base fee $170.00
18. Transformers, UPS and step down transformers: • 0 to 10 KVA o Each additional transformer in this range • Over 10 to 50 KVA o Each additional transformer in this range • Over 50 to 75 KVA o Each additional transformer in this range • Over 75 to 200 KVA o Each additional transformer in this range • Over 200 KVA o Each additional transformer in this range	 $14.85 $10.75 $18.00 $14.85 $29.95 $24.35 $44.80 $34.40 $57.00 $48.30
19. Unit heaters	$5.65
20. UPS System: Fee shall be the same as transformers by KVA rating	
21. Welders	$6.35
22. X-ray machines	$635

E: PLUMBING PERMIT FEES	
(A) Plumbing and Gasfitting Equipment Installation Fees:	
1. New plumbing systems in new buildings, existing unplumbed buildings, or portions thereof, changes in existing systems • Plus, for each fixture, each appliance, each appurtenance, including sill cock, and for each area-way drain, floor drain and roof drain	$48.75 $7.25
2. Setting or replacing fixtures without changes in existing system • Plus, for each fixture	$48.75 $5.65
3. Sewer, new, replacement or repair	$48.75
4. Sewer tapping	$48.75
5. Sewage ejector pump	$7.25
6. Sump pump	$7.25
7. Swimming pool, public and semipublic	Fixture, appliance and appurtenance fee apply
8. Water service, new, replacement or repair	$48.75

F: HOUSEHOLD APPLIANCE PERMIT FEES	
(A) Household Appliance Fees:	
• Base permit fee, which includes the first appliance o Plus, additional appliances added on the same permit, each	$50.00 $12.05

G: VERTICAL TRANSPORTATION PERMIT FEES	
(A) Mechanical Equipment Installation Fees: The permit fee for installation, repair, or replacement of all mechanical equipment installed in buildings other than within individual residences. This fee is in addition to the equipment fees listed below in this section.	1.96% of the contract value less the value of the equipment listed below
1. Commercial (new or replacement): • Chair/platform lifts • Dumbwaiters/material lifts o Hand-operated o Power-driven • Elevators o Construction o Freight, plus floor charge o Passenger, plus floor charge • Escalators, per floor/moving walks • Man lifts o Hand-driven	 $142.00 $142.00 $142.00 $306.00 $289.00 $289.00 $497.00 $146.00 $113.00

Floor charge: Fee charged for each floor in the building where a passenger or freight elevator is installed. This charge shall be computed and added to the cost of the first piece of equipment only.	$47.00
Alterations or repairs shall be charged at a percentage of the estimated cost of repairs, with a minimum fee of $135.00.	1.5% of the estimated cost of repairs
2. Residential, new or replacement	
• Chair/platform lifts	$142.00
• Dumbwaiters	
o Hand-operated	$142.00
o Power-driven	$142.00
• Private residence elevators	$306.00
(B) Periodic Mechanical Inspection Fee: All vertical transportation equipment, other than that which is installed within individual residences, and other than conveyors, requires an annual certificate of compliance. For an annual certificate of compliance, the annual fee payable by the owner of the building to the County of Fairfax on or before the expiration of the certificate shall be as follows:	
• Chair/platform lifts	$146.00
• Dumbwaiters/material lifts	
o Hand-operated	$122.00
o Power-driven	$134.00
• Elevators	
o Construction	$266.00
o Freight, plus floor charge	$266.00
o Passenger, plus floor charge	$266.00
• Escalators, per floor/moving walks	$146.00
• Man lifts	$146.00
• Sidewalk elevators	
o Hand-driven	$113.00
Power-driven	$150.00
Floor charge: Fee charged for each floor in the building where a passenger or freight elevator is installed. This charge shall be computed and added to the cost of the first piece of equipment only.	$47.00
Freight and passenger elevator tests*:* The following fees apply to freight and passenger elevator tests which are not performed in conjunction with regularly scheduled periodic inspections:	
• Temporary inspection	$246.00
• Temporary inspection (extension)	$115.00
• Governor test	$296.00
• Load test	$445.00
• Speed test	$296.00
• Static pressure/hydraulic	$296.00
• Fire and smoke test	$213.00

H: FIRE PREVENTION DIVISION (FIRE MARSHAL) FEES	
(A) Plan Review Fees: Fees for all plan review are based on an hourly charge calculated on the quarter hour or part thereof, per reviewer. Fees are due upon completion of the plan review process.	$128.00 hour
(*B) Acceptance Testing and Inspection Fees*: Fees are based on an hourly charge calculated on the quarter hour or part thereof, per inspector. Fees for fire protection equipment and systems performance tests and inspections, other equipment and systems performance tests and inspections, occupancy or preoccupancy inspections, fire lanes and required retesting or reinspections shall be imposed per hour calculated on the quarter hour or part thereof, per required inspector.	$128.00 hour
(C)Reinspection Fees: Reinspection fees shall be based on the hours reserved to perform the test and will be charged per hour calculated on the quarter hour or part thereof, per required inspector. The following matrix is to serve as a guideline in determining when a reinspection fee is required for acceptance testing and retesting. A minimum notice of 24 hours (one full business day) for test cancellation is required. The fee is charged when an inspection is not cancelled in time to save an unnecessary trip by inspectors.	$128.00 hour

REINSPECTION FEES

CIRCUMSTANCE	*CONDITION*	*INSPECTED*	*REINSPECTION FEE*
Cancelled or rescheduled off site more than 24 hours prior to appointment	N/A	No	No
Cancelled or rescheduled off site less than 24 hours prior to appointment	N/A	No	Yes
Contractor shows, others do not or inspectors arrive, no one on site	Cannot test	No	Yes
Cancelled while inspectors on site; test not started	Not Ready	No	Yes
Regular inspection, test started, test not completed	Not Ready or Failure due to fault of contractor	Yes	Yes
Regular inspection, test started, test not completed	Failed, but not due to fault of contractor	Yes	No
Regular inspection, test completed	Substantially ready with minor deficiencies	Yes	No
Regular inspection, test completed	No punch list, sticker issued	Yes	No
Final inspection	Deficient	Yes	Yes

(D) Plan Reviews and Inspections Performed Outside Business Hours: Plan reviews and inspections may be performed outside business hours upon request at the sole discretion of the fire official. Fees for these plan reviews and inspections shall be assessed at twice the rate listed in (A), (B), and (C) above. Fees shall be assessed in 30 minute increments.

I: AMUSEMENT DEVICE PERMIT FEES	
The permit fee for each amusement device or carnival ride shall be as follows:	
• Kiddie ride	$25.00
• Circular ride or flat-ride less than 20 feet in height	$35.00
• Spectacular ride that cannot be inspected as a circular ride or flat-ride due to complexity or height.	$55.00
• Roller coaster that exceeds 30 feet in height	$150.00

II. SITE DEVELOPMENT FEES

The following site development fees to cover the cost of reviewing site and subdivision plans and related documents; processing site and subdivision plan agreements; making inspections of required site improvements; permitting any work or construction on any land dedicated or proposed for dedication to public use; and other fees incidental to the administration of these activities pursuant to Chapters 2, 101, 104 and 112 of the Code and any fees paid to the County upon submission of any request for a waiver, exception, and modification of the County Ordinances, are hereby adopted:

A: PLAN AND DOCUMENT REVIEW FEES	
The following fees are due upon submission to the County of the following plans and documents. The Fire Prevention Division review fees are listed in Part D.	
(A) Plats:	
1. Easement plat, per submission	$360.00
2. Preliminary subdivision plat:	
• Initial Submission	
o Less than 10 lots	$3,494.00
▪ Plus, fee per lot or division of land including outlots and parcels	$66.00
o 10 lots or more	$5,688.00
▪ Plus, fee per lot or division of land including outlots and parcels	$66.00
• Redate (reapproval): fee for reapproval of a previously approved preliminary plat submitted to the County for approval during the validity period of the preliminary plat, each.	$709.00
• Resubmissions, per submission	25% of the original fee
• Revisions, per submission	25% of the original fee
3. Record (final) subdivision plat:	
• Initial Submission	$606.00
o Plus, fee per lot or division of land including outlots and parcels	$30.00
• Resubmission Fee, per submission	$308.00
• Redate (reapproval): fee for reapproval of a previously approved final plat that has expired, per submission	$529.00
(B) Subdivision Plans, Site Plans, and Site Plans for Public Improvements Only: The following schedule shall be used to tabulate the fees for review of subdivision and site plans, and site plans for public improvements only.	
1. Base Fee:	
• Subdivision Plan	
o 1st submission	$4,830.00
o Plus, fee per disturbed acre or any fraction thereof	$884.00

• Site Plan o 1st submission o Plus, fee per disturbed area or any fraction thereof • Site plans for public improvements only including sanitary sewer, trail, sidewalk, storm sewer, channel improvements, waterline, and/or road construction pursuant to Chapter 2 of the Code. o 1st submission o Plus, per linear foot or fraction thereof, of each improvement	 $7,296.00 $884.00 $3,519.00 $1.21
2. Fees in addition to base fees: • Additional plan review, as a result of an approved zoning action associated with the proposed construction to include the following, with a maximum cumulative fee of $3,465.00 o Sites subject to rezoning o Sites subject to special exception o Sites subject to special permit o Sites subject to variance • Review resulting from site conditions and proposed improvements o BMP facility, for each facility serving the site (on or off-site) o Floodplain area (existing and proposed) o Natural drainageway (non-floodplain watersheds) o Problem soils (area with soil types A or B, per the official map adopted by the Board or as deemed by the Director) o Stormwater management facility, for each facility serving the site (on or off-site)	 $2035.00 $1,428.00 $1,428.00 $1,058.00 $2,343.00 $714.00 $714.00 $1,058.00 $879.00
3. Resubmissions: • 2nd submission base fee: fee tabulated at 50% of the first submission fee assessed in accordance with (B1) and (B2) above. o Plus, additional fees charged in accordance (B1) and (B2) above for changes in the amount of disturbed area, zoning action, site conditions, and/or proposed improvements from that indicated on the first submission. The maximum combined first and second submission base fees: o For subdivision plans o For site plans • Resubmission site and subdivision plan after 2nd submission, per submission (does not apply to site plans with public improvements only) • 2nd submission fee for site plans with public improvements only, per submission • Resubmissions after 2nd submission for site plans with public improvements only, per submission: fee tabulated at 50% of the first submission fee in accordance with (B1) and (B2) above.	 50% of the original fee Tabulated fee $13256.00 $47310.00 $4,670.00 $0.00 50% of the original fee
4. Revisions: • Fee, per submission o Plus, additional fees charged in accordance with (B1) and (B2) above for changes in the disturbed area, zoning action, site conditions, and/or proposed improvements from that indicated on the original plan.	 $1,058.00 Tabulated Fee
5. Plan extensions (redate), per request	$1,428.00

(C) Minor Site Plans and Grading Plans:	
1. Minor Site Plans, per submission	$2,852.00

2. Grading plans for building permits on existing lots within a subdivision currently bonded with the County:
• 1st submission, first lot
  o Each additional lot within the same subdivision submitted within the same plan set
• Resubmissions and revisions, first lot
  o Each additional lot within the same subdivision submitted within the same plan set
	
	$1,058.00
	$879.00
	$360.00
	$185.00

3. Grading plans for building permits on existing lots that are not within a subdivision currently bonded with the County and parcels with lots of 5 acres or more: • 1st submission, per infill lot • Resubmissions and revisions, per infill lot	 $1,685.00 $678.00
4. Rough grading plan (RGP) and filling parcels: • 1st submission, per division of land or disturbed acre, or fraction thereof, whichever amount is greater, not to exceed $12185.00 • Resubmissions and revisions, per submission	 $660.00 25% of the original fee
5. Conservation plan without a grading plan, per submission	$1,007.00
(D) Processing of Studies, Soils Reports and Other Plans:	

1. Studies:
• Drainage study, per submission (non-floodplain watersheds)
• Floodplain study
  o Per submission, per linear foot of baseline or fraction thereof
  o Plus, fee per road crossing and per dam, not to exceed a total fee of $9,355.00, per submission
• Parking study
  o Parking tabulation for change in use, per submission
  o Parking redesignation plan, per submission
  o Administrative parking reduction for churches, chapels, temples, synagogues and other such places of worship with child care center, nursery school or private school of general or special education, per submission
  o Parking reduction based on hourly parking accumulation characteristics or hourly parking accumulation characteristics in combination with other factors when the required spaces are:
  ▪ Under 225 spaces
  ▪ 225 to 350 spaces
  ▪ 351 to 599 spaces
  ▪ 600 spaces or more
  o Parking reduction based on proximity to a mass transit station
  o Parking reduction based on a Transportation Demand Management Program
• Recycling study: When the plan or study is submitted to the County for the sole purpose of placing recycling containers on a commercial or industrial site, as required by the Fairfax County Business Implementation Recycling Plan,
	
	$1,634.00
	
	$2.30
	$509.00
	
	$817.00
	$817.00
	$817.00
	
	$2,343.00
	$4,069.00
	$6,505.00
	$13,626.00
	$2,343.00
	$2,343.00
	
	$0.00

per submission.	
• Water Quality Fees* o Resource Protection Area (RPA) Boundary Delineations and Resource Management Area (RMA) Boundary Delineations ▪ Non-bonded lots, existing lots and acreage, rough grading and filling parcels, and parcels with lots of 5 acres or more not within a subdivision or site plan development currently bonded with the County, per submission ▪ Bonded lots: lots in conjunction with multiple construction within a subdivision currently bonded with the County, per submission: o Projects with 150 linear feet or less of baseline o Projects with greater than 150 linear feet of baseline ▪ Plus, fee per linear foot of baseline or fraction thereof, in excess of 150 linear feet o Water Quality Impact Assessments (WQIA) ▪ Non-bonded lots: existing lots and acreage, rough grading and filling parcels, and parcels with lots of 5 acres or more not within a subdivision or site plan development currently bonded with the County, per submission ▪ Bonded lots: lots in conjunction with multiple construction within a subdivision or site plan currently bonded with the County, per submission *In the event that a RPA and RMA Boundary Delineation and a WQIA are submitted simultaneously, only one fee shall be required and such fee shall be the higher of the fees required for the individual studies.	 $349.00 $349.00 $349.00 $0.80 $360.00 $1,377.00
2. Soils Reports: • Bonded lots: lots in conjunction with multiple constructions in a newly bonded subdivision development, site plan or site plan for public improvements only o 1st submission, per lot o Resubmissions and revisions, per submission • Non-bonded lots: existing lots and acreage, rough grading and filling parcels, and parcels with lots of 5 acres of more, not within a subdivision or site plan development currently bonded with the County, per submission o 1st submission, per lot, not to exceed $3,655.00 o Resubmissions and revisions, per submission	 $2,852.00 $935.00 $1,834.00 $935.00

3. Other Plans: • As-built plans o Sanitary Sewer, per submission o Site and subdivision, per submission • Debris landfill design plan o Base fee, per submission o Plus, per acres • Debris landfill permit, semi-annual, each permit • Environmental Site Assessment: o 1st submission o Resubmissions and revisions, per submission	 $529.00 $360.00 $1,120.00 $74.00 $2,446.00 $2,651.00 $935.00
• Photometric or Sports Illumination Plan, fee per submission when such plan is not submitted as part of a required site plan submission • Tree removal permit, each permit	$735.00 $185.00
(E) Miscellaneous fees:	
• Sheet substitution (insert): fee paid prior to plan approval of any insert sheet to a study, report, plan or waiver. • Lot Validation Application	$90.00 $370.00

B. BONDING AND AGREEMENT FEES	
The following fees shall be paid upon submission to the County of agreement packages.	
(A) Agreement Package Processing Fee, per agreement package: • Security value exceeding $10,000 • Security value of $10,000 or less	 $2,050.00 $283.00
(B) Agreement Extensions, Replacements and Reductions: • Agreement extensions • Replacement agreement: There shall be no replacement agreement fee if the rating for the corporate surety has fallen to a "B" level according to the A.M. Best Key Rating Guide and the replacement request is submitted to and approved by the Director prior to the expiration date of the agreement. • Agreement security reductions in support of an agreement • Agreement extension and reduction submitted simultaneously Also see Part C, Site Inspection Fees, for inspection fee for agreement extensions.	 $822.00 $1,464.00 $1,392.00 $1,392.00

C. SITE INSPECTION FEES	
Unless otherwise noted, the following fees shall be paid at the time of bonding, or prior to issuance of a construction permit for land disturbing activity, whichever occurs first. The Fire Prevention inspection fees are listed in Part D.	
(A) Base Fee: Per disturbed acre per agreement month, with a minimum of $1,340.00 and a maximum of $24,125.00	$38.55
(B) Fees in Addition to the Base Fee:	

1. Public Utility Fees:	
• Storm drainage	
o Base fee for first 100 linear feet	$1,552.00
o Plus, fee for each additional linear foot or fraction thereof	$3.35
• Stormwater management ponds	
o Embankment less than or equal to 6 feet high	$1,547.00
o Embankment greater than 6 feet high	$3,083.00
• Dedicated streets	
o For first 100 linear feet	$2,168.00
o Plus, fee for each additional linear foot or fraction thereof	$9.00
• Private streets	
o For the first 100 linear feet	$1,759.00
o Plus, fee for each additional linear foot or fraction thereof	$7.25
• Other paved area, per square yard or fraction thereof	$1.60
o Driveway entrances, for each entrance	$162.00
o Pedestrian walkways/trails	
▪ For the first 100 linear feet	$372.00
▪ Plus, fee for each additional linear foot or fraction thereof	$1.85
• Sanitary sewer systems	
o Base fee for first 100 linear feet of main	$2,162.00
o Plus, fee for each additional linear foot or fraction thereof	$7.00
2 Other Bonded and Proffered Work: fee is based on a percentage of the bonded amount	
• Cast in place culverts	
o Percentage of bonded amount up to $50,000	14.90%
▪ Plus, percentage of the bonded amount greater than $50,000 but less than or equal to $200,000	7.35%
▪ Plus, percentage of bonded amount greater than $200,000	3.07%
o All other work	
▪ Percentage of bonded amount up to $50,000	14.90%
▪ Plus, percentage of bonded amount greater than $50,000	3.07%
3. Inspection Fee for Agreement Extensions: per disturbed acre*, per agreement month *When the amount of disturbed site area has been reduced to less than one-half of the original amount and the developer's agreement has not expired, a one-time fifty percent reduction of the original disturbed area is permitted.	$38.55
4. Inspection following a stop work order: each, payable at next bonding action	$617.00
5. Inspection following a violation: each inspection, payable at next bonding action	$308.00

D. FIRE PREVENTION DIVISION (FIRE MARSHAL) FEES	
The following Fire Prevention Division fees shall be paid for the review and inspection of the following plans and plats. Plan review fees are due upon submission to the County of such plans and plats except that fees for plans submitted directly to the Fire Prevention Division shall be due upon completion of the plan review process or within 120 days of plan submission, whichever comes first. Inspection fees are due upon completion of the inspection.	
Site plans Site plan revisions Site plan extensions Rough grading plans As-built site and subdivision plans Plats	Subdivision plans Site plans for public improvements only Revisions and reapprovals to subdivision plans and site plans for public improvements only
(A) Plan Review fees: Fees are based on an hourly charge calculated on the quarter hour or part thereof, per reviewer.	$128.00 hour
(B) Testing and Inspection Fees: Fees are based on an hourly charge calculated on the quarter hour or part thereof, per inspector.	$128.00 hour

E. SITE PERMIT FEES	
Before a permit is issued for any work or construction on any land dedicated or proposed for dedication to public use, the following fees shall be paid to the County. A separate utility permit is required for each of the following types of surface work, overhead installations or underground installations:	
(A) Surface work:	
• Private entrances by homeowner	$308.00
• Private property being developed for sale by subdivision (i.e. land developer)	$308.00
• Drainage structures	$308.00
• Steps, sidewalks, curb and gutter, etc.	$308.00
(B) Overhead installations:	
• Crossings	$308.00
• Poles	$308.00
• Guys and anchors	$308.00
• Streetlights	$308.00
(C) Underground installations:	
• Crossings	$473.00
• Parallel installations, any length on one permit	$473.00
• Emergency permits or permits for repairs of existing facilities	$308.00
• Valve boxes	$308.00
• Manholes (construction, reconstruction, adjust when on existing line)	$308.00
• Test holes	$308.00
• Fire hydrants, installed on existing line	$308.00
• Service connections	$308.00

F. WAIVER, EXCEPTION, MODIFICATION AND EXEMPTION FEES

Fees in accordance with the table below shall be paid to the County upon submission of any request for a waiver, exception, and modification of the County Ordinances, including but not limited to the Chesapeake Bay Preservation Ordinance (Chapter 118), the Subdivision Ordinance (Chapter 101), the Zoning Ordinance (Chapter 112) and the Public Facilities Manual (PFM). The fee assessed shall be based on the Ordinance requirement and the type of plan submitted pursuant to Chapter 101, 112 or 104 of the Code.

Resource Protection Area (RPA) Applications

County Ordinance	Fee		
	Pursuant to Chapter 101	Pursuant to Chapter 112	Pursuant to Chapter 104
1. Chapter 118-5-1(a): Exemption	No fee	No fee	No fee
2. *Chapter 118-5-1(b):* Exemption Reconstruction of structures destroyed/damaged by casualty, if such reconstruction is otherwise permitted by law and as long as the structure is reconstructed in the same location and creates no more impervious area than existed with the prior structure.			
3. Chapter 118-5-2: Exemption for public utilities			
4. Chapter 118-5-3(a): Exemption Water wells, site amenities for passive recreation, historic preservation, and archeological activities located within an RPA.			
5. Chapter 118-5-3(b): Exemption for less than 2500 sf. disturbance in RMA.			
6. Chapter 118-5-3(c): Exemption			
7. Chapter 118-5-4(a): Waiver Loss of buildable area in RPA for lots recorded prior to 10/01/89 with no encroachment into the seaward 50 feet of the RPA buffer area.		$730.00	$170.00
8. Chapter 118-5-4(b): Waiver Loss of buildable area in RPA for lots recorded between 10/01/89 and 11/18/03 for houses located within the RPA, with no encroachment into the seaward 50 feet of the RPA buffer area.			
9. Chapter 118-5-5(a): Exception Waiver of the performance criteria for minor additions to principal structures established as of 7/01/93. No accessory structures or uses.			
10. Chapter 118-5-5(b): Exception Waive of the performance criteria for minor additions to principal structures established between 7/01/93 and 11/18/03 and located within the RPA. No accessory structures or uses.			
11. Chapter 118-6-7: Exception Loss of buildable area in RPA for lots recorded prior to 1/18/03 that does not meet the requirements of 118-5-4. A Public Hearing is required. (see note 4)			

12. Chapter 118-6-8: Exception Construction of accessory structures and uses to principal structures that were established as of 7/1/93 and do not result in the creation of 1,000 sq. ft. of additional impervious area within RPA that exceeds 2 percent of the lot area up to maximum 2,500 sq. ft., whichever is greater. A Public Hearing is required. (see note 4)		$730.00	$170.00
13. Chapter 118-6-9: General Exception General exception for construction in an RPA. A Public Hearing is required. (see note 4)	$730.00	$730.00	$170.00

Best Management Practices (BMP)
and
Stormwater Management (SWM) Applications
(see note 5)

County Ordinance	Fee		
	Pursuant to Chapter 101	Pursuant to Chapter 112	Pursuant to Chapter 104
*1. PFM 6-0402.*4: *SWM/BMP Modification:* to use an innovative water quality or detention facility	No fee	No fee	No fee
2. Chapter 118-3-2(f)8: BMP Exemption for maintenance, alteration, use or improvement to an existing structure or use that does not degrade water quality.	No fee	No fee	No fee
3. Chapter 118-3-2(f)5, PFM 6-0401.2: *BMP waiver* for site and subdivision plans	$730.00	$730.00	
4. Chapter 112-7-808(1), PFM 6-0401.1: *BMP waiver* for sites located in the Water Supply Overlay District			
5. PFM 6-0301.3 General SWM Waiver			
6. PFM 6-0303.8 SWM Modification to locate an underground detention facility on a residential development. Must be approved by the Board in conjunction with a rezoning or special exception application.			
7. PFM 6-1603.4: SWM Waiver of the dam breach analysis for dams <70 acres, <15 feet high and <25 acre-feet of storage.			
8. PFM 6-1600: SWM Waiver of the dam standards.			
9. Chapter 118-3-2(f)7,PFM 6-0401.2: BMP Waiver due to constraints of a single lot grading plan.			$170.00
10. Chapter 101-2-2(12), PFM 6-1307, PFM 6-0303.9: SWM Modification to locate a detention facility on an individual residential lot.	$730.00		

General Applications	
County Ordinance	Fee
1. General Waiver: Except as noted otherwise in this section, the fee associated with a request for a waiver, exception, or modification of the requirements of the County's Ordinances, including but not limited to the Subdivision Ordinance, Zoning Ordinance and the Public Facilities Manual.	$730.00
2. *Chapter 101-2-2: Public Street Frontage Waiver* Fee for a waiver of the public street frontage requirement. A Public Hearing is required (see note 4)	$2,050.00
3. *Minor Adjustment of Property Lines:* Fee for a waiver associated with the minor adjustment of property lines.	$260.00

Notes:

1. CBPO waivers and exception requests submitted under §§ 118-5 and 118-6 require submission of a concurrent Water Quality Impact Assessment (WQIA) and application fee.
2. Water quality fees are not required for plans and permits reviewed under Chapter 104 for which fees have been paid in connection with the review and approval of WQIA's, RPA Boundary Delineations, RMA Boundary Delineations, and CBPO exceptions filed under Chapters 101 and 112 of the Code.
3. In no instance shall the total fee for all waivers, exceptions and modifications associated with a subdivision, site plan or minor site plan exceed $2,9.23.00. CBPO waivers and exceptions associated with grading plans shall not exceed $730.00.
4. An additional fee of $365.00 shall be paid with the submission of an exception request when a public hearing is required under Article 6 of Chapter 118 of the Code.
5. A single fee of $858.00 shall be paid when combined stormwater and BMP waivers are submitted simultaneously.
6. The cumulative fee for any modifications or waivers requested for the portion of a development in which affordable dwelling units are located, and which relate to typical street sections, sidewalks, and/or curb and gutter, shall not exceed $730.00.

Case Review of Fees: In the event that, prior to plan approval for review fees or prior to bond release for inspection fees, the payor disputes the fee charged, he may request in writing to the Director a case review of costs incurred by the County. In the case where the review reveals that the fees paid exceed 100% of costs, then a refund of the difference shall be made. If the case review reveals that 100% of the costs incurred by the County exceed the fees paid, then the developer shall pay the difference to the County prior to plan approval for review fees, or prior to bond release for inspection fees.

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Board Agenda Item
February 12, 2013

ADMINISTRATIVE - 6

Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Zoning Application Fee Schedule

ISSUE:
The proposed Zoning Ordinance amendment would reduce the zoning application fees for a riding and boarding stable, modifications to the limitations on the keeping of animals, and for an increase in fence and/or wall height in any front yard on a single family dwelling lot. Additionally, the amendment will establish a new fee for a special permit which is limited to a change in the name of the permittee and a new fee for a PRC plan filed concurrently with a special exception and/or special permit. The amendment will also allow the Zoning Administrator to determine if a substantial change to a pending application warrants a new fee. Lastly, the amendment restructures and restates the fees applicable to extensions and amendments to previously approved and pending zoning applications to provide more clarity.

RECOMMENDATION:
The County Executive recommends the authorization of the advertisement of the proposed amendment by adopting the resolution.

TIMING:
Board action is requested on February 12, 2013, to provide sufficient time to advertise the proposed Planning Commission public hearing on March 6, at 8:15 p.m. and proposed Board of Supervisors' public hearing on April 9, 2013, at 3:00 p.m.

BACKGROUND:
Pursuant to Va. Code Ann. § 15.2-2286(A)(6) and Article 18 of the Zoning Ordinance, the County is authorized to collect fees to cover the cost of advertising of notices and other expenses incident to the administration of the zoning ordinance and for the filing and processing of any amendment thereto. The Board of Supervisors previously directed staff to review the appropriateness of all zoning application fees on a two-year cycle, including for the Fiscal Year (FY) 2014 time period. Staff is currently conducting this review to determine if fee adjustments are warranted, but staff believes that the current amendment should focus only on adjusting certain fee inequities, some of which were previously identified in the 2012 Zoning Ordinance Amendment Work Program.

A more detailed discussion of the proposed amendment is set forth in the attached Staff Report.

REGULATORY IMPACT:
The proposed changes would reduce the filing fee for certain special permit applications and establish a new fee for a special permit to change the permittee and for a concurrent filing of a PRC plan and special exception and/or special permit. Staff is proposing an effective date of the day following adoption.

FISCAL IMPACT:
Based on a review of the number of applications submitted in FY 2012, this fee proposal could reduce revenue by approximately $30,000 in FY 2014. Staff notes, however, that there may be a minor increase in the number of applications for those categories where the current fee is proposed to be reduced (specifically riding/boarding stables, the keeping of animals and fence/wall height increase), which may help offset any revenue reduction. The predicted revenue reduction of $30,000 will be included in the County Executive's proposed FY 2014 Advertised Budget Plan.

ENCLOSED DOCUMENTS:
Attachment 1 – Resolution
Attachment 2 – Staff Report

STAFF:
Robert A. Stalzer, Deputy County Executive
Fred Selden, Director, Department of Planning and Zoning (DPZ)
Leslie B. Johnson, Zoning Administrator, DPZ
Barbara C. Berlin, Director, Zoning Evaluation Division, DPZ
Regina Coyle, Zoning Evaluation Division, DPZ
Donna Pesto, Zoning Administration Division, DPZ
Cherie L. Halyard, Assistant County Attorney

ATTACHMENT 1

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center Building, Fairfax, Virginia, on February 12, 2013, at which meeting a quorum was present and the following resolution was adopted:

WHEREAS, § 15.2-2286(A)(6) of the *Code of Virginia* provides for the collection of fees to cover the cost of making inspections, issuing permits, advertising of notices and other expenses incidental to the administration of a zoning ordinance or to the filing or processing of any appeal or amendment thereto; and

WHEREAS, certain current application fees set forth in the Zoning Ordinance have been identified by applicants and the Board as being a potential deterrent to the filing of certain special permit applications related to an increase in fence and/or wall height in a front yard on a single family dwelling lot, a modification to the limitations on the keeping of animals, and for riding and boarding stables; and

WHEREAS, it is desirable to establish new fees for the filing of a Planned Residential Community (PRC) plan concurrent with a special permit and/or special exception and for the filing of a special permit amendment solely to change the name of the permittee; and

WHEREAS, it is desirable to clarify that the Zoning Administrator will determine if a substantial change in a pending application warrants the submission of a fee; and

WHEREAS, restatement and restructuring of the fees associated with amendments to or extensions of certain zoning applications is necessary to offer more clarity and reduce redundancy; and

WHEREAS, the public necessity, convenience, general welfare, and good zoning practice require consideration of the proposed revisions to Chapter 112 (Zoning Ordinance) of the County Code.

NOW THEREFORE BE IT RESOLVED, for the foregoing reasons and as further set forth in the Staff Report, the Board of Supervisors authorizes the advertisement of the proposed Zoning Ordinance amendment as recommended by staff.

A Copy Teste:

_____

Catherine A. Chianese
Clerk to the Board of Supervisors

FAIRFAX COUNTY

V I R G I N I A

STAFF REPORT

PROPOSED ZONING ORDINANCE AMENDMENT

Zoning Application Fee Schedule

PUBLIC HEARING DATES

Planning Commission March 6, 2013 at 8:15 p.m.

Board of Supervisors April 9, 2013 at 3:00 p.m.

PREPARED BY
ZONING ADMINISTRATION DIVISION
DEPARTMENT OF PLANNING AND ZONING
703-324-1314

February 12, 2013

DP

Americans With Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call 703-324-1334 or TTY 711 (Virginia Relay Center).

STAFF COMMENT

The proposed Zoning Ordinance Amendment to address certain fees set forth in Sect. 18-106 was prompted by a request from the Board of Supervisors to evaluate the current fee structure for specific, relatively minor homeowner-related modifications and other uses that may warrant a lesser fee than currently charged due to the nature of the use proposed. This amendment is identified on Priority 1 of the Board's Zoning Ordinance Work Program for 2012. It is noted that the Board has directed staff to review the appropriateness of all zoning application fees on a two-year cycle, including for this Fiscal Year (FY) 2014 time period. Staff is currently conducting this review to determine if additional fee increases are warranted, but staff believes that this current amendment should focus on adjusting certain fee inequities, as identified by the Board. The following proposed modifications are intended to provide some application fee relief for relatively minor and less time-consuming applications and to clarify some of the provisions:

Minor Homeowner Related Modifications

Currently, the fee for a Group 9 Special Permit use for modification to the limitations on the keeping of animals or increase in fence and/or wall height in any front yard on a single family dwelling lot is $910. Similarly, the fee for amendment to a previously approved proffered condition, development plan, final development plan, conceptual development plan, PRC plan or concurrent conceptual/final development plan for an increase in fence and/or wall height on a single family dwelling lot is $910. Based upon the relatively minimal staff review involved in these applications and a specific request by the Board, staff is proposing a new fee of $435. The $435 fee is consistent with the current application fee for an accessory dwelling unit. Staff estimates that a $435 fee will cover a large portion of the application acceptance and legal advertising costs associated with a special permit application or P District amendment application for an increase in fence height. For flexibility purposes, this amendment has been advertised with a fee range of $435 to the current fee of $910, with staff recommending $435. Staff believes that the reduction in fees may result in a slight increase in the number of applications submitted, as previous potential applicants had indicated that the filing fee was a deterrent to the submission of an application. Additionally, staff believes that the fee reduction will assist in achieving compliance in those cases where there is currently a zoning violation, but the owner is reluctant to apply due to the application fee.

Riding and Boarding Stables

The current fee for this Group 6 special permit is $16,375. In a report to the Board prepared by the Equestrian Task Force, it was noted that zoning regulations, including the special permit process, can serve as an impediment to the establishment of equestrian facilities. While staff believes it is appropriate to continue to require special permit approval for riding and boarding stables due to their potential impact on adjacent properties, staff was asked to look at lowering this fee to a mid-range level. In the past two years, only two applications have been accepted. Staff notes that riding and boarding stable applications can range from a small family operation to a larger commercial operation, similar to the recently approved therapeutic riding program on over 60 acres. It is also noted that there have been two Notices of Violation for operating a riding and boarding stable without special permit approval that are currently pending appeal at

the Board of Zoning Appeals (BZA). Given these circumstances, reducing the special permit fee may address the concerns of the Equestrian Task Force and help facilitate compliance. As such, staff is proposing a fee of $8,180, but the amendment will be advertised to allow the Board to consider a fee from $8,180 to the current fee of $16,375. Staff notes that a review of Loudoun County's application fees for similar equestrian facilities is between $8,215 and $15,750 depending on the size of the facility, land area and the frontage on public roads.

New Fee for Change in Permittee

Many special permits are approved by the BZA with a development condition whereby the use is granted only to the specific person or entity making the application. Under the current provisions, a special permit amendment application is required to change the name of the permittee after the approval of the original special permit. Currently, the charge for this type of application is one-half of the prevailing fee. Given the variety of special permits that include a development condition granting the use to the applicant only, this fee currently ranges from $217.50 to $8,187.50. As an example, at the end of 2012 the BZA approved an application to simply change the name/operator of a health club at a cost of $8,175.50. Staff believes a flat fee is more appropriate for an application that proposes only to change names, noting that staff coordinator review of this type of application is minimal. Staff does, however, believe that the costs associated with application acceptance and legal advertising fees should be borne by the applicant to the greatest extent. As such, staff is proposing a new fee of $500 or one-half of the prevailing fee, whichever is less. Under staff's proposal, the new fee range would be from $217.50 to $500.

New Fee for a Combination Application for a PRC Plan and a Special Permit and/or Special Exception Application

Currently, a development proposal that includes an application for a special permit or special exception use, in conjunction with a PRC Plan requires the submission of two separate fees. The PRC Plan fee is currently $13,640 plus $435 per acre. The cost of an application for a special permit or special exception use that would be expected as part of a PRC District is $16,375. Rather than pay two separate fees for this application, staff is proposing a combination fee of $16,375 plus $435 per acre. Typically, both the PRC Plan and special permit/special exception application review are done as one review and one staff report. Staff is unaware of any applications filed since FY 2011 for a combination PRC plan and SP/SE application, but notes that there have been inquiries as to what filing fee would apply for such a request. As such, staff believes it is prudent to establish a fee for this combination of uses, given that the review is the same for each application and the only additional fees for the addition of a special permit or special exception use would relate to the advertising and printing of the staff report.

Clarification of Concurrent Special Permit and Variance Application Fees

Currently, the Notes section of Par. 1 of Sect. 18-106 specifies that if two or more special permits or two or more special exceptions are filed concurrently for the same property, then only one fee is paid (the highest of the individual fees.) The Zoning Ordinance is silent with regard to the concurrent filing of a special permit and a variance application which are both reviewed by

the BZA. Staff believes that this is an oversight and that the same concurrent review/staff report preparation that occurs with two or more special exceptions or two or more special permits should also occur with two or more special permit/variance combinations filed by a single applicant for the same property. As such, the Zoning Administrator has determined that only one fee is required (again, the highest of the individual fees) and that is the current practice. This amendment will add that determination to the provisions for clarity.

Clarification of Fees Associated with Amendments to Variance, Special Permit, and Special Exception and Amendments to the Zoning Map Applications

Staff is proposing to restructure and restate the fees that are applicable to requests to extend or amend pending and previously approved special permits, special exceptions or variances and for applications for amendments to the Zoning Map. Staff believes that this will offer less duplication and more clarification of the applicable fees. In the "Note" section of both Par. 1 and Par. 2 of Sect. 18-106, the current provisions specify that the fee to amend a pending application is only applicable when the request results in a change in land area, change in use or other substantial revision. This provision has resulted in some uncertainty as to what is a substantial revision and if a change in land area or use actually warrants the additional fee for additional review. As an example, a fee can be charged for a rezoning applicant seeking to change the requested zoning district. A fee may be warranted when the applicant proposes to intensify the land use (increased gross floor area, additional dwelling units, etc.), which necessitates additional or new staff analyses. However, a change in the proposed zoning district at the request of staff (to more closely fit with the proposal), may not require a fee. To standardize these practices, staff is proposing to amend the provisions to specify that the fee is applicable when the applicant's changes results in a substantial revision, as determined by the Zoning Administrator. The Zoning Administrator will be setting forth policy guidelines outlining the parameters of what warrants a substantial change and will delegate this authority the Director of the Zoning Evaluation, so such determinations can be made on a case by case basis.

Based on a review of the number of applications submitted in FY 2012, this fee proposal could reduce revenue by approximately $30,000 in FY 2014. Staff notes, however, that there may be a minor increase in the number of applications for those categories where the current fee is proposed to be reduced (specifically riding/boarding stables, the keeping of animals and fence/wall height increase), which may help offset any revenue reduction. The predicted revenue reduction of $30,000 will be included in the County Executive's proposed FY 2014 Advertised Budget Plan.

Staff recommends adoption of the proposed amendment to the Zoning Ordinance as set forth below, with an effective date of 12:01 A.M., on April 10, 2013 and that:

- The revised fees shall be applicable to any zoning application filed subsequent to the effective date of the amendment; and

- Zoning applications that were filed but not accepted prior to the effective date of this amendment, which are found to be complete with regard to the applicable submission requirements, shall be subject to the amended fees set forth in this amendment.

PROPOSED AMENDMENT

This proposed Zoning Ordinance amendment is based on the Zoning Ordinance in effect as of February 12, 2013 and there may be other proposed amendments which may affect some of the numbering, order or text arrangement of the paragraphs or sections set forth in this amendment, which other amendments may be adopted prior to action on this amendment. In such event, any necessary renumbering or editorial revisions caused by the adoption of any Zoning Ordinance amendments by the Board of Supervisors prior to the date of adoption of this amendment will be administratively incorporated by the Clerk in the printed version of this amendment following Board adoption.

Amend Sect. 18-106, Application and Zoning Compliance Letter Fees, to read as follows:

All appeals and applications as provided for in this Ordinance and requests for zoning compliance letters shall be accompanied by a filing fee in the amount to be determined by the following paragraphs unless otherwise waived by the Board for good cause shown; except that no fee shall be required where the applicant is the County of Fairfax or any agency, authority, commission or other body specifically created by the County, State or Federal Government. All fees shall be made payable to the County of Fairfax. Receipts therefore shall be issued in duplicate, one (1) copy of which receipt shall be maintained on file with the Department of Planning and Zoning.

1. Application for a variance, appeal, special permit or special exception:

Application for a variance	
• Residential minimum yard variance; maximum fence height variance in residential districts; modification of location regulations or use limitations for residential accessory structures or uses; modification of grade or increase in building height for single family detached dwellings	$910
• All other variances	$8180
Appeal under Sections 18-204 and 18-301	$600
Application for a:	
Group 1 special permit	$16375
Group 2 special permit	$16375
Group 3 special permit	
• Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school which has an enrollment of 100 or more students daily	$11025
• All other uses	$1100
Group 4 special permit	$4085

Group 5 special permit	$16375
Group 6 special permit	
• Riding and boarding stables *(Advertised range from $8,180 to $16,375, with staff recommending $8,180. The current fee for this use is $16,375)*	$8180
• All other uses	$16375
Group 7 special permit	$16375
Group 8 special permit	
• Temporary portable storage containers approved by the Zoning Administrator	$0
• All other uses approved by the Zoning Administrator	$205
• Temporary portable storage containers approved by the BZA	$0
• All other uses approved by the BZA	$16375
Group 9 special permit	
• Open air produce stand	$1810
• Accessory dwelling unit; modification to the limitations on the keeping of animals; increase in fence and/or wall height in any front yard on a single family dwelling lot *(Advertised range from $435 to $910, with staff recommending $435. The current fee for this use is $910)*	$435
• Modification to minimum yard requirements for R-C lots	$185
• ~~Modification to the limitations on the keeping of animals;~~ Error in building location; reduction of certain yard requirements on a single family dwelling lot; modification of minimum yard requirements for certain existing structures and uses; certain additions to an existing single family detached dwelling when the existing dwelling extends into a minimum required yard by more than fifty (50) percent and/or is closer than five (5) feet to a lot line; noise barriers on a single residential lot; ~~increase in fence and/or wall height in any front yard on a single family dwelling lot;~~ modification of grade for single family detached dwellings	$910
• Reduction of certain yard requirements on all other uses, increase in fence and/or wall height in any front yard on all other uses	$8180
• All other uses	$16375
Application for a:	
Category 1 special exception	$16375

Category 2 special exception	$16375
Category 3 special exception	
• Child care centers, nursery schools and private schools which have an enrollment of less than 100 students daily, churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school which has an enrollment of less than 100 students daily and independent living facilities for low income tenants, whether a new application or an amendment to a previously approved and currently valid application, with or without new construction, home child care facilities	$1100
• Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school or private school which has an enrollment of 100 or more students daily	$11025
• All other uses	$16375
Category 4 special exception	$16375
Category 5 special exception	$16375
Category 6 special exception	
• Reduction of yard requirements for the reconsideration of certain single family detached dwellings that are destroyed by casualty	$0
• Modification of minimum yard requirements for certain existing structures and uses; modification of grade for single family detached dwellings	$910
• Modification of shape factor limitations	$8180
• Waiver of minimum lot width requirements in a residential district	$8180
• All other uses	$16375
~~Amendment to a pending application for a special permit, variance or special exception~~	~~10 percent of the prevailing application fee~~
~~Application for an extension of a special permit or special exception~~	~~1/8 prevailing fee~~
~~Application to amend a previously approved and current valid variance~~	~~Prevailing fee for a new application~~
~~Application to amend a previously approved and currently valid special permit or special exception with no new construction~~	~~½ prevailing fee~~
~~Application to amend a previously approved and currently valid special permit or special exception with new construction~~	~~Prevailing fee for new application~~

~~Amendment to a previously approved and currently valid special permit or special exception for a reduction of certain yard requirements or an increase in fence and/or wall height in any front yard on a single family dwelling lot~~	~~$910~~
~~Amendment to a previously approved and currently valid special permit or special exception for a reduction of certain yard requirements or an increase in fence and/or wall height in any front yard on all other uses~~	~~$8180~~
~~All other amendments to a previously approved and currently valid special permit or special exception~~	
~~• With no new construction~~	~~½ prevailing fee~~
~~• With new construction~~	~~Prevailing fee for new application~~

Extensions and amendments of the above application types:

• Extension of time for a special permit or special exception pursuant to Sections 8-012 and 9-012	1/8 of prevailing fee
• Amendment to a pending application for special permit, variance or special exception	1/10 of prevailing fee
• Amendment to a previously approved and currently valid special permit limited to a change in permittee	$500 or 1/2 of prevailing fee, whichever is less
• Amendment to a previously approved and current valid special permit, variance or special exception with new construction	Prevailing fee for new application
• Amendment to a previously approved and current valid special permit, variance or special exception with no new construction	1/2 of prevailing fee

Note: Additional fees may be required for certain special permit and special exception uses to pay for the cost of regular inspections to determine compliance with performance standards. Such fees shall be established at the time the special permit or special exception application is approved.

When one application is filed by one applicant for two (2) or more special permit uses on the same lot, only one filing fee shall be required. Such fee shall be the highest of the fee required for the individual uses. This shall also apply to an application for two (2) or more special exceptions or two (2) or more variances or a combination of two (2) or more special permits and/or variances filed by one applicant on the same lot.

The fee for an amendment to a pending application for a special permit, variance, or special exception is only applicable when the amendment request results in a ~~change in~~

~~land area, change in use or other~~ substantial revision, as determined by the Zoning Administrator.

2. Application for an amendment to the Zoning Map:

District Requested	**Filing Fee**
All R Districts	$27280 plus $570 per acre
All C, I and Overlay Districts	$27280 plus $910 per acre
PRC District	$27280 plus $910 per acre
• Application with concurrent filing of a PRC plan	$27280 plus $1345 per acre
• PRC plan	$13640 plus $435 per acre
• PRC plan concurrent with filing of a special permit and/or special exception	$16375 plus $435 per acre
PDH, PDC, PRM and PTC Districts	
• Application with conceptual development plan	$27280 plus $910 per acre
• Application with concurrent filing of conceptual and final development plans	$27280 plus $1345 per acre
• Final development plan	$13640 plus $435 per acre
Amendments to the above application types:	
• Amendment to a pending application for an amendment to the Zoning Map in all Districts	$4545 plus applicable per acre fee for acreage affected by the amendment
• Amendment to a pending application for a final development plan or development plan amendment or PRC plan	$4130
• Amendments to a previously approved proffered condition and/or development plan, final development plan, conceptual development plan, PRC plan or concurrent conceptual/final development plan for:	
o An increase in fence and/or wall height on a single family dwelling lot; or	$435

o A reduction of certain yard requirements on a single family lot; or	$910
o A reduction of certain yard requirements or an increase in fence and/or wall height on all other uses; or	$8180
o The addition of or modification to an independent living facility for low income tenants.	$1100
• Amendment to a previously approved proffered condition and/or development plan, final development plan, conceptual development, PRC plan and/or concurrent conceptual/final development plan for all other uses with new construction	1/2 of prevailing fee plus applicable per acre fee for acreage affected by the amendment
• Amendment to a previously approved proffered condition and/or development plan, final development plan, conceptual development, PRC plan and/or concurrent conceptual/final development plan for all other uses with no new construction	1/2 of prevailing fee
~~Amendment to a previously approved proffered condition, development plan, final development plan, conceptual development plan, PRC plan or concurrent conceptual/final development plan for a reduction of certain yard requirements on a single family dwelling lot or an increase in fence and/or wall height on a single family dwelling lot~~	~~$910~~
~~Amendment to a previously approved proffered condition, development plan, final development plan, conceptual development plan, PRC plan or concurrent conceptual/final development plan for a reduction of certain yard requirements on all other uses or an increase in fence and/or wall height on all other uses~~	~~$8180~~
~~Amendment to a previously approved proffered condition, development plan, final development plan, conceptual development plan, PRC plan or concurrent conceptual/final development plan for the addition of or modification to an independent living facility for low income tenants, whether or not there is new construction~~	~~$1100~~
~~All other amendments to a previously approved development plan, proffered condition, conceptual development plan, final development plan, PRC plan or concurrent conceptual/final development plan~~	

~~• With new construction~~	~~$13640 plus applicable per acre fee for acreage affected by the amendment~~
~~• With no new construction~~	~~$13640~~

Note: For purpose of computing acreage fees, any portion of an acre shall be counted as an acre.

The fee for an amendment to a pending application is only applicable when the amendment request results in a ~~change in land area, change in use or other~~ substantial revision, as determined by the Zoning Administrator.

3. Comprehensive sign plan: $8260

   Amendment to a comprehensive sign plan: $4130

4. Refund of fees for withdrawal of applications shall be in accordance with the provisions of Sections 112, 208 and 308. There shall be no refund of fees for applications that have been dismissed in accordance with the provisions of Sections 113 and 209.

5. Fees for home occupations, sign permits and site plans shall be as specified in Articles 10, 12 and 17, respectively.

6. Zoning compliance letter:

   Single family: $ 115 for each lot requested
   All other uses: $320 for each lot requested

7. Modification to the ~~requirements of the~~ Affordable Dwelling Unit Program: $2755

8. Non-Residential Use Permit: $70

9. Interpretation of approved zoning applications: $520

10. Public hearing deferrals after public notice has been given under Sect. 110 above and which are related solely to affidavit errors:

    Planning Commission: $260 plus cost of actual advertising, not to exceed $1000
    Board of Supervisors: $260 plus cost of actual advertising, not to exceed $1000

Board Agenda Item
February 12, 2013

ADMINISTRATIVE - 7

Approval of Supplemental Appropriations Resolution AS 13198 for the Department of Transportation to Accept Funding for the Lorton Cross County Trail Enhancement Project (Mount Vernon District)

ISSUE:
Board of Supervisors' approval of Supplemental Appropriation Resolution AS 13198 for the Fairfax County Department of Transportation (DOT) to accept funding in the amount of $750,000 from the Virginia Department of Transportation (VDOT) for the Lorton Cross County Trail Enhancement Project.

RECOMMENDATION:
The County Executive recommends the Board approve Supplemental Appropriation Resolution AS 13198 for the Department of Transportation to accept grant funding from the Virginia Department of Transportation in the amount of $750,000. There is a required local match of $187,500, which will be met through Local Cash Match of $142,500 that has been identified in Fund C40010, County and Regional Transportation Projects (Old Fund 124) and an in-kind match through the dedication of right-of-way for the trail with an estimated value of $45,000. There are no positions associated with this award.

TIMING:
Board approval is requested on February 12, 2013.

DISCUSSION:
On February 28, 2012, the Board of Supervisors authorized County staff to enter into project agreements with the Virginia Department of Transportation and the Lorton Arts Foundation for the Lorton Cross County Trail Enhancement project. The project includes the design and construction of a new multi-use trail to provide non-motorized access between the Occoquan Regional Park and the Laurel Hill Greenway. The trail connects users with the historic Workhouse Arts Center, a program of the LAF, which is listed on the National Register of Historic Places and enhances an already significant historic destination and is part of the proffer agreement with the County.

The trail will connect with the regional network of existing and planned trails, including High Point Trail, Fairfax Cross-County Trail, Potomac Heritage Scenic Trail, and the

Laurel Hill Greenway. The improvements to this section of trail will provide multi-use trail access to many recreational facilities and places of historic interest in the area, including Occoquan Regional Park, the Town of Occoquan and other sections of the Cross County Trail. The trail section is approximately 1,850 feet of 10 foot wide shared use path.

As outlined in the original application approved by the Board, the County was to be the project sponsor for purposes of the VDOT agreement, but the project was to be implemented by the LAF and any local funding requirements were to be the sole responsibility of the LAF. However, the LAF is no longer able to provide the required local funding for the project. The County has assumed project responsibilities. DOT staff will continue to take advantage of grant funding opportunities to further fund the project, including Transportation Alternatives grants (the successor to the Transportation Enhancement Program).

FISCAL IMPACT:
Grant funding in the amount of $750,000 is available from the VDOT for the Lorton Cross County Trail Enhancement Project. Funding will provide preliminary engineering, right-of-way, and utility work for a new multi-use trail to provide non-motorized access between the Occoquan Regional Park and the Laurel Hill Greenway. The required local match of $187,500 will be met through Local Cash Match of $142,500 which is available in Fund C40010, County and Regional Transportation Projects (Old Fund 124) and an in-kind match of $45,000. The total funding required to complete the project is estimated to be $2,328,841. These grants and the associated local match will fund preliminary engineering, right-of-way, and utility work, and this funding must be expended by October 1, 2013. Additional funding of $1,391,341 is required to begin construction and to fully fund the project as it is currently planned. DOT will continue to seek additional grant funding to cover the remaining unfunded balance of the project. However, if additional grant funding is not awarded, the County will need to identify additional funding to complete construction of the trail. DOT will submit another item to the Board approving any funding associated with the construction of the trail. This action does not increase the expenditure level of the Federal-State Grant Fund, as funds are held in reserve for unanticipated grant awards. This grant does not allow for the recovery of indirect costs.

CREATION OF POSITIONS:
No positions will be created through this grant award.

Board Agenda Item
February 12, 2013

ENCLOSED DOCUMENTS:
Attachment 1: Supplemental Appropriation Resolution AS 13198
Attachment 2: Appendix A – Agreement Amendment No. 1

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Minnix, Chief, Transportation Design Division, FCDOT
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Ken Kanownik, Transportation Planner, Coordination and Funding Division, FCDOT

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SUPPLEMENTAL APPROPRIATION RESOLUTION AS 13198

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center at 12000 Government Center Parkway, Fairfax Virginia on February 12, 2013, at which a quorum was present and voting, the following resolution was adopted:

BE IT RESOLVED by the Board of Supervisors of Fairfax County, Virginia, that in addition to appropriations made previously for FY 2013, the following supplemental appropriation is authorized and the Fiscal Planning Resolution is amended accordingly:

Appropriate to:

Fund:	500-C50000, Federal-State Grant Fund (formerly Fund 102, Federal/State Grant Fund)	
Agency:	G4040, Department of Transportation	$750,000
Grant:	1400091-2013, Lorton Arts Foundation Cross County Trail Enhancement Project	

Reduce Appropriation to:

Agency:	G8787, Unclassified Admin	$750,000
Fund:	500-C50000, Federal-State Grant Fund (formerly Fund 102, Federal/State Grant Fund)	

Source of Funds: Commonwealth of Virginia Department of Transportation, $750,000

A Copy - Teste:

Catherine A. Chianese
Clerk to the Board of Supervisors

Attachment 2

Appendix A – Agreement Amendment No. 1

Project Number: EN09-029-120, P101, R201, C501 UPC 94287 **Project Name: Lorton Arts Foundation – Cross-County Trail**	**Locality: Fairfax County**
Locality DUNS Number: 074837626	**Locality Zip Code +4:** 22033-2895

Project Narrative

Scope: Lorton Cross County Trail-Design and construction of a multi-use trail between Occoquan Regional Park and the Laurel Hill Greenway

Locality Project Manager Contact Info: Andrea Cordray, Lorton Arts Foundation, Inc. 9601 Ox Road, Lorton VA 22079 (703) 584-2921

Department Project Coordinator Contact Info: Doug Miller, VDOT Northern Virginia District Office, 4975 Alliance Drive, Fairfax VA 22030 (703) 259-1793, Douglas.Miller@VDOT.Virginia.gov

Project Costs and Reimbursement

Phase	Estimated Project Costs	Estimated Eligible Project Costs	Estimated Eligible VDOT Project Expenses	Estimated Reimbursement to Locality
Preliminary Engineering	$288,898			
Right-of-Way & Utilities	$638,484			
Construction	$1,401,459			
Total Estimated Cost	$2,328,841	$937,500	$15,000	$735,000
Total Maximum Reimbursement by Locality to VDOT				N/A
Total Maximum Reimbursement by VDOT to Locality (may be reduced by eligible VDOT project expenses)				$750,000

Project Financing

A	B	C	D	E
Transportation Enhancement (80%)	Local Match (20%)	Local Funds (100%)		Aggregate Allocations (A+B+C+D=)
$750,000	$187,500	$1,391,341		$2,328,841

Program and Project Specific Funding Requirements

This project will be administered in accordance with the "Enhancement Program Procedure Manual" and the "Locally Administered Projects Manual". Any expenses above the combined federal (80%) and local (minimum 20% match) will be at 100% project sponsor cost.

100% of eligible VDOT project expenses will be recovered as follows:

- 20% will be deducted from reimbursement requests.
- 80% will be deducted from the Federal Enhancement allocation amount.

Shed stabilization as shown in the proposed budget is not eligible at this time. The approved project funding is for design and construction of the trail as described in the application. Any additional ineligible items identified throughout project development will not be reimbursable.

For Transportation Enhancement projects, the LOCALITY shall maintain the Project, or have it maintained, in a manner satisfactory to the Department or its authorized representatives, and make ample provision each year for such maintenance unless otherwise agreed to by the DEPARTMENT.

The Department will conduct all environmental studies necessary to complete an environmental document in compliance with the National Environmental Policy Act. The applicant is responsible for implementing any environmental commitments from the environmental document. In addition, the applicant is responsible for obtaining any water quality permits and conducting any required hazardous materials due diligence efforts. VDOT's estimated cost for the environmental document and studies will be provided to the applicant and deducted from the project funds.

In accordance with CTB policy, the project must be completed and the $750,000 Enhancement allocation expended by **October 1, 2013** or the project may be subject to de-allocation.

This attachment is certified and made an official attachment to this document by the parties of this agreement

Authorized Locality Official date

VDOT Enhancement Program Manager date

Board Agenda Item
February 12, 2013

ACTION - 1

Approval of the Disease Carrying Insects Program

ISSUE:
Board approval of the annual submission of the Disease Carrying Insects Program (DCIP): (1) West Nile virus (WNV) activities, including disease surveillance, public outreach and education, complaint investigation, contract management, and operational research, will continue throughout the year. Mosquito surveillance and larvicide treatments for monitoring and control of WNV commence with the beginning of the mosquito breeding season in May and continue through October;
(2) Lyme disease and tick borne disease activities include tick surveillance, public outreach and education, and operational research which will continue throughout the year.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors direct staff to take the following actions concerning Fairfax County's Disease Carrying Insects Program:

1. Conduct a County-wide, proactive mosquito, West Nile virus, tick and tick borne disease surveillance program that includes human, mosquito and tick surveillance conducted through human case reporting, as well as mosquito and tick trapping and testing.
2. Conduct proactive treatment of storm water catch basins and other mosquito breeding areas in the County using appropriate and approved larvicides, such as Spinosad, *Bacillus thuringiensis/ israelensis*, or *Bacillus sphaericus*, according to established biological criteria in as many rounds during the May to October mosquito season as necessary. Currently the program is planned for three rounds of catch basin treatments.
3. Conduct an aggressive community outreach and education program to increase County residents' awareness of mosquitoes, ticks, West Nile virus, Lyme disease and other tick borne diseases, as well as personal protection and prevention.
4. Monitor and document the number of human WNV and Lyme disease cases in the County to determine the effectiveness of the above measures directed prior to the initiation of more aggressive control actions.
5. If deemed necessary to protect public health, authorize the County Executive to approve further appropriate control measures. At the time prevention actions are extended beyond current methods, a program report

will be made to the Board outlining the status of West Nile virus in the County, detailing the extent of control measures, the geographic areas targeted for treatment, and the public information process.

Board action on this item will cover all Disease Carrying Insects Program activities carried out through June 30, 2014.

TIMING:
Board approval is requested on February 12, 2013, in order to (1) continue mosquito suppression strategies (i.e., surveillance, larviciding mosquito breeding areas, and public outreach) and (2) continue tick surveillance program and public outreach.

BACKGROUND:
The *Code of the County of Fairfax, Virginia* requires the submission of the annual Disease Carrying Insects Program for Board of Supervisors' approval. (Appendix I, Section 7)

West Nile Virus
During 2012, West Nile virus inflicted more disease and death across the continental United States than anticipated by the Centers for Disease Control and Prevention (CDC). Fairfax County WNV surveillance indicated that the virus was present and widespread throughout most of the County. By the end of the 2012 WNV season (October 2012), the virus had been detected in mosquitoes collected in most of the surveillance stations in the County. Furthermore, eight human cases (six neuroinvasive and two WNV fever) were recorded in 2012. The three fatal cases in the County since 2002 underlie the severity of this disease. Many factors have been suggested as influencing the presence of human cases in the County:

1. Viral activity in the mosquito vectors as found in the surveillance efforts;
2. Presumed feeding habits of *Culex pipiens;*
3. Birds acting as natural amplifiers of the virus;
4. Ambient temperatures which influence the development of the virus within the mosquito;
5. Increased public awareness resulting in increased use of personal protection measures; and
6. Proactive treatments of the storm drain catch basins with mosquito larvicides.

The DCIP continued to maintain intense surveillance and treatment activities in the Huntington area as a follow-up to the various flooding incidents that have occurred there.

The results of the mosquito surveillance in this area during the last three years indicate the need to maintain an increase in the rate of catch basin treatments in the area.

Based on past surveillance information, the DCIP will continue storm drain catch basin larviciding activities, as was done in the 2012 mosquito season. The DCIP will initiate treatment in mid-May and continue at approximately six-week intervals for the duration of the season. Larviciding will also be done in targeted areas that are identified as a result of the larval surveillance activities.

As in 2012, mosquito surveillance will be carried out by County staff. The County began performing these surveillance activities in 2004 in lieu of contracted services, as County staff could do it more comprehensively and cost-effectively. This WNV season (May to October 2013), County staff will continue to carry out all mosquito surveillance activities. The Fairfax County Health Department's Epidemiology and Communicable Disease Unit will continue to carry out human case surveillance. The Mosquito Surveillance and Management Subcommittee, a group with representatives from multiple County agencies as well as other jurisdictions covered by the program, will meet three times this year (March, July, and November) to ensure an aggressive response to WNV, in order to reduce the impact of the virus on County residents.

The Health Department Laboratory began testing mosquitoes using molecular diagnostics during the 2012 mosquito season. In 2013, all mosquito (WNV) testing and some tick testing will be performed by the Health Department Laboratory.

All insecticides used in this program, including the biological larvicides, are registered with the U.S. EPA and sanctioned for use by the Commonwealth of Virginia. The principal larvicides that the County will use are Spinosad, *Bacillus thuringiensis / israelensis*, and *Bacillus sphaericus*, which are among the most environmentally-friendly larvicides available.

The DCIP will continue to utilize an active and engaging outreach and education strategy. The program will also focus messaging to address at-risk groups, such as residents over 50 years of age who are at greater risk of developing a more severe form of the West Nile virus. The program will also continue to seek out new ways to deliver its public health messages to the County's diverse population. In 2012, the DCIP's outreach activities included the preparation and production of another 18-month calendar full of educational information that was widely distributed to County residents, as well as a children's reader promoting mosquito and tick awareness.

The Disease Carrying Insects Program's "2012 Annual Report and Comprehensive Plan of Action for 2013" (Attachment 1) reviews the 2012 season activities and presents wide-ranging plans for minimizing the impact and risk of mosquito-borne diseases through:

1. County-wide monitoring of WNV activity including mosquito and human surveillance;
2. An integrated approach to mosquito management and control practices which will primarily target those mosquito species that have been shown to be the most probable WNV vectors in the County;
3. An aggressive and intensive community outreach and education program to increase awareness of mosquitoes and WNV in County residents; and
4. A continuation of the multi-jurisdictional and multi-agency collaboration efforts to identify ways to minimize the risk of WNV transmission.

Tick-Borne Disease

During 2012, Lyme disease continued to be a major concern for County residents and it was the most frequently-reported vector-borne disease in the County. Tick surveillance efforts in the County have indicated that the bacterium that causes Lyme disease was present and widespread throughout most of the County. The Health Department recorded and reported 89 cases of Lyme disease in Fairfax County in 2012. Some of the factors that influence human cases in the County include:

1. Presence of the Lyme disease-causing bacteria in the black-legged (deer) tick vectors, as found in the surveillance efforts;
2. White-footed mice acting as natural amplifiers of the bacteria;
3. Very large deer populations that act as a tick transport system, distributing the ticks throughout the County, as well as a source of blood for the females to develop their eggs; and
4. Increased public awareness resulting in increased use of personal protection measures.

Based on this information, Health Department staff plan to perform tick surveillance, tick ID service, collections from veterinary clinics, collections from deer hunts, and human case surveillance in 2013.

The Disease Carrying Insects Program will continue to include tick prevention and personal protection from ticks in its outreach and education strategy. The DCIP's "2012 Annual Report and Comprehensive Plan of Action for 2013" (Attachment 1) reviews the 2012 season activities and presents wide ranging plans for minimizing the impact and risk of tick-borne diseases through:

1. County-wide surveillance for the presence of Lyme disease and other tick-borne pathogens, including black-legged (deer) tick and human surveillance;
2. An aggressive and intensive community outreach and education program to increase tick and Lyme disease awareness in the County;

3. A continuation of the multi-jurisdictional and multi-agency collaboration efforts to identify ways to minimize the risk of Lyme disease transmission;
4. Support activities of the Police Department's 4-Poster Pilot Study.

FISCAL IMPACT:
The Disease Carrying Insects Program is primarily funded by a County-wide tax levy of $0.001 per $100 of assessed value and is budgeted in Fund 40080 (formerly Fund 116), Integrated Pest Management Program. No additional funding is required as the current funding level is sufficient to meet anticipated program needs.

ENCLOSED DOCUMENTS:
Attachment 1 - Disease Carrying Insects Program 2012 Annual Report and Comprehensive Plan of Action for 2013 (Provided to Board members under separate cover and available online at: http://www.fairfaxcounty.gov/hd/westnile/wnvinfo.htm#report)

STAFF:
Pat Harrison, Deputy County Executive
Gloria Addo-Ayensu, MD, MPH, Director of Health
Jorge R. Arias, PhD, Disease Carrying Insects Program, Health Department

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Board Agenda Item
February 12, 2013

ACTION - 2

Calendar Year 2013 Forest Pest Management Suppression Program

ISSUE:
Board approval of the Calendar Year 2013 Forest Pest Management Suppression Program.

RECOMMENDATION:
The County Executive recommends that the Board direct staff to take the following actions concerning Fairfax County's Calendar Year 2013 Forest Pest Management Suppression Program:

Gypsy Moth Suppression

a. Conduct a ground treatment program that treats tree damaging gypsy moth infestations identified after the annual program is adopted. Infestations eligible for treatment must meet the regular program criterion of a minimum of 250 egg masses per acre. This ground treatment program will use *Bacillus thuriengiensis* (Bt) according to biological criteria. This program will be limited to a total maximum of 25 acres.

Fall Cankerworm Suppression

a. Conduct a voluntary aerial (helicopter) treatment program of approximately 2,000 acres in the Mount Vernon and Lee Districts using the insecticide Bacillus thuringiensis (Bt) according to established biological criteria (Attachment I). These areas have been identified by staff to be ones with the potential to experience extreme nuisance problems to homeowners, defoliation and possible tree mortality.

b. Conduct a ground treatment program for fall cankerworm of approximately 150 acres for properties that are located within the 200' buffer zones of non-participants located within aerial treatment blocks. This ground treatment program will use Bt according to biological criteria.

c. Conduct a ground treatment program that controls tree-damaging fall cankerworm infestations identified after the annual program is adopted. This ground treatment program will use Bt according to biological criteria.

This program will be limited to a total maximum of 25 acres.

Emerald Ash Borer

a. Continue a monitoring program for life stages of the emerald ash borer in areas of the County that have been identified as high risk by the Virginia Department of Agriculture and Consumer Services (VDACS). Authorize staff to execute a Cooperative Agreement with VDACS in order to obtain Federal funding should it become available. In addition, program staff will continue to inventory the County for ash resources as well as investigate new control methods for EAB, including the use of biological control.

b. Continue to implement an extensive outreach program.

Thousand Canker Disease of Walnut

a. Continue to explore the potential impact of this disease that is threatening black walnut (*Juglans nigra*). Continue to provide outreach opportunities for citizens on methods for protecting black walnut trees on their property.

Sudden Oak Death Disease

a. Continue to conduct a monitoring program in order to determine if Sudden Oak Death Disease is present in Fairfax County.

Asian Longhorned Beetle

a. Continue to develop a long term management plan for the asian longhorned beetle (*Anoplophora glabripennis*).

b. Continue to conduct an outreach program in order to educate the public and private industry on the potential impacts of this pest.

TIMING:
Board action is requested on February 12, 2013, in order to provide sufficient time to provide written notice to citizens of the forthcoming treatments.

BACKGROUND:
The Code of the County of Fairfax, Virginia requires the submission of the annual Integrated Pest Management Program proposal for Board of Supervisors' approval.

Gypsy Moth
Based on egg mass surveys conducted during the fall of 2012, staff has determined that gypsy moth populations have remained low. The Forest Pest Program found no infestations of gypsy moth that warrant treatment in calendar year 2013.

Gypsy moth populations, like all insect populations, are cyclical in nature. Periods of high pest levels are followed by periods of low pest levels. There are many factors which influence the timing and duration of pest outbreaks and declines. Staff believes that the current low gypsy moth pest levels are the result of effective treatment programs in the past and abundant rainfall during the spring of recent years. Gypsy moth caterpillars are very susceptible to a moisture dependent fungal disease called *Entomaphaga maimaiga*. This disease is naturally occurring in the environment and can potentially have a dramatic effect on gypsy moth populations if there is sufficient rainfall during the spring when caterpillars are small. It should be noted that all areas that have gypsy moth in the United States have experienced similar population decreases. Fairfax County experienced similar population crashes due to *Entomaphaga maimaiga* in the mid 1990's and in 2004. Each of these declines were followed by outbreaks in following years. Should undetected populations appear in the spring, staff will have the ability to provide limited ground treatment for these infestations.

Attachment I portrays the cumulative gypsy moth defoliation in Virginia from 1984 to 2009. This map shows that Fairfax County's gypsy moth suppression program continues to meet its program goals by keeping gypsy moths populations below defoliation levels. Without a diligent program, Fairfax County would have experienced drastic tree mortality and caterpillar nuisance issues.

Fall Cankerworm
Fall cankerworm populations were monitored this winter in those areas of the County that have experienced outbreaks in the past. The method used for this monitoring is a United States Forest Service recommended technique that involves trapping female moths as they emerge in the winter. Results of fall cankerworm monitoring indicate that fall cankerworm populations have increased significantly in the Mount Vernon and Lee magisterial districts. Staff has identified approximately 2,000 acres in 12 treatment areas that are being proposed for aerial treatment (Attachment II). This is an increase over last year's program which was 115 acres of ground treatment.

Staff will ensure the safety of the program by following established protocols developed by the United States Forest Service (USFS). In previous years, staff has followed strict notification procedures to ensure that citizens are not caught off guard by treatment aircraft. As in past years, staff will send two first class mailings to homeowners and renters that are in the treatment areas as well as to those within a 200 foot buffer area

around the treatment areas. Notification letters will provide citizens with instructions on how to acquire more information and how to opt out of this treatment if desired. A complete list of notification procedures are in Attachment III.

Aerial and ground treatment will be accomplished using contractors that have experience in residential areas like Fairfax County. This treatment program will use the insecticide Bt according to biological criteria and is voluntary for the residents.

Emerald Ash Borer

Emerald ash borer (EAB) was first identified in Fairfax County in 2003. Due to the extremely destructive nature of this pest, VDACS and the United States Department of Agriculture, Animal Plant Health Inspection Service (APHIS) ordered all ash trees within a one-half mile radius of the introduction site be removed and destroyed. Staff of the Forest Pest Program carried out this project during the spring of 2004 and immediately set in place a monitoring program for EAB.

In July of 2008, three new infestations of EAB were discovered in Fairfax County. These new infestations are in the Town of Herndon, Bailey's Crossroads and in the Newington area. Based on the wide scale of severity of these infestations it was determined that eradication was not feasible. This decision was made by the USDA's National EAB Science Advisory Council. On July 11, 2008, a federal order quarantined Fairfax County for emerald ash borer. All interstate movement of infested ash wood and wood products from Fairfax County is now regulated, including firewood of all hardwood species, nursery stock, green lumber, waste, compost and chips from ash trees. On July 14, 2008, VDACS put in place a similar quarantine for Fairfax County. On July 21, 2008, VDACS expanded the quarantine area to include the counties of Arlington, Fauquier, Loudoun and Prince William and the cities of Alexandria, Fairfax City, Falls Church, Manassas and Manassas Park. In 2010, the quarantine was expanded to include the counties of Clarke and Frederick and the City of Winchester.

VDACS is responsible for enforcement of the state quarantine within the Commonwealth. Violations of the state quarantine constitute a Class 1 misdemeanor. Violations of the federal quarantine governing interstate movement of regulated articles will be enforced by USDA-APHIS and are subject to federal penalties.

Staff will continue to expand and improve the County's outreach effort in relation to emerald ash borer. Staff will continue to develop and implement an ash tree management plan that will be used in order to determine the feasibility of protecting specimen ash trees situated on County owned properties.

This insect has the potential to eliminate all ash trees in Fairfax County and will have huge economic impacts to homeowners, parks and private business. Researchers are

developing new control options for emerald ash borer and staff will continue to be diligent in monitoring these advances in order to pass them on to the public when appropriate.

In recent years, Fairfax County has been eligible for substantial reimbursement of costs associated with EAB mapping and outreach through cost share arrangements with APHIS and VDACS. Staff will seek reimbursement for these activities should it be available in 2013.

Hemlock Woolly Adelgid
Hemlock woolly adelgid is an insect that attacks and kills eastern hemlock (*Tsuga canadensis*) trees (Attachment IV). Native eastern hemlock is relatively rare in Fairfax County. The rarity of this species and the natural beauty that they impart make them worthy of protection. Staff will continue to inventory the County in order to identify the natural stands of eastern hemlock and determine control options as appropriate.

There are a number of methods for providing chemical control to combat HWA. Staff will continue to evaluate the various techniques and may propose treatment in native hemlock stands in the future if appropriate. Any control activities will be presented to the Board for approval at a later time.

Thousand Cankers Disease of Black Walnut
Black walnut (*Juglans nigra*) is a native tree to Fairfax County. Foresters have observed a disease called thousand cankers disease (TCD) that affects black walnut trees in the western United States in recent years, and have identified a beetle that spreads the disease. In the summer of 2010, black walnut trees were observed to be declining near Knoxville, Tennessee. Foresters confirmed that the beetle and disease had been artificially introduced to the eastern United States (Attachment V).

TCD was found in the vicinity of Richmond, VA in the summer of 2011 and, as a result, VDACS established a quarantine to curtail the movement of walnut material in hopes of slowing the spread of this disease. As a result of monitoring by staff, in 2012, it was determined that this disease is present in Fairfax County. Staff recommends that resources in the form of an outreach program continue to be developed and implemented in order to monitor for this disease. Key targets of the outreach effort will include homeowners and private tree care companies.

Sudden Oak Death
In 1995, a disease was found to be killing oak trees in California. Scientist determined that the disease was caused by a fungus called *Phytophthora ramorum* or sudden oak death (SOD). This disease has caused wide scale tree mortality in the western United States (Attachment IV). Fortunately, SOD has only been found in a number of isolated

locations in the eastern United States and officials feel that these infestations have been contained.

Like other invasive insects and disease, diligent monitoring is critical in slowing the spread of SOD. Recent testing methods have been developed that are simple and cost effective and staff will continue to monitor for this disease. Staff will continue to implement an outreach component that will educate private and public groups on this disease and its control.

Asian Longhorned Beetle
Asian longhorned beetle (*Anoplophora glabripennis*) is currently one of the biggest threats facing the forest ecosystems of Fairfax County. This beetle is an invasive insect that is thought to have been brought to the United States via wood packing material used in shipping (Attachment VII). Since the mid 1990's, ALB infestations in Chicago, Illinois, New York City, New Jersey and near Boston, Massachusetts have been discovered. Asian longhorned beetle (ALB) will infest many hardwood species but seems to prefer maple species. According to recent analysis conducted by Fairfax County Urban Forest Management, maple species are one of the predominant trees in our urban forest ecosystem. Asian longhorned beetle larvae will infest and kill trees by boring into the heartwood of the tree and disrupting its nutrient flow causing eventual tree death.

Wood boring beetles such as EAB and ALB are difficult to detect. Most ALB infestations in the United States have been established for a number of years before being detected. This fact makes eradication particularly difficult since they have had time to spread well beyond the initial site of introduction. Asian longhorned beetle has the potential to have drastic economic and social impacts should it be introduced in Fairfax County. It is critical that private and public tree care experts remain vigilant in monitoring for this pest. According to the United States Forest Service, most of the infestations found in the United States have been identified by tree care professionals and informed homeowners. Staff will continue to develop a management plan that will address issues such as monitoring and outreach.

It should be noted that there are many invasive forest insect pests and diseases that are potential threats to the forests of Fairfax County. Staff will continue to keep informed of developing invasive forest pest issues. Past experience with new insects and diseases has proven that diligent monitoring, detection and prevention are much more cost effective and accepted by the public than control.

FISCAL IMPACT:
Currently, the Forest Pest Program is funded through the Special Service District for the

Control of Forest Pests. The total cost to conduct the possible ground treatment for gypsy moth and fall cankerworm is $26,000 (200 acres at $130 per acre). The total cost to conduct the possible aerial treatment for fall cankerworm is $200,000 (2,000 acres at $100 per acre). The total amount budgeted for FY 2013 for aerial and ground treatments is sufficient for this suppression program.

Fairfax County may be eligible to receive an undetermined portion of the personnel costs associated with emerald ash borer monitoring from the Federal Government should funding become available.

ENCLOSED DOCUMENTS:
Attachment I – Gypsy Moth Cumulative Defoliation in Virginia (1984-2009)
Attachment II – Proposed Aerial Treatment for Fall Cankerworm, 2013
Attachment III – Notification Procedures, 2013
Attachment IV – United States Forest Service Pest Alert, Hemlock Woolly Adelgid
Attachment V – United States Forest Service Pest Alert, Thousand Cankers Disease
Attachment VI– United States Forest Service Pest Alert, Sudden Oak Death
Attachment VII– United States Forest Service Pest Alert, Asian longhorned beetle

STAFF:
Robert A. Stalzer, Deputy County Executive
James A. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Randy Bartlett, Deputy Director, Stormwater and Wastewater Programs, DPWES

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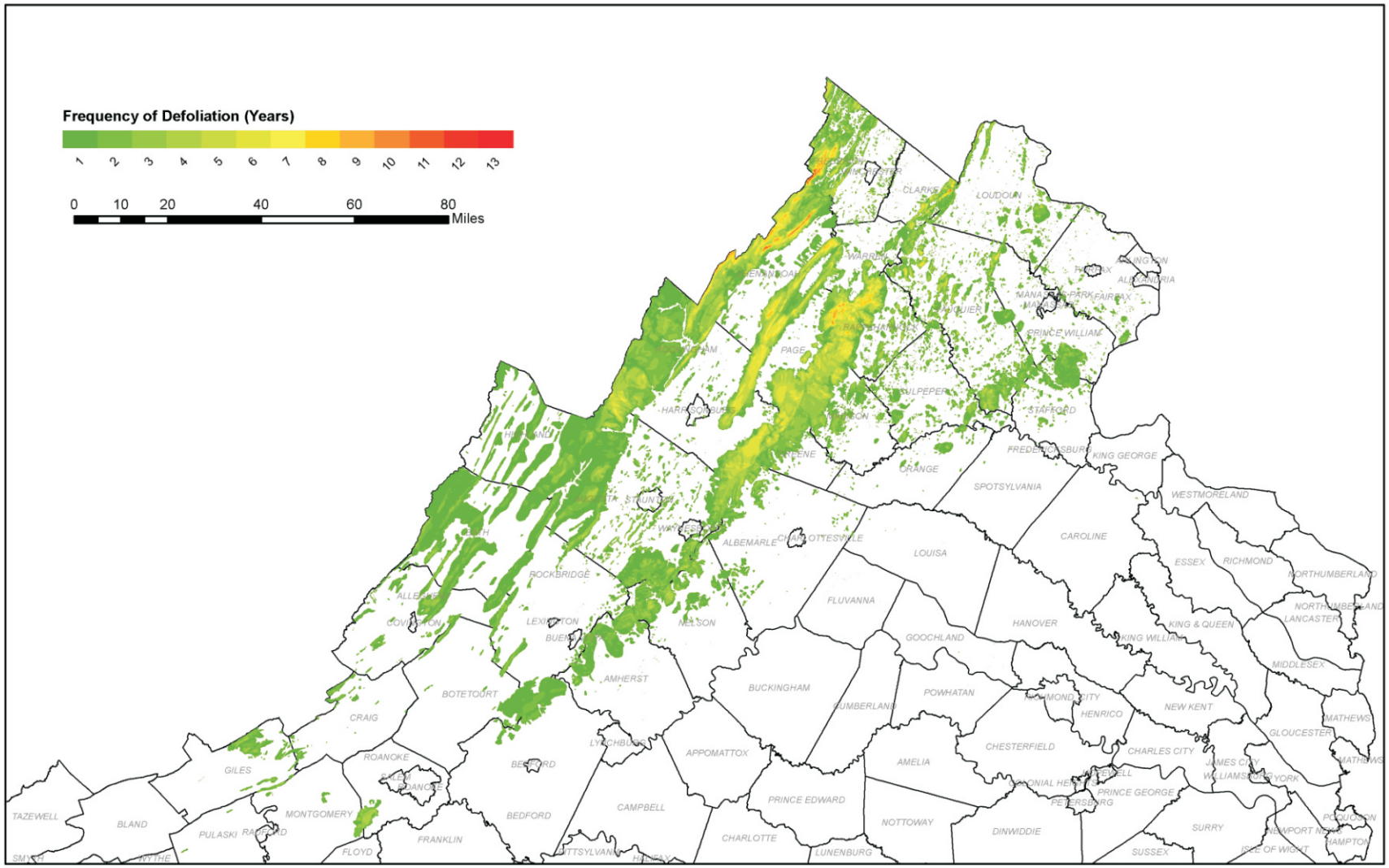
Attachment I

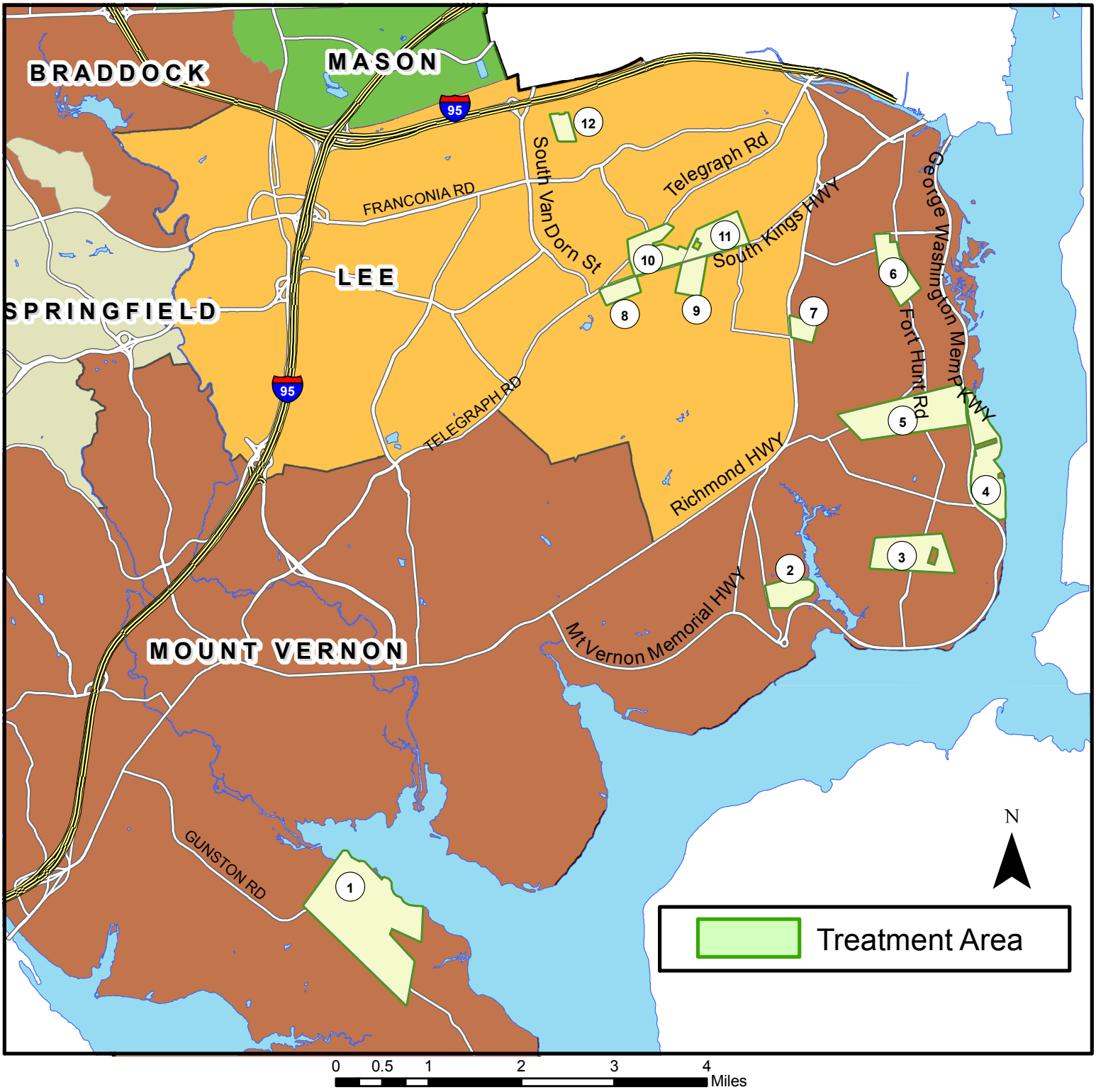
Gypsy Moth Cummulative Defoliation (1984-2009)



Acres affected within Virginia
Total - 2,426,956

Mapped by Todd Edgerton 2/17/2010

2013 Fall Cankerworm Suppression Program



Source: Fairfax County Urban Forest Management and GIS

Attachment III

Fairfax County, Forest Pest Program Notification Procedures

In previous years' programs, staff has followed strict notification procedures set forth by the United States Forest Service, the Virginia Department of Agriculture and Consumer Services and the Fairfax County Board of Supervisors to ensure that citizens are aware of our treatment plans. Confusion during previous treatment programs has encouraged staff to explore methods of improving our notification procedures. A detailed list of the current notification procedures is listed below:

- **Two first class mailings to all residents and property owners within treatment areas (spray letter)** – The first letter, mailed in late February following Board approval, informs homeowners of our plans and invites them to a number of public meetings. This letter explains the program non-participant policy. A second letter, mailed in late March, provides more detailed information about the actual spraying. Included in the second letter is a map that shows citizens what spray block they are in and a phone number that can be called to obtain tentative spray dates.

- **Two first class mailings to all residents and property owners within 200' of treatment areas (buffer letter)** – These letters are identical to the the "spray letters" but inform homeowners that they are near a treatment area and may receive spray drift.

- **One postcard mailed to residents located within 3000' of the treatment and buffer areas.** – This postcard is sent to homeowners and renters that will not be sprayed and are not close enough to the treatment areas to receive spray drift but are very likely to see and hear the helicopter working in the area. This postcard will be mailed in late March shortly before treatment operations begin.

- **Public notification meetings** – Public notification meetings are held in February and March and are held in schools or libraries near the neighborhoods that are to be sprayed. The purpose of these meetings is to provide information regarding the County's Fall Cankerworm Suppression Program, the spray materials used, the non-participant policy and to answer questions about the actual spraying.

- **Press releases** – Press releases are issued at various times of the year and address upcoming events in the spraying schedule.

- **Spray maps** – Detailed treatment maps are distributed to all Fairfax County Libraries and Governmental Centers. These maps have enough detail so that homeowners can identify which spray area they are in.

- **Website** – Detailed spray information is listed on the program's web site.

- **Schools** – Staff will contact school personnel located within and near the treatment areas prior to the beginning of treatment each day.

- **Special notification to horse owners** - Staff will make every effort to ensure that citizens who own horses are aware of our treatment program. Plans include placing posters with Program information at all local feed and supply stores. In addition, staff plans to issue a special notification mailing to known horse owners about the program.

- **Public Affairs** – Staff plans to work closely with Fairfax County Office of Public Affairs to explore further options for citizen notification. Ideas that have already been provided by Public Affairs include placement of informational advertisements in the Washington Post and increasing the number of press releases concerning the suppression program.

Pest Alert

United States
Department of
Agriculture

Forest Service

Northeastern Area
State and Private Forestry

NA–PR–09–05

August 2005

Hemlock Woolly Adelgid

Native to Asia, the hemlock woolly adelgid (*Adelges tsugae*) is a small, aphidlike insect that threatens the health and sustainability of eastern hemlock (*Tsuga canadensis*) and Carolina hemlock (*Tsuga caroliniana*) in the Eastern United States. Hemlock woolly adelgid was first reported in the Eastern United States in 1951 near Richmond, Virginia. By 2005, it was established in portions of 16 States from Maine to Georgia, where infestations covered about half of the range of hemlock. Areas of extensive tree mortality and decline are found throughout the infested region, but the impact has been most severe in some areas of Virginia, New Jersey, Pennsylvania, and Connecticut.

Hemlock decline and mortality typically occur within 4 to 10 years of infestation in the insect's northern range, but can occur in as little as 3 to 6 years in its southern range. Other hemlock stressors, including drought, poor site conditions, and insect and disease pests such as elongate hemlock scale (*Fiorinia externa*), hemlock looper (*Lambdina fiscellaria fiscellaria*), spruce spider mite (*Oligonychus ununguis*), hemlock borer (*Melanophila fulvogutta*), root rot disease (*Armillaria mellea*), and needlerust (*Melampsora parlowii*), accelerate the rate and extent of hemlock mortality.

Hosts

The hemlock woolly adelgid develops and reproduces on all species of hemlock, but only eastern and Carolina hemlock are vulnerable when attacked. The range of eastern hemlock stretches from Nova Scotia to northern Alabama and west to northeastern Minnesota and eastern Kentucky. Carolina hemlock occurs on dry mountain slopes in the southern Appalachians of western Virginia, North and South Carolina, Georgia, and Tennessee. Eastern hemlock is also commonly planted as a tree, shrub, or hedge in ornamental landscapes. At least 274 cultivars of eastern hemlock are known to exist.

Description

The hemlock woolly adelgid is tiny, less than 1/16-inch (1.5-mm) long, and varies from dark reddish-brown to purplish-black in color. As it matures, it produces a covering of wool-like wax filaments to protect itself and its eggs from natural enemies and prevent them from drying out. This "wool" (ovisac) is most conspicuous when the adelgid is mature and laying eggs. Ovisacs can be readily observed from late fall to early summer on the underside of the outermost branch tips of hemlock trees (figure 1).

FIGURE 1.—Hemlock woolly adelgid ovisacs.

Life History

The hemlock woolly adelgid is parthenogenetic (all individuals are female with asexual reproduction) and has six stages of development: the egg, four nymphal instars, and the adult. The adelgid completes two generations a year on hemlock. The winter generation, the sistens, develops from early summer to midspring of the following year (June–March). The spring generation, the progrediens, develops from spring to early summer (March–June). The generations overlap in mid to late spring.

The hemlock woolly adelgid is unusual in that it enters a period of dormancy during the hot summer months. The nymphs during this time period have a tiny halo of woolly wax surrounding their bodies (figure 2). The adelgids begin to feed once cooler temperatures prevail, usually in October, and continue throughout the winter months.

The ovisacs of the winter generation contain up to 300 eggs, while the spring generation ovisacs contain between 20 and 75 eggs. When hatched, the first instar nymphs, called crawlers, search for suitable feeding sites on the twigs at the base of hemlock needles. Once settled, the nymphs begin feeding on the young twig tissue and remain at that location throughout the remainder of their development. Unlike closely related insects that feed on nutrients in sap, the hemlock woolly adelgid feeds on stored starches. These starch reserves are critical to the tree's growth and long-term survival.

FIGURE 2.—Hemlock woolly adelgid nymphs in dormancy.

FIGURE 3.—Chemical treatment using the soil injection method.

FIGURE 4.—Predators introduced for control in the Eastern United States, left to right (origin): *Sasajiscymnus tsugae* (Japan), *Scymnus sinuanodulus* (China), and *Laricobius nigrinus* (Western North America).

Dispersal and movement of hemlock woolly adelgid occur primarily during the first instar crawler stage as a result of wind and by birds, deer, and other forest-dwelling mammals that come in contact with the sticky ovisacs and crawlers. Isolated infestations and long-distance movement of hemlock woolly adelgid, though, most often occur as the result of people transporting infested nursery stock.

Control

Cultural, regulatory, chemical, and biological controls can reduce the hemlock woolly adelgid's rate of spread and protect individual trees. Actions such as moving bird feeders away from hemlocks and removing isolated infested trees from a woodlot can help prevent further infestations. State quarantines help prevent the movement of infested materials into noninfested areas.

Chemical control options, such as foliar sprays using horticultural oils and insecticidal soaps, are effective when trees can be saturated to ensure that the insecticide comes in contact with the adelgid. Several systemic insecticides have also proven effective on large trees when applied to the soil around the base of the tree or injected directly into the stem (figure 3). Chemical control is limited to individual tree treatments in readily accessible, nonenvironmentally sensitive areas; it is not feasible in forests, particularly when large numbers of trees are infested. Chemical treatments offer a short-term solution, and applications may need to be repeated in subsequent years.

The best option for managing hemlock woolly adelgid in forests is biological control. Although there are natural enemies native to Eastern North America that feed on hemlock woolly adelgid, they are not effective at reducing populations enough to prevent tree mortality. Therefore, biological control opportunities using natural enemies (predators and pathogens) from the adelgid's native environment are currently being investigated. Several predators known to feed exclusively on adelgids have been imported from China, Japan, and Western North America and are slowly becoming established throughout the infested region (figure 4). It will likely take a complex of natural enemies to maintain hemlock woolly adelgid populations below damaging levels. Efforts to locate, evaluate, and establish other natural enemies continue.

Pesticide Precautionary Statement

Pesticides used improperly can be injurious to humans, animals, and plants. Follow the directions and heed all precautions on the labels.

Note: Some States have restrictions on the use of certain pesticides. Check your State and local regulations. Also, because registrations of pesticides are under constant review by the Federal Environmental Protection Agency, consult your county agricultural agent or State extension specialist to be sure the intended use is still registered.

For additional information or copies of this publication, visit http://www.na.fs.fed.us/fhp/hwa.

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Pest Alert

United States
Department of Agriculture
Forest Service
Northeastern Area
State and Private Forestry
NA–PR–02–10
Revised August 2010

Thousand Cankers Disease

Dieback and mortality of eastern black walnut (*Juglans nigra*) in several Western States have become more common and severe during the last decade. A tiny bark beetle is creating numerous galleries beneath the bark of affected branches, resulting in fungal infection and canker formation. The large numbers of cankers associated with dead branches suggest the disease's name—*thousand cankers disease*.

The principal agents involved in this disease are a newly identified fungus (*Geosmithia* sp. with a proposed name of *Geosmithia morbida*) and the walnut twig beetle (*Pityophthorus juglandis*). Both the fungus and the beetle only occur on walnut species. An infested tree usually dies within 3 years of initial symptoms.

Thousand cankers disease has been found in many Western States (figure 1). The first confirmation of the beetle and fungus within the native range of black walnut was in Tennessee (July 2010). The potential damage of this disease to eastern forests could be great because of the widespread distribution of eastern black walnut, the susceptibility of this tree species to the disease, and the capacity of the fungus and beetle to invade new areas and survive under a wide range of climatic conditions in the west.

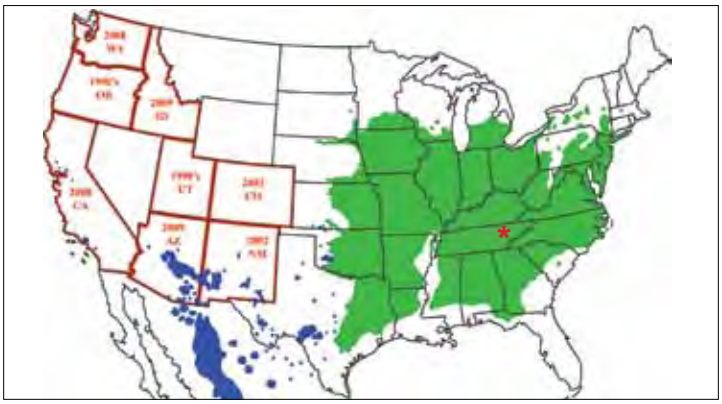

Figure 1. Thousand cankers disease occurs in eight western states (outlined in red) and in the east was first confirmed in Knoxville, TN in July 2010 (see *). In the west the year when symptoms were first noted is given. Native distributions of four species of western walnuts (blue) and eastern black walnut (green) are also shown. Eastern black walnut is widely planted in the West, but not depicted on this map.

Figure 2. Wilting black walnut in the last stages of thousand cankers disease.

Disease Symptoms

The three major symptoms of this disease are branch mortality, numerous small cankers on branches and the bole, and evidence of tiny bark beetles. The earliest symptom is yellowing foliage that progresses rapidly to brown wilted foliage, then finally branch mortality (figure 2). The fungus causes distinctive circular to oblong cankers in the phloem under the bark, which eventually kill the cambium (figure 3). The bark surface may have no symptoms, or a dark amber stain or cracking of the bark may occur directly above a canker. Numerous tiny bark beetle entrance and exit holes are visible on dead and dying branches (figure 4), and bark beetle galleries are often found within the cankers. In the final stages of disease, even the main stem has beetle attacks and cankers.

Figure 3. Small branch cankers caused by *Geosmithia morbida*.

Geosmithia sp.

Members of the genus *Geosmithia* have not been considered to be important plant pathogens, but

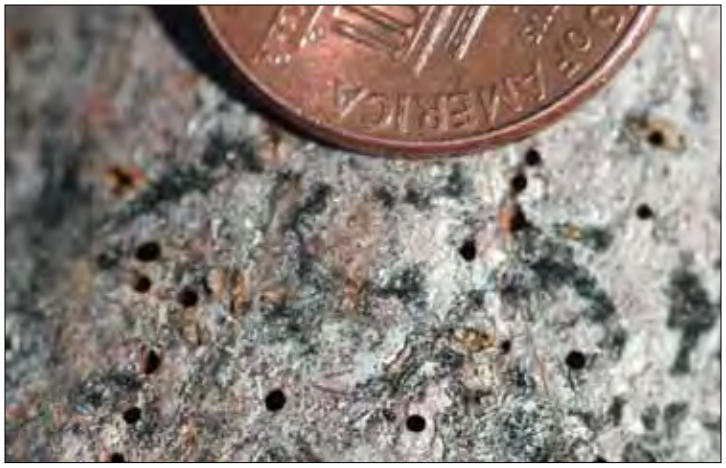

Figure 4. Exit holes made by adult walnut twig beetles.

Geosmithia morbida appears to be more virulent than related species. Aside from causing cankers, the fungus is inconspicuous. Culturing on agar media is required to confirm its identity. Adult bark beetles carry fungal spores that are then introduced into the phloem when they construct galleries. Small cankers develop around the galleries; these cankers may enlarge and coalesce to completely girdle the branch. Trees die as a result of these canker infections at each of the thousands of beetle attack sites.

Walnut Twig Beetle

The walnut twig beetle is native to Arizona, California, and New Mexico. It has invaded Colorado, Idaho, Oregon, Utah, and Washington where walnuts have been widely planted. The beetle has not caused significant branch mortality by itself. Through its association with this newly identified fungus, it appears to have greatly increased in abundance. Adult beetles are very small (1.5 to 2.0 mm long or about 1/16 in) and are reddish brown in color (figure 5). This species is a typical-looking bark beetle that is characterized by its very small size and four to six concentric ridges on the upper surface of the pronotum (the shield-like cover behind and over the head) (figure 5A). Like most bark beetles, the larvae are white, C shaped, and found in the phloem. For this species, the egg galleries created by the adults are horizontal (across the grain) and the larval galleries tend to be vertical (along the grain) (figure 6).

Survey and Samples

Visually inspecting walnut trees for dieback is currently the best survey tool for the Eastern United States. Look for declining trees with the symptoms described above. If you suspect that your walnut trees have thousand cankers disease, collect a branch 2 to 4 inches in diameter and 6 to 12 inches long that has visible symptoms. Please submit branch samples to your State's plant diagnostic clinic. Each State has a clinic that is part of the National Plant Diagnostic Network (NPDN). They can be found at the NPDN Web site (www.npdn.org). You may also contact your State Department of Agriculture, State Forester, or Cooperative Extension Office for assistance.

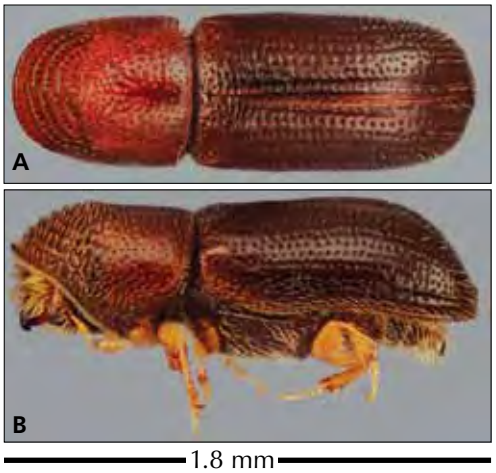

Figure 5. Walnut twig beetle: top view (A) and side view (B).

Figure 6. Walnut twig beetle galleries under the bark of a large branch.

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Photographs:
Figure 1: Andrew Graves
Figure 2: Manfred Mielke, U.S. Forest Service
Figures 3, 4, 6: Whitney Cranshaw, Colorado State University, www.forestryimages.org
Figure 5: Steve Valley, Oregon Department of Agriculture

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Pest Alert

United States
Department of Agriculture
Forest Service
State and Private Forestry
Northeastern Area

NA-PR-02-02
January 2002

Sudden Oak Death

Oak mortality is caused by a new pathogen, Phytophthora ramorum

In California Phytophthora ramorum **causes crown symptoms and tree mortality.**

A phenomenon known as Sudden Oak Death was first reported in 1995 in central coastal California. Since then, tens of thousands of tanoaks (Lithocarpus densiflorus), coast live oaks (Quercus agrifolia), and California black oaks (Quercus kelloggii) have been killed by a newly identified fungus, Phytophthora ramorum. On these hosts, the fungus causes a bleeding canker on the stem. The pathogen also infects Rhododendron spp., huckleberry (Vaccinium ovatum), bay laurel (Umbellularia californica), madrone (Arbutus menziesii), bigleaf maple (Acer macrophyllum), manzanita (Arctostaphylos manzanita), and California buckeye (Aesculus californica). On these hosts the fungus causes leaf spot and twig dieback.

As of January 2002, the disease was known to occur only in California and southwestern Oregon; however, transporting infected hosts may spread the disease. The pathogen has the potential to infect oaks and other trees and shrubs elsewhere in the United States. Limited tests show that many oaks are susceptible to the fungus, including northern red oak and pin oak, which are highly susceptible.

On oaks and tanoak, cankers are formed on the stems. Cankered trees may survive for one to several years, but once crown dieback begins, leaves turn from green to pale yellow to brown within a few weeks. A black or reddish ooze often bleeds from the cankers, staining the surface of the bark and the lichens that grow on it. Bleeding ooze may be difficult to see if it has dried or has been washed off by rain, although remnant dark staining is usually present.

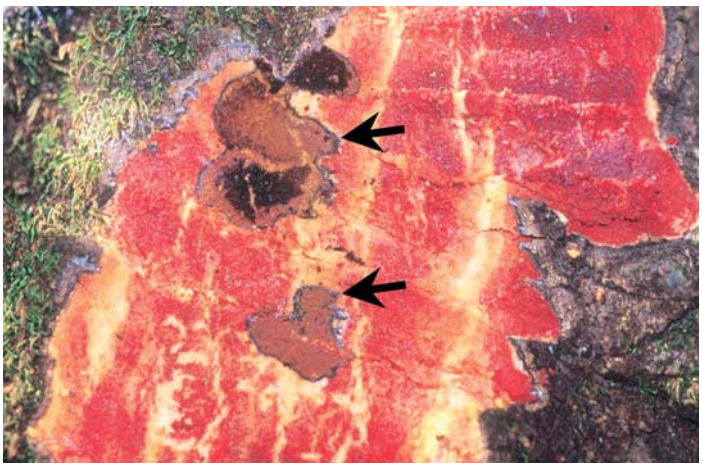
Necrotic bark tissues surrounded by black zone lines are usually present under affected bark. Because these symptoms can also be caused by other Phytophthora species, laboratory tests must be done to confirm pathogen identity.

In the Eastern United States, other disorders of oaks have similar symptoms. See the reverse of this sheet for descriptions. If unusual oak mortality occurs and symptoms do not match these regional disorders, evaluate affected trees for Phytophthora ramorum.

In the United States, sudden oak death is known to occur only along the west coast. However, the fact that widely traded rhododendron ornamentals can be infected with the pathogen and the demonstrated susceptibility of some important eastern oaks make introduction to eastern hardwood forests a significant risk. Early detection will be important for successful eradication. Oaks defoliated early in the growing season by insects or pathogens may appear dead, but leaves usually reflush later in the season. Canker rots, slime flux, leaf scorch, root diseases, freeze damage, herbicide injury, and other ailments may cause symptoms similar to those caused by P. ramorum. Oak wilt, oak decline, and red oak borer damage are potentially the most confusing. See the reverse of this sheet for comparisons with sudden oak death symptoms.

To report infected trees or to receive additional information, please contact your State or Federal forest health specialist. On the Internet, visit the SOD home page at www.suddenoakdeath.org. To distinguish this new disease from diseases with similar appearance, visit www.na.fs.fed.us/SOD.

Ooze bleeds from a canker on an infected oak.



Black zone lines are found under diseased bark in oak.

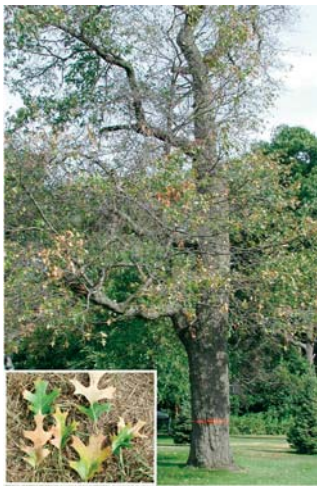
Eastern Oak Disorders That Resemble Sudden Oak Death

In eastern hardwood forests, sudden oak death can be confused, in particular, with oak wilt, oak decline, and red oak borer damage. Descriptions of these disorders and comparisons with sudden oak death follow.

Oak Wilt

Oak wilt is an aggressive fungus disease caused by Ceratocystis fagacearum. It is one of the most serious diseases in the Eastern United States, killing thousands of oak trees in forests, woodlots, and home landscapes. Susceptible hosts include most oaks in the red oak group and Texas live oak. Symptoms include wilting and discoloration of the foliage, premature leaf drop, and rapid death of the tree within days or weeks of the first symptoms. Trees become infected with oak wilt in two ways: through connections between root systems of adjacent trees, and through insects that carry the fungus to other trees that have been wounded.

Similarities: Oak wilt can also kill trees very quickly, especially if infection begins through root grafts. Differences: The oak wilt pathogen does not cause cankers on the stems, and no bleeding is associated with this disease. Dark staining may be evident under the bark of trees with oak wilt, but there are no conspicuous zone lines. Oak wilt typically causes red oak leaves to turn brown around the edges while the veins remain green. Leaves are rapidly shed as the tree dies. Conversely, in live oak with the sudden oak death pathogen, the veins first turn yellow and eventually turn brown. Leaves are often retained on the tree after it dies.



Oak wilt quickly kills most infected trees. Wilting leaves turn brown at the margins (inset) and fall as the tree dies.

Oak Decline

Oak decline is a slow-acting disease complex that can kill physiologically mature trees in the upper canopy. Decline results from interactions of multiple stresses, such as prolonged drought and spring defoliation by late frost or insects, opportunistic root disease fungi such as Armillaria mellea, and inner-bark-boring insects such as the twolined chestnut borer and red oak borer. Progressive dieback of the crown is the main symptom of oak decline and is an expression of an impaired root system. This disease can kill susceptible oaks within 3-5 years of the onset of crown symptoms. Oak decline occurs throughout the range of eastern hardwood forests, but is particularly common in the Southern Appalachian Mountains in North Carolina, Tennessee, and Virginia, as well as the Ozark Mountains in Arkansas and Missouri.

Similarities: Oak decline can cause death of many oaks on a landscape scale. Moist, dark stains may be present on the trunk of trees affected by oak decline. Differences: Oak decline shows evidence that dieback has occurred over several years from the top down and outside inward. Newly killed branches with twigs attached are usually found in the same crown as those in a more advanced state of deterioration killed years before. Dieback associated with sudden oak death occurs over a growing season or two. The inner bark beneath the dark stain associated with stem-boring-insect attacks has a discrete margin with no zone lines or evidence of canker development beyond the attack site.

Oak decline can take years to kill an entire tree.

Red Oak Borer

Red oak borer (Enaphalodes rufulus (Haldeman)) attacks oaks of both red and white groups throughout the eastern United States, but prefers members of the red oak group; however, it does not kill trees. Outbreaks are associated with stressed trees that eventually die from oak decline. The complete life cycle takes 2 years. Adults are 1-1.5 inches long with antennae one to two times as long as the body. Larvae are the damaging life stage. Adult females lay eggs in mid-summer in refuges in the crevices of the bark. Newly hatched larvae bore into the phloem, where they mine an irregular burrow 0.5-1 inch in diameter before fall. In spring and summer of the second year, dark, moist stains and fine, granular frass may be seen on the trunk. Exposure of the inner bark reveals the frass-packed burrow and the larva, if it has not bored more deeply into the wood to complete development. Mature larvae are stout, round-headed grubs about 2 inches long before they pupate deep in the wood.

Similarities: Moist, dark stains and fine frass may be present at sites of red oak borer attack. Differences: With red oak borer the inner bark beneath the dark stain contains a frass-packed burrow and has a discrete margin with no zone lines or evidence of canker development beyond it.

Tunnels in the inner bark indicate the presence of red oak borer.

For further information on related disorders:

Oak Wilt: http://www.na.fs.fed.us/spfo/pubs/howtos/ht_oakwilt/toc.htm
Oak Decline: http://www.na.fs.fed.us/spfo/pubs/fidls/oakdecline/oakdecline.htm
Red Oak Borer: http://www.na.fs.fed.us/spfo/pubs/fidls/Red%20Oak%20Borer/redoak.htm
Other Pest Publications: http://www.na.fs.fed.us/spfo/fth_pub.htm

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Pest Alert

United States
Department of Agriculture

Forest Service

**Animal and Plant
Health Inspection Service**

NA-PR-01-99GEN
Revised August 2008

Asian Longhorned Beetle *(Anoplophora glabripennis):*

A New Introduction

The Asian longhorned beetle (ALB) has been discovered attacking trees in the United States. Tunneling by beetle larvae girdles tree stems and branches. Repeated attacks lead to dieback of the tree crown and, eventually, death of the tree. ALB probably travelled to the United States inside solid wood packing material from China. The beetle has been intercepted at ports and found in warehouses throughout the United States.

This beetle is a serious pest in China, where it kills hardwood trees in roadside plantings, shelterbelts, and plantations. In the United States the beetle prefers maple species (*Acer* spp.), including ***boxelder, Norway, red, silver,*** and ***sugar maples***. Other preferred hosts are ***birches, Ohio buckeye, elms, horsechestnut,*** and ***willows***. Occasional to rare hosts include ***ashes, European mountain ash, London planetree, mimosa,*** and ***poplars***. A complete list of host trees in the United States has not been determined.

Currently, the only effective means to eliminate ALB is to remove infested trees and destroy them by chipping or burning. To prevent further spread of the insect, quarantines are established to avoid transporting infested trees and branches from the area. Early detection of infestations and rapid treatment response are crucial to successful eradication of the beetle.

The ALB has one generation per year. Adult beetles are usually present from July to October, but can be found later in the fall if temperatures are warm. Adults usually stay on the trees from which they emerged or they may disperse short distances to a new host to feed and reproduce. Each female usually lays 35-90 eggs during her lifetime. Some are capable of laying more than that. The eggs hatch in 10-15 days. The larvae feed under the bark in the living tissue of the tree for a period of time and then bore deep into the wood where they pupate. The adults emerge from pupation sites by boring a tunnel in the wood and creating a round exit hole in the tree.

For more information about Asian longhorned beetle in the United States, visit these U.S. Department of Agriculture Web sites:

www.na.fs.fed.us/fhp/alb/

www.aphis.usda.gov/plant_health/plant_pest_info/asian_lhb/index.shtml

If you suspect an Asian longhorned beetle infestation, please collect an adult beetle in a jar, place the jar in the freezer, and immediately notify any of these officials or offices in your State:

State Department of Agriculture:
- State Plant Regulatory Official
- State Entomologist

U.S. Department of Agriculture:
- Animal and Plant Health Inspection Service, Plant Protection and Quarantine
- Forest Service

County Cooperative Extension Office
State Forester or Department of Natural Resources

Asian Longhorned Beetle
WHAT TO LOOK FOR:

1. Adult beetles. Individuals are ¾ to 1¼ inches long, with jet black body and mottled white spots on the back. The long antennae are 1½ to 2½ times the body length with distinctive black and white bands on each segment. The feet have a bluish tinge.

2. Oval to round pits in the bark. These egg-laying sites or niches are chewed out by the female beetle, and a single egg is deposited in each niche.

3. Oozing sap. In the summer, sap may flow from egg niches, especially on maple trees, as the larvae feed inside the tree.

4. Accumulation of coarse sawdust around the base of infested trees, where branches meet the main stem, and where branches meet other branches. This sawdust is created by the beetle larvae as they bore into the main tree stem and branches.

5. Round holes, 3/8 inch in diameter or larger, on the trunk and on branches. These exit holes are made by adult beetles as they emerge from the tree.

Photo Sources:

USDA Forest Service

USDA Animal and Plant Health Inspection Service

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Board Agenda Item
February 12, 2013

INFORMATION - 1

Status Report on the Board's Third Four-Year Transportation Program

On July 10, 2012, the Board of Supervisors approved their Third Four-Year Transportation Program for FY 2013 through FY 2016. The Four-Year Transportation Program is designed to enhance mobility, promote and increase safety, and create choices for the commuting public with multi-modal projects that add capacity, reduce congestion, connect missing sidewalk and bicycle links, and provide safe access to transit facilities.

The Third Four-Year Transportation Program projects are funded with $937.0 million from the following sources: $237 million in Federal Regional Surface Transportation Program and Congestion Mitigation and Air Quality funds anticipated to be received by the county through FY2016; $245 million in existing and proposed County General Obligation and Revenue Bonds; $262 million in County Commercial and Industrial Tax revenues; and $193 million in federal and private sources.

The attached December 2012 status report on the Board's Four-Year Transportation Program includes active projects from the previous Four-Year Programs and projects in Fairfax County funded by other external sources. This report includes project updates through December 2012, and has been compiled by Fairfax County Department of Transportation (FCDOT) staff in consultation with implementation partners in the Department of Public Works and Environmental Services, the Virginia Department of Transportation, and the Washington Metropolitan Area Transit Authority. Major milestones that have occurred since December 31, 2012, will be included in the next report.

The attached report is the first report to the Board on its Third Four-Year Transportation Program. Over the past few months, FCDOT has coordinated with magisterial district offices on proposed changes to the report. Based on feedback received, the format has been revised to streamline the report and provide the Board the information it needs in a clear and easily accessible manner. The major changes to the report format include the following:

- Restructured introductory written summary to the report, which includes highlights of the Four-Year Transportation Program and a summary of other activities within FCDOT over the past six months. This section includes a list of capital projects completed over the last six months and a list of projects currently in construction.

- Consolidated project reports into one, single report with a new format where the projects are sorted by district and listed in alphabetical order by project name. In addition, a project type field has been added to identify project categories such as road, pedestrian/bicycle, and transit.

Status reports are posted on the FCDOT website following the Board's review. In addition, this report will provide updated project information that will be loaded into the transportation project layers in the county's GIS system, which will be available as a resource to county staff.

ENCLOSED DOCUMENTS:
Attachment 1: Status Report on the Fairfax County Board of Supervisors' Third Four-Year Transportation Program for FY 2013 through FY 2016

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Status Report
on the
Fairfax County Board of Supervisors' Third Four-Year Transportation Program
FY 2013 Through FY 2016

Prepared by:
Department of Transportation
Capital Projects and Operations Division

FCDOT
Serving Fairfax County for 25 Years and More

December 2012

December 2012 Status Report on the Board's Four-Year Transportation Program for FY2013 Through FY2016

Department of Transportation Summary of Activities and Highlights

Projects Completed and Under Construction July 2012-December 2012

- **Completed Projects**: 25 projects were completed in the second half of 2012, consisting of 16 roadway, 8 pedestrian, walkway, and trail projects, and one transit project. In addition, 39 bus stop improvement projects were completed.
    - **Annandale Road/Kerns Road** *Spot Improvements* (Mason)
    - **Braddock Road at Union Mill Road** *Spot Improvements* (Sully)
    - **Courthouse Road Walkway** *from Chain Bridge Road to Oakton Plantation Lane* (Providence)
    - **Dulles Toll Road/Fairfax County Parkway Northbound** *Spot Improvements* (Dranesville, Hunter Mill)
    - **Dulles Toll Road/Fairfax County Parkway Southbound** *Spot Improvements* (Dranesville, Hunter Mill)
    - **Fairfax County Parkway EPG** (Lee, Mount Vernon, Springfield)
    - **Fox Mill Road Walkway** *from Fairfax County Parkway to Mill Heights Drive* (Hunter Mill)
    - **Gallows On-Road Bike Lanes** *Dunn Loring, Tysons, and Merrifield Areas* (Providence)
    - **Georgetown Pike Scenic Pull Off** *Historic Marker and Parking Area at Langley Fork* (Dranesville)
    - **Guinea Road Culvert** *over Long Branch* (Braddock)
    - **Hooes Road Bridge Superstructure Replacement** *over Accotink Creek* (Lee, Springfield)
    - **I-495 Capital Beltway Express Lanes** (Countywide)
    - **I-66 Arterial Crossings** *Install Dynamic Message Signs* (Providence)
    - **I-66 from Capital Beltway to Route 50** *Pavement Rehabilitation* (Providence, Springfield)
    - **I-66/Nutley Street** *Ramp Alignment Improvement* (Providence)
    - **I-95 Woodrow Wilson Bridge** *Telegraph Road Interchange* (Lee, Mount Vernon)
    - **I-95/395/495 Interchange Modifications Phase VIII** *Express Lanes Connections* (Lee, Mason)
    - **Lewinsville Road Median** *at Spring Hill Elementary School, Pedestrian Improvements* (Dranesville)
    - **McLean Utilities Undergrounding** *Chain Bridge Road from Laughlin Avenue to Corner Lane* (Dranesville)
    - **Old Chesterbrook Road Bridge** *over Pimmit Run* (Dranesville)
    - **Reston Avenue Walkway** *from Southington Lane to Shaker Drive* (Hunter Mill)
    - **Route 1/North Kings Highway** *Pedestrian Intersection Improvements* (Lee, Mount Vernon)
    - **Route 1/Frye Road Phase I** *Pedestrian Improvements* (Mount Vernon)
    - **Route 29 Walkway** *from Shreve Road to Fairview Park Drive* (Providence)
    - **Saratoga Park-and-Ride Facility** (Mount Vernon)

- **Projects in Construction**: 18 projects are currently under construction. In addition, 14 bus stop improvement projects are in construction.
    - **Beulah Road Bridge Rehabilitation** *over Dulles Toll Road* (Dranesville, Hunter Mill)
    - **Beulah Road Bridge Scour Repairs** *over Wolf Trap Run* (Dranesville)
    - **Bicycle Racks and Lockers** (Countywide)
    - **Braddock Road/Roanoke River Road** *Intersection Improvements, managed by GMU* (Braddock)
    - **Columbia Pike Walkway** *from Downing Street to Lincolnia Road* (Mason)

- **Dulles Rail Phase 1** *from West Falls Church to Wiehle-Reston East Metrorail Station* (Dranesville, Hunter Mill , Providence)
- **Eskridge Road Extension** *to Williams Drive* (Providence)
- **Fairfax County Parkway/Fair Lakes Parkway/Monument Drive Interchange** (Springfield, Sully)
- **Glade Drive Walkway** *from Colts Neck Road to Shire Court* (Hunter Mill)
- **GMU West Campus Bypass** *Crossing Route 123, managed by GMU* (Braddock, Springfield)
- **I-95 Direct Access Ramps to Fort Belvoir North Area** (Lee)
- **I-95 Express Lanes** (Lee, Mason, Mount Vernon)
- **Mulligan Road** *from Route 1 to Telegraph Road* (Lee, Mount Vernon)
- **Route 29/Gallows Road** *Intersection Improvements and Widening* (Providence)
- **Route 50 Widening** *from Route 28 to Poland Road* (Sully)
- **Silverbrook Road Walkway** *from Silverthorn Road to Bayberry Ridge Road* (Mount Vernon, Springfield)
- **Telegraph Road Widening** *from Beulah Street to Leaf Road* (Lee, Mount Vernon)
- **Wiehle-Reston East Metrorail Station Park-and-Ride Garage** (Hunter Mill)

Bicycle and Pedestrian Program Highlights from July 2012 through December 2012

The Board has directed FCDOT to lead the effort to improve bicycle and pedestrian safety and mobility, including constructing bicycle and pedestrian improvements in high-priority areas of Fairfax County. In 2006, the Board endorsed a Ten-Year Funding Goal of $60 million for new pedestrian projects. Through FY 2016, the Board has designated $102 million in federal, state, and county funding to construct high-priority bicycle and pedestrian improvement projects.

- **Pedestrian and Bicycle Access and Safety**: FCDOT staff continues ongoing outreach and coordination with groups such as Tysons Metrorail Station Access Management Study (TMSAMS), Herndon Metrorail Station Access Management Study (HMSAMS), Fairfax County Public Schools (FCPS) Safe Routes to Schools, INOVA, the county's Transportation Advisory Commission (TAC), the Trails and Sidewalks Committee, and the county's Department of Justice Americans with Disabilities Act (ADA) Compliance Team.

- **Trail/Bike Lane/Sidewalk Waivers:** FCDOT staff received 20 waivers and processed 18 waivers in coordination with the Board, the Trails and Sidewalks Committee, DPWES, and DPZ.

- **Street Smart:** FCDOT staff worked with regional partners on the 2012 Street Smart Pedestrian and Bicycle Safety Media Campaigns. The twice-yearly campaigns utilizes major-market television and radio, print, and bus advertising, to promote safety awareness responsibilities of drivers and pedestrians in both English and Spanish.

- **I-495 Express Lanes Bicycle and Pedestrian Projects:** Bicycle and pedestrian facilities have been constructed on all of the Beltway bridge crossings in the I-495 Express Lanes Project. These new facilities removed some of the worst barriers to pedestrian and bicycle movement in Fairfax County, since most of the former bridges had no facilities. The Board designated additional CMAQ funding which, along with VDOT and county bond funding, will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project.

- **Bicycle Master Plan:** Phase I (Greater Tysons Area including segments of McLean, Merrifield, and Vienna) was completed in June 2011. Phase II encompasses the rest of Fairfax County. Work began in April 2011, and the draft final plan and maps were completed in September 2012. The plan is currently going through an inter-agency review and will be presented to the Planning Commission and Board of Supervisors in spring 2013.

- **Increase and Enhance Bicycle Parking:** FCDOT is completing its 2009 bicycle rack and improvement projects consisting of the installation of 150 new bicycle racks and 30 new bicycle lockers at public locations countywide. New racks were recently installed at Kings Park Library and Chantilly Library. The remainder of the installations will be completed by early 2013. The design of the new "Bike and Ride" facility at the Wiehle-Reston East Metrorail Station was finalized and construction is underway. When completed, this state-of-the-art facility will provide safe and secure parking for over 200 bicycles.

- **Bobann Drive Bikeway:** Pre-final design is complete. This one mile of paved, ten-foot wide shared use path from Wharton Lane to Stringfellow Road will provide improved bicycle access to and from the expanded Stringfellow Road Park-and-Ride Lot, as well as the Fair Lakes and Centreville areas.

- **Bike the Sites Map:** Funded with a federal grant, this project will define a family-friendly bike route centered on historic sites in the western area of the county. The project includes the design and printing of a map, wayfinding signs, and information kiosks.

- **Bicycle Route Map (Third Edition):** 50,000 new, revised maps were printed and made available to the public in July 2012. Copies can be obtained by calling 703-877-5600. Maps are available at the district supervisors' offices and all bicycle shops located in Fairfax County.

Capital Projects and Operations Division Highlights from July 2012 through December 2012

The Capital Projects and Operations Division consists of the Capital Projects Section (CPS), and the Traffic Operations Section (TOS). CPS is responsible for scoping new multi-modal transportation projects, managing preliminary engineering plans and studies, and coordinating projects with VDOT, FHWA, WMATA, DPWES, the Board, and the general public. TOS is responsible for managing traffic issues related to signs, signals, parking, traffic calming and other residential traffic issues, and permitting. TOS partners with VDOT, the Board, homeowners associations, and citizen groups to resolve issues.

Capital Projects

- **Project Scoping**
  - Over the past six months, CPS has undertaken a detailed review of project scopes and estimates of nearly 100 new projects, estimated at over $100 million, included in the Board's Third Four-Year Transportation Program.

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- **Studies and Preliminary Plans:** The Tysons studies are follow-up efforts to the Board approval of the Comprehensive Plan Amendment in June 2012:
  - **Jones Branch Connector (JBC**) – CPS is preparing 30% plans for this critical roadway connection between Jones Branch Drive and Route 123 in Tysons. Plans will be distributed for VDOT and county review in January 2013. Funding for construction of JBC project is a combination of local, state, and federal funds. It is expected that FCDOT will manage the project through final design and land acquisition, and VDOT will construct the project.
  - **Dulles Toll Road Ramps Study** – CPS is studying alternatives for up to three new ramp connections between the Dulles Toll Road and Tysons. A Citizen Information Meeting was held in May 2012. CPS plans to brief the Board on progress in January 2013.
  - **Route 7 Widening from Route 123 to I-495 (Tysons)** – This study for an eight-lane section (four lanes in each direction) is in the early stages of development. The county is completing ground survey and collecting traffic data.
  - **Route 123/Route 7 Interchange** – This study will look at alternatives for improving the existing non-urban interchange in Tysons. The county is completing ground survey and coordinating with the Consolidated Traffic Impact Analyses (CTIAs) in Tysons.
  - **Soapstone Overpass** – This study looks at alternatives for a crossing over the Dulles Toll Road between Sunrise Valley Drive and Sunset Hills Road in Reston. The alternative refinement task is continuing with evaluation of the five selected alternatives. Traffic forecasting work is underway. Investigation of issues related to traversing the existing floodplain area between Sunset Hills Road and the Dulles Toll Road is in progress. The project consultant has compiled information to improve upon the cost indices and to develop preliminary cost estimates.

<u>Traffic Operations</u>

- **Signage, CPD and RPPD Programs, and General Parking**
  - Community Parking District Program (CPD) received three inquiries and issued one petition.
  - Residential Permit Parking District Program (RPPD) received 15 inquiries, conducted eight parking studies, issued seven petitions, and held three public hearings.
  - RPPD issued more than 1,600 permits/passes and logged over 150 temporary vehicle DTA registrations for permit validation process.
  - The Board approved three new No Parking restrictions.
  - More than 500 signs were installed or had maintenance performed.

- **Residential Traffic Administration Program (RTAP)**
  - 24 traffic calming projects were initiated for study.
  - Four traffic calming projects were approved by the Board for installation.
  - One "$200 Fine for Speeding" sign request was received.
  - Three "$200 Fine for Speeding" signs were approved by the Board for installation.
  - Three "Watch for Children" sign requests were received.
  - Two Through Truck Restriction requests were completed.

- **Traffic Operations**
  - One request for Golf Cart Usage on a Public Roadway has been received and initiated for study.
  - Two speed studies have been completed.
  - Two corridor studies have been completed.
  - Four traffic signal warrant analyses have been completed.

- One speed limit study has been initiated.
- Conducted analysis in conjunction with VDOT on the usage of "Wink-o-Matic" signs at Willow Springs Elementary School and successfully negotiated their re-installation. Coordinated with VDOT and FCPS on a signal warrant analysis at the entrance of Willow Springs Elementary School and successfully gained approval for installation.

Coordination and Funding Division Highlights from July 2012 through December 2012

The Coordination and Funding Division handles coordination and liaison responsibilities between the department, regional agencies, local jurisdictions, and state and federal agencies, and seeks funding from all levels of government for the implementation of transportation projects.

- **Countywide Dialogue on Transportation**
  - FCDOT and the county's Transportation Advisory Commission (TAC) jointly developed a strategy for a Countywide Dialogue on Transportation to discuss the county's upcoming transportation funding challenges.
    - Nine meetings were held throughout the county to seek public feedback on the potential revenue sources and to seek other ideas from the public.
    - Additional meetings were held with Northern Virginia Realtors, West Springfield Civic Association, Fairfax Federation of Civic Associations, and Dranesville District Budget Task Force.
    - This effort identified more than 20 potential new sources of revenue that could fund transportation.
    - An online survey about the potential new funding sources was available for about a month, generated 1,725 responses, and was discussed with the Board on October 23, 2012.
    - An online chat was held on October 10, 2012, with FCDOT's Director, who was available to take questions from the public in the county's Ask Fairfax! Forum.

- **Benefit Cost Analysis Tool (BCA):**
  - Staff worked with a consultant to develop a Benefit Cost Analysis Tool that can be used to analyze current and future projects in the county based on financial cost, congestion reduction, air quality improvements, safety, and other factors.
  - The BCA tool is still in the process of being refined.

- **Requested funds from the state Commonwealth Transportation Board (CTB) and received funds for:**
  - Partial preliminary engineering of I-66/Route 28 interchange improvements.
  - Ramp from the I-395 HOV Lanes to Seminary Road, as well as other improvements needed to accommodate the end of the I-95 Express Lanes near Edsall Road.
  - Numerous projects in VDOT's Six-Year Improvement Program to improve safety and upgrade signal and pedestrian facilities throughout the county.
  - $11 million to purchase new buses for the Fairfax Connector.

- **Coordinated with Metropolitan Washington Council of Governments Transportation Planning Board (MWCOG TPB) to:**
  - Incorporate the Jones Branch Connector (the first major roadway improvement within Tysons, which provides additional access across the Beltway and connects to the I-495 Express Lanes) into the Transportation Improvement Program (TIP) to receive federal funds.
  - Incorporate 12 Tysons Roadway improvement projects into the region's Constrained Long Range Plan (CLRP).

- **Coordinated with the Tysons Partnership, Office of Community Revitalization, Planning and Zoning, and Other Agencies on a Tysons Funding Plan to:**
  - Create a funding plan for Tysons-Wide roadway improvements, grid-of-streets improvements, neighborhood access improvements, and transit service. Results of the effort include recommendations for a new service district, a Tysons-Wide Roadway Fund, and Grid-of-Streets Fund. Collectively, these potential revenues sources will generate over $1.3 billion in for transportation infrastructure improvements in Tysons through 2053.
  - Implement over $7 million in federally funded pedestrian and roadway projects. These projects await finalized agreements from the state, and include multiple Neighborhood Access Improvements and preliminary engineering on the Jones Branch Connector.
  - Identify nearly $3 million in local (Commercial and Industrial Tax) funding in FY 2014 for the early phase of the Tysons Circulator.

<u>2012 Legislative Session Summary</u>

- **2012-2014 Budget:** The Commonwealth's budget provides $231.4 million for Statewide Formula Assistance for Transit for the biennium, a $1.9 million increase from the 2010-2012 budget. Transit capital assistance has been funded at $63.4 million, an increase of $996,442. Highway construction is funded at $3.1 billion for the biennium, a $683 million increase. The increased funding is being used for dedicated and statewide construction, while interstate, primary, and secondary road construction programs are being reduced. An additional $214 million is provided for highway maintenance for a total of $2.9 billion. There is no significant secondary road construction funding.

- **Governor's Transportation Bill:**
  - As passed, HB 1248/SB 639:
    - Provided naming rights for transportation infrastructure in exchange for revenue.
    - Allowed the Commonwealth Transportation Board (CTB) to allocate up to $500 million on priority projects before funding is sent to the construction formula.
    - Required consistency between local and state transportation plans. If VDOT and the CTB determine that the plan is not consistent, the CTB requests that the applicable plan or program be amended. If, after a reasonable time, the CTB determines that there is a refusal to amend the plan or program, it may reallocate funds that were allocated to the nonconforming project.
    - Expanded the revenue sharing program to include maintenance.

- **Commercial and Industrial Property Tax**: HB 1068 extends the cap of the commercial and industrial property tax at $.125 per $100 of assessed value to 2018.

- **Northern Virginia Transportation Planning:** HB 599/SB 531 provides that the CTB, in consultation with VDOT and the Northern Virginia Transportation Authority (NVTA), will evaluate significant transportation projects in Northern Virginia and rate them in relation to congestion mitigation and emergency evacuation. These evaluations will be used as guidance by the CTB in making funding allocation decisions. The bill provides for ongoing coordination with NVTA in the project evaluation and in funding allocation, and ensures that the CTB can consider the other performance-based criteria when making allocation decisions.

- **Dulles Rail/Project Labor Agreements**: Several bills were introduced seeking to prohibit the use of mandatory project labor agreements (PLAs) for state funded projects in Virginia, targeting Dulles Rail. HB 33/ SB 242 states that bidders, offerors, contractors or subcontractors cannot be required to, or prohibited from, participating in agreements with labor organizations.

- **Signs in Right-of-Way**: HB 34 allows the Commissioner of Highways and Fairfax County to enter an agreement, after the county holds a public hearing, for the county to remove non-governmental signs from the VDOT right-of-way, except for signs providing directions to "special events" posted on weekends.

- **Eminent Domain:** HJ 3/SJ 3, the proposed constitutional amendment, prohibits taking property where the taking's primary use is for private gain, private benefit, private enterprise, increasing jobs, increasing tax revenue, or economic development. The amendment expands "just compensation" to include "lost profits" and "lost access." HB 975/SB 653 clarifies that property may be taken by eminent domain by a public corporation for sanitary sewer, water and storm water facilities, or transportation facilities. HB 1035/SB 437 defines the terms "lost access" and "lost profits." HB 5/SB 240 set the ballot question for referendum at the November 6, 2012, election. The amendment was voted on, with the final results being 74% supporting and 26% opposing the proposed amendment.

- **Regional Agency Consolidation**: As introduced, HB1291/SB 678 included the consolidation of NVTA and the Northern Virginia Transportation Commission (NVTC). After much discussion and debate over the wording of this language, this consolidation was removed from the final bill. Instead, the General Assembly's Northern Virginia delegation asked NVTA, NVTC, the Northern Virginia Regional Commission (NVRC), and the Potomac Rappahannock Transportation Commission (PRTC) to "determine whether consolidation and/or improved coordination would enhance regional planning." The organizations provided their report to the Delegation on November 16, 2012.

Marketing/Transportation Services Group Highlights from July 2012 through December 2012

The Marketing/Transportation Services Group (TSG) promotes Transportation Demand Management (TDM) strategies to help reduce or mitigate traffic congestion in Fairfax County. The TSG partners with major employers, developers, and multi-family residential complexes to encourage alternative commute options, impacting over 220,000 commuters in the county. Marketing staff also provides communications support to FCDOT by producing graphics and publication design, web and social media content, media relations, and marketing of commuter services.

- **Employer Outreach – TDM:** The TSG Employer Services Program has implemented TDM programs with 492 Fairfax County employers. To date, 233 Fairfax County employers have implemented a Level 3 or 4 trip reduction or benefit program, and another 259 employers have implemented a Level 1 or 2 program. Level 1 and 2 programs may include commuter surveys, distributing transit information, implementing alternative work schedules, or hosting an on-site transportation fair. Level 3 and 4 programs may include shuttles to and from transit stations, implementing formal telework programs, offering transit subsidies, providing free or premium parking to carpools and vanpools, or implementing a comprehensive bike/walk program.

  The TSG, in partnership with the Center for Urban Transportation Research, has designated seven Fairfax County employers and two business sites as "Best Workplaces for Commuters" for 2012. This raises the total number of recognized sites in Fairfax County to 28 since the program started in 2010. The employers were recognized by the Board of Supervisors in December for the broad range of transportation options offered to their employees. The "Best Workplaces for Commuters" designation acknowledges employers who have excelled in implementing green commuter programs.

- **Community Outreach – TDM:** The TSG "Commuter Friendly Community Program" (CFCP) has implemented TDM programs with over 150 Fairfax County residential communities. A highlight of this new program will be publicly recognizing communities.

- **New and Ongoing Partnerships:** The TSG also supports the Congestion Mitigation Programs for Dulles Rail and the I-495 Express Lanes by coordinating employer and community outreach with regional partners, including VDRPT, VDOT, Dulles Area Transportation Association (DATA), MWAA, MWCOG, TyTran, Best Workplaces for Commuters, and WMATA.

- **Teleworking:** The Fairfax County government telework program currently has 1,542 employee participants, and continues to encourage teleworking countywide.

- **Commuter Benefit Program:** 214 county employees currently are taking advantage of the Fairfax County Employees' Commuter Benefit Program. Eligible employees may register for the program and request to receive up to $120 per month in transit benefits that can be used for bus, vanpool, and Metrorail fares.

Special Projects Division (Dulles Rail and Base Realignment and Closure [BRAC]) Highlights from July through December 2012

The Special Projects Division manages two major efforts within Fairfax County with regional, state, and federal impacts and interest – Dulles Rail and BRAC. The team is currently working with local, state, and federal partners to implement $6.5 billion in heavy highway and rail construction, including $2.9 billion for Dulles Rail Phase 1, $2.7 billion for Dulles Rail Phase 2, $110 million for the two Dulles Rail parking facilities in Fairfax County, and $400 million for BRAC. Fairfax County's direct funding for these projects

exceeds $1 billion. In addition to construction management, the team's efforts focus heavily on communication with elected officials, the community, and other stakeholders to ensure accurate reporting of project information and progress.

Dulles Rail

- **Phase 1**
  - Construction is 85% complete.
  - All track work is in place. Mechanical, plumbing, and electrical work is ongoing at all of the stations.
  - Current estimate to complete Phase 1 is $2.905 billion, which is within the revised budget.
  - Construction completion is anticipated in August 2013. Rail service is expected to begin in December 2013.
  - MWAA and WMATA are working on testing and start-up activities.
  - West Falls Church Yard construction completion is scheduled for December 21, 2013.
  - In 2013, Dulles Rail project staff will coordinate efforts among the various bus service providers, working closely with the Transit Services Division, WMATA, Loudoun County Transit, PRTC, and MWAA-Washington Flyer staff.

- **Phase 2**
  - Procurement Schedule for Phase 2:
    - Oct 2012 – Five teams selected to bid on Phase 2
    - Feb 2013 – Issue final request for proposal (RFP)
    - April 2013 – Price proposals due
    - May 2013 – Contract award
  - Phase 2 is estimated at $3.156 billion which includes the five parking garages and the Innovation Station. If the five parking garages and Innovation Station are funded outside of the project budget per the USDOT Memorandum of Agreement, the project estimate is $2.7 billion.
  - Fairfax County is currently working on options to fund, design, and construct the parking garages at the Herndon and Innovation Stations outside of the project.
  - Schedule for Phase 2 substantial completion is mid 2018 with revenue service to begin in late 2018.

BRAC Implementation Plan

- **Major milestones and achievements in 2012**
  - Several improvement projects were identified by the Mason District BRAC 133 Task Force to address increases in traffic anticipated by the opening of the Mark Center site. A Transportation Investment Generating Economic Recovery (TIGER) grant application was unsuccessful, but other sources of funding continue to be investigated to implement the identified improvements.
  - Legislation passed as part of the National Defense Authorization Act caps parking at the Mark Center at 2,000 spaces for 6,400 employees. To date, parking in the deck has not exceeded the 2,000 spaces.
  - The Saratoga Park-and-Ride Lot was completed and opened for use in December 2012. Fairfax Connector Bus service will begin serving the lot in January 2013.
  - In July 2012, the Eagle Express bus service was revised to add stops and reduce fares. These changes coincided with expiration of tenant agency contracts for private shuttles that had been

competing with the Connector service. An immediate increase in ridership resulted from the changes, doubling the previous ridership from about 1,800 trips per month to about 3,800 trips per month.
  - In October 2012, Connector began running service to Fort Belvoir North Area (FBNA). In only two months, ridership on this route, which connects FBNA to the Franconia-Springfield Metrorail Station, is already 6,400 trips per month. This route will be revised in January 2013 to include a stop at the newly constructed Saratoga Park-and-Ride Lot.
  - Completed the Frontier Drive Extension/Franconia-Springfield Metrorail Station Conceptual Design and Feasibility Study.

- **Projects In Construction**
  - Mulligan Road and Telegraph Road Widening.
  - Defense Access Ramp into EPG (I-95 HOV ramp to Fort Belvoir North Area).

- **Projects in Design**
  - Rolling Road Widening from Fullerton Road to Delong Drive (funded for design only).
  - Fairfax County Parkway/Rolling Road Loop Ramp (VDOT).
  - I-95/Fairfax County Parkway Flyover (funded for design only).
  - Route 1 Widening (Design-Build contract to be awarded April 2013).

Transit Services Division Highlights from July 2012 through December 2012

Transit Services Division Staff are leading the effort to implement a multitude of public transportation improvements in Fairfax County. This includes bus service changes in support of major capital infrastructure projects, capital projects at the three Fairfax Connector operating garages as well as at passenger facilities, and enhancements in technology and customer service on the Fairfax Connector bus system.

- **Fairfax Connector Bus System**
  - **Express Lanes Bus Service:** In FY2013, FCDOT will implement enhanced bus service to travel on the new I-495 Express Lanes to Tysons. Connector bus service will be provided from Burke Centre, Springfield, and Lorton to Tysons, offering a new, one-seat ride for commuters and taking advantage of the new express lanes on the Beltway. These routes are being phased in during the third quarter of FY2013 and will be closely monitored for performance.
  - **Dulles Rail Bus Service Plans:** In FY2013, FCDOT will be finalizing the bus service plan to support the opening of Phase I of the Silver Line, with an expected implementation date in December 2013. A substantial part of the plan is the implementation of a short-term circulator bus system within Tysons, called the "Silver Line Connector," which will provide a bus connection from the four new Silver Line stations in Tysons to the employment centers. These circulator routes will connect to the new stations in Tysons, as well as to the feeder bus service from McLean, Vienna, and the Route 7 corridor. Another major component of the Silver Line bus service plan is the redesign and modification of the feeder bus network of the Dulles corridor bus service into the Wiehle-Reston East Metrorail Station. In total, approximately 40% of all Fairfax Connector bus

service will change in FY2014. Staff will begin working on a public outreach and marketing plan in January 2013.

- **Bus Shelter Advertising Program**: FCDOT is engaged in a public-private partnership to improve bus stops and increase the number of bus shelters in the county. This program is currently receiving revenue from 83 sites through the sale of advertising space on bus shelters. The contractor sells advertising space to subsidize construction, maintenance, and operation of bus shelters, and will share a percentage of the profits with the county. Throughout the county, existing bus shelters have been retrofitted with advertising, new sites are currently under construction, and additional sites are currently being scoped for new shelter and infrastructure improvements.

- **Fairfax Connector Fleet:** FCDOT ordered 37 buses in FY2012, which included 25 buses for planned express lanes bus service and 12 replacement buses. All of these buses are Mini-Hybrids, and are equipped with the newest emissions reduction equipment to meet the 2010 EPA standards.

- **Intelligent Transportation Systems:** FCDOT finalized a Request for Proposals (RFP) for Intelligent Transportation Systems (ITS) on the Fairfax Connector fleet. The RFP was released in December 2012. Partial system implementation of automatic vehicle locator systems, mobile data terminals, and real time passenger information is expected to occur in early FY2014 with full system implementation by early FY2015.

Transportation Design Division Highlights from July 2012 through December 2012

The Transportation Design Division (TDD) is responsible for the implementation of multi-modal transportation projects throughout the county under the approved Capital Improvement Program (CIP). Projects are grouped into five primary program categories: Bus Stop Safety and Accessibility; Pedestrian Access Improvements; Roadway Improvements; Additional Capital Improvement Projects; and Grant Funded Pedestrian Access Improvements. Overall, between July and December 2012: 47 county managed projects were completed, including 39 bus stop improvements; 28 county managed projects were authorized for or are under construction, including 14 bus stop improvements; approximately 161 county managed projects are in design, land acquisition, or utility relocation phases; and 163 county managed projects are in project initiation phase.

- **Bus Stop Safety and Accessibility Program**
  - 39 sites completed during this six month period; 232 have been sites completed to date.
  - 14 sites authorized for or currently under construction.
  - 62 sites are in design or land acquisition phase.
  - 78 sites in project initiation phase (these are the remaining priority sites included in the Bus Stop Safety and Accessibility Report).

- **Pedestrian Access Program (Intersections, Sidewalks and Trails) (Bond and C&I Funded)**
  - Four projects were completed.
  - Ten projects were authorized for or are currently under construction.
  - 14 projects are in the land acquisition.
  - 15 projects are in the design.

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- **Roadway Improvement Program**
  - One project was completed.
  - Three projects were authorized for or are currently under construction.
  - Three projects are in land acquisition.
  - Five projects are in design.

- **Additional Capital Improvement Projects**
  - One project was substantially completed (McLean Utilities Undergrounding: county portion of project is complete and utility company relocation efforts are underway).
  - One project is expected to be authorized for construction in January 2013 (Annandale Streetscapes).
  - One project is currently under design (McLean Streetscapes Phase III).

Grant Funded Pedestrian Access Improvements

- **Richmond Highway Public Transportation Initiative (RHPTI)**
  - Two pedestrian intersection improvements were completed.
  - Five intersection improvements were authorized by VDOT to begin land acquisition.
  - Land acquisition was completed on seven sidewalk segments which are scheduled to begin construction by spring 2013.
  - Design has been initiated on seven additional sidewalk projects and four new pedestrian intersection improvements.

- **Dulles Corridor Bicycle and Pedestrian Access (DCBPA)**
  - Survey and design have begun on 11 projects. Four projects are scheduled for completion in 2013.

- **Route 50 Pedestrian Improvements (Jaguar Trail to Seven Corners)**
  - Pedestrian improvements at three intersections and eight segments of sidewalk. Survey and environmental documentation have been initiated. Consultant scopes of work and fee proposals for design have been requested.

- **Tysons Metrorail Station Access Management Study (TMSAMS)**
  - Project initiation efforts have begun on 34 projects. Ten will be completed under an expedited process utilizing C & I funds. FCDOT is coordinating with FCPA on three projects that FCPA may manage through construction. Two projects will be completed by developers. The remaining projects are awaiting approval of the VDOT funding agreement, which is anticipated to be presented to the Board for approval in spring 2013. Once the funding agreement has been approved by the Board, survey and design will begin.

- **Reston Metrorail Station Access Group (RMAG)**
  - Project initiation efforts have begun on 12 projects. Design work will begin after approval of the VDOT funding agreement, which is anticipated to be presented to the Board for approval in spring 2013. Once the funding agreement has been approved by the Board, survey and design will begin.

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Transportation Planning Division Highlights from July 2012 through December 2012

The Transportation Planning Division (TPD) is responsible for long-range planning efforts, including the analysis of transportation impacts of current and future development and zoning. TPD has nearly completed the innovative Consolidated Traffic Impact Analysis (CTIAs) and has completed other significant projects for Tysons, including the Circulator Study. Many zoning applications along the Silver Line Phase II and elsewhere were completed, and Transportation Demand Management (TDM) procedures were advanced. Additional significant planning projects such as the Countywide Transit Network Study were either completed or advanced.

Site Analysis Section

- **Consolidated Traffic Impact Analysis (CTIAs) for Tysons:** Three detailed traffic simulations studies were completed for Tysons East, Tysons Central, and Tysons West, analyzing traffic operations and mitigation to accommodate future grown in Tysons. The Tysons East CTIA was submitted to VDOT for review. It is anticipated that all three CTIA studies will be approved by VDOT by May 2013.

- **Tysons Zoning Applications:** Review and negotiations on the numerous zoning applications within Tysons continues. Two applications were approved by the Board (Capital One and Arbor Row).

- **Zoning Applications along Phase II of Silver Line:** In addition to the review of the Special Exceptions for the stations along Phase II, there are reviews and negotiations on four zoning applications.

- **Transportation Demand Management (TDM):** The consultant study on integrating TDM into the land use was completed and information from the study was used to develop more effective TDM strategies, parking ratios, and to formalize TDM commitments.

Transportation Planning Section

- **Tysons Circulator Study:** This study of longer term transit circulation needs within Tysons was completed and a draft final report was posted on the web site in order to receive public comments.

- **Tysons Interim Parking:** A recommended strategy for pursuing interim commuter parking on private property was presented to the Planning Commission Tysons Committee and the Board. FCDOT issued a Request for Interest to property owners. Proposals received are currently under review.

- **Tysons Multimodal Transportation Hub Analysis:** FCDOT completed final draft report on locating multimodal hubs in Tysons with assistance from a COG grant.

- **Herndon Metrorail Station Access Management Study (HMSAMS):** FCDOT initiated this study and held initial meetings with the advisory group.

- **Frontier Drive Extension Study:** FCDOT completed study involving complex traffic simulation and prepared a final report with recommended alignment for the extension of Frontier Drive from the

Franconia-Springfield Metrorail Station to Loisdale Road, including necessary modified traffic circulation within the station.

- **Countywide Transit Network Study:** FCDOT completed initial network analysis, and held public meetings to present study progress and obtain public input in July and November 2012.

- **Dulles Corridor Study:** The study combines both the Reston Master Plan Special Study and the Route 28 Station South Study to evaluate potential changes in planned land use around four Metrorail stations in the Reston and Herndon areas, including the effects on the larger transportation network. The studies began in late 2010 and it is anticipated that recommendations to change the Comprehensive Plan will be presented to the Board for approval in fall 2013. FCDOT analyzed potential land use scenarios and presented associated transportation mitigation measures to the Reston Task Force.

- **Columbia Pike Streetcar:** FCDOT and Arlington County completed the Alternatives Analysis/Environmental Assessment, which was used to select the Locally Preferred Alternative of the streetcar, and submitted an application to FTA for admission into New Starts Program.

VDOT Traffic Engineering and Maintenance Highlights from July 2012 through December 2012

Traffic Engineering

- **Rectangular Rapid-Flash Beacon (RRFB) on Gallows Road at Aston Street:** A new traffic control device, a RRFB was installed at the crosswalk across Gallows Road at Aston Street to improve pedestrian safety. When a pedestrian presses the pushbutton, a series of bright yellow LED lights flash in an active pattern to attract drivers' attention. Studies from other jurisdictions show the device improves motorists' likelihood of yielding. The site on Gallows Road was particularly challenging for pedestrians because of the lack of a median between the travel lanes and the long gap between signalized intersections. VDOT will monitor the device to determine its effectiveness.

Maintenance

- **Fairfax County Parkway Repaving from Rolling Road to the Loudoun County Line:** VDOT repaved 24 miles of the 32-mile, six-lane Fairfax County Parkway between Rolling Road in Springfield and the Loudoun County line. This $19 million maintenance project was substantially completed in November 2012.

Project Status Legend

Capital Projects Staff

CL *= Caijun Luo*
CWS *= Charlie Strunk*
DPWES *= Dept. of Public Works & Env. Services*
GM *= Guy Mullinax*
JYR *= Jane Rosenbaum*
KLM *= Karyn Moreland*
KPR *= Kinnari Radadiya*
MJG *= Michael Guarino*
SAN *= Seyed Nabavi*
SSS *= Sung Shin*
ST *= Selby Thannikary*
TB = *Tad Borkowski*
VA= *Vanessa Aguayo*
WPH *= Bill Harrell*

Funding Source

ARRA = *American Recovery & Reinvestment Act of 2009*
C & I = *Commercial and Industrial Property Tax for Transportation*
CMAQ *= Congestion Mitigation & Air Quality*
DAR *= Defense Access Road*
DOD *= Department of Defense*
FTA *= Federal Transit Administration*
HSIP *= Highway Safety Improvement Program (formerly HES)*
JARC *= Job Access Reverse Commute*
NVTD Bonds *= Northern Virginia Transportation District Bonds*
OEA *= Office of Economic Adjustment*
Primary *= Primary 6-Year Program*
RSTP *= Regional Surface Transportation Program*
Secondary *= Secondary 6-Year Program*
TAC Spot *= Transportation Advisory Commission Spots*

Status

Bid Ad
Complete
*Construction**
Design
Inactive
On Going
On Hold
Project Initiation
ROW = Land Acquisition
Study
Terminated
Utilities = Utility Relocation

** Construction phase begins when design and ROW are complete, and may include pre-advertisement activities, bid advertisement, and contract award.*

Project Type

INT *= Interstate*
PRI *= Primary Road*
SEC *= Secondary Road*
TRAN *= Transit*
PED/BIKE *= Pedestrian and/or Bicycle*

Other

ADA *= Americans with Disabilities Act*
CIM *= Community Information Meeting*
COG *= Council of Governments*
CTB *= Commonwealth Transportation Board*
DCBPA *= Dulles Corridor Bicycle and Pedestrian Access*
DTR *= Dulles Toll Road*
EB *= Eastbound*
FCDOT *= Fairfax County Department of Transportation*
FCPA *= Fairfax County Park Authority*
FCPS *= Fairfax County Public Schools*
FHWA *= Federal Highway Administration*
FMD *= Facilities Management Department*
FY *= Fiscal Year*
LF *= Linear Feet*
MOA *= Memorandum of Agreement*
MUTCD *= Manual on Uniform Traffic Control Devices*
MWAA *= Metropolitan Washington Airports Authority*
N/A *= Not Available or Not Applicable*
NB *= Northbound*
NTP *= Notice to Proceed*
PFI *= Preliminary Field Inspection*
PPTA *= Public-Private Transportation Act*
RFP *= Request for Proposals*
RFQ *= Request for Qualifications*
RHPTI *=Richmond Highway Public Transportation Initiative*
RMAG *= Reston Metrorail Access Group*
RT7PI *= Rt. 7 Pedestrian Initiative*
RT50PI *= Rt. 50 Pedestrian Initiative*
SB *= Southbound*
TMP *= Traffic Management Plan*
TMSAMS *= Tysons Metrorail Station Access Management Study*
UDCD *= Utilities Design and Construction Division, Dept. of Public Works & Env. Services*
VDOT *= Virginia Department of Transportation*
VSMP *= Virginia Stormwater Management Program*
WB *=Westbound*
WMATA *= Washington Metropolitan Area Transit Authority*

4-Year Project Summary Report

Countywide District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXX	CW	**Bicycle Racks and Lockers - Countywide**	COUNTY	**Construction**	0.200	0.200	**D**	Jun-09	Jan-10	☺
		Purchase and install 150 inverted "U" bicycle racks and 30 bicycle lockers at locations throughout Fairfax County					**R**	N/A	N/A	
			Phase 3		C & I		**U**	N/A	N/A	
PED/ BIKE	CWS						**C**	Jun-11	May-13	👎Δ
Bid for purchase of 150 bicycle racks was approved August 2009; This is a multi-phase project; Installation coordinated through FMD and an on-call contractor; Installations began in June 2011 and will continue to early part of 2013; New racks were recently installed at Kings Park Library and Chantilly Library; Project completion delayed five months to allow for additional installations with remaining funds										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

4-Year Project Summary Report

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0620	BR	**Braddock Road/Danbury Forest Drive/Wakefield Chapel Road** Construct short-term left-turn lane improvements	COUNTY	**Project Initiation**	0.150	0.050	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds, C & I		**U**	TBD	TBD	
SEC	KPR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; Meeting with working group and district staff was held on September 27, 2012; Will proceed with option B, striping improvements to lengthen the EB left turn lane; Allocated C & I funds to expedite design; Reviewing project scope; Anticipate design task order approval summer 2013										
0620	BR	**Braddock Road/Olley Lane** Pedestrian intersection improvements	COUNTY	**Project Initiation**	0.150	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0620	BR	**Braddock Road/Ravensworth Road** Add dual left turn lanes EB Braddock Road to NB Ravensworth Road	VDOT	**On Hold**	1.271	0.630	**D**	Aug-10	TBD	Δ
							R	Aug-11	TBD	Δ
					HSIP		**U**	Aug-11	TBD	Δ
SEC	TB		93570				**C**	TBD	TBD	Δ
HSIP project managed by VDOT; Reevaluating project scope and need for project based on changed traffic patterns due to Express Lanes improvements										
0620	BR	**Braddock Road/Roberts Road** Construct right turn lane from NB Roberts Road to EB Braddock Road	COUNTY	**Project Initiation**	0.850	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0620	BR, SP	**Braddock Road/Route 123** Interim improvements: Add dual left turn lanes on Route 123, add through lane and left turn lane on Roanoke River Road, extend turn lanes at Braddock Road and Route 123	COUNTY	**Design**	3.000	3.000	**D**	May-10	Sep-14	👎Δ
							R	Oct-13	May-14	Δ
			2G40-015-000		C & I		**U**	TBD	TBD	
SEC	SAN						**C**	Oct-14	Dec-15	Δ
Intermediate design is in progress; GMU administering proposed improvements on Braddock Road and Roanoke River Road; Project completion delayed due to additional coordination with GMU and project scope changes resulting from new stormwater management requirements, additional street light design, and additional turn lane design; NTP for updated project design elements anticipated in January 2013										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
6493	BR	**Burke Commons Road Walkway**	COUNTY	**ROW**	0.230	0.230	**D**	Feb-10	Mar-13	👎Δ
		Construct 700 LF sidewalk from Meredith Circle to Roberts Parkway along north side					**R**	Aug-12	May-13	👎Δ
			PPTF01-02200		C & I		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	Jun-13	Dec-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Final design in progress; Per Supervisor's request, all work on hold until citizens' meeting is held; Schedule was delayed three months in December due to scheduling citizens' meeting; Anticipate meeting will be conducted in early 2013										
0645	BR, SP	**Burke Lake Road/Coffer Woods Road**	COUNTY	**Project Initiation**	0.904	0.370	**D**	TBD	TBD	
		Pedestrian intersection improvements and extend sidewalk					**R**	TBD	TBD	
					2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; Allocated C & I funds to expedite design; Reviewing project scope; Anticipate design task order approval summer 2013										
XXXX	BR	**Burke VRE Connector Phase IV**		**Project Initiation**	1.200	0	**D**	TBD	TBD	
		Trail from VRE Station west to Oak Leather Court/Lake Barton					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
XXXX	BR	**CCT Pavement Upgrades**		**Project Initiation**	0.876	0	**D**	TBD	TBD	
		Upgrade and pave 7,900 LF of trail between Route 236 and Braddock Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; This segment of trail offers bicycle commuter benefits and will enhance connectivity										
XXXX	BR, SP	**George Mason University Transit Center**	COUNTY	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
		Construct transit center with up to 10 bus bays and amenities such as shelters and lighted kiosks					**R**	TBD	TBD	
					2007 Bonds		**U**	TBD	TBD	
TRAN	SAN						**C**	TBD	TBD	
GMU will administer the project; Project agreement draft has been submitted to GMU for review; Comments are expected by January 25th; A board item is scheduled to be presented in April or May 2013; Schedule will be set when agreement is executed										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXX	BR, SP	**GMU West Campus Bypass**	GMU	**Construction**	15.000	15.000	**D**	Mar-12	Aug-12	☺
		Roadway crossing Route 123 west to Braddock Road					**R**	TBD	TBD	
					State		**U**	Mar-13	Dec-13	
SEC	SAN						**C**	Sep-12	Dec-13	👍
Design-Build project; Initial design phase of project completed August 2012; Design-Build contract started in September 2012; Final design is in progress for work within VDOT right of way; Intermediate design is in progress for GMU work; Initial construction work started on GMU property										
XXXX	BR	**GMU-Fairfax City-Vienna Metrorail Bike Route**		**Project Initiation**	0.010	0	**D**	TBD	TBD	
		Brand and sign bike route between GMU and Vienna Station					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0651	BR	**Guinea Road Culvert**	VDOT	**Complete**	4.384	4.414	**D**	Jul-10	Jul-11	☺
		Replace culvert over Long Branch					**R**	N/A	N/A	
					Secondary		**U**	N/A	N/A	
SEC	KPR		97219				**C**	Sep-11	Oct-12	☺Δ
Final walk through was held on October 9, 2012; Project is complete										
I-495	BR	**I-495 Express Lanes Ped/Bike at Braddock Road**	VDOT	**Project Initiation**	0.470	0.470	**D**	TBD	TBD	
		North side from Ravensworth Road to I-495					**R**	TBD	TBD	
					Enhancement, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		94363				**C**	TBD	TBD	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project; Schedule to be determined once VDOT finalizes design task order in early 2013										
I-495	BR	**I-495 Express Lanes Ped/Bike at Route 236**	VDOT	**Project Initiation**	0.330	0.330	**D**	TBD	TBD	
		I-495 to Heritage/Hummer					**R**	TBD	TBD	
					Enhancement, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		94363				**C**	TBD	TBD	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project; Schedule to be determined once VDOT finalizes design task order in early 2013										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-495	BR, DR, LE, MA, PR	**I-495, Capital Beltway Express Lanes (PPTA Project)** Install two HOV/HOT lanes in each direction from the Springfield Interchange to the Dulles Toll Road	VDOT	**Complete**	1690.912	1701.908	**D**	Apr-05	May-08	☺
							R			☺
					Private, Interstate, State		**U**	Mar-08		☺
INT	WPH		68805				**C**	May-08	Nov-12	☺Δ
Project was opened to traffic one month ahead of schedule on November 17, 2012; Minor punch list items remain										
5101	BR	**Lake Braddock Drive Road Diet** On-road bike lanes from Burke Road to Rolling Road		**Project Initiation**	0.040	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
5422	BR	**Lakepointe Drive/Guinea Road** Pedestrian intersection improvements, extend sidewalk on Lakepointe Drive	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
XXXX	BR	**Northern Virginia Community College Transit Center** Construct transit center with up to 4 bus bays and amenities such as shelters and lighted kiosks	COUNTY	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
							R	TBD	TBD	
					2007 Bonds		**U**	TBD	TBD	
TRAN	CL						**C**	TBD	TBD	
FCDOT continues discussions with NVCC to select transit center location on campus										
0644	BR	**Old Keene Mill Road Walkway** North side from Carrleigh Parkway west to existing	COUNTY	**Project Initiation**	0.100	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

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Tuesday, January 22, 2013

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0638	BR, SP	**Rolling Road VRE Parking Expansion Study** Study additional parking spaces at Rolling Road VRE Station	COUNTY	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
							R	N/A	N/A	
					CMAQ		**U**	N/A	N/A	
SEC	JYR						**C**	N/A	N/A	
Reviewing scope and selecting consultant for study; Anticipate notice to proceed to consultant in spring 2013										
0029	BR, SP	**Route 29 from Federalist Way to Forum Drive** Construct segments of a new shared-use path and provide connection to existing trail on the west side of Route 29	COUNTY	**Bid Ad**	4.400	4.400	**D**	Nov-06	Dec-12	☺
							R	May-12	Dec-12	☺
			008803		Revenue Sharing		**U**	Apr-12	Dec-12	☺
PRI	JYR		59094				**C**	Feb-13	Oct-13	
Final design in progress; Land rights acquired; VDOT permit application was submitted in December 2012										
0029	BR, SP, SU	**Route 29 from Legato Road to Shirley Gate Road** Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road	COUNTY	**Design**	4.000	4.000	**D**	Dec-08	Nov-14	👎Δ
							R	Jan-13	Aug-13	Δ
			4YP212-5G25-052-000		2007 Bonds		**U**	Sep-13	Feb-15	Δ
PRI	JYR						**C**	Jan-15	Mar-16	Δ
Pre-final design in progress; Purchase of credit for stream restoration and wetland mitigation was completed in October 2012; Project completion delayed eight months due to extensive utility relocation required for the project and change to project scope related to VDOT requirement to replace existing pavement										
0029	BR, SP, SU	**Route 29 Widening** From Shirley Gate Road to Prince William County Line (segments)	COUNTY	**Project Initiation**	2.830	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0710	BR	**Wakefield Chapel Road Bike Lanes** Extend on-road bike lanes from Pulley Court to NVCC Campus	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; Project will require ROW purchase and construction of approximately 200 linear feet of new roadway, including curb, gutter, and sidewalk										

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Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0710	BR	**Wakefield Chapel Road Walkway** East side from Braddock Road to Stahlway Lane	COUNTY	**Project Initiation**	0.500	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

4-Year Project Summary Report

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0603	DR	**Beach Mill Road Bridge**	VDOT	**Bid Ad**	1.277	1.277	**D**	Nov-09	Mar-12	☺Δ
		Repair/replace bridge over Nichols Branch					**R**	N/A	N/A	
					Secondary		**U**	TBD	Oct-12	☺
SEC	KPR		84385				**C**	Jan-13	Sep-13	Δ
Project construction schedule has been revised to begin in summer 2013 to accommodate community's request, delaying completion by ten months; The project is being re-advertised and bids open January 23, 2013; Contractor should receive Notice to Proceed in April 2013										
0702	DR, HM	**Beulah Road Bridge**	VDOT	**Construction**	1.000	1.000	**D**	Jan-08	Dec-11	☺
		Bridge scour repairs over Wolf Trap Run					**R**	N/A	N/A	
					Secondary, VDOT Maintenance		**U**	N/A	N/A	
SEC	KPR		82213				**C**	Apr-12	Jan-13	👍
Completed milling and paving of the bridge and the approaches; The substructure repairs have been completed and the preparation to install the articulated concrete blocks is ongoing; Project completion anticipated in early January 2013										
0675	DR, HM	**Beulah Road Bridge**	VDOT	**Construction**	4.772	4.772	**D**	Feb-11	Dec-11	☺
		Widen, rehabilitate, and raise vertical clearance of Beulah Road Bridge over Dulles Toll Road (Route 267); Add pedestrian facility on west side					**R**	N/A	N/A	
					VDOT Maintenance		**U**	N/A	N/A	
SEC	JYR		99541				**C**	Jan-12	May-13	👍
Construction NTP given April 20, 2012; Construction is 24% complete										
1744	DR	**Birch Street Sidewalk**	COUNTY	**Design**	0.200	0.200	**D**	Dec-11	Mar-14	👎Δ
		Construct 700 LF concrete sidewalk on west side from Grove Ave. to existing Falls Church City sidewalk					**R**	Jul-13	Feb-14	Δ
			PPTF01-04800		C & I		**U**	TBD	TBD	
PED/ BIKE	KPR						**C**	May-14	Jul-14	
Intermediate design is in progress; A third design option is being developed; Negotiations are underway for design addendum to address existing drainage concerns; Design delayed two months due to analysis of multiple design options and drainage issues, but project completion date did not change										
0123	DR, PR	**Chain Bridge Road Walkway (DCBPA)**	COUNTY	**Project Initiation**	1.200	1.200	**D**	TBD	TBD	
		Great Falls St/Lewinsville Road to Tysons East Metrorail Station					**R**	TBD	TBD	
			DCBPA-065		CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		93146				**C**	TBD	TBD	
NTP for conceptual design was issued in July 2012; NTP for survey issued in November 2012; Second conceptual design for north side received; Analysis of options in progress; Schedule to be determined once survey is complete and scope finalized in March 2013										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
3141	DR	**Dead Run Drive Sidewalk**	COUNTY	**ROW**	0.430	0.430	**D**	Mar-12	Jul-13	👎Δ
		Construct 1200 LF concrete sidewalk on south side from Carper Street to Congress Lane					**R**	Dec-12	Jul-13	👍Δ
			PPTF01-04900		C & I		**U**	TBD	TBD	
PED/ BIKE	KPR						**C**	Aug-13	Jan-14	Δ
Pre-final design in progress; Preliminary plat preparation is in progress; Project completion delayed three months due to plan revision based on property owner feedback										
0123	DR	**Dolley Madison Blvd Sidewalk**	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
		South side from Chain Bridge Road to bus stop east of Kurtz Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0123	DR	**Dolley Madison Blvd Sidewalk**	COUNTY	**Project Initiation**	0.400	0	**D**	TBD	TBD	
		South side missing links from Old Dominion Drive to Beverly Avenue					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0123	DR	**Dolley Madison Boulevard/Churchill Road**	COUNTY	**Design**	0.250	0.250	**D**	Mar-10	Aug-12	☺Δ
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	Dec-12	Mar-13	👍
			PPTF01-02400		C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	May-13	Aug-13	Δ
Part of the C & I Project Program endorsed by the BOS on October 19, 2009; Final design is completed; Preparing final permit package; Project plat for pedestrian signal in progress; Project completion date delayed eight months due to need for land rights for a pedestrian signal										
XXXX	DR, PR, HM	**Dulles Rail Phase I**	MWAA	**Construction**	2740.000	2740.000	**D**	Apr-05	Jun-10	☺
		Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue					**R**	Jan-08	Nov-08	☺
					Federal, State, Local, Tax District, MWAA		**U**	Feb-08	Jan-10	☺
TRAN	SAN		70554				**C**	Jan-09	Aug-13	👎Δ
Physical construction 84% complete; Utility relocation 99% complete; Final design 99% complete; Construction is scheduled to be substantially completed by August 2013; Construction completion date changed from July 2013 to August 2013; Service start is December 2013 (has not changed); For further information, see http://www.dullesmetro.com										

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Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXX	DR, HM	**Dulles Rail Phase II**	MWAA	**Design**	3156.000		**D**	TBD	TBD	
		Construct six new stations, 2 in Fairfax County, and extend Metrorail from Wiehle Avenue to Route 722 in Loudoun County					**R**	TBD	TBD	
					Federal		**U**	TBD	TBD	
TRAN			97226				**C**	TBD	TBD	
Currently processing NTP for ROW phase; May change design-build advertisement date based upon ROW schedule; Tentatively scheduled design-build bid advertisement date is December 2013 with completion in late 2018; If the five parking garages and Innovation Station are funded outside of the project budget per the USDOT Memorandum of Agreement, the project estimate will be $2.7 billion instead of $3.156 billion										
0267	DR, PR	**Dulles Toll Road Tysons Ramps**	FCDOT	**Study**	0.800	0.800	**D**	May-11	Jul-13	👎Δ
		Study to evaluate alternatives for existing and up to three additional interchanges between the Dulles Toll Road and Tysons					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PRI	SAN						**C**	N/A	N/A	
Consolidated Traffic Impact Analysis (CTIA) studies being revised; Further analysis will be performed with CTIA data; Boone Boulevard ramp option analysis to be presented to Board of Supervisor's Transportation Committee on January 15, 2013; Further analysis to be performed on other ramp options; Project completion delayed due to CTIA revisions; Implementation schedule to be developed after Tysons Funding Plan approved (going to the Board in January 2013)										
0267	DR, HM	**Dulles Toll Road/Fairfax County Parkway Northbound**	VDOT	**Complete**	0.740	0.740	**D**	Nov-10	Jun-11	☺
		Safety improvement project from WB Dulles Toll Road exit ramp to NB Parkway right turn lane					**R**	N/A	N/A	
					HSIP		**U**	Oct-11	Feb-12	☺
PRI	TB		90214				**C**	Dec-11	Sep-12	☺Δ
Construction is complete										
0267	DR, HM	**Dulles Toll Road/Fairfax County Parkway Southbound**	VDOT	**Complete**	0.698	0.698	**D**	Nov-10	Jun-11	☺
		Safety improvement project from EB Dulles Toll Road right turn lane to SB Fairfax County Parkway					**R**	N/A	N/A	
					HSIP		**U**	Oct-11	Feb-12	☺
PRI	TB		90213				**C**	Dec-11	Sep-12	☺Δ
Construction is complete										

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1825	DR	**Fleetwood Road Bicycle Route**	COUNTY	**Bid Ad**	0.005	0.005	**D**	Dec-09	Oct-11	☺Δ
		Add bicycle wayfinding signage from Elm Street to Chain Bridge Road					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	CWS						**C**	Jan-13	May-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Recommended as part of the "Report of the McLean Pedestrian Task Force;" Preliminary sign plan presented to MCA Committee on June 12, 2012; Subcommittee formed to finalize sign narrative and locations; Project completion delayed nine months to resolve issues raised by community; The scope was modified to expand signed routes and the task force asked to revise some routes and narrative; Revised plan was given to task force in October and meeting is scheduled with Supervisor Foust for the end of January										
0193	DR	**Georgetown Pike Scenic Pull off**	VDOT	**Complete**	0.190	0.375	**D**	Oct-08	Jan-10	☺
		Install historic marker pull off and parking area at Langley Fork					**R**	N/A	N/A	
					Enhancement		**U**	N/A	N/A	
PRI	KPR		56453				**C**	Nov-11	Dec-12	☺Δ
Construction is substantially complete; Project completion delayed seven months due to re-advertising process										
0193	DR	**Georgetown Pike Walkway Phase II**	DPWES	**On Hold**	0.400	0.400	**D**	Oct-08	TBD	Δ
		Construct 1,750 LF walkway from Utterback Store Road (Krop Property) to Falls Chase Court					**R**	TBD	TBD	Δ
			W00200-W202B				**U**	TBD	TBD	Δ
PED/ BIKE	TB						**C**	TBD	TBD	Δ
Project is on hold due to citizen's opposition to the use of asphalt pavement versus stone dust and the installation of hand rails in the area with excessive grades over 5%; Coordination is ongoing with VDHR, VDOT, and local citizens to find resolution to these issues; Anticipate resolution by spring 2013										
I-495	BR, DR, LE, MA, PR	**I-495, Capital Beltway Express Lanes (PPTA Project)**	VDOT	**Complete**	1690.912	1701.908	**D**	Apr-05	May-08	☺
		Install two HOV/HOT lanes in each direction from the Springfield Interchange to the Dulles Toll Road					**R**			☺
					Private, Interstate, State		**U**	Mar-08		☺
INT	WPH		68805				**C**	May-08	Nov-12	☺Δ
Project was opened to traffic one month ahead of schedule on November 17, 2012; Minor punch list items remain										
I-66	DR	**I-66 Spot Improvements (Inside the Beltway)**	VDOT	**Design**	31.4	24.109	**D**	Feb-12	Jun-13	👍
		Lengthen acceleration/deceleration lanes: Spots 1 and 3 are in Arlington Co., Spot 2 (Sycamore St./Washington Blvd. to DTR) crosses into Fairfax County					**R**	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	MJG		78828				**C**	Jul-13	Nov-15	
Spot Improvement 1 (Arlington Co.) is complete; Spot 2 design is in progress; New and replacement of soundwalls added to scope, which increased construction costs; VDOT is looking for additional funds to cover shortfall; Spot 3 (Arlington Co. VDOT UPC 78827) is funded for PE only										

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0695	DR	**Kirby Road Sidewalk**	COUNTY	**Project Initiation**	0.300	0.150	**D**	TBD	TBD	
		North side from Chesterbrook Pool to east of Chesterbrook Elementary School					**R**	TBD	TBD	
					2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; Allocated C & I funds to expedite design; Reviewing project scope; Anticipate design task order approval summer 2013										
1816	DR	**Kurtz Road - Calder Road Bicycle Route**	COUNTY	**Bid Ad**	0.003	0.003	**D**	Dec-09	Oct-11	☺Δ
		Add bicycle wayfinding signage on Kurtz Road from Dolley Madison Blvd to Calder Road and on Calder Road from Kurtz Road to Brawner Street					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	CWS						**C**	Jan-13	May-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Recommended as part of the "Report of the McLean Pedestrian Task Force;" Preliminary sign plan presented to MCA Committee on June 12, 2012; Subcommittee formed to finalize sign narrative and locations; Project completion delayed nine months to resolve issues raised by community; Scope modified to expand signed routes and task force asked to revise some routes and narrative; Revised plan given to task force in October and meeting is scheduled with Supervisor Foust for late January										
0694	DR	**Lewinsville Road Median**	COUNTY	**Complete**	0.150	0.150	**D**	Jun-08	Apr-12	☺
		Install a pedestrian safety median and traffic signal on Lewinsville Road at Spring Hill Elementary School entrance					**R**	Jan-12	Mar-12	☺
			4YP201-PB003		2007 Bonds		**U**	Apr-12	Jul-12	☺
PED/ BIKE	TB						**C**	May-12	Sep-12	☺Δ
Construction is substantially complete, two months ahead of schedule										
0694	DR	**Lewinsville Road Walkway Phase I**	COUNTY	**Bid Ad**	0.300	0.300	**D**	Apr-10	Oct-12	☺Δ
		Construct 1000 LF walkway along north side from Windy Hill Road to Scotts Run Road					**R**	Oct-11	Jun-12	☺
			PPTF01-03600		C & I		**U**	N/A	N/A	
PED/ BIKE	SSS						**C**	Jan-13	Apr-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; No utility relocations required; VDOT permit approved; Final construction package sent to Utilities Design and Construction Division in November 2012; Construction schedule delayed five months due to approval of TMP and Signage Plan										
0694	DR	**Lewinsville Road Walkway Phase II**	COUNTY	**ROW**	0.500	0.500	**D**	Apr-10	Mar-13	👎Δ
		Construct 1400 LF walkway along south side from Snow Meadow Lane to Elsinore Avenue					**R**	Nov-11	Feb-13	👎Δ
			PPTF01-03500		C & I		**U**	Feb-13	May-13	
PED/ BIKE	SSS						**C**	Apr-13	Dec-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Final design is in progress; Design waiver to be resubmitted in January after clarification from VDOT; Schedule delayed six months due to land rights negotiations and design waiver approval										

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Dranesville District

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			FC Project No.							
			VDOT UPC No.		Fund Type					
1799	DR	**North West Street Sidewalk**	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
		North side from Great Falls Street to Brilyn Place					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0690	DR	**Old Chesterbrook Road Bridge**	VDOT	**Complete**	1.189	1.189	**D**	Jul-09	Dec-11	☺
		Superstructure replacement over Pimmit Run					**R**	N/A	N/A	
					VDOT Maintenance		**U**	May-12	Oct-12	☺
SEC	KPR		86904				**C**	May-12	Oct-12	☺Δ
Construction is complete eight months ahead of schedule										
XXXX	DR, PR	**Pavement Marking Plans (TMSAMS)**		**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
		Magarity Road, Jones Branch Drive, Westmoreland St, Madrillon Road					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
2833	DR	**Powhatan Street Walkway**	COUNTY	**Bid Ad**	0.200	0.200	**D**	Mar-10	Nov-12	☺Δ
		Construct 650 LF walkway from Orland Street to Overbrook Street					**R**	Sep-11	Nov-12	☺Δ
			PPTF01-03700		C & I		**U**	N/A	N/A	
PED/ BIKE	CL						**C**	Feb-13	May-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Project will be constructed under County Wide permit; Draft construction package has been submitted to UDCD; No utility relocation required; Schedule delayed six months due to additional time required to obtain land rights, which have been acquired										
1879	DR	**Raymond Avenue Walkway**	COUNTY	**Bid Ad**	0.150	0.150	**D**	Mar-10	Sep-12	☺Δ
		Construct 300 LF walkway along east side from Churchill Road to Capital View Drive					**R**	Oct-11	Jul-12	☺Δ
			PPTF01-03800		C & I		**U**	Jun-12	Aug-12	☺Δ
PED/ BIKE	KPR						**C**	Jan-13	Mar-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Construction authorized; Schedule has been delayed one month due to annual contractor addressing tree saving issues; Arborist will begin work in January										

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0603	DR	**River Bend Road-Beach Mill Road Bicycle Route**	COUNTY	**On Hold**	0.015	0.015	**D**	Dec-09	Jun-10	☺
		Add "Share the Road" and "Bike Route" signs on River Bend Road from Old Dominion Drive to Beach Mill Road and on Beach Mill Road from River Bend to the County Line					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	CWS						**C**	TBD	TBD	
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Recommended as part of the "Report of the McLean Pedestrian Task Force"; Project on hold pending safety concerns on Beach Mill Road; Coordinating with VDOT to widen shoulders in 2013 to address safety concerns										
0007	DR, PR	**Route 7 Bridge Rehab**	VDOT	**Design**	13.655	1.316	**D**	Sep-12	Sep-14	👍
		Bridge over Dulles Toll Road					**R**	TBD	Nov-13	
					Bridge		**U**	TBD	TBD	
PRI	SAN						**C**	Jan-15	TBD	
Scoping meeting held on August 8, 2012; Project is being coordinated with working group for Route 7 widening project; Survey is underway; Preliminary field inspection is scheduled for March 2013										
0007	DR, HM, PR	**Route 7 from Reston Avenue to Jarrett Valley Drive**	VDOT	**Design**	30.000	5.000	**D**	Jun-11	TBD	👍Δ
		Widen to 6 lanes (PE Only)					**R**	N/A	N/A	
					NVTD Bonds, Federal		**U**	N/A	N/A	
PRI	MJG		52328				**C**	N/A	N/A	
VDOT FY13-FY18 SYP includes $5.0 million for design only; Working Group of community, BOS staff, and state/local government agency stakeholders meet to discuss design challenges and provide input on project scope; Topics discussed include alternate intersection design, environmental, cultural, historical and stormwater impacts, transit and bicycle/pedestrian improvements; CIM held on November 28, 2012; A second CIM is scheduled for fall 2013; Adjusted design start date since new survey and design is being performed										
0007	DR, HM	**Route 7 from Rolling Holly Drive to Reston Avenue**	VDOT	**Construction**	36.637	36.742	**D**	Jul-99	Feb-12	☺
		Widen to 6 lanes					**R**	Nov-11	Mar-13	👍
					NVTD Bonds, C & I		**U**	Dec-11	Oct-13	👎Δ
PRI	TB		52327				**C**	Dec-12	Jun-15	👍
Pre-Bid Ad meeting held June 7, 2012; Right of way for priority parcels (those with utility easements) cleared December 2012, and remaining parcels will be cleared by March 2013; Bid advertisement December 2012; On the ground construction expected to begin in June 2013; Utility relocation schedule adjusted, but project completion date did not change										
0007	DR, PR	**Route 7 Shared Use Paths (TMSAMS)**	COUNTY	**Project Initiation**	4.500	4.500	**D**	TBD	TBD	
		Interim pedestrian and bike improvements on both sides from DTR Bridge to Beulah Road, completing missing links					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	KPR						**C**	TBD	TBD	
FCDOT staff finalizing scope; Route 7 widening project survey files have been requested from VDOT; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										

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0007	DR, HM	**Route 7/Baron Cameron Avenue/Springvale Road**	COUNTY	**Design**	0.200	0.200	**D**	June-12	Feb-13	👎Δ
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	Nov-09	Aug-10	☺
			PPTF01-01600		C & I		**U**	TBD	TBD	
PED/ BIKE	KPR						**C**	Mar-13	Jun-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; VDOT signal project at this location required re-scoping, including additional survey and design; Final plan submitted to VDOT on November 21, 2012; Partial comments received; Schedule delayed three months due to re-scoping										
0007	DR	**Route 7/Colvin Run Road**	COUNTY	**Design**	2.150	0.800	**D**	Oct-10	Apr-13	👎Δ
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	N/A	N/A	
			PPTF01-01800		C & I		**U**	TBD	TBD	
PED/ BIKE	MJG						**C**	Jun-13	Feb-14	$Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Draft pre-final design submitted to VDOT in December 2012 for review and comments; Retaining wall design received; Schedule delayed three months due to need for retaining wall design; Additional funding required for construction										
0007	DR	**Route 7/Lewinsville Road**	COUNTY	**Design**	0.150	0.150	**D**	Sep-10	Feb-13	👎Δ
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	Jan-13	Apr-13	
			PPTF01-02700		C & I		**U**	TBD	TBD	
PED/ BIKE	MJG						**C**	Jun-13	Sep-13	👎Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Pre-final design submitted to VDOT for approval in October 2012; Partial comments have been received; Signal easement plat submitted to Land Acquisition for review in December 2012; Construction schedule delayed six months due to land acquisition efforts										
0007	DR	**Route 7/Towlston Road**	COUNTY	**Design**	0.750	0.750	**D**	Jan-10	Sep-13	👎Δ
		Add a left turn lane from NB Towlston Road to WB Route 7					**R**	Feb-13	Aug-13	Δ
			4YP206		2007 Bonds		**U**	Aug-13	Jan-14	Δ
PRI	KPR						**C**	Nov-13	Sep-14	Δ
Pre-final design in progress; Schedule delayed 11 months due to stormwater issues, which impacted land acquisition; Existing stormwater management (SWM) pond at this intersection does not have the capacity to treat existing and new impervious pavement; Consultant is working on design of a bioretention ditch at the intersection and is working to get VDOT acceptance of this ditch for SWM purposes										
5320	DR	**Sunrise Valley Drive Sidewalk (RMAG)**	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
		East side from River Birch Road to Legacy Circle					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

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0676	DR	**Towlston Road Bridge Replacement**	VDOT	**Design**	1.343	0.434	**D**	Apr-12	TBD	👍Δ
		Replace bridge over Rocky Run (PE only)					**R**	TBD	TBD	
					Secondary		**U**	N/A	N/A	
SEC	CL		76247				**C**	TBD	TBD	
Funded for design only; Funding balance to be provided in FY13; Scoping meeting was held on September 12, 2012; A Citizen Information Meeting is scheduled for May 2013; If funds for construction can be identified, anticipate construction during summer 2014										
XXXX	DR, PR	**Tysons Wayfinding Signage (TMSAMS)**	COUNTY	**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
		Throughout Tysons Area					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0681	DR	**Walker Road Bridge**	VDOT	**Design**	2.750	0.892	**D**	Nov-09	TBD	👍
		Replace bridge over Piney Run (PE and ROW only)					**R**	TBD	TBD	
					Secondary		**U**	N/A	N/A	
SEC	TB		84383				**C**	N/A	N/A	
Project managed by VDOT; Funded for design and ROW only; Scoping meeting held in November 2012										
0681	DR	**Walker Road Road Diet**	COUNTY	**Design**	1.000	1.000	**D**	Jul-10	Feb-13	👎Δ
		Add street parking spaces and landscaping, restripe roadway, and provide crosswalks at business district intersections south of Georgetown Pike					**R**	Apr-12	Nov-12	☺
			RSPI01-00300		C & I		**U**	N/A	N/A	
SEC	TB						**C**	Apr-13	Oct-13	Δ
Second final design was submitted to VDOT on November 14, 2012; All land rights acquired; Schedule delayed three months due to protracted negotiations in securing land rights										
0693	DR	**Westmoreland Street/Haycock Road**	COUNTY	**ROW**	0.880	0.880	**D**	Mar-11	Sep-12	☺
		Install right turn lane , bike lane, and concrete sidewalk along the west side of Westmoreland Street from Haycock Road to Temple Rodef Shalom					**R**	May-12	Jan-13	👎Δ
			RSPI01-01200		2007 Bond, C & I		**U**	Dec-12	Sep-13	👍
SEC	TB						**C**	Feb-13	Sep-13	
Third submission of pre-final design plans forwarded to VDOT in September 2012; Land acquisition phase delayed three months to address design issues and provide additional time for negotiations with affected property owners, but project completion not delayed										

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0693	DR	**Westmoreland Street/Old Chesterbrook Road** Re-align intersection, new storm drainage, crosswalks on Westmoreland St. from entrance to McLean High School to Old Chesterbrook Road	COUNTY	**ROW**	0.150		**D**	Jan-10	Nov-13	👎Δ
							R	Nov-12	Jun-13	👍Δ
			PPTF01-04400		C & I		**U**	TBD	TBD	
PED/ BIKE	GM						**C**	Jan-14	Sep-14	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Pre-final design is in progress; Rectangular Rapid Flash Beacon (RRFB) authorized for construction in September 2012 with anticipated completion in January 2013; Utility field inspection to be scheduled in April 2013; Schedule delayed nine months due to unforeseen utility conflicts; Utility coordination in progress										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

4-Year Project Summary Report

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXX	HM	**Ashgrove Lane Trail (TMSAMS)**	FCPA	**Project Initiation**	0.500	0.500	**D**	TBD	TBD	
		Trail along Ashgrove Lane to western Tysons					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013; Met with FCPA on December 6, 2012, to discuss management of project										
0702	DR, HM	**Beulah Road Bridge**	VDOT	**Construction**	1.000	1.000	**D**	Jan-08	Dec-11	☺
		Bridge scour repairs over Wolf Trap Run					**R**	N/A	N/A	
					Secondary, VDOT Maintenance		**U**	N/A	N/A	
SEC	KPR		82213				**C**	Apr-12	Jan-13	👍
Completed milling and paving of the bridge and the approaches; The substructure repairs have been completed and the preparation to install the articulated concrete blocks is ongoing; Project completion anticipated in early January 2013										
0675	DR, HM	**Beulah Road Bridge**	VDOT	**Construction**	4.772	4.772	**D**	Feb-11	Dec-11	☺
		Widen, rehabilitate, and raise vertical clearance of Beulah Road Bridge over Dulles Toll Road (Route 267); Add pedestrian facility on west side					**R**	N/A	N/A	
					VDOT Maintenance		**U**	N/A	N/A	
SEC	JYR		99541				**C**	Jan-12	May-13	👍
Construction NTP given April 20, 2012; Construction is 24% complete										
0675	HM	**Beulah Road Walkway**	COUNTY	**Design**	1.000	1.000	**D**	Nov-08	Oct-13	👎Δ
		Install 4700 LF asphalt sidewalk and crosswalks on alternate sides of Beulah Road from Abbotsford Drive to Coral Crest Lane and along Clarks Crossing Road					**R**	Feb-13	Sep-13	Δ
			4YP201-PB009		2007 Bonds		**U**	Aug-13	Feb-14	Δ
PED/ BIKE	JYR						**C**	Feb-14	Nov-14	Δ
Pre-final design in progress; Addressing concerns with affected property owners; Utility conflicts are being investigated; Project completion delayed seven months due to utility conflicts and additional coordination with property owners										
XXXX	DR, PR, HM	**Dulles Rail Phase I**	MWAA	**Construction**	2740.000	2740.000	**D**	Apr-05	Jun-10	☺
		Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue					**R**	Jan-08	Nov-08	☺
					Federal, State, Local, Tax District, MWAA		**U**	Feb-08	Jan-10	☺
TRAN	SAN		70554				**C**	Jan-09	Aug-13	👎Δ
Physical construction 84% complete; Utility relocation 99% complete; Final design 99% complete; Construction is scheduled to be substantially completed by August 2013; Construction completion date changed from July 2013 to August 2013; Service start is December 2013 (has not changed); For further information, see http://www.dullesmetro.com										

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Tuesday, January 22, 2013

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXX	DR, HM	**Dulles Rail Phase II**	MWAA	**Design**	3156.000		**D**	TBD	TBD	
		Construct six new stations, 2 in Fairfax County, and extend Metrorail from Wiehle Avenue to Route 722 in Loudoun County					**R**	TBD	TBD	
					Federal		**U**	TBD	TBD	
TRAN			97226				**C**	TBD	TBD	
Currently processing NTP for ROW phase; May change design-build advertisement date based upon ROW schedule; Tentatively scheduled design-build bid advertisement date is December 2013 with completion in late 2018; If the five parking garages and Innovation Station are funded outside of the project budget per the USDOT Memorandum of Agreement, the project estimate will be $2.7 billion instead of $3.156 billion										
0267	DR, HM	**Dulles Toll Road/Fairfax County Parkway Northbound**	VDOT	**Complete**	0.740	0.740	**D**	Nov-10	Jun-11	☺
		Safety improvement project from WB Dulles Toll Road exit ramp to NB Parkway right turn lane					**R**	N/A	N/A	
					HSIP		**U**	Oct-11	Feb-12	☺
PRI	TB		90214				**C**	Dec-11	Sep-12	☺Δ
Construction is complete										
0267	DR, HM	**Dulles Toll Road/Fairfax County Parkway Southbound**	VDOT	**Complete**	0.698	0.698	**D**	Nov-10	Jun-11	☺
		Safety improvement project from EB Dulles Toll Road right turn lane to SB Fairfax County Parkway					**R**	N/A	N/A	
					HSIP		**U**	Oct-11	Feb-12	☺
PRI	TB		90213				**C**	Dec-11	Sep-12	☺Δ
Construction is complete										
0665	HM	**Fox Mill Road Walkway**	COUNTY	**Complete**	0.100	0.100	**D**	Aug-08	Jul-11	☺
		Install asphalt sidewalk along the south side of Fox Mill Road from Fairfax County Parkway to Mill Heights Drive					**R**	Jun-09	Mar-10	☺
			4YP201-PB011		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	KPR						**C**	Nov-11	Aug-12	☺Δ
Construction is complete										
0665	HM	**Fox Mill Road/Monroe Street**	COUNTY	**Utilities**	0.850	0.850	**D**	Nov-10	Feb-13	👍
		Install right turn lane on WB Fox Mill Road and add pedestrian improvements					**R**	Jun-12	Aug-12	☺Δ
			RSPI01-00500		C & I		**U**	TBD	TBD	
SEC	TB						**C**	Apr-13	Dec-13	
Pre-final design underway; Land acquisition complete; CIM held in November 2012; Fairfax Water has finalized the plans										

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Tuesday, January 22, 2013

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
4721	HM	**Glade Drive Walkway**	COUNTY	**Construction**	0.110	0.110	**D**	Aug-08	Jul-12	☺
		Install 800 LF concrete sidewalk along the north side of Glade Drive from Colts Neck Road to Shire Court					**R**	Oct-09	May-11	☺
			4YP201-PB012		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	JYR						**C**	Dec-12	May-13	👍Δ
Final construction package submitted to UDCD in December 2012; Construction schedule delayed five months due to issues preparing construction package; Thumbs-Up shown for Construction Phase, because phase initiated after schedule adjustment										
0939	HM	**Gosnell Road Walkway (DCBPA)**	COUNTY	**Design**	0.100	0.100	**D**	Oct-12	Sep-14	👍
		Install 100 LF of walkway on east side, north of Route 123					**R**	Dec-13	Jul-14	
			DCBPA-072		CMAQ		**U**	TBD	TBD	
PED/ BIKE			93146				**C**	Dec-14	Jul-15	
Intermediate design in progress										
0674	HM	**Hunter Mill Road/Sunrise Valley Drive**	COUNTY	**Project Initiation**	0.500	0.500	**D**	TBD	TBD	
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	TBD	TBD	
			PPTF01-03100		C & I		**U**	TBD	TBD	
PED/ BIKE	SSS						**C**	TBD	TBD	
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Survey is complete; Task orders for design of traffic signals and walkway improvements are currently under review; Anticipate task order approvals by March 2013; Schedule to be determined once task orders are approved										
XXXX	HM	**Isaac Newton Sq W (RMAG)**	COUNTY	**Project Initiation**	2.234	2.234	**D**	TBD	TBD	
		Widen from Isaac Newton Square south to station entrance and install walkway					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0677	HM	**Old Courthouse Road Bike Shoulders (TMSAMS)**	COUNTY	**Project Initiation**	0.115	0.115	**D**	TBD	TBD	
		Both sides from Westbriar Drive northeast to Battery Park Street					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	
Pre-scoping process is underway; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										

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Tuesday, January 22, 2013

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0675	HM	**Plaza America Proffer Agreement (PA02B)**	COUNTY	**Bid Ad**	0.230	0.230	D	Nov-03	May-12	☺Δ
		Proffer contribution for pedestrian enhancements: Install walkway on Sunset Hills Road from Reston Center to Town Center Parkway					R	Oct-10	Nov-12	☺Δ
			D00448-PA02B		Proffer		U	Feb-13	May-13	
PED/ BIKE	MJG						C	Feb-13	May-13	Δ
Funding provided by Plaza America cash proffer contribution; Utilities to be completed during construction; Proceeding with construction authorization; Project will be constructed under Countywide permit; Preparing construction package; Schedule delayed ten months due to additional time required to secure land rights										
0675	HM	**Plaza America Proffer Agreement (PA060J)**	COUNTY	**On Hold**	0.030	0.030	D	Feb-04	Oct-05	☺
		Proffer contribution for public transportation enhancements: EB Sunset Hills Road at Target					R	Oct-05	TBD	
			D00448-PA060J		Proffer		U	TBD	TBD	
PED/ BIKE	MJG						C	TBD	TBD	
Land acquisition unsuccessful; Funds may be available to reinitiate project after completion of walkway project (Project No. D00448-PA02B)										
8733	HM	**Raglan Road/Gosnell Road (TMSAMS)**	COUNTY	**Design**	0.050	0.050	D	Dec-12	Apr-13	👍
		Pedestrian intersection improvements					R	N/A	N/A	
					C & I		U	N/A	N/A	
PED/ BIKE	GM						C	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										
0602	HM	**Reston Avenue Walkway**	COUNTY	**Complete**	0.110	0.110	D	Dec-07	May-12	☺
		Install 700 LF asphalt sidewalk along the west side of Reston Avenue from Southington Lane to Shaker Drive					R	Jun-09	Mar-11	☺
			4YP201-PB015		2007 Bonds		U	Sep-11	Dec-11	☺
PED/ BIKE	JYR						C	May-12	Sep-12	☺Δ
Construction is complete										
0007	DR, HM, PR	**Route 7 from Reston Avenue to Jarrett Valley Drive**	VDOT	**Design**	30.000	5.000	D	Jun-11	TBD	👍Δ
		Widen to 6 lanes (PE Only)					R	N/A	N/A	
					NVTD Bonds, Federal		U	N/A	N/A	
PRI	MJG		52328				C	N/A	N/A	
VDOT FY13-FY18 SYP includes $5.0 million for design only; Working Group of community, BOS staff, and state/local government agency stakeholders meet to discuss design challenges and provide input on project scope; Topics discussed include alternate intersection design, environmental, cultural, historical and stormwater impacts, transit and bicycle/pedestrian improvements; CIM held on November 28, 2012; A second CIM is scheduled for fall 2013; Adjusted design start date since new survey and design is being performed										

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Tuesday, January 22, 2013

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0007	DR, HM	**Route 7 from Rolling Holly Drive to Reston Avenue** Widen to 6 lanes	VDOT	**Construction**	36.637	36.742	**D**	Jul-99	Feb-12	☺
							R	Nov-11	Mar-13	👍
PRI	TB				NVTD Bonds, C & I		**U**	Dec-11	Oct-13	👎Δ
			52327				**C**	Dec-12	Jun-15	👍

Pre-Bid Ad meeting held June 7, 2012; Right of way for priority parcels (those with utility easements) cleared December 2012, and remaining parcels will be cleared by March 2013; Bid advertisement December 2012; On the ground construction expected to begin in June 2013; Utility relocation schedule adjusted, but project completion date did not change

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0007	DR, HM	**Route 7/Baron Cameron Avenue/Springvale Road** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations	COUNTY	**Design**	0.200	0.200	**D**	June-12	Feb-13	👎Δ
							R	Nov-09	Aug-10	☺
PED/ BIKE	KPR		PPTF01-01600		C & I		**U**	TBD	TBD	
							C	Mar-13	Jun-13	Δ

Part of the C&I Project Program endorsed by the BOS on October 19, 2009; VDOT signal project at this location required re-scoping, including additional survey and design; Final plan submitted to VDOT on November 21, 2012; Partial comments received; Schedule delayed three months due to re-scoping

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0007	HM, PR	**Route 7/Route 123 Interchange (Study Only)** Conceptual design and traffic operations study to determine future interchange configuration	COUNTY	**Study**	0.350	0.350	**D**	Sep-12	Jul-13	👍
							R	N/A	N/A	
PRI	TB		2G40-035-002		C & I		**U**	N/A	N/A	
							C	N/A	N/A	

Notice to proceed issued to consultant in September 2012; Survey and traffic counts in progress

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
4720	HM	**Soapstone Drive Connector/Overpass** Feasibility study for connector/overpass from Sunrise Valley Drive to Sunset Hills Road (study only)	COUNTY	**Study**	0.300	0.300	**D**	Apr-12	Feb-13	👎Δ
							R	N/A	N/A	
SEC	KPR		R4720X		C & I		**U**	N/A	N/A	
							C	N/A	N/A	

Horizontal alignment alternatives were presented to Hunter Mill District office, TAC, and Reston Association during fall 2012; Consultant is working on alternative refinement and alternative evaluation tasks; Meeting with Reston Master Plan Task Force will be scheduled in January 2013; Traffic projection work is under way

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
4720	HM	**Soapstone Drive Walkway** Add 200 LF sidewalk along west side from Sunrise Valley Drive to Hunters Green Court	COUNTY	**ROW**	0.100	0.100	**D**	Jan-10	Feb-13	👍
							R	Jun-12	Jan-13	👍
PED/ BIKE	KPR		PPTF01-04300		C & I		**U**	N/A	N/A	
							C	Mar-13	Aug-13	

Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Final design is in progress; TMP plans approved in October 2012; Revised design waiver request sent to VDOT in December 2012; 1 of 2 property rights have been acquired

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Hunter Mill District

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4720	HM	**Soapstone Drive Walkway**	COUNTY	**ROW**	1.500	1.500	**D**	Jan-10	Dec-13	👎Δ
		Install walkway along east side from South Lakes Drive to Snakeden Stream Valley					**R**	Nov-12	Jul-13	👍Δ
			26008G-07001		CMAQ		**U**	Jan-13	Oct-13	
PED/ BIKE	KPR		70632				**C**	Jan-14	Dec-14	Δ
Utility coordination is in progress; Right-of-way authorization was received on November 27, 2012; Project completion delayed seven months due to time required to obtain VDOT right-of-way authorization; Thumbs-Up shown for Land Acquisition Phase, because phase initiated after schedule adjustment										
5320	HM	**Sunrise Valley Drive Walkway (DCBPA)**	COUNTY	**Design**	1.750	0.500	**D**	Sep-12	Feb-16	👍
		South side from Soapstone Drive to South Lakes Drive					**R**	Apr-14	Jan-15	
			DCBPA-073		CMAQ		**U**	TBD	TBD	
PED/ BIKE			93146				**C**	Apr-16	Jul-17	
Survey is complete; Meeting was held in December 2012 to go over preliminary design of project; Intermediate design is in progress										
5320	HM	**Sunrise Valley Drive/Commerce Park Drive (RMAG)**	COUNTY	**Project Initiation**	0.054	0.054	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
5320	HM	**Sunrise Valley Drive/Mercator Drive - USGS (RMAG)**	COUNTY	**Project Initiation**	0.200	0.200	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
5320	HM	**Sunrise Valley/Great Meadow/Centennial Park Drive (RMAG)**	COUNTY	**Project Initiation**	0.097	0.097	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										

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Hunter Mill District

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			FC Project No.							
			VDOT UPC No.		Fund Type					
0675	HM	**Sunset Hills Road Walkway**	COUNTY	**ROW**	0.240	0.240	D	Dec-07	Mar-13	👎Δ
		Install 1500 LF concrete sidewalk along the north side of Sunset Hills Road from the W&OD Trail to Michael Faraday Court					R	Nov-10	Feb-13	👎Δ
			4YP201-PB017		2007 Bonds		U	Feb-13	Aug-13	Δ
PED/ BIKE	CL						C	Aug-13	Dec-13	Δ
Revised final design is in progress; Stormwater management permit is being prepared; Draft construction package is being prepared; Land acquisition is 66% complete; Utility coordination is in progress; Schedule delayed six months due to efforts required to secure land rights; Negotiations are at an impasse with property owner and supervisor's office has been advised										
0675	HM	**Sunset Hills Road/Town Center Parkway (RMAG)**	COUNTY	**Project Initiation**	0.200	0.200	D	TBD	TBD	
		Pedestrian intersection improvements					R	TBD	TBD	
					RSTP		U	TBD	TBD	
PED/ BIKE							C	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
7414	HM	**Town Center Parkway (RMAG)**	COUNTY	**Study**	6.148	6.148	D	TBD	TBD	
		Underpass/Overpass connection across DTR - structural underpin (study only)					R	TBD	TBD	
					RSTP		U	TBD	TBD	
PED/ BIKE	JYR						C	TBD	TBD	
Refining location of crossing; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
XXXX	HM, PR	**Tysons Grid of Streets**	COUNTY	**Study**	2.500	2.500	D	TBD	TBD	
		Perform traffic operations and conceptual design to provide functional assessment of the grid of streets and further enhance the grid system (study only)					R	N/A	N/A	
					C & I		U	N/A	N/A	
SEC	SAN						C	N/A	N/A	
Future study; Dulles Toll Road Ramps study and CTIA Analyses must be completed prior to initiating this study										
4018	HM	**Tyspring Street/Gosnell Road (TMSAMS)**	COUNTY	**Design**	0.050	0.050	D	Dec-12	Apr-13	👍
		Pedestrian intersection improvements					R	N/A	N/A	
					C & I		U	N/A	N/A	
PED/ BIKE	GM						C	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										

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XXXX	HM	**Vesper Ct Trail (TMSAMS)**	FCPA	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
		Trail from Vesper Ct to Route 7 at Spring Hill Road					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
2736	HM	**Wall St/Gosnell Road (TMSAMS)**	COUNTY	**Design**	0.050	0.050	**D**	Dec-12	Apr-13	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										
0828	HM	**Wiehle Ave Station Walkway/Bikeway (RMAG)**	COUNTY	**Project Initiation**	0.500	0.500	**D**	TBD	TBD	
		Station entrance to Sunrise Valley Drive					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0828	HM	**Wiehle Ave/DTR Ramps (RMAG)**	COUNTY	**Project Initiation**	0.019	0.019	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0828	HM	**Wiehle Ave/Isaac Newton Sq South (DCBPA)**	COUNTY	**Project Initiation**	0.500	0.200	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
			DCBPA-076		CMAQ		**U**	TBD	TBD	
PED/ BIKE			93146				**C**	TBD	TBD	
Survey work is in progress; DOT requested signal timing analysis per coordination meeting on August 16, 2012; Signal timing is under review by VDOT; Schedule to be determined once survey and signal timing review is complete; Existing signals intersection are part of VDOT's signal rebuild list; Coordinating with VDOT to avoid duplication of work										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0828	HM	**Wiehle Ave/Washington & Old Dominion (W&OD) Trail Phase II (RMAG)** Construct pedestrian/bicycle overpass	COUNTY	**Project Initiation**	2.237	2.337	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0828	HM	**Wiehle Avenue Park-and-Ride Garage** Construct 2300 space parking garage with 10 bus bays and 42 Kiss and Ride spaces at the (future) Wiehle-Reston East Metrorail Station	MWAA	**Construction**	121.400	121.400	**D**	Mar-10	Nov-11	☺
							R	Oct-10	Mar-12	☺Δ
							U	Dec-10	Jun-13	👍Δ
TRAN	SSS						**C**	Apr-11	Jul-13	👍Δ
Ground breaking held on April 5, 2011; Design and land acquisition complete; Construction is in progress; Schedule adjustment is a reflection of ongoing utility relocations at different sections of the site, but project completion is ahead of previously reported schedule										
0828	HM	**Wiehle Avenue Walkway (DCBPA)** Sunrise Valley Drive to Station Entrance	COUNTY	**Design**	0.250	0.250	**D**	Jul-12	May-13	👍
							R	TBD	TBD	
			DCBPA-075		CMAQ		**U**	TBD	TBD	
PED/ BIKE	VA		93146				**C**	Jul-13	Oct-13	
Pre-final design in progress; Environmental documentation submitted to VDOT October 2012										
0828	HM	**Wiehle Avenue Walkway Phase II** Install 700 LF sidewalk along east side from Chestnut Grove Square to North Shore Drive	COUNTY	**Bid Ad**	0.350	0.350	**D**	Apr-10	Oct-12	☺Δ
							R	Nov-11	Aug-12	☺Δ
			PPTF01-04500		C & I		**U**	N/A	N/A	
PED/ BIKE	SSS						**C**	Feb-13	Jun-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Final design is complete; VDOT permit received in December 2012; Preparing final engineering estimate and construction package; Project completion delayed six months due to additional efforts to secure land rights and obtain VDOT permit										
0828	HM	**Wiehle Avenue/Washington & Old Dominion (W&OD) Trail Phase I (RMAG)** Raised median and signage	COUNTY	**Project Initiation**	0.046	0.046	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										

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Tuesday, January 22, 2013

4-Year Project Summary Report

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
7100 7100	LE, MV, SP	**Fairfax County Parkway (EPG)** Construct 4-lane divided, limited access highway within 6-lane ROW from Rolling Road/Franconia-Springfield Parkway to Fullerton Road, including 4 interchanges	FHWA	**Complete**	177.450	177.450	**D**	Mar-00	Feb-04	☺
							R	Jun-10	Oct-10	☺
					Federal, State, RSTP		**U**	Oct-10	Jan-11	☺
SEC	TB		4700				**C**	Nov-08	Jul-12	☺
Construction is complete										
0644	LE	**Franconia Road Walkway** North side from Norton Road to Governor's Pond Circle (west)	COUNTY	**Project Initiation**	1.100	0.450	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; Allocated C & I funds to expedite design; Reviewing project scope; Anticipate design task order approval summer 2013										
2677	LE	**Frontier Drive Extension Study** Preliminary design and traffic analysis for extension from Franconia-Springfield Parkway to Loisdale Road	COUNTY	**Complete**	0.250	0.250	**D**	Apr-10	Aug-12	☺Δ
							R	N/A	N/A	
					OEA Grant		**U**	N/A	N/A	
SEC	SSS						**C**	N/A	N/A	
Final documentation is complete										
1155	LE	**Highland St/Backlick Road/Amherst Ave** Pedestrian intersection improvements	COUNTY	**Project Initiation**	0.410	0.210	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; Allocated C & I funds to expedite design; Reviewing project scope; Anticipate design task order approval summer 2013										
0636	LE, SP	**Hooes Road Bridge Superstructure Replacement** Replace timber deck with concrete deck at bridge crossing over Accotink Creek	VDOT	**Complete**	1.807	1.807	**D**		Dec-11	☺
							R	N/A	N/A	
					VDOT Maintenance		**U**	N/A	N/A	
SEC	TB		97609				**C**	Apr-12	Dec-12	☺Δ
Construction is complete										

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Tuesday, January 22, 2013

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-495	BR, DR, LE, MA, PR	**I-495, Capital Beltway Express Lanes (PPTA Project)**	VDOT	**Complete**	1690.912	1701.908	**D**	Apr-05	May-08	☺
		Install two HOV/HOT lanes in each direction from the Springfield Interchange to the Dulles Toll Road					**R**			☺
					Private, Interstate, State		**U**	Mar-08		☺
INT	WPH		68805				**C**	May-08	Nov-12	☺Δ
Project was opened to traffic one month ahead of schedule on November 17, 2012; Minor punch list items remain										
I-95	LE	**I-95 Direct Access Ramps to Fort Belvoir North Area**	FHWA	**Construction**	27.00	27.00	**D**	Aug-10	Sep-11	☺
		Construct a reversible single-lane ramp, connecting the existing I-95 HOV lane flyover ramp to Heller Road within Fort Belvoir North Area					**R**	Jan-11	May-12	☺
					DOD		**U**	Oct-12	Aug-14	👎Δ
INT	TB						**C**	Oct-12	Aug-14	👎Δ
Design-build project managed by FHWA; Project delayed 13 months due to discovery of underground storage tanks, which have been removed										
I-95	LE, MA, MV	**I-95 Express Lanes (PPTA Project)**	VDOT	**Construction**	940.000	940.000	**D**	Feb-11	Dec-11	☺
		Add one Express lane (3 total) from Desalt Road to Prince William Pkwy; Extend two Express lanes to Stafford County					**R**	TBD	TBD	
					Private, Interstate		**U**	TBD	TBD	
INT	SAN						**C**	Aug-12	Dec-14	👍
Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots; Design-Build project; Initial design phase (30% design and environmental clearance) completed December 2011; Design is 65% complete; Noise wall study has not been approved yet; Construction has started on all four segments of the project; The majority of the work has been in segment one, south of Dumfries Road										
I-95	LE, MV	**I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway**	VDOT	**Design**	81.000	4.193	**D**	Oct-11	Jun-14	👍
		From I-95 Exit 166 for Route 7100 northbound, to 0.6 miles west of Exit 166 (PE only)					**R**	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	TB		93033				**C**	N/A	N/A	
Funding for design only; Preliminary design is in progress										
I-95	LE, MV	**I-95, Woodrow Wilson Bridge and Interchanges**	VDOT, MDSHA, FHWA	**Complete**	2444.0	2444.0	**D**		Sep-96	☺
		Construct new Drawbridge over Potomac River; Reconstruct 7.5 miles of the Capital Beltway (I-95/495) and 4 interchanges, two in VA and two in MD					**R**			☺
					Interstate		**U**			☺
INT	CWS		18136, 18138				**C**	2001	Aug-12	☺Δ
Construction is substantially complete, over three months earlier than scheduled; Contract completion activities may continue until mid 2013; Reconstruction of the Telegraph Road interchange is the final phase of the Woodrow Wilson Bridge Project; Additional details found at www.wilsonbridge.com or www.vamegaprojects.com										

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Tuesday, January 22, 2013

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-95	LE, MA	**I-95/395/495 Interchange Modifications Phase VIII (Mixing Bowl)**	VDOT	**Complete**	128.085	128.085	**D**		Jun-97	☺
		Construct HOV/HOT connections between I-95/I-395/I-495					**R**	N/A	N/A	
					Interstate		**U**	N/A	N/A	
INT	WPH		14682				**C**	May-08	Nov-12	☺Δ
Project is complete and was opened to traffic on November 17, 2012 (one month ahead of schedule); Only minor punch list items remain										
0619	LE, MV	**Mulligan Road from Route 1 to Telegraph Road**	FHWA	**Construction**	80.000	80.000	**D**	Mar-07	May-11	☺
		Construct/widen Mulligan Road to 4 lanes from Route 1 to Telegraph Road; Widen Telegraph Road to 4 lanes from Beulah Street to Leaf Road					**R**	Sep-10	May-11	☺
					DAR, State, RSTP, C & I		**U**	Feb-11	TBD	⚑
SEC	JYR		77404				**C**	Feb-12	Sep-13	⚑
Scope includes Woodlawn Road replacement and Old Mill Road Extension; Construction and utility relocation in progress; Construction completion date does not reflect time lost to bid protest, and is expected to slide; Schedule revision is currently underway, but most likely will not be finalized until early 2013										
0241	LE	**North Kings Highway Median**	COUNTY	**Bid Ad**	0.250	0.250	**D**	Mar-10	Dec-12	☺Δ
		Add concrete median from Fort Drive to North Metro Entrance					**R**	N/A	N/A	
			RSPI01-00900		C & I		**U**	N/A	N/A	
PED/ BIKE	TB						**C**	Feb-13	Sep-13	Δ
Design is complete; VDOT permit has been received; Schedule delayed six months due to delay in approval of signal design and WMATA permit application which is scheduled to be considered by the Board on January 29, 2013										
0001	LE	**Route 1 Southbound from Buckman Rd/Mt Vernon Hwy to Janna Lee (RHPTI)**	COUNTY	**Project Initiation**	TBD	TBD	**D**	TBD	TBD	
		1400 LF of walkway					**R**	TBD	TBD	
			RHPTI-088		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	
Reviewing project scope; Conceptual design required to evaluate site drainage and feasibility concerns; Expect conceptual design task order approval in summer 2013										
0001	LE	**Route 1 Southbound from Roxbury Drive to Russell Road (RHPTI)**	COUNTY	**Design**	0.300	0.300	**D**	Jul-12	Dec-14	👍
		520 LF of concrete sidewalk along the west side of Route 1					**R**	TBD	TBD	
			RHPTI-082		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	Feb-15	Oct-15	
Preliminary design submitted for review; Utility relocation designation has been received										

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Tuesday, January 22, 2013

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0001	LE, MV	**Route 1 Southbound from Russell Road to Gregory Drive (RHPTI)**	COUNTY	**Design**	0.500	0.500	**D**	Jul-12	Dec-14	👍
		270 LF of concrete sidewalk along west side of Route 1, including a signalized crosswalk					**R**	TBD	TBD	
			RHPTI-083		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Feb-15	Oct-15	
Preliminary design in progress; Utility relocation designation anticipated in January 2013										
0001	MV, LE	**Route 1 Transit Center (RHPTI)**	COUNTY	**Study**	0.144	0.144	**D**	Aug-10	TBD	👍Δ
		Select location, conceptual design, and operational study for transit center in the Route 1 corridor (study only)					**R**	N/A	N/A	
					FTA		**U**	N/A	N/A	
TRAN	CL						**C**	N/A	N/A	
Southeast Fairfax Development Corporation (SFDC), Mount Vernon Council of Citizens' Associations, Lee District Association of Civic Associations, and Lee Land Use Committee suggested 16 new sites to staff; Field visit to all 16 sites conducted in June 2012; Top four sites were selected based on their ratings on key factors; Staff conducted a GIS analysis of these four sites; An on-call consultant will perform further traffic analysis; Briefing for district supervisors anticipated in March 2013; New schedule to be determined once consultant task order finalized in early 2013										
0001	LE, MV	**Route 1/Belford Drive (RHPTI)**	COUNTY	**Design**	0.150	0.150	**D**	Jul-11	Sep-13	👍
		Pedestrian intersection improvements					**R**	Mar-13	Sep-13	
			1400017-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										
0001	LE, MV	**Route 1/Ladson Lane (RHPTI)**	COUNTY	**Design**	0.400	0.400	**D**	Jul-11	Sep-13	👍
		Pedestrian intersection improvements					**R**	Feb-13	Sep-13	
			1400012-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										
0001	LE, MV	**Route 1/Lockheed Blvd/Dart Lane (RHPTI)**	COUNTY	**Design**	0.500	0.500	**D**	Mar-12	Dec-13	👍
		Pedestrian intersection improvements					**R**	TBD	TBD	
			RHPTI-015		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		98753				**C**	Mar-14	Jul-14	
Preliminary design is in progress										

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Tuesday, January 22, 2013

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0001	LE, MV	**Route 1/Mohawk Lane (RHPTI)**	COUNTY	**Design**	0.157	0.157	**D**	Jul-11	Sep-13	👍
		Pedestrian intersection improvements					**R**	Mar-13	Sep-13	
			1400017-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										
0001	LE, MV	**Route 1/Southgate Drive/Bedoo St (RHPTI)**	COUNTY	**Design**	0.500	0.500	**D**	Mar-12	Nov-13	👍
		Pedestrian intersection improvements					**R**	TBD	TBD	
			RHPTI-014		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		98753				**C**	Feb-14	Jun-14	
Survey completed in November 2012 and forwarded to consultant; Preliminary design is in progress										
1647	LE	**School Street Sidewalk**	COUNTY	**Design**	0.225	0.225	**D**	Dec-11	Aug-13	👎Δ
		Construct 750 LF concrete sidewalk on north side from North Kings Hwy. to Pine Grove Circle					**R**	Jan-13	Jul-13	Δ
			PPTF01-05000		C & I		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	Sep-13	Jan-14	Δ
Pre-final design in progress; Addressing Intermediate design comments; Schedule delayed two months due to delay in obtaining feedback from individual citizen meetings										
0613	LE	**South Van Dorn St/Franconia Road Walkway**	COUNTY	**Project Initiation**	0.400	0	**D**	TBD	TBD	
		Southwest quadrant missing link					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
XXXX	LE	**Springfield CBC Multi-Use Garage (PE only)**	COUNTY	**Project Initiation**	45.863	21.173	**D**	TBD	TBD	
		Multi-modal and bus transit transfer facility to include approximately 1,100 commuter parking spaces, slug-line and pedestrian accommodations, bicycle facilities, and potentially recreational					**R**	TBD	TBD	
			ST-000033		CMAQ, C & I, FTA		**U**	TBD	TBD	
TRAN	MJG		T1120				**C**	TBD	TBD	
Finalizing task order for conceptual design and preliminary environmental study; Briefing with Supervisor McKay held April 2, 2012; Schedule to be determined once task order is finalized in early 2013										

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Tuesday, January 22, 2013

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0611	LE, MV	**Telegraph Road from Beulah Street to Leaf Road** Widen Telegraph Road to 4 lanes and provide pedestrian facility; Part of Mulligan Road Project	FHWA	**Construction**	38.350	27.559	**D**	Oct-08	May-11	☺
							R	Sep-10	May-11	☺
					Secondary		**U**	Feb-11	TBD	⚑
SEC	JYR		11012				**C**	June-11	Sep-13	⚑
Part of Mulligan Road Phase II project, which is under construction; Construction completion date does not reflect time lost to bid protest; Completion date is expected to slide										
0611	LE	**Telegraph Road from South Van Dorn Street to South Kings Highway** Widen Telegraph Road to 4 lanes section and add pedestrian improvements	VDOT	**Utilities**	12.500	12.300	**D**	Sep-09	Dec-11	☺
							R	Jun-11	Jun-12	☺
					C & I, 2007 Bonds		**U**	June-12	Apr-13	👍Δ
SEC	JYR		96509				**C**	Feb-13	Jun-15	Δ
ROW complete; Utility relocation is underway (schedule delayed one month); Construction completion date may be revised based on information from contractors when bids are opened; Construction schedule adjusted to reflect current bid advertisement date and projected construction duration										
0611	LE	**Telegraph Road Walkway** Install 3500 LF asphalt sidewalk along east side of Telegraph Road from South Kings Highway to Lee District Park	COUNTY	**Design**	0.800	0.800	**D**	Sep-08	Nov-13	👎Δ
							R	Feb-13	Sep-13	Δ
			4YP201-PB023		2007 Bonds		**U**	Oct-13	Apr-14	Δ
PED/ BIKE	JYR						**C**	Feb-14	Dec-14	Δ
Pre-final design submitted in July 2012; Addressing signal design comments; Schedule delayed six months due to revision in utility relocation schedule										

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Tuesday, January 22, 2013

4-Year Project Summary Report

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0650	MA	**Annandale Road/Graham Road**	COUNTY	**Project Initiation**	0.150	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0650	MA	**Annandale Road/Kerns Road**	COUNTY	**Complete**	0.283	0.283	**D**	Mar-09	Jun-11	☺
		Intersection improvements					**R**	Apr-10	Aug-10	☺
			064271		TAC Spot		**U**	N/A	N/A	
SEC	GM						**C**	Aug-11	Dec-11	☺Δ
Project constructed by VDOT Megaprojects; Construction is complete; Project finished two months ahead of previously reported schedule										
0050	MA	**Arlington Boulevard/Graham Road**	COUNTY	**Utilities**	0.750	0.750	**D**	Oct-09	Jan-13	👎Δ
		Install a 4-foot wide raised median on Graham Road					**R**	Jul-11	Dec-12	☺Δ
			RSPI01-01300		C & I		**U**	Oct-11	Feb-13	👎Δ
PRI	TB						**C**	Mar-13	Jun-13	Δ
Utility relocation ongoing; VDOT permit application anticipated to be submitted in January 2013; Schedule delayed six months for additional time required to secure land rights from Loehmann's Plaza, which have been obtained										
0617	MA	**Backlick Road Walkway (east side)**	COUNTY	**On Hold**	0.150	0.150	**D**	Feb-08	Sep-10	☺
		Install concrete sidewalk along the east side of Backlick Road opposite the Wilburdale community					**R**	Jul-09	TBD	
			4YP201-PB025		2007 Bonds		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	TBD	TBD	
Final design is complete; One homeowner is unwilling to sign; On hold per Supervisor's request										
0617	MA	**Backlick Road/Edsall Road**	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

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Tuesday, January 22, 2013

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0620	MA	**Braddock Road/Backlick Road**	COUNTY	**On Hold**	0.500	0.500	**D**	Mar-08	TBD	
		Install dual left turn lane on WB Braddock Road					**R**	TBD	TBD	
			4YP203		2007 Bonds		**U**	TBD	TBD	
SEC	KPR						**C**	TBD	TBD	
Project on hold; County staff briefed Supervisor Gross on May 18, 2012; Initial analysis of roundabout complete; Additional traffic data collection and analysis will be performed now that I-495 Express Lanes project is complete										
0244	MA	**Columbia Pike Walkway**	COUNTY	**Design**	0.200	0.200	**D**	Jan-08	Feb-13	👎Δ
		Install 1000 LF concrete sidewalk along the north side of Columbia Pike from Maple Court to Blair Road					**R**	Apr-10	Aug-12	☺
			4YP201-PB027		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	MJG						**C**	Mar-13	May-13	Δ
2nd Pre-final design is in progress; Water meter replacement will be done during construction; Design waiver submitted in December 2012; Schedule was delayed two months as more time was needed to address concerns with the design waiver and a new submission was required										
0244	MA	**Columbia Pike Walkway**	COUNTY	**ROW**	0.190	0.190	**D**	Aug-09	Feb-13	👎Δ
		Install 450 LF concrete sidewalk along the south side of Columbia Pike from Gallows Road to the Annandale Methodist Church					**R**	Sep-12	Jan-13	👍Δ
			4YP201-PB028		2007 Bonds		**U**	Mar-13	May-13	Δ
PED/ BIKE	MJG						**C**	Mar-13	Jun-13	Δ
2nd Pre-final design is expected to be submitted for review in January 2013; Design waiver submitted December 2012; Utility relocations required; Schedule delayed one month due to additional coordination with church property on design and land rights issues before entering Land Acquisition phase; Church property still outstanding, but anticipate successful negotiations										
0244	MA	**Columbia Pike Walkway**	COUNTY	**Construction**	0.430	0.430	**D**	May-08	May-12	☺Δ
		Install 900 LF concrete sidewalk along the south side of Columbia Pike from Downing Street to Lincolnia Road					**R**	Aug-10	Mar-12	☺Δ
			4YP201-PB026		2007 Bonds		**U**	Apr-12	Jun-12	☺Δ
PED/ BIKE	MJG						**C**	June-12	Jan-13	👎Δ
Project is 95% complete; Construction schedule end date delayed four months due to resolving drainage issues, which have been resolved										
0244	MA	**Columbia Pike/Gallows Road**	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

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Tuesday, January 22, 2013

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0244	MA	**Columbia Pike/John Marr Drive** Pedestrian intersection improvements	COUNTY	**Project Initiation**	0.150	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
2248	MA	**Elmdale Road Walkway** Construct 2600 LF sidewalk from Braddock Road to Old Columbia Pike along south side of Elmdale Road	COUNTY	**ROW**	0.525	0.525	**D**	Jan-10	Jan-13	👍
							R	Oct-12	Apr-13	👍Δ
			PPTF01-03000		C & I		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	Jul-13	Dec-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; FCPA will be responsible for golf course replanting and cart trail relocation; Land acquisition in progress; Project completion delayed one month to coordinate project with FCPA staff; Thumbs-Up shown for Land Acquisition Phase, because phase initiated after schedule adjustment										
I-395	MA	**I-395 HOV Ramp at Seminary Road** Direct HOV lanes connection to Seminary Road	VDOT	**Project Initiation**	8.285	8.285	**D**	Apr-13	Jun-14	
							R	TBD	TBD	
					Federal		**U**	TBD	TBD	
INT	SAN						**C**	Jan-14	Dec-15	
NTP is anticipated in late April 2013; Interim construction milestone anticipated in September 2015 (opening of HOV bridge)										
I-395	MA	**I-395 Southbound Off-Ramp to Route 236 Westbound Phase 1** Enhanced signage/wayfinding	COUNTY	**Project Initiation**	0.500	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
INT							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; FCDOT pursuing RSTP funds in order to expedite project; Anticipate approval of RSTP funds in May 2013										
I-395	MA	**I-395 Southbound Off-Ramp to Route 236 Westbound Phase II** Widen off-ramp to two lanes	COUNTY	**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bond		**U**	TBD	TBD	
INT							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

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Tuesday, January 22, 2013

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-495	BR, DR, LE, MA, PR	**I-495, Capital Beltway Express Lanes (PPTA Project)** Install two HOV/HOT lanes in each direction from the Springfield Interchange to the Dulles Toll Road	VDOT	**Complete**	1690.912	1701.908	**D**	Apr-05	May-08	☺
							R			☺
					Private, Interstate, State		**U**	Mar-08		☺
INT	WPH		68805				**C**	May-08	Nov-12	☺Δ
Project was opened to traffic one month ahead of schedule on November 17, 2012; Minor punch list items remain										
I-95	LE, MA, MV	**I-95 Express Lanes (PPTA Project)** Add one Express lane (3 total) from Desalt Road to Prince William Pkwy; Extend two Express lanes to Stafford County	VDOT	**Construction**	940.000	940.000	**D**	Feb-11	Dec-11	☺
							R	TBD	TBD	
					Private, Interstate		**U**	TBD	TBD	
INT	SAN						**C**	Aug-12	Dec-14	👍
Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots; Design-Build project; Initial design phase (30% design and environmental clearance) completed December 2011; Design is 65% complete; Noise wall study has not been approved yet; Construction has started on all four segments of the project; The majority of the work has been in segment one, south of Dumfries Road										
I-95	LE, MA	**I-95/395/495 Interchange Modifications Phase VIII (Mixing Bowl)** Construct HOV/HOT connections between I-95/I-395/I-495	VDOT	**Complete**	128.085	128.085	**D**		Jun-97	☺
							R	N/A	N/A	
					Interstate		**U**	N/A	N/A	
INT	WPH		14682				**C**	May-08	Nov-12	☺Δ
Project is complete and was opened to traffic on November 17, 2012 (one month ahead of schedule); Only minor punch list items remain										
77	MA	**North Chambliss Street/Beauregard Street** Eliminate exclusive right turn lane from North Chambliss to Beauregard	COUNTY	**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC	JYR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; FCDOT pursuing RSTP funds in order to expedite project; Anticipate approval of RSTP funds in May 2013										
0236	MA	**Route 236/Beauregard St** Channelize Route 236 WB left turn lane at Beauregard St	COUNTY	**Project Initiation**	0.050	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; FCDOT pursuing RSTP funds in order to expedite project; Anticipate approval of RSTP funds in May 2013										

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Tuesday, January 22, 2013

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0236	MA	**Route 236/Beauregard St Bus Pullout**	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Close EB service drive and construct bus pullout					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0236	MA	**Route 236/Cherokee Ave**	COUNTY	**Project Initiation**	0.500	0	**D**	TBD	TBD	
		Construct NB right turn lane from Cherokee Avenue to EB Route 236					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; FCDOT pursuing RSTP funds in order to expedite project; Anticipate approval of RSTP funds in May 2013										
0050	MA	**Route 50 Walkway from Graham Road to Wayne Road (RT50PI)**	COUNTY	**Project Initiation**	0.765	0.100	**D**	TBD	TBD	
		Install walkway on south side of Route 50					**R**	TBD	TBD	
			RT50-056		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	MA	**Route 50 Walkway from Patrick Henry Drive to Olin Drive (RT50PI)**	COUNTY	**Project Initiation**	0.225	0.100	**D**	TBD	TBD	
		Install walkway on south side of Route 50					**R**	TBD	TBD	
			RT50-062		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	MA	**Route 50 Walkway from South Street to Aspen Lane (RT50PI)**	COUNTY	**Project Initiation**	0.585	0.200	**D**	TBD	TBD	
		Install walkway on south side of Route 50					**R**	TBD	TBD	
			RT50-061		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	BD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										

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0050	MA	**Route 50 Walkway from Woodlawn Ave to Church (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Project Initiation**	0.500	0.100	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-057		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	MA, PR	**Route 50/Allen St (RT50PI)** Intersection and bus stop improvements	COUNTY	**Project Initiation**	0.400	0.200	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-052		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	MA, PR	**Route 50/Annandale Road (RT50PI)** Pedestrian intersection improvements	COUNTY	**Project Initiation**	0.400	0.200	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-054		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	MA, PR	**Route 50/Wayne Road/Woodlawn Ave (RT50PI)** Signalization and sidewalk improvements	COUNTY	**Project Initiation**	0.400	0.200	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-053		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0007	MA	**Route 7 Intersection Improvements from Seven Corners to Juniper Lane (RT7PI)** Pedestrian intersection improvements at three locations: Seven Corners, Thorne Road and Seven Corners Center	COUNTY	**Design**	0.800	0.800	**D**	Aug-10	Sep-13	👎Δ
							R	Jan-13	Aug-13	Δ
			4YP201-PB052		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	SAN						**C**	Nov-13	Jun-14	Δ
Pre-final design is in progress; Plats are under review for additional signal easement; Schedule delayed seven months due to coordination with VDOT Traffic Engineering on Seven Corners signal design, which has been resolved										

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0007	MA	**Route 7 Walkway at Columbia Pike Interchange (RT7PI)**	COUNTY	**Utilities**	0.800	0.800	D	Oct-10	Mar-13	👎Δ
		Install sidewalk along both ramps from Columbia Pike to Leesburg Pike and along service road from Seminary Road to Leesburg Pike					R	Oct-11	Oct-12	☺Δ
			4YP201-PB050		2007 Bonds, Enhancements		U	TBD	TBD	Δ
PED/ BIKE	SAN						C	May-13	Apr-14	Δ
Pre-final design is in progress and waiver submitted in December 2012 for review; Stormwater management permit submitted in December 2012; Gas utility relocations within the right-of-way will be required; Project completion delayed six months due to efforts to obtain VDOT waiver and plan approval; Comments due from VDOT for waiver and plans January 2013										
0007	MA	**Route 7 Walkway at Row Street (RT7PI)**	COUNTY	**Design**	0.225	0.225	D	Aug-10	Oct-13	👎Δ
		Install 400 LF segment of walkway and curb on the east side of Route 7 to the north of Row Street					R	Feb-13	Sep-13	Δ
			4YP201-PB047		2007 Bonds		U	TBD	TBD	
PED/ BIKE	SAN						C	Dec-13	Apr-14	Δ
Pre-final design is in progress; Utility relocation required; Schedule delayed ten months due to delay with design waiver approval, which is anticipated in January 2013										
0007	MA	**Route 7 Walkway at Seminary Ramp Streetscape Phase II (RT7PI)**	COUNTY	**Project Initiation**	0.250	0.250	D	Nov-10	Nov-13	👍
		Install a 5' brick walkway approximately 450 LF on the south side of the ramp from Columbia Pike to Seminary Road					R	Feb-13	Sep-13	
			4YP201-PB054		2007 Bonds		U	Sep-13	Nov-13	
PED/ BIKE	SAN						C	Jan-14	Sep-14	
Second pre-final design is in progress; Utility relocation within the right-of-way required; Submitted right-of-way authorization package to VDOT in December 2012										
0007	MA	**Route 7 Walkway from Culmore Shopping Center to Church St (RT7PI)**	COUNTY	**Design**	0.750	0.750	D	Aug-10	May-13	👎Δ
		Install 1600 LF of sidewalk along the frontage of several shopping centers north of Columbia Pike					R	Aug-11	Apr-13	👎Δ
			4YP201-PB049		2007 Bonds		U	Feb-13	Sep-13	Δ
PED/ BIKE	SAN						C	Jul-13	Dec-13	Δ
2nd pre-final design is in progress; Signal design plans are under review; Land acquisition 50% complete; Utility relocations are required; Project completion delayed two months due to ongoing land rights negotiations										
0007	MA	**Route 7 Walkway from Gorham Street to S. 14th Street (RT7PI)**	COUNTY	**Construction**	0.250	0.250	D	Jun-10	May-12	☺
		Install two smaller segments of walkway totaling 300 LF					R	Jul-11	Mar-12	☺
			4YP201-PB051		2007 Bonds		U	Feb-13	Mar-13	Δ
PED/ BIKE	SAN						C	Dec-12	Apr-13	👍Δ
Project will be built under the County Wide Permit; Awaiting Woodlawn Communication to issue NTP for utility relocation work, which is anticipated in February 2013; Project completion delayed four months due to utility relocation delays; Thumbs-Up shown for Construction Phase, because phase initiated after schedule adjustment										

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Mason District

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0007	MA	**Route 7 Walkway from Rio Drive to Glenmore Drive (RT7PI)** Install two segments of walkway along Route 7 from the south side of Rio Drive to Glenmore Drive	COUNTY	**Design**	0.750	0.750	**D**	Aug-10	Aug-13	👎Δ
							R	Jan-13	Jul-13	Δ
			4YP201-PB048		2007 Bonds		**U**	Jul-13	Nov-13	Δ
PED/ BIKE	SAN						**C**	Oct-13	July-14	Δ
Pre-Final design is in progress; Design waiver submitted to VDOT in December 2012; Water and gas utility relocations will be required within the right-of-way; Schedule adjusted seven months due to need for a design waiver										

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Tuesday, January 22, 2013

4-Year Project Summary Report

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0637	MV	**Cinder Bed Road/Newington Road**	COUNTY	**Utilities**	5.000	5.000	**D**	Jun-09	Jun-13	👍
		Intersection Improvements including relocating intersection 450 feet to the north, reconstruction of Cinder Bed Rd, sidewalk, culvert at Long Branch Creek, additional right turn lane along					**R**	TBD	TBD	
			4YP214		2007 Bonds		**U**	Jul-12	Aug-13	👍
SEC	TB						**C**	Aug-13	Oct-14	
Pre-final design in progress; Extensive utility relocation required; Environmental permitting completed										
7100 7100	LE, MV, SP	**Fairfax County Parkway (EPG)**	FHWA	**Complete**	177.450	177.450	**D**	Mar-00	Feb-04	☺
		Construct 4-lane divided, limited access highway within 6-lane ROW from Rolling Road/Franconia-Springfield Parkway to Fullerton Road, including 4 interchanges					**R**	Jun-10	Oct-10	☺
					Federal, State, RSTP		**U**	Oct-10	Jan-11	☺
SEC	TB		4700				**C**	Nov-08	Jul-12	☺
Construction is complete										
0640	MV, SP	**Gambrill Road/Pohick Road**	COUNTY	**Design**	1.075	0.500	**D**	Mar-10	Jun-13	👎Δ
		Install right turn lane on SB Gambrill Road					**R**	Aug-12	Nov-12	☺Δ
			RSPI01-00600		C & I		**U**	TBD	TBD	
SEC	SSS						**C**	Jul-13	Jul-14	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Pre-final design in progress; Schedule delayed four months due to coordination with VDOT on the existing substandard vertical and horizontal geometry; Anticipate resolution in spring 2013										
0636	MV, SP	**Hooes Road/Newington Forest Ave**	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Intersection improvements and extend sidewalk					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
I-95	LE, MA, MV	**I-95 Express Lanes (PPTA Project)**	VDOT	**Construction**	940.000	940.000	**D**	Feb-11	Dec-11	☺
		Add one Express lane (3 total) from Desalt Road to Prince William Pkwy; Extend two Express lanes to Stafford County					**R**	TBD	TBD	
					Private, Interstate		**U**	TBD	TBD	
INT	SAN						**C**	Aug-12	Dec-14	👍
Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots; Design-Build project; Initial design phase (30% design and environmental clearance) completed December 2011; Design is 65% complete; Noise wall study has not been approved yet; Construction has started on all four segments of the project; The majority of the work has been in segment one, south of Dumfries Road										

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Tuesday, January 22, 2013

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
I-95	LE, MV	**I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway**	VDOT	**Design**	81.000	4.193	**D**	Oct-11	Jun-14	👍
		From I-95 Exit 166 for Route 7100 northbound, to 0.6 miles west of Exit 166 (PE only)					**R**	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	TB		93033				**C**	N/A	N/A	
Funding for design only; Preliminary design is in progress										
I-95	LE, MV	**I-95, Woodrow Wilson Bridge and Interchanges**	VDOT, MDSHA, FHWA	**Complete**	2444.0	2444.0	**D**		Sep-96	☺
		Construct new Drawbridge over Potomac River; Reconstruct 7.5 miles of the Capital Beltway (I-95/495) and 4 interchanges, two in VA and two in MD					**R**			☺
					Interstate		**U**			☺
INT	CWS		18136, 18138				**C**	2001	Aug-12	☺Δ
Construction is substantially complete, over three months earlier than scheduled; Contract completion activities may continue until mid 2013; Reconstruction of the Telegraph Road interchange is the final phase of the Woodrow Wilson Bridge Project; Additional details found at www.wilsonbridge.com or www.vamegaprojects.com										
0642	MV	**Lorton Road/Furnace Road from Silverbrook Road to Route 123**	COUNTY	**Utilities**	65.000	50.000	**D**	Feb-08	Sep-12	☺
		Widen to 4-lane divided section including on-road bike lanes, shared use path, low impact development practices, bridge crossings and wide median in Laurel Hill area					**R**	Jan-12	Sep-12	☺
			4YP213		2007 Bonds, C & I		**U**	Oct-12	Oct-13	👍
SEC	SAN						**C**	Oct-13	Jun-16	Δ
2nd pre-final design is in progress; Utility relocation in progress; Construction completion date adjusted 11 months due to additional citizen coordination and updated utility relocation schedules										
0642	MV	**Lorton Road/Lorton Market Road**	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
		Extend WB left turn lane					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0642	MV	**Lorton Road/Lorton Station Blvd**	COUNTY	**Project Initiation**	1.200	0	**D**	TBD	TBD	
		Extend WB left turn lane and convert signal to protected only phasing					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

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Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
0242	MV	**Mason Neck Trail 2B**	COUNTY	**ROW**	2.290	1.840	D	TBD	Mar-12	☺
		Install 9900 LF of 8-foot asphalt trail along Gunston Road from Pohick Bay Drive to the Pohick Bay Golf Course entrance					R	Aug-12	Feb-13	👍
			W00600-W6130B		District Walkway		U	TBD	TBD	
PED/ BIKE	CL						C	Dec-13	Apr-15	$
Right-of-way authorization approved by VDOT in August 2012; Land acquisition is in progress. A meeting was held in September 2012 with VDOT, DPWES, citizens, and Supervisor Hyland's office to discuss project status and need for construction funding; FCDOT is pursuing additional federal funding in order to construct project										
0235	MV	**Mount Vernon Highway Walkway**	COUNTY	**ROW**	0.500	0.500	D	Mar-10	Apr-13	👎Δ
		Add sidewalk from Richmond Highway (Route 1) to retail north of Sunny View Drive along west side					R	Dec-11	Feb-13	👎Δ
			PPTF01-03900		C & I		U	N/A	N/A	
PED/ BIKE	CL						C	May-13	Dec-13	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Pre-final design in progress; Schedule delayed six months due to additional coordination required on design issues with a property owner, which is ongoing										
0619	LE, MV	**Mulligan Road from Route 1 to Telegraph Road**	FHWA	**Construction**	80.000	80.000	D	Mar-07	May-11	☺
		Construct/widen Mulligan Road to 4 lanes from Route 1 to Telegraph Road; Widen Telegraph Road to 4 lanes from Beulah Street to Leaf Road					R	Sep-10	May-11	☺
					DAR, State, RSTP, C & I		U	Feb-11	TBD	⚑
SEC	JYR		77404				C	Feb-12	Sep-13	⚑
Scope includes Woodlawn Road replacement and Old Mill Road Extension; Construction and utility relocation in progress; Construction completion date does not reflect time lost to bid protest, and is expected to slide; Schedule revision is currently underway, but most likely will not be finalized until early 2013										
0641	MV	**Pohick Road/Southrun Road**	COUNTY	**Project Initiation**	0.200	0	D	TBD	TBD	
		Pedestrian intersection improvements and extend sidewalk					R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE							C	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0001	MV	**Richmond Highway from Old Mill Road/Mulligan Road to Telegraph Road**	FHWA	**Design**	180.000	180.000	D	Mar-11	Mar-13	👎Δ
		Widen to 6 lanes, including sidewalk/trail, and wide median for future transit					R	TBD	TBD	
			R00101-00100		DOD Grant		U	TBD	TBD	
PRI	JYR						C	Apr-13	Jun-16	
NEPA environmental process is completed; Request for Proposals for Design-Build was issued in December 2012; Initial design schedule adjusted nine months because of additional environmental work required with historic properties; Final Phase II Environmental Report was issued in November 2012; Anticipated initial design phase complete by March 2013 with Design-Build NTP in April 2013										

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0638	MV	**Rolling Road from Fullerton Street to DeLong Drive** Widen to 4 lanes (design only)	COUNTY	**Design**	1.300	1.300	**D**	Feb-11	TBD	👍
							R	N/A	N/A	
			40021G-09000		OEA Grant		**U**	N/A	N/A	
SEC	SSS						**C**	N/A	N/A	
Funded for design only through Dept. of Defense, Office of Economic Authority Grant; Pre-final plans were submitted to VDOT on October 16, 2012; All comments have been received; Project briefing held with Supervisor Hyland in December 2012; Project is moving forward into pre-final design										
0001	MV	**Route 1 Northbound at Quander Road Phase II (RHPTI)** 450 LF of 5-foot wide concrete sidewalk south of Quander	COUNTY	**Design**	0.113	0.113	**D**	Dec-07	Feb-13	👍
							R	Oct-10	Jul-11	☺
			40031G-11252		Revenue Sharing, FTA		**U**	N/A	N/A	
PED/ BIKE	CL		71851				**C**	Apr-13	Nov-13	
Final design is in progress; No utility relocation is required; VSMP permit received August 8, 2012; Pavement marking and signage plans approved May 9, 2012; TMP plans approved August 6, 2012										
0001	MV	**Route 1 Northbound from Engleside St to Forest Place (RHPTI)** 460 LF of concrete sidewalk from Engleside Street to Forest Place	COUNTY	**Design**	0.300	0.300	**D**	Jul-12	Dec-14	👍
							R	TBD	TBD	
			RHPTI-087		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Feb-15	Oct-15	
Preliminary design in progress; Utility relocation designation has been received										
0001	MV	**Route 1 Northbound from Fairhaven Ave./Quander Rd. to hotels (RHPTI)** 5' concrete sidewalk along east side Richmond Hwy from Fair Haven Avenue/Quander Road to Virginia Lodge	COUNTY	**Design**	0.450	0.450	**D**	Jul-12	Dec-14	👍
							R	TBD	TBD	
			RHPTI-079		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Feb-15	Oct-15	
Preliminary design submitted for review; Utility relocation designation has been received										
0001	MV	**Route 1 Northbound from Mt Vernon Highway to Napper Road (RHPTI)** Pedestrian crossing and signal at Mt. Vernon Highway and 500 LF of 5-foot wide concrete sidewalk	COUNTY	**ROW**	0.689	0.689	**D**	Dec-07	Apr-13	👍
							R	Nov-11	Feb-13	👍
			40031G-11223		Revenue Sharing, FTA		**U**	Sep-12	Oct-12	☺
PED/ BIKE	CL		71851				**C**	Jun-13	Dec-13	
Pre-final design plans submitted for review in June 2012; Stormwater management permit was received in July 2012; TMP plans approved in August 2012										

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0001	MV	**Route 1 Northbound from Radford Avenue to Frye Road (RHPTI)** 940 LF of concrete sidewalk along the east side of Route 1	COUNTY	**Design**	0.500	0.500	**D**	Jul-12	Dec-14	👍
							R	TBD	TBD	
			RHPTI-084		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	Feb-15	Oct-15	
Preliminary design in progress; Utility relocation designation has been received										
0001	MV	**Route 1 Northbound from Sacramento Drive to Dogue Creek (RHPTI)** 2000 LF of walkway and new pedestrian bridge over Dogue Creek	COUNTY	**Project Initiation**	TBD	TBD	**D**	TBD	TBD	
							R	TBD	TBD	
			RHPTI-086		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	TBD	TBD	
Reviewing project scope; Conceptual design required to evaluate site drainage and feasibility concerns; Expect conceptual design task order approved summer 2013										
0001	MV	**Route 1 Northbound from Virginia Lodge to Huntington Ave (RHPTI)** 1375 LF of 5' concrete sidewalk and extension of a box culvert along the east of Richmond Highway	COUNTY	**Design**	0.450	0.450	**D**	Jul-12	Dec-14	👍
							R	TBD	TBD	
			RHPTI-080		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Feb-15	Oct-15	
Preliminary design submitted for review; Utility relocation designation has been received										
0001	MV	**Route 1 Northbound north of Reddick Ave (RHPTI)** 500 LF of 5-foot wide concrete sidewalk	COUNTY	**Design**	0.125	0.125	**D**	Dec-07	Feb-13	👍
							R	Oct-10	Aug-11	☺
			40031G-11221		Revenue Sharing, FTA		**U**	N/A	N/A	
PED/ BIKE	CL		71851				**C**	Apr-13	Nov-13	
Final design is in progress; Utility relocation is not required; Pavement marking and signage plans approved May 9, 2012; VSMP permit received July 16, 2012; TMP plans approved on August 6, 2012										
0001	MV	**Route 1 Northbound south of Fordson Road to Woodlawn Trail (RHPTI)** 1640 LF of 5-foot wide concrete sidewalk	COUNTY	**Design**	0.410	0.410	**D**	Dec-07	Feb-13	👍
							R	Oct-10	Oct-11	☺
			40031G-11233		Revenue Sharing, FTA		**U**	Jan-13	Apr-13	
PED/ BIKE	CL		71851				**C**	Apr-13	Nov-13	
Final design is in progress; VSMP permit received August 21, 2012; Pavement marking and signage plans approved June 26, 2012; TMP plans approved August 6, 2012; Consultant is revising plans due to new development south of Fordson Road to Boswell Avenue on Route 1 NB										

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0001	MV	**Route 1 Northbound south of Kings Village Road (RHPTI)** 150 LF of 5-foot wide concrete sidewalk.	COUNTY	**Design**	0.038	0.038	**D**	Dec-07	Feb-13	👍
							R	Oct-10	Apr-11	☺
			40031G-11232		Revenue Sharing, FTA		**U**	N/A	N/A	
PED/ BIKE	CL		71851				**C**	Apr-13	Nov-13	
Final design is in progress; No utility relocation is required; Pavement marking and signage plans approved in June 2012; Stormwater management permit application received in August 2012; Design waiver under review; TMP plans approved in August 2012										
0001	MV	**Route 1 Southbound at Belle Haven Towers (RHPTI)** 550 LF of 5-foot wide concrete sidewalk and service Drive crossing	COUNTY	**Design**	0.138	0.138	**D**	Dec-07	Feb-13	👍
							R	Oct-10	Nov-11	☺
			40031G-11254		Revenue Sharing, FTA		**U**	N/A	N/A	
PED/ BIKE	CL		71851				**C**	Apr-13	Nov-13	
Final design is in progress; No utility relocation is required; VSMP permit application received August 8, 2012; Pavement marking and signage plans approved May 9, 2012; TMP plans approved August 6, 2012										
0001	MV	**Route 1 Southbound Belle Haven Towers to Mount Eagle Drive (RHPTI)** 110 LF of 5' concrete sidewalk along west of Richmond Hwy at the intersection of Mt. Eagle Drive	COUNTY	**Design**	0.100	0.100	**D**	Jul-12	Dec-14	👍
							R	TBD	TBD	
			RHPTI-081		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Feb-15	Oct-15	
Preliminary design in progress; Utility relocation designation has been received										
0001	MV	**Route 1 Southbound from Dogue Creek to Mobile Home Sales Park (RHPTI)** 340 LF of trail and new pedestrian bridge over Dogue Creek	COUNTY	**Project Initiation**	TBD	TBD	**D**	TBD	TBD	
							R	TBD	TBD	
			RHPTI-085		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	TBD	TBD	
Reviewing project scope; Conceptual design required to evaluate site drainage and feasibility concerns; Expect conceptual design task order approval summer 2013										
0001	LE, MV	**Route 1 Southbound from Russell Road to Gregory Drive (RHPTI)** 270 LF of concrete sidewalk along west side of Route 1, including a signalized crosswalk	COUNTY	**Design**	0.500	0.500	**D**	Jul-12	Dec-14	👍
							R	TBD	TBD	
			RHPTI-083		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Feb-15	Oct-15	
Preliminary design in progress; Utility relocation designation anticipated in January 2013										

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0001	MV	**Route 1 Southbound from Sacramento Drive to Engleside Plaza (RHPTI)** 1400 LF of 5-foot wide concrete sidewalk	COUNTY	**Design**	0.350	0.350	**D**	Dec-07	Feb-13	👍
							R	Oct-10	Sep-11	☺
			40031G-11213		Revenue Sharing, FTA		**U**	Jan-13	Apr-13	
PED/ BIKE	CL		71851				**C**	Apr-13	Nov-13	
Final design is in progress; Utility relocation underway; VSMP permit received July 10, 2012; Pavement marking and signage plans approved June 26, 2012; TMP plans approved on August 6, 2012										
0001	MV	**Route 1 Southbound South of Sky View Drive (RHPTI)** 170 LF of 5-foot wide concrete sidewalk and bus stop pad	COUNTY	**Design**	0.043	0.043	**D**	Dec-07	Feb-13	👍
							R	Oct-10	May-11	☺
			40031G-11214		Revenue Sharing, FTA		**U**	Jan-13	Apr-13	
PED/ BIKE	CL		71851				**C**	Apr-13	Nov-13	
Final design is in progress; Utility relocation underway; VSMP permit received July 10, 2012; Pavement marking and signage plans approved June 26, 2012; TMP plans approved on August 6, 2012										
0001	MV, LE	**Route 1 Transit Center (RHPTI)** Select location, conceptual design, and operational study for transit center in the Route 1 corridor (study only)	COUNTY	**Study**	0.144	0.144	**D**	Aug-10	TBD	👍Δ
							R	N/A	N/A	
					FTA		**U**	N/A	N/A	
TRAN	CL						**C**	N/A	N/A	
Southeast Fairfax Development Corporation (SFDC), Mount Vernon Council of Citizens' Associations, Lee District Association of Civic Associations, and Lee Land Use Committee suggested 16 new sites to staff; Field visit to all 16 sites conducted in June 2012; Top four sites were selected based on their ratings on key factors; Staff conducted a GIS analysis of these four sites; An on-call consultant will perform further traffic analysis; Briefing for district supervisors anticipated in March 2013; New schedule to be determined once consultant task order finalized in early 2013										
0001	MV	**Route 1/Arlington Blvd. (RHPTI)** Pedestrian intersection improvements	COUNTY	**Design**	0.500	0.500	**D**	Mar-12	Jan-14	👍
							R	TBD	TBD	
			RHPTI-016		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		98753				**C**	Apr-14	Aug-14	
Preliminary design is in progress										
0001	LE, MV	**Route 1/Belford Drive (RHPTI)** Pedestrian intersection improvements	COUNTY	**Design**	0.150	0.150	**D**	Jul-11	Sep-13	👍
							R	Mar-13	Sep-13	
			1400017-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										

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0001	MV	**Route 1/Frye Road Phase II (RHPTI)**	COUNTY	**Design**	0.300	0.300	**D**	Jul-11	Sep-13	👍
		Pedestrian intersection improvements					**R**	Feb-13	Sep-13	
			1400012-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										
0001	LE, MV	**Route 1/Ladson Lane (RHPTI)**	COUNTY	**Design**	0.400	0.400	**D**	Jul-11	Sep-13	👍
		Pedestrian intersection improvements					**R**	Feb-13	Sep-13	
			1400012-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										
0001	LE, MV	**Route 1/Lockheed Blvd/Dart Lane (RHPTI)**	COUNTY	**Design**	0.500	0.500	**D**	Mar-12	Dec-13	👍
		Pedestrian intersection improvements					**R**	TBD	TBD	
			RHPTI-015		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		98753				**C**	Mar-14	Jul-14	
Preliminary design is in progress										
0001	MV	**Route 1/Lukens Lane Phase II (RHPTI)**	COUNTY	**Design**	0.300	0.300	**D**	July-11	Sep-13	👍
		Pedestrian intersection improvements					**R**	Feb-13	Sep-13	
			1400012-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										
0001	LE, MV	**Route 1/Mohawk Lane (RHPTI)**	COUNTY	**Design**	0.157	0.157	**D**	Jul-11	Sep-13	👍
		Pedestrian intersection improvements					**R**	Mar-13	Sep-13	
			1400017-06		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		99054				**C**	Nov-13	Feb-14	
Final design in progress; Final Right of Way authorization package submitted to VDOT for approval on November 28, 2012										

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0001	MV	**Route 1/Sacramento Drive/Cooper Road (RHPTI)** Pedestrian intersection improvements	COUNTY	**Design**	0.500	0.500	**D**	Mar-12	Nov-13	👍
							R	TBD	TBD	
			RHPTI-013		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		98753				**C**	Feb-14	Jun-14	
Survey completed in November 2012 and forwarded to consultant; Preliminary design is in progress										
0001	LE, MV	**Route 1/Southgate Drive/Bedoo St (RHPTI)** Pedestrian intersection improvements	COUNTY	**Design**	0.500	0.500	**D**	Mar-12	Nov-13	👍
							R	TBD	TBD	
			RHPTI-014		CMAQ		**U**	TBD	TBD	
PED/ BIKE	CL		98753				**C**	Feb-14	Jun-14	
Survey completed in November 2012 and forwarded to consultant; Preliminary design is in progress										
7100	MV	**Saratoga Park-and-Ride Facility** Construct approximately 535 parking spaces with transit, pedestrian, and bicycle accommodations	FHWA	**Complete**	4.600	4.600	**D**	Sep-10	Jun-12	☺
							R	N/A	N/A	
					CMAQ		**U**	N/A	N/A	
SEC	TB		82831				**C**	Jun-12	Dec-12	☺Δ
Design-Build project managed by FHWA; Construction is complete										
0600	MV, SP	**Silverbrook Road Walkway** Install 650 LF asphalt sidewalk along the north side of Silverbrook Road from Silverthorn Road to Bayberry Ridge Road	COUNTY	**Construction**	0.220	0.220	**D**	May-08	Mar-12	☺
							R	Feb-09	Feb-11	☺
			4YP201-PB020		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	SAN						**C**	May-12	Feb-13	👎Δ
Construction is 70% complete; Construction schedule delayed six months due to land rights issue with adjoining HOA; Coordinating issue with installation of new private entrance										
0600	MV	**Silverbrook Road Walkway** Install 820 LF asphalt sidewalk along the north side of Silverbrook Road from Southrun Road to Monacan Road	COUNTY	**Design**	0.060	0.060	**D**	May-08	Jan-13	👎Δ
							R	May-10	Nov-12	☺Δ
			4YP201-PB018		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	SAN						**C**	Feb-13	Jun-13	Δ
Final design is in progress; Preparing VDOT permit application; Schedule delayed three months due to land acquisition efforts, which is now complete										

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0600	MV	**Silverbrook Road Walkway**	COUNTY	**Project Initiation**	2.300	0	**D**	TBD	TBD	
		South side from Hooes Road to South County High School					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0600	MV	**Silverbrook Road/Southrun Road**	COUNTY	**Project Initiation**	1.200	0	**D**	TBD	TBD	
		Intersection improvements, EB left turn lane					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0611	LE, MV	**Telegraph Road from Beulah Street to Leaf Road**	FHWA	**Construction**	38.350	27.559	**D**	Oct-08	May-11	☺
		Widen Telegraph Road to 4 lanes and provide pedestrian facility; Part of Mulligan Road Project					**R**	Sep-10	May-11	☺
					Secondary		**U**	Feb-11	TBD	⚑
SEC	JYR		11012				**C**	June-11	Sep-13	⚑
Part of Mulligan Road Phase II project, which is under construction; Construction completion date does not reflect time lost to bid protest; Completion date is expected to slide										

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Tuesday, January 22, 2013

4-Year Project Summary Report

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
3402	PR	**Aline Avenue Walkway (TMSAMS)**	COUNTY	**Project Initiation**	0.250	0.250	**D**	TBD	TBD	
		South side between Gallows Road and first entrance on Aline Ave					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0786	PR	**Boone Blvd/Aline Ave (TMSAMS)**	COUNTY	**Design**	0.050	0.050	**D**	Dec-12	Apr-13	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										
0123	DR, PR	**Chain Bridge Road Walkway (DCBPA)**	COUNTY	**Project Initiation**	1.200	1.200	**D**	TBD	TBD	
		Great Falls St/Lewinsville Road to Tysons East Metrorail Station					**R**	TBD	TBD	
			DCBPA-065		CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		93146				**C**	TBD	TBD	
NTP for conceptual design was issued in July 2012; NTP for survey issued in November 2012; Second conceptual design for north side received; Analysis of options in progress; Schedule to be determined once survey is complete and scope finalized in March 2013										
0123	PR	**Chain Bridge Road Walkway (TMSAMS)**	COUNTY	**Project Initiation**	0.750	0.750	**D**	TBD	TBD	
		North side from Anderson Road to Colonial Lane					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
1074	PR	**Colonial Lane/Chain Bridge Road (TMSAMS)**	COUNTY	**Design**	0.050	0.050	**D**	Dec-12	Apr-13	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										

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Tuesday, January 22, 2013

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0673 / PED/ BIKE	PR / KPR	**Courthouse Road Walkway** Install 410 LF asphalt sidewalk along the north side of Courthouse Road from Chain Bridge Road to Oakton Plantation Lane	COUNTY	**Complete**	0.130	0.130	**D**	Feb-08	Apr-12	☺
							R	Feb-09	Jun-11	☺
			4YP201-PB034		2007 Bonds		**U**	Jul-11	Dec-11	☺
							C	Jul-12	Nov-12	☺Δ
Construction is complete; Construction schedule was delayed one month due to VDOT repaving of Chain Bridge Road										
XXXX / TRAN	DR, PR, HM / SAN	**Dulles Rail Phase I** Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue	MWAA	**Construction**	2740.000	2740.000	**D**	Apr-05	Jun-10	☺
							R	Jan-08	Nov-08	☺
					Federal, State, Local, Tax District, MWAA		**U**	Feb-08	Jan-10	☺
			70554				**C**	Jan-09	Aug-13	👎Δ
Physical construction 84% complete; Utility relocation 99% complete; Final design 99% complete; Construction is scheduled to be substantially completed by August 2013; Construction completion date changed from July 2013 to August 2013; Service start is December 2013 (has not changed); For further information, see http://www.dullesmetro.com										
0267 / PRI	DR, PR / SAN	**Dulles Toll Road Tysons Ramps** Study to evaluate alternatives for existing and up to three additional interchanges between the Dulles Toll Road and Tysons	FCDOT	**Study**	0.800	0.800	**D**	May-11	Jul-13	👎Δ
							R	N/A	N/A	
					C & I		**U**	N/A	N/A	
							C	N/A	N/A	
Consolidated Traffic Impact Analysis (CTIA) studies being revised; Further analysis will be performed with CTIA data; Boone Boulevard ramp option analysis to be presented to Board of Supervisor's Transportation Committee on January 15, 2013; Further analysis to be performed on other ramp options; Project completion delayed due to CTIA revisions; Implementation schedule to be developed after Tysons Funding Plan approved (going to the Board in January 2013)										
XXXX / SEC	PR / SAN	**Eskridge Road Extension** Extend Eskridge Road from Merrifield Town Center (developer project) to Williams Drive	COUNTY	**Construction**	3.5	4.5	**D**	Oct-08	Oct-11	☺
							R	Dec-09	Jan-12	☺
					C & I		**U**	Jan-12	Aug-12	☺Δ
							C	Jun-12	May-13	👍Δ
Construction is 95% complete; Construction schedule delayed seven months due to difficulties securing Right of Entry agreement with the property owners, which has been secured; Thumbs-Up shown for Construction Phase, because phase initiated after schedule adjustment										
0650 / PED/ BIKE	PR / CWS	**Gallows On-Road Bike Lanes** Tysons Corner area to the W&OD Trail; W&OD Trail to Dunn Loring Metrorail Station; Dunn Loring Metrorail Station to Merrifield CBC	VDOT	**Complete**	1.100	3.000	**D**	Sep-08	Aug-09	☺
							R	N/A	N/A	
					2007 Bonds		**U**	N/A	N/A	
			70590				**C**	Dec-11	Jul-12	☺
Construction is complete										

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Tuesday, January 22, 2013

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0650	PR	**Gallows Road Walkway (TMSAMS)**	COUNTY	**Project Initiation**	0.250	0.250	**D**	TBD	TBD	
		Gallows Road at Old Courthouse Road					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0650	PR	**Gallows Road/Boone Blvd (TMSAMS)**	COUNTY	**Project Initiation**	0.150	0.150	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0650	PR	**Gallows Road/Gallows Branch Road (TMSAMS)**	COUNTY	**Project Initiation**	0.250	0.250	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0939	PR	**Gosnell Road/Old Courthouse Road (DCBPA)**	COUNTY	**Design**	0.500	0.200	**D**	Feb-12	Oct-13	👍
		Pedestrian intersection improvements					**R**	TBD	TBD	
			DCBPA-071		CMAQ		**U**	TBD	TBD	
PED/ BIKE			93146				**C**	Dec-13	Mar-14	
VDOT approved the preliminary study for the traffic signal and timings; Intermediate design is in progress; Environmental documentation submitted to VDOT in October 2012										
0674	PR	**Hunter Mill Road/Mystic Meadow Way**	COUNTY	**Design**	0.800	0.800	**D**	Aug-10	Dec-13	👍
		Reconfigure intersection with roundabout and new pedestrian/bicycle facilities					**R**	Mar-13	Oct-13	
			RSPI01-00700		C & I		**U**	TBD	TBD	
SEC	SSS						**C**	Feb-14	Dec-14	
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Project redesign of roundabout underway to reduce impacts to private property per citizens' concerns; Project scope revised to include sidewalk extension and right turn lane extension northbound to Lewis Knolls Drive; Pre-final design in progress and anticipated to be submitted in January 2013										

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Tuesday, January 22, 2013

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-495	PR	**I-495 Express Lanes Ped/Bike at Chain Bridge Road** Both sides from Old Meadow Road to Tysons Blvd	VDOT	**Project Initiation**	1.750	1.750	**D**	TBD	TBD	
							R	TBD	TBD	
					Enhancement, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		94363				**C**	TBD	TBD	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project; Schedule to be determined once VDOT finalizes design task order in early 2013										
I-495	PR	**I-495 Express Lanes Ped/Bike at Gallows Road** North side from I-495 to Mobil Oil Entrance	VDOT	**Project Initiation**	0.330	0.330	**D**	TBD	TBD	
							R	TBD	TBD	
					Enhancement, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		94363				**C**	TBD	TBD	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project; Schedule to be determined once VDOT finalizes design task order in early 2013										
I-495	PR	**I-495 Express Lanes Ped/Bike at Idylwood Road (North)** North side from I-495 to Shreve Hill Road	VDOT	**Project Initiation**	1.280	1.280	**D**	TBD	TBD	
							R	TBD	TBD	
					Enhancement, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		94363				**C**	TBD	TBD	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project; Schedule to be determined once VDOT finalizes design task order in early 2013										
I-495	PR	**I-495 Express Lanes Ped/Bike at Idylwood Road (South)** South side from I-495 to Whitestone Hill Ct	VDOT	**Project Initiation**	1.280	1.280	**D**	TBD	TBD	
							R	TBD	TBD	
					Enhancement, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		94363				**C**	TBD	TBD	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project; Schedule to be determined once VDOT finalizes design task order in early 2013										
I-495	BR, DR, LE, MA, PR	**I-495, Capital Beltway Express Lanes (PPTA Project)** Install two HOV/HOT lanes in each direction from the Springfield Interchange to the Dulles Toll Road	VDOT	**Complete**	1690.912	1701.908	**D**	Apr-05	May-08	☺
							R			☺
					Private, Interstate, State		**U**	Mar-08		☺
INT	WPH		68805				**C**	May-08	Nov-12	☺Δ
Project was opened to traffic one month ahead of schedule on November 17, 2012; Minor punch list items remain										

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Tuesday, January 22, 2013

Providence District

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I-66	PR	**I-66 Arterial Crossings**	VDOT	**Complete**	0.750	0.750	**D**	Nov-11	Jan-12	☺
		Install dynamic message signs on primary arterials leading onto I-66, providing traveler information					**R**	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	TB		90114				**C**	May-12	Jun-12	☺Δ
Project completed four months ahead of previously reported schedule										
I-66	PR, SP	**I-66 from Capital Beltway to Route 50**	VDOT	**Complete**	47.700	47.700	**D**	Jun-09	Dec-10	☺
		Pavement rehabilitation					**R**	N/A	N/A	
					ARRA		**U**	N/A	N/A	
INT	CL		93002				**C**	Apr-11	Nov-12	☺Δ
All contract work and punch list have been completed as of November 16, 2012; Two cantilever signs need to be installed which is part of a work order; Contract is extended until June 28, 2013 for force account work for a slope washout on the westbound side of I-66; Project updates are posted at http://www.virginiadot.org/projects/northernvirginia/i-66_pavement_rehabilitation.asp										
I-66	PR, SP, SU	**I-66 from I-495 Capital Beltway to Route 15 in Haymarket**	VDOT	**Study**	20.300	20.300	**D**	May-11	Apr-13	👎Δ
		I-66 Multi-Modal Transportation and Environmental Impact Study (study only)					**R**	N/A	N/A	
					Interstate		**U**	N/A	N/A	
INT	SSS		54911				**C**	N/A	N/A	
Study being managed by VDOT Central Office in Richmond; Draft Tier 1 Environmental Document due to be released in January 2013; Public Hearings to be scheduled for February/March 2013; Tier 1 Final EIS and Record of Decision expected by April 2013; Schedule delay of four months due to change in anticipated public hearing date										
I-66	PR	**I-66 Vienna Metro Enhanced Transit Access (I-66 Bus Ramp)**	VDOT	**Design**	41.100	38.300	**D**	Nov-05	Jan-14	👍
		Construct bus ramp to increase accessibility to Vienna Metrorail Station for transit vehicles					**R**	TBD	TBD	
					CMAQ, RSTP		**U**	N/A	N/A	
INT	CL		81009				**C**	Jan-14	Dec-16	
The Interchange Justification Report (IJR) was delivered to VDOT Central Office in November 2012 for processing through FHWA; VDOT coordinating with WMATA on access and land rights; VDOT scheduled to issue an RFQ in January 2013 and an RFP in May 2013										
I-66	PR	**I-66/Nutley Street**	VDOT	**Complete**	0.619	0.627	**D**	Dec-09	Dec-10	☺
		Improve horizontal alignment of ramp from WB I-66 to Nutley Street					**R**	N/A	N/A	
					HSIP		**U**	N/A	N/A	
INT	CL		81321				**C**	Apr-11	Nov-12	☺Δ
This project is incorporated into the I-66 Pavement Rehabilitation, Route 50 to Capital Beltway Design-Build project										

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Providence District

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0695	PR	**Idylwood Road Bike Lanes (TMSAMS)**	COUNTY	**Project Initiation**	1.050	1.050	**D**	TBD	TBD	
		Both sides from Helena Drive to Idyl Lane					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Pre-scoping process is underway; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0684	PR	**International Drive/Greensboro Road**		**Project Initiation**	0.175	0.175	**D**	Feb-12	Oct-13	
		Pedestrian intersection improvements					**R**	TBD	TBD	
			DCBPA-067				**U**	TBD	TBD	
PED/ BIKE							**C**	Dec-13	Mar-14	
Intermediate design is in progress; Environmental documentation submitted to VDOT in October 2012; 2nd proposed signal timings submitted to VDOT for review in December 2012										
6034	PR	**International Drive/Jones Br/Spring Hill (TMSAMS)**	COUNTY	**Project Initiation**	0.150	0.150	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
6034	PR	**International Drive/Tysons Blvd (TMSAMS)**	COUNTY	**Project Initiation**	0.150	0.150	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
8102	PR	**Jones Branch Connector**	COUNTY	**Design**	0.695	0.695	**D**	Oct-11	Jan-13	👎Δ
		Preliminary design and operational analysis for the Jones Branch Connector from Route 123 to Jones Branch Drive					**R**	N/A	N/A	
			R5062X		C & I		**U**	N/A	N/A	
SEC	SSS						**C**	N/A	N/A	
Developing 30% roadway and bridge plans; Plans to be distributed to VDOT for their review in January 2013; Schedule adjusted four months due to the efforts involved in developing an acceptable methodology for preparing Interchange Modification Report, which required a series of coordination efforts with VDOT staff; Project agreement with VDOT being developed										

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Providence District

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0893	PR	**Madrillon Road Walkway (TMSAMS)** Install 315 LF of walkway between Gallows Road and Boss Street	COUNTY	**Project Initiation**	0.127	0.127	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0769	PR	**Oak Street Walkway** Install concrete sidewalk along the south side of Oak Street from Sandburg Street to I-495	COUNTY	**Design**	0.090	0.090	**D**	Jun-08	TBD	👍
							R	TBD	TBD	
			4YP201-PB038		2007 Bonds		**U**	TBD	TBD	
PED/ BIKE	KPR						**C**	TBD	TBD	
Project removed from hold after Express Lanes completion; Scope now includes walkway from the I-495 Express Lanes Ped/Bike at Oak Street project; Survey is underway; Project is being reviewed to determined if it will be split into two phases to expedite the original phase; Schedule will be developed once the survey is complete in spring 2013										
0677	PR	**Old Courthouse Road/Woodford Road (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Project Initiation**	0.200	0.200	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
3543	PR	**Old Meadow Road/Old Meadow Lane (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Design**	0.050	0.050	**D**	Dec-12	Apr-13	👍
							R	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										
XXXX	DR, PR	**Pavement Marking Plans (TMSAMS)** Magarity Road, Jones Branch Drive, Westmoreland St, Madrillon Road		**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										

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Providence District

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0123	PR	**Route 123 Bridge over I-66**	VDOT	**Project Initiation**	1.070	1.090	**D**	TBD	TBD	
		Rehabilitation of Route 123 SB and NB bridges over I-66					**R**	N/A	N/A	
					State		**U**	N/A	N/A	
PRI	CL		92567				**C**	TBD	TBD	
Reviewed Stage 1 Bridge Deck Replacement & Widening Study Report in December 2012; Scoping meeting in January 2013										
0123	PR	**Route 123/Jermantown Road**	COUNTY	**Design**	0.900	0.900	**D**	Nov-10	Sep-13	👍
		Construct right turn lane from SB Route 123 onto WB Jermantown Road, right turn lane extension from NB Route 123 onto EB Jermantown Road, and pedestrian intersection improvements					**R**	Jan-13	Aug-13	
			RSPI01-01400		C & I		**U**	TBD	TBD	
PRI	JYR						**C**	Oct-13	May-14	
C & I funding approved by BOS in March 2010; Pre-final design is in progress; Signal modification in progress										
0029	PR	**Route 29 at Nutley Street**	VDOT	**ROW**	1.520	1.520	**D**	Nov-11	Oct-12	☺
		Construct raised concrete median along the east leg of Route 29, provide dual eastbound left turn lane, and upgrade traffic signal					**R**	Oct-12	Oct-13	👍
					HSIP		**U**	TBD	TBD	
PRI	TB		100648				**C**	Oct-13	Oct-14	
HSIP project managed by VDOT; Final design underway; Pre-advertisement conference meeting held on October 9, 2012										
0029	PR	**Route 29 Walkway**	COUNTY	**Complete**	0.250	0.250	**D**	Sep-07	Nov-12	☺
		Provide 5 foot concrete sidewalk on the south side of Rt. 29 between Shreve Road and Fairview Park Drive					**R**	N/A	N/A	
			064274				**U**	N/A	N/A	
PED/ BIKE	JYR						**C**	Oct-08	Nov-12	☺
Project is complete										
0029	PR	**Route 29/Gallows Road**	VDOT	**Construction**	120.069	135.028	**D**	Feb-04	Dec-07	☺
		Widen Route 29 to 6 lanes from I-495 to Merrilee Drive, and widen Gallows Road to 6 lanes from Gatehouse Road to Providence Forest Drive					**R**	Jan-07	Oct-08	☺
					Federal, State, Primary		**U**	May-08	Jun-11	☺
PRI	SAN		11395, 88600				**C**	Mar-11	Jan-13	👍
Construction is 95% complete; Utility relocation cost reflects UPC 88600 relocation of water main and system upgrade; FCDOT staff coordinating with DPWES, developer projects, and Providence District to upgrade and replace street lighting along project limits										

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Tuesday, January 22, 2013

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0050	PR	**Route 50 Walkway from Annandale Road to Cherry Street (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Project Initiation**	0.495	0.150	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-059		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	PR	**Route 50 Walkway from Cedar Hill Road to Allen Street (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Project Initiation**	0.630	0.225	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-055		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	PR	**Route 50 Walkway from Meadow Lane to Linden Lane (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Project Initiation**	0.270	0.100	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-060		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	PR	**Route 50 Walkway from Westcott Street to Annandale Road (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Project Initiation**	1.260	0.300	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-058		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	MA, PR	**Route 50/Allen St (RT50PI)** Intersection and bus stop improvements	COUNTY	**Project Initiation**	0.400	0.200	**D**	TBD	TBD	
							R	TBD	TBD	
			RT50-052		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0050	MA, PR	**Route 50/Annandale Road (RT50PI)**	COUNTY	**Project Initiation**	0.400	0.200	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
			RT50-054		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0050	MA, PR	**Route 50/Wayne Road/Woodlawn Ave (RT50PI)**	COUNTY	**Project Initiation**	0.400	0.200	**D**	TBD	TBD	
		Signalization and sidewalk improvements					**R**	TBD	TBD	
			RT50-053		RSTP, CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		58601				**C**	TBD	TBD	
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012; Schedule to be determined when survey is completed; Survey completion anticipated in fall 2013; Coordinating with VDOT on the reallocation of additional funding to cover shortfall										
0007	DR, PR	**Route 7 Bridge Rehab**	VDOT	**Design**	13.655	1.316	**D**	Sep-12	Sep-14	👍
		Bridge over Dulles Toll Road					**R**	TBD	Nov-13	
					Bridge		**U**	TBD	TBD	
PRI	SAN						**C**	Jan-15	TBD	
Scoping meeting held on August 8, 2012; Project is being coordinated with working group for Route 7 widening project; Survey is underway; Preliminary field inspection is scheduled for March 2013										
0007	DR, HM, PR	**Route 7 from Reston Avenue to Jarrett Valley Drive**	VDOT	**Design**	30.000	5.000	**D**	Jun-11	TBD	👍Δ
		Widen to 6 lanes (PE Only)					**R**	N/A	N/A	
					NVTD Bonds, Federal		**U**	N/A	N/A	
PRI	MJG		52328				**C**	N/A	N/A	
VDOT FY13-FY18 SYP includes $5.0 million for design only; Working Group of community, BOS staff, and state/local government agency stakeholders meet to discuss design challenges and provide input on project scope; Topics discussed include alternate intersection design, environmental, cultural, historical and stormwater impacts, transit and bicycle/pedestrian improvements; CIM held on November 28, 2012; A second CIM is scheduled for fall 2013; Adjusted design start date since new survey and design is being performed										
0007	DR, PR	**Route 7 Shared Use Paths (TMSAMS)**	COUNTY	**Project Initiation**	4.500	4.500	**D**	TBD	TBD	
		Interim pedestrian and bike improvements on both sides from DTR Bridge to Beulah Road, completing missing links					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	KPR						**C**	TBD	TBD	
FCDOT staff finalizing scope; Route 7 widening project survey files have been requested from VDOT; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0007	PR	**Route 7 Walkway North Side under Route 123 (DCBPA)** Install walkway across interchange	COUNTY	**Project Initiation**	1.200	1.200	**D**	Feb-12	Jan-14	👍
							R	TBD	TBD	
			DCBPA-069		CMAQ		**U**	TBD	TBD	
PED/ BIKE	TB		93146				**C**	Apr-14	Dec-14	
Draft conceptual design was submitted to VDOT for review and comment in March 2012; Survey completed in November 2012										
0007	PR	**Route 7 Walkway South Side under Route 123 (DCBPA)** Install walkway across interchange	COUNTY	**Project Initiation**	1.200	1.200	**D**	Feb-12	Jan-14	👍
							R	TBD	TBD	
			DCBPA-070		CMAQ		**U**	TBD	TBD	
PED/ BIKE	TB		93146				**C**	Apr-14	Dec-14	
Draft conceptual design was submitted to VDOT for review and comment in March 2012; Survey completed in November 2012										
0007	PR	**Route 7 Widening from Route 123 to I-495 (Study Only)** Conceptual design and traffic operations study to determine future cross section	COUNTY	**Study**	0.650	0.650	**D**	Sep-12	July-13	👍
							R	N/A	N/A	
			2G40-035-001		C & I		**U**	N/A	N/A	
PRI	TB						**C**	N/A	N/A	
Notice to proceed issued to consultant in September 2012; Survey and traffic data collection in progress										
0007	PR	**Route 7/Gosnell/Westpark (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Design**	0.250	0.250	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP, C & I		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
VDOT requested Synchro analysis of intersection; Negotiating task order for Synchro analysis; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0007	HM, PR	**Route 7/Route 123 Interchange (Study Only)** Conceptual design and traffic operations study to determine future interchange configuration	COUNTY	**Study**	0.350	0.350	**D**	Sep-12	Jul-13	👍
							R	N/A	N/A	
			2G40-035-002		C & I		**U**	N/A	N/A	
PRI	TB						**C**	N/A	N/A	
Notice to proceed issued to consultant in September 2012; Survey and traffic counts in progress										

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Tuesday, January 22, 2013

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0007	PR	**Route 7/Spring Hill Road (TMSAMS)**	COUNTY	**Project Initiation**	0.250	0.250	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP, C & I		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
VDOT requested Synchro analysis of intersection; Negotiating task order for Synchro analysis; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0007	PR	**Route 7/Tyco/Westwood Center (TMSAMS)**	COUNTY	**Project Initiation**	0.250	0.250	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					RSTP, C & I		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
VDOT requested Synchro analysis of intersection; Negotiating task order for Synchro analysis; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
0936	PR	**Sandburg Street Trail from Oak Street to Sandburg Ridge Court (TMSAMS)**	COUNTY	**Project Initiation**	0.150	0.150	**D**	TBD	TBD	
		Install trail					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
XXXX	PR	**Scotts Run Walkway (TMSAMS)**	FCPA	**Project Initiation**	2.500	2.500	**D**	TBD	TBD	
		Connection through Scotts Run Community Park					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013; Met with FCPA on December 6, 2012, to discuss management of project										
1549	PR	**Seneca Ave/Chain Bridge Road (TMSAMS)**	COUNTY	**Design**	0.050	0.050	**D**	Dec-12	Apr-13	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										

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Tuesday, January 22, 2013

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
6054	PR	**Solutions Drive/Greensboro Blvd (TMSAMS)**	COUNTY	**Design**	0.050	0.050	**D**	Dec-12	Apr-13	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										
7648	PR	**Tysons Boulevard/Galleria Drive (DCBPA)**	COUNTY	**Design**	0.500	0.300	**D**	Sep-12	Oct-13	👍
		Pedestrian intersection improvements					**R**	TBD	TBD	
			DCBPA-068		CMAQ		**U**	TBD	TBD	
PED/ BIKE			93146				**C**	Dec-13	Mar-14	
Intermediate design is in progress; Environmental documentation submitted to VDOT in October 2012										
XXXX	HM, PR	**Tysons Grid of Streets**	COUNTY	**Study**	2.500	2.500	**D**	TBD	TBD	
		Perform traffic operations and conceptual design to provide functional assessment of the grid of streets and further enhance the grid system (study only)					**R**	N/A	N/A	
					C & I		**U**	N/A	N/A	
SEC	SAN						**C**	N/A	N/A	
Future study; Dulles Toll Road Ramps study and CTIA Analyses must be completed prior to initiating this study										
XXXX	PR	**Tysons Pavement Markings (TMSAMS)**	COUNTY	**Project Initiation**	0.015	0.015	**D**	TBD	TBD	
		Bicycle Master Plan routes in Tysons					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										
XXXX	DR, PR	**Tysons Wayfinding Signage (TMSAMS)**	COUNTY	**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
		Throughout Tysons Area					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Reviewing project scope; VDOT is preparing funding agreement, which must be completed to proceed with project; Anticipate taking agreement to Board for approval in spring 2013										

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Providence District

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5457	PR	**Westbranch Drive/Jones Branch Drive (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Design**	0.100	0.100	**D**	Dec-12	Apr-13	👍
							R	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										
5457	PR	**Westbranch Drive/Westpark Drive (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Design**	0.100	0.100	**D**	Dec-12	Apr-13	👍
							R	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Apr-13	Jul-13	
Design in progress; Project being expedited for completion by July 2013										

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4-Year Project Summary Report

Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0620	SP, SU	**Braddock Road at Union Mill Road**	VDOT	**Complete**	0.940	0.940	**D**	Feb-10	Oct-11	☺
		Construct dual EB and WB left turn lanes on Braddock Road into Union Mill Road, eliminate permissive left turn movement					**R**	N/A	N/A	
					HSIP		**U**	Feb-11	May-11	☺
SEC	TB		86628				**C**	Nov-11	Jun-12	☺Δ
Construction is complete										
0620	BR, SP	**Braddock Road/Route 123**	COUNTY	**Design**	3.000	3.000	**D**	May-10	Sep-14	👎Δ
		Interim improvements: Add dual left turn lanes on Route 123, add through lane and left turn lane on Roanoke River Road, extend turn lanes at Braddock Road and Route 123					**R**	Oct-13	May-14	Δ
			2G40-015-000		C & I		**U**	TBD	TBD	
SEC	SAN						**C**	Oct-14	Dec-15	Δ
Intermediate design is in progress; GMU administering proposed improvements on Braddock Road and Roanoke River Road; Project completion delayed due to additional coordination with GMU and project scope changes resulting from new stormwater management requirements, additional street light design, and additional turn lane design; NTP for updated project design elements anticipated in January 2013										
0645	BR, SP	**Burke Lake Road/Coffer Woods Road**	COUNTY	**Project Initiation**	0.904	0.370	**D**	TBD	TBD	
		Pedestrian intersection improvements and extend sidewalk					**R**	TBD	TBD	
					2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed; Allocated C & I funds to expedite design; Reviewing project scope; Anticipate design task order approval summer 2013										
0652	SP	**Burke Road Bike Lanes**		**Project Initiation**	0.040	0	**D**	TBD	TBD	
		On-road bike lanes/road diet from Mill Cove Ct. to VRE Station					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
7100 7100	LE, MV, SP	**Fairfax County Parkway (EPG)**	FHWA	**Complete**	177.450	177.450	**D**	Mar-00	Feb-04	☺
		Construct 4-lane divided, limited access highway within 6-lane ROW from Rolling Road/Franconia-Springfield Parkway to Fullerton Road, including 4 interchanges					**R**	Jun-10	Oct-10	☺
					Federal, State, RSTP		**U**	Oct-10	Jan-11	☺
SEC	TB		4700				**C**	Nov-08	Jul-12	☺
Construction is complete										

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Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
0286	SP	**Fairfax County Parkway from Route 29 to Braddock Road** Add SB auxiliary lane	COUNTY	**Design**	1.000	1.000	**D**	Feb-11	Aug-13	👎Δ
							R	TBD	TBD	
			4YP209		2007 Bonds		**U**	TBD	TBD	
PRI	SSS						**C**	Oct-13	Jul-14	Δ
Intermediate design is in progress; Geotechnical investigation complete; Negotiating task order addendums to address the new stormwater management (SWM) requirements, additional temporary pavement design, and SWM facilities recommendations; Project completion delayed six months due to project scope change resulting from new SWM requirements and additional pavement designs										
0286	SP, SU	**Fairfax County Parkway/Fair Lakes Parkway/Monument Drive Interchange** Construct interchange and intersection improvements from I-66 to Route 50	VDOT	**Construction**	69.660	89.726	**D**	Oct-01	Jun-10	☺
							R	Sep-05	Dec-10	☺
					RSTP, ARRA		**U**	Mar-07	Dec-10	☺
PRI	JYR		52404				**C**	May-10	Oct-13	👍
Traffic from temporary ramps was diverted onto the newly constructed bridge on November 17, 2012										
0286	SP	**Fairfax County Parkway/Franconia-Springfield Parkway** Median Safety Improvements	VDOT	**Project Initiation**			**D**	TBD	TBD	
							R	TBD	TBD	
							U	TBD	TBD	
PRI	ST						**C**	TBD	TBD	
Project will be constructed in two phases; First phase from Baron Cameron to Route 7 (Northern Segment); This section will be advertised for bids in July 2013; Northern Segment includes grading and inlet modifications that could not be accomplished with on-call contractor; Second phase extends from Gambrill Road to Franconia-Springfield Parkway (Southern Segment); Southern Segment assigned to on-call contractor and will begin construction after FHWA concurrence to use on-call contractor; If approved, it is anticipated the Southern Segment will be completed prior to Spring 2013										
0640	MV, SP	**Gambrill Road/Pohick Road** Install right turn lane on SB Gambrill Road	COUNTY	**Design**	1.075	0.500	**D**	Mar-10	Jun-13	👎Δ
							R	Aug-12	Nov-12	☺Δ
			RSPI01-00600		C & I		**U**	TBD	TBD	
SEC	SSS						**C**	Jul-13	Jul-14	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Pre-final design in progress; Schedule delayed four months due to coordination with VDOT on the existing substandard vertical and horizontal geometry; Anticipate resolution in spring 2013										
XXXX	BR, SP	**George Mason University Transit Center** Construct transit center with up to 10 bus bays and amenities such as shelters and lighted kiosks	COUNTY	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
							R	TBD	TBD	
					2007 Bonds		**U**	TBD	TBD	
TRAN	SAN						**C**	TBD	TBD	
GMU will administer the project; Project agreement draft has been submitted to GMU for review; Comments are expected by January 25th; A board item is scheduled to be presented in April or May 2013; Schedule will be set when agreement is executed										

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Springfield District

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XXXX	BR, SP	**GMU West Campus Bypass**	GMU	**Construction**	15.000	15.000	**D**	Mar-12	Aug-12	☺
		Roadway crossing Route 123 west to Braddock Road					**R**	TBD	TBD	
					State		**U**	Mar-13	Dec-13	
SEC	SAN						**C**	Sep-12	Dec-13	👍
Design-Build project; Initial design phase of project completed August 2012; Design-Build contract started in September 2012; Final design is in progress for work within VDOT right of way; Intermediate design is in progress for GMU work; Initial construction work started on GMU property										
0636	LE, SP	**Hooes Road Bridge Superstructure Replacement**	VDOT	**Complete**	1.807	1.807	**D**		Dec-11	☺
		Replace timber deck with concrete deck at bridge crossing over Accotink Creek					**R**	N/A	N/A	
					VDOT Maintenance		**U**	N/A	N/A	
SEC	TB		97609				**C**	Apr-12	Dec-12	☺Δ
Construction is complete										
0636	MV, SP	**Hooes Road/Newington Forest Ave**	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Intersection improvements and extend sidewalk					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
6945	SP	**Hunter Village Drive Shoulder Widening**	COUNTY	**ROW**	0.800	0.800	**D**	Mar-10	May-13	👎Δ
		Add pedestrian improvements from Old Keene Mill Road to Painted Daisy Drive					**R**	Sep-12	TBD	👎Δ
			PPTF01-03200		C & I		**U**	Apr-13	TBD	Δ
PED/ BIKE	VA						**C**	Sep-13	Apr-14	Δ
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Pre-final design in progress; Coordinating with the Land Acquisition Division because of discovery a property from which land rights are required has "heirs unknown;" Project schedule delayed due to design issues that impact the required land rights; Coordination ongoing with VDOT to finalize required land rights; New land acquisition schedule to be determined once design issues resolved and new plats prepared										
I-66	PR, SP	**I-66 from Capital Beltway to Route 50**	VDOT	**Complete**	47.700	47.700	**D**	Jun-09	Dec-10	☺
		Pavement rehabilitation					**R**	N/A	N/A	
					ARRA		**U**	N/A	N/A	
INT	CL		93002				**C**	Apr-11	Nov-12	☺Δ
All contract work and punch list have been completed as of November 16, 2012; Two cantilever signs need to be installed which is part of a work order; Contract is extended until June 28, 2013 for force account work for a slope washout on the westbound side of I-66; Project updates are posted at http://www.virginiadot.org/projects/northernvirginia/i-66_pavement_rehabilitation.asp										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, January 22, 2013

Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-66	PR, SP, SU	**I-66 from I-495 Capital Beltway to Route 15 in Haymarket** I-66 Multi-Modal Transportation and Environmental Impact Study (study only)	VDOT	**Study**	20.300	20.300	**D**	May-11	Apr-13	👎Δ
							R	N/A	N/A	
					Interstate		**U**	N/A	N/A	
INT	SSS		54911				**C**	N/A	N/A	
Study being managed by VDOT Central Office in Richmond; Draft Tier 1 Environmental Document due to be released in January 2013; Public Hearings to be scheduled for February/March 2013; Tier 1 Final EIS and Record of Decision expected by April 2013; Schedule delay of four months due to change in anticipated public hearing date										
0638	SP	**Rolling Road Loop Ramp** Additional lane on ramp from Rolling Road to NB Fairfax County Parkway	VDOT	**Design**	14.000	14.000	**D**	Feb-12	Feb-14	👍
							R	TBD	TBD	
					RSTP		**U**	Jun-13	Jun-14	
SEC	TB		100391				**C**	Feb-14	May-16	
Design-build project managed by VDOT; Design Public Hearing held July 18, 2012; BOS endorsement on September 11, 2012; Design underway										
0638	BR, SP	**Rolling Road VRE Parking Expansion Study** Study additional parking spaces at Rolling Road VRE Station	COUNTY	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
							R	N/A	N/A	
					CMAQ		**U**	N/A	N/A	
SEC	JYR						**C**	N/A	N/A	
Reviewing scope and selecting consultant for study; Anticipate notice to proceed to consultant in spring 2013										
0638	SP	**Rolling Road/Old Keene Mill Rd** Improve sight distance at southeast corner	VDOT	**Bid Ad**	0.230	0.230	**D**	Jun-11	Jun-12	☺
							R	N/A	N/A	
							U	Jun-12	Dec-12	☺
	TB		100644				**C**	Nov-12	Jun-13	
Design completed; Bid advertisement November 2012; Construction NTP anticipated in spring 2013										
0029	SP	**Route 29 Bridge Replacement over Little Rocky Run** Replace bridge including approaches from Pickwick Road to Union Mill Road	VDOT	**ROW**	14.515	14.515	**D**	Jul-08	Apr-13	⚑
							R	Sep-12	May-14	👍
			028		Federal, State		**U**	TBD	TBD	
PRI	JYR		77322				**C**	May-14	Dec-15	⚑
Recommendation for Design-build project delivery was approved in February 2012; Bids were opened on September 7, 2012; Due to a bid protest, project may have to be re-bid; If project moves to re-bid, schedule will be delayed and revised										

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Tuesday, January 22, 2013

Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0029	BR, SP	**Route 29 from Federalist Way to Forum Drive** Construct segments of a new shared-use path and provide connection to existing trail on the west side of Route 29	COUNTY	**Bid Ad**	4.400	4.400	**D**	Nov-06	Dec-12	☺
							R	May-12	Dec-12	☺
			008803		Revenue Sharing		**U**	Apr-12	Dec-12	☺
PRI	JYR		59094				**C**	Feb-13	Oct-13	
Final design in progress; Land rights acquired; VDOT permit application was submitted in December 2012										
0029	BR, SP, SU	**Route 29 from Legato Road to Shirley Gate Road** Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road	COUNTY	**Design**	4.000	4.000	**D**	Dec-08	Nov-14	👎Δ
							R	Jan-13	Aug-13	Δ
			4YP212-5G25-052-000		2007 Bonds		**U**	Sep-13	Feb-15	Δ
PRI	JYR						**C**	Jan-15	Mar-16	Δ
Pre-final design in progress; Purchase of credit for stream restoration and wetland mitigation was completed in October 2012; Project completion delayed eight months due to extensive utility relocation required for the project and change to project scope related to VDOT requirement to replace existing pavement										
0029	BR, SP, SU	**Route 29 Widening** From Shirley Gate Road to Prince William County Line (segments)	COUNTY	**Project Initiation**	2.830	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0600	MV, SP	**Silverbrook Road Walkway** Install 650 LF asphalt sidewalk along the north side of Silverbrook Road from Silverthorn Road to Bayberry Ridge Road	COUNTY	**Construction**	0.220	0.220	**D**	May-08	Mar-12	☺
							R	Feb-09	Feb-11	☺
			4YP201-PB020		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	SAN						**C**	May-12	Feb-13	👎Δ
Construction is 70% complete; Construction schedule delayed six months due to land rights issue with adjoining HOA; Coordinating issue with installation of new private entrance										
0645	SU, SP	**Stringfellow Road from Route 50 to Fair Lakes Boulevard** Widen to 4 lanes	VDOT	**Utilities**	61.443	56.400	**D**	Jul-04	Dec-10	☺
							R	Apr-10	Jan-12	☺
			4YP017		2004 & 2007 Bonds, Revenue Sharing, C & I		**U**	Jul-09	Feb-13	👍
SEC	JYR		60864				**C**	Jul-12	Jul-15	👍
Utility relocations in progress, including water main relocation; Bid advertisement July 2012; Bids received December 2012; Construction NTP scheduled for March 2013										

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Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0640	SP	**Sydenstricker Road Walkway** Install 1350 LF asphalt sidewalk along the north side of Sydenstricker Road from Briarcliff Drive to Galgate Drive	COUNTY	**Design**	0.180	0.180	**D**	May-08	Oct-13	👎Δ
							R	Feb-13	Sep-13	Δ
			4YP201-PB021		2007 Bonds		**U**	Sept-13	Dec-13	Δ
PED/ BIKE	SAN						**C**	Dec-13	July-14	Δ
2nd pre-final design is in progress; Project design and project plats are being revised per concerns of property owners; Updated right-of-way start date for accuracy; Schedule delayed nine months due to ongoing coordination with regards to design and utility issues										

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Tuesday, January 22, 2013

4-Year Project Summary Report

Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0749	SU	**Ashburton Avenue Walkway**	COUNTY	**Bid Ad**	0.476	0.476	**D**	May-08	Mar-13	👎Δ
		Install 250 lf concrete sidewalk and stream crossing along the west side of Ashburton Avenue at Cedar Run					**R**	Apr-10	Aug-10	☺
			4YP201-PB022		2007 Bonds		**U**	Sep-11	Dec-12	☺Δ
PED/ BIKE	SAN						**C**	May-13	Dec-13	Δ
Final design is in progress; Second round of design waiver for buffer strip comments are being addressed; Schedule delayed seven months for VDOT's review of design waiver; Anticipate receiving waiver in spring 2013										
XXXX	SU	**Bobann Drive Bikeway**	COUNTY	**Design**	1.400	1.400	**D**	July-11	Mar-13	👎Δ
		Construct 5000 LF of 10 ft wide asphalt trail from Wharton Lane to Stringfellow Road					**R**	N/A	N/A	
			PBFP01-00300		C & I		**U**	N/A	N/A	
PED/ BIKE	TB						**C**	May-13	Dec-13	Δ
Pre-final design distributed for review in November 2012; Pre-final comments are due in January; Draft cost estimate forwarded to UDCD for review; VDOT agreed to maintain the shared use path; Schedule delayed six months to redesign to minimize relocation of existing utilities										
0620	SP, SU	**Braddock Road at Union Mill Road**	VDOT	**Complete**	0.940	0.940	**D**	Feb-10	Oct-11	☺
		Construct dual EB and WB left turn lanes on Braddock Road into Union Mill Road, eliminate permissive left turn movement					**R**	N/A	N/A	
					HSIP		**U**	Feb-11	May-11	☺
SEC	TB		86628				**C**	Nov-11	Jun-12	☺Δ
Construction is complete										
0028	SU	**Centreville Road/Machen Road**	COUNTY	**Project Initiation**	0.150	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0286	SP, SU	**Fairfax County Parkway/Fair Lakes Parkway/Monument Drive Interchange**	VDOT	**Construction**	69.660	89.726	**D**	Oct-01	Jun-10	☺
		Construct interchange and intersection improvements from I-66 to Route 50					**R**	Sep-05	Dec-10	☺
					RSTP, ARRA		**U**	Mar-07	Dec-10	☺
PRI	JYR		52404				**C**	May-10	Oct-13	👍
Traffic from temporary ramps was diverted onto the newly constructed bridge on November 17, 2012										

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Wednesday, January 23, 2013

Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
I-66	PR, SP, SU	**I-66 from I-495 Capital Beltway to Route 15 in Haymarket**	VDOT	**Study**	20.300	20.300	D	May-11	Apr-13	👎Δ
		I-66 Multi-Modal Transportation and Environmental Impact Study (study only)					R	N/A	N/A	
					Interstate		U	N/A	N/A	
INT	SSS		54911				C	N/A	N/A	
Study being managed by VDOT Central Office in Richmond; Draft Tier 1 Environmental Document due to be released in January 2013; Public Hearings to be scheduled for February/March 2013; Tier 1 Final EIS and Record of Decision expected by April 2013; Schedule delay of four months due to change in anticipated public hearing date										
I-66	SU	**I-66/Route 28 Safety Improvements**	VDOT	**Design**	1.383	1.383	D	Aug-10	Apri-13	👎Δ
		Extend SB Route 28 left turn lanes onto EB I-66, access improvements					R	N/A	N/A	
					HSIP		U	N/A	N/A	
INT	TB		86333				C	Apr-13	Dec-13	
HSIP project managed by VDOT; Design in progress; Field inspection meeting held July 11, 2012; Bid advertisement scheduled for April 2013 Design schedule moved forward one month										
0661	SU	**Lee Road Culvert**	VDOT	**Design**	4.156	2.870	D	Jun-10	Jan-13	👎Δ
		Extend existing drainage structure and widen pavement from 500 feet south of culvert to Penrose Place					R	Jan-13	Dec-13	Δ
					C & I, Proffers, RSTP		U	Jan-13	Dec-13	Δ
SEC	KPR		92143				C	TBD	TBD	$
Currently processing NTP for ROW phase; Bid advertisement date may change based upon ROW schedule; Tentatively scheduled bid advertisement date is December 2013; FCDOT and VDOT coordinating to allocate additional funding needed to complete project; Schedule adjusted five months due to delay in ROW authorization										
0645	SU	**Lees Corner Road Trail**	COUNTY	**Design**	1.315	0.990	D	Apr-10	TBD	Δ
		Add 900 LF trail from Lee Jackson Highway to Bokel Drive along west side					R	May-12	Aug-12	☺Δ
			PPTF01-03300		C & I		U	TBD	TBD	
PED/ BIKE	MJG						C	TBD	TBD	
Part of the C&I Project Program endorsed by the BOS on October 19, 2009; Second pre-final design is in progress; Land acquisition completed four months ahead of schedule; Met with VDOT in November 2012 to discuss substandard geometry comment; Utility relocation design is in progress; Task order has been requested due to change in scope; Schedule to be determined once task order has been finalized in spring 2013										
0028	SU	**Route 28 Spot Improvements**	VDOT	**Design**	55.177	1.075	D	Nov-09	TBD	👍
		Four locations along the Route 28 corridor identified for improvement (two locations in Fairfax, one in Loudon, and one in both counties)					R	TBD	TBD	
					Route 28 Tax District		U	TBD	TBD	
PRI	MJG		95637				C	TBD	TBD	
Funding provided from Route 28 Tax District Project Completion Fund to advance design, which is 90% complete; Tax District Commission voted in October 2012 to fund final design and construction of the Route 28 NB and SB bridge over the DTR and submitted a $5 million Transportation Partnership Opportunity Funds grant request to VDOT for the NB bridge										

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Sully District

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0029	BR, SP, SU	**Route 29 from Legato Road to Shirley Gate Road**	COUNTY	**Design**	4.000	4.000	**D**	Dec-08	Nov-14	👎Δ
		Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road					**R**	Jan-13	Aug-13	Δ
			4YP212-5G25-052-000		2007 Bonds		**U**	Sep-13	Feb-15	Δ
PRI	JYR						**C**	Jan-15	Mar-16	Δ
Pre-final design in progress; Purchase of credit for stream restoration and wetland mitigation was completed in October 2012; Project completion delayed eight months due to extensive utility relocation required for the project and change to project scope related to VDOT requirement to replace existing pavement										
0029	SU	**Route 29 Trail (proffer)**	COUNTY	**Project Initiation**	0.334	0.334	**D**	TBD	TBD	
		Missing segments from Stringfellow Road to Prince William County Line					**R**	TBD	TBD	
					Proffer		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Developing project scope and reviewing existing site conditions; Scope will be finalized by spring 2013										
0029	BR, SP, SU	**Route 29 Widening**	COUNTY	**Project Initiation**	2.830	0	**D**	TBD	TBD	
		From Shirley Gate Road to Prince William County Line (segments)					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
0050	SU	**Route 50 from Route 28 to Poland Road (Loudoun Co.)**	VDOT	**Construction**	99.928	99.928	**D**	2006	Jan-12	☺Δ
		Widen to 6 lanes and provide pedestrian facilities					**R**	Nov-11	Feb-13	👍
					Primary, RSTP, Proffers		**U**	Jun-12	Nov-13	👎Δ
PRI	KPR		68757				**C**	Mar-11	Dec-14	👍
Design-Build project; Preparing change order for the design and construction of the Lee Road Ramp Spur; Currently acquiring the necessary Right of Way to complete temporary traffic detour construction from Stonecroft Blvd. to Lee Road; Utility schedule adjusted, but no impact to project completion date										
0050	SU	**Route 50 Trail from West Ox Road to East of Lee Road**	COUNTY	**Project Initiation**		0	**D**	TBD	TBD	
		Complete missing segments					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

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Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
0050	SU	**Route 50/Sullyfield Circle/Centerview Drive** Pedestrian intersection improvements	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										
8460	SU	**Stonecroft Boulevard Widening** Developer project to widen Stonecroft Boulevard to 6 lanes from Conference Center Drive to Westfields Boulevard (County responsible for 800-ft section in front of the Sully District Govt. Center)	COUNTY	**Construction**	0.650	0.500	**D**	Aug-05	TBD	
							R	Apr-07	Jan-08	☺
			009217				**U**	TBD	TBD	
SEC	DPWES						**C**	TBD	TBD	
Construction agreement approved at October 19, 2010, BOS meeting; Developer's County bond approved; Developer submitted bond package to VDOT for approval; Traffic management plans submitted to VDOT in June 2012; Developer targeting completion by August 2013										
XXXX	SU	**Stringfellow Road Bus Transfer Facility** Provide 3 additional bus bays (total of 6) and a transit center facility with bicycle facilities	COUNTY	**ROW**	1.500	1.500	**D**	Jun-10	Jul-13	👎Δ
							R	Nov-12	Aug-13	👍
			4YP217		2007 Bonds		**U**	TBD	TBD	
TRAN	MJG		90385				**C**	Sep-13	Oct-14	
Project combined with the park and ride expansion; Conceptual design approved by the Virginia Arts & Architectural Review Board in January 2012; Design development plans under review; Coordinating with the county's Stormwater Planning Division to incorporate Low Impact Development (LID) stormwater management practices into the project design; Value Engineering (VE) study conducted, and final VE recommendations being prepared for approval; Design schedule delayed five months because of additional time required to revise and review plans, incorporate LID features, and conduct VE study										
0645	SU, SP	**Stringfellow Road from Route 50 to Fair Lakes Boulevard** Widen to 4 lanes	VDOT	**Utilities**	61.443	56.400	**D**	Jul-04	Dec-10	☺
							R	Apr-10	Jan-12	☺
			4YP017		2004 & 2007 Bonds, Revenue Sharing, C & I		**U**	Jul-09	Feb-13	👍
SEC	JYR		60864				**C**	Jul-12	Jul-15	👍
Utility relocations in progress, including water main relocation; Bid advertisement July 2012; Bids received December 2012; Construction NTP scheduled for March 2013										

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Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXX	SU	**Stringfellow Road Park & Ride Lot Expansion** Construct an additional 300 spaces north of the existing 387 space facility	COUNTY	**ROW**	4.000	4.000	**D**	Jun-10	Jul-13	👎Δ
							R	Nov-12	Aug-13	👍
			4YP217		2007 Bonds		**U**	TBD	TBD	
TRAN	MJG		90385				**C**	Sep-13	Oct-14	
Project combined with the bus transfer facility; VDOT comments on traffic impact analysis and site plans were received for review; Coordinating with the county's Stormwater Planning Division to incorporate Low Impact Development (LID) stormwater management practices into the project design; Value Engineering (VE) study conducted, and final VE recommendations being prepared for approval; Design schedule delayed five months because of additional time required to revise and review plans, incorporate LID features, and conduct VE study										
3546	SU	**Twin Lakes Drive Bridge Rehabilitation over Johnny Moore Creek** Replace existing bridge with two-lane bridge	VDOT	**Design**	1.234	1.446	**D**	Nov-09	Jun-13	👍
							R	Sep-12	Dec-13	👍
					BRIDGE		**U**	N/A	N/A	
SEC	MJG		87728				**C**	Dec-13	Sep-14	
Public involvement process (Posting of Willingness) completed in May 2011; Construction plans will be developed during land acquisition; Road closure will be required during construction, which will be scheduled in summer 2014										
0657	SU	**Walney Road Widening and Bridge Replacement** Reconstruct bridge over Flatlick Branch, including approaches; Widen 0.4 miles south to Willard Road	VDOT	**Design**	15.491	15.496	**D**	Jan-08	Dec-13	👍
							R	Jan-13	Jul-13	Δ
					Secondary, RSTP		**U**	N/A	N/A	
SEC	SAN		82214				**C**	Dec-13	Dec-15	Δ
Citizen information meeting held June 7, 2012; ROW acquisition is scheduled to start in Jan 2013; Project is pursuing Design-Build delivery method; RFP to publish by April 2013 with a target date for NTP to the contractor by December 2013; Land acquisition completion delayed five months due to expansion of scope to include road widening and required approval of conservation easement credits; Construction start advanced three months										
0608	SU	**West Ox Road Trail** Missing segments from Penderbrook Road to Route 50	COUNTY	**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE							**C**	TBD	TBD	
Project is slated for the 2014 Transportation Bond Referendum, which must be approved by voters before the project can proceed										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Wednesday, January 23, 2013

County of Fairfax
Department of Transportation
4050 Legato Road, Suite 400
Fairfax, Virginia 22033
Phone: (703) 877-5600 Fax: (703) 877-5723

Board Agenda Item
February 12, 2013

11:15 a.m.

Matters Presented by Board Members

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Board Agenda Item
February 12, 2013

12:05 p.m.

CLOSED SESSION:

(a) Discussion or consideration of personnel matters pursuant to Virginia Code § 2.2-3711(A) (1).

(b) Discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Virginia Code § 2.2-3711(A) (3).

(c) Consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, and consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel pursuant to Virginia Code § 2.2-3711(A) (7).

1. *Saad Lodhi v. Fairfax County Board of Supervisors*, Case No. 1:12cv1108 (E.D. Va.)

2. *Lin Tran v. Lori Labarea and County of Fairfax Virginia Police Department*, Case No. 2012-0018380 (Fx. Co. Cir. Ct.)

3. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Gail K. Etherton and Debora S. Etherton*, Case No. CL-2011-0013547 (Fx. Co. Cir. Ct.) (Springfield District)

4. *Eileen M. McLane, Fairfax County Zoning Administrator v. Esther Schwartz, Morris Goldberg, Rose Goldberg, Alvin Peck, Stella Peck, Melvin Zweig, Kathryn Zweig, M. A. M. Enterprises, and the Heirs of Alvin Peck*, Case No. CL-2012-0004129 (Fx. Co. Cir. Ct.) (Providence District)

5. *Eileen M. McLane, Fairfax County Zoning Administrator v. Freddie L. Gaskins and Sandra M. Gaskins*, Case No. CL-2010-0002572 (Fx. Co. Cir. Ct.) (Providence District)

6. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Manote Auandee, Sandra Auandee, and Amnart Tic Auandee*, Case No. CL-2009-0007328 (Fx. Co. Cir. Ct.) (Mason District)

7. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Debra King and Michael A. Iacovacci, II*, Case No. CL-2012-0016411 (Fx. Co. Cir. Ct.) (Dranesville District)

8. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Marisol Ferrel*, Case No. CL-2012-0016071 (Fx. Co. Cir. Ct.) (Providence District)

9. *Eileen M. McLane, Fairfax County Zoning Administrator v. Michael Van Nguyen, Thu Hong Thi Nguyen, Binh T. Ly, and My H.N. Ly*, Case No. CL-2012-0010436 (Fx. Co. Cir. Ct.) (Mason District)

10. *Leslie B. Johnson, Fairfax County Zoning Administrator, and Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Yun Sook Lee*, Case No. CL-2012-0014519 (Fx. Co. Cir. Ct.) (Braddock District)

11. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Margaret M. Lyons*, Civil Case No. GV12-027588 (Fx. Co. Gen. Dist. Ct.) (Hunter Mill District)

12. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Larry D. Harris and Gloria A. Harris*, Case Nos. GV12-026997 and GV12-026796 (Fx. Co. Gen. Dist. Ct.) (Mason District)

13. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Maria E. Gutierrez*, Case No. GV13-000326 (Fx. Co. Gen. Dist. Ct.) (Mason District)

14. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Truc Nguyen Mai*, Case No. GV13-001115 (Fx. Co. Gen. Dist. Ct.) (Mason District)

15. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Gloria R. Dean*, Case Nos. GV13-001114 and GV13-001116 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

16. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Kangming Xu*, Case No. GV13-001240 (Fx. Co. Gen. Dist. Ct.) (Hunter Mill District)

17. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Gordon F. Crago and Bernadine H. Crago*, Case No. GV13-001749 (Fx. Co. Gen. Dist. Ct.) (Providence District)

18. *Board of Supervisors of Fairfax County, Virginia, v. Woodland Palace, LLC*, Case No. CL-2012-0017152 (Fx. Co. Cir. Ct.) (Mason District)

Board Agenda Item
February 12, 2013

3:30 p.m.

Public Hearing on RZ 2010-PR-014D (Georgelas Group LLC) to Permit Mixed Use Development and the Location of Underground Stormwater Management Facilities in a Residential Area, Located on Approximately 9.86 Acres of Land (Providence District)

and

Public Hearing on RZ 2010-PR-014E (Georgelas Group LLC) to Permit Mixed Use Development and the Location of Underground Stormwater Management Facilities in a Residential Area, Located on Approximately 7.39 Acres of Land (Providence District)

This property is located in the Northeast quadrant of the intersection of Leesburg Pike and Spring Hill Road, and the South side of Tyco Road at its intersection with Leesburg Pike. Tax Map 29-1 ((1)) 18C, 29-3 ((1)) 54A, 57, 57B and 57G.

and

This property is located in the Southwest quadrant of the intersection of Spring Hill Road and Greensboro Drive. Tax Map 29-3 ((1)) 63C.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, February 7, 2013, the Planning Commission voted 9-0-2 (Commissioners Flanagan and Hall abstaining; Commissioner Sargeant having recused) to recommend to the Board of Supervisors approval of RZ 2010-PR-014-D, subject to the execution of proffers consistent with those dated February 7, 2013.

The Planning Commission further voted 10-0-1 (Commissioner Hall abstaining; Commissioner Sargeant having recused) to approve FDP 2010-PR-014-D, subject to development conditions dated February 7, 2013, and subject to the Board's approval of RZ 2010-PR-014-D.

The Planning Commission also voted 9-0-2 (Commissioners Flanagan and Hall abstaining; Commissioner Sargeant having recused) to recommend to the Board of Supervisors approval of RZ 2010-PR-014-E, subject to the execution of proffers consistent with those dated February 7, 2013.

Lastly, the Planning Commission voted 10-0-1 (Commissioner Hall abstaining; Commissioner Sargeant having recused) to recommend to the Board of Supervisors approval of the modifications and waivers for RZ 2010-PR-014-D and RZ 2010-PR-014-E as listed below:

- Modification of all trails and bike trails in favor of the streetscape and on-road bike lane system shown on the Plans;

- Waiver of Par. 3 of Sect. 17-201 of the Zoning Ordinance to provide any additional interparcel connections to adjacent parcels beyond that shown on the Plans and as proffered;

- Waiver of Par. 4 of Sect. 17-201 of the Zoning Ordinance requiring any further dedication and construction for widening of existing roads to address Comprehensive Plan requirements beyond that which is indicated in the Plans and proffers;

- Waiver of Par. 1 of Sect. 6-506 of the Zoning Ordinance requiring a minimum district size of 10 acres in the PTC District;

- Waiver of a service drive on Route 7;

- Modification of interior and peripheral parking lot landscaping requirements for interim surface lots, when shown on an approved FDP or as applies to interim uses for existing conditions;

- Waiver of Zoning Ordinance Section 16-403 requiring a final development plan as a prerequisite to a site plan in the PTC District for the following features as shown on the CDP: public improvement plans associated with public streets, interim park space previously proffered with RZ 2010-PR-014A and located on RZ 2010-PR-014E, and minor modifications to the existing buildings on RZ 2010-PR-014E;

- Waiver of Sect. 11-302 of the Zoning Ordinance to allow a private street to exceed 600 feet in length as shown on the CDP;

- Modification of Sect. 7-0802.2 of the PFM to allow for the projection of structural columns into parking stall (no more than 4% of the stall area);

- Waiver to allow the use of underground stormwater management and best management practices in a residential development, subject to Waiver #8158-WPFM-002-1;

- Modification of the 10 year tree canopy requirements in favor of that shown on the Plans and as proffered;

- Modification of the tree preservation target in favor of that shown on the Plans and as proffered;

- Modification of Sect. 12-0702 1B (2) to permit the reduction of the minimum planter opening area for trees used to satisfy the tree cover requirement, in favor of that shown on the Plans and as proffered;

- Waiver of Par. 2 of Sect. 2-506 of the Zoning Ordinance to allow a parapet wall, cornice or similar projection to extend more than three feet above the roof, when shown on an approved FDP;

- Waiver of maximum fence height to permit an increase from seven feet to 14 feet for sport courts and other features when shown on an approved FDP;

- Modification of Par. 4 of Sect. 11-202 of the Zoning Ordinance requiring a minimum distance of 40 feet of a loading space from a drive aisle when shown on an approved FDP; and

- Modification of Sect. 7-0800 of the PFM to allow the use of tandem parking spaces with valet service to be counted as required parking (as permitted by the PTC District regulations) as described in the proffers.

ENCLOSED DOCUMENTS:
Attachment 1: Verbatim excerpt
Staff Report previously furnished and available online at:
http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4406958.PDF

STAFF:
Barbara Berlin, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Tracy Strunk, Zoning Evaluation Division, DPZ

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Planning Commission Meeting
February 7, 2013
Verbatim Excerpt

RZ/FDP 2010-PR-014-D AND RZ 2010-PR-014-E – GEORGELAS GROUP LLC

Decision Only During Commission Matters
(Public Hearing held on January 30, 2013)

Chairman Murphy: Mr. Lawrence.

Commissioner Lawrence: Thank you, Mr. Chairman. Mr. Chairman, tonight we have the decision on RZ/FDP 2010-PR-014-D and RZ 2010-PR-014E – the Georgelas applications. We had the public hearing last week. As some cleanup was needed, the decision was deferred to tonight. I want to thank those who provided testimony at the hearing and through correspondence. I note that resolutions expressing support were sent today by the McLean Citizens Association. They will be part of the record for this case. Commissioners will recall that staff recommends approval of these applications and that I concur with that view. Revised proffers were distributed today and a summary is provided as a frontispiece to those proffers. I'd like to touch on just a few points from what is a large and complex set of materials. First of all, the land in these applications is divided into segments, identified with letters of the alphabet. This was done, you'll remember, in the original Georgelas applications that constituted the Tysons demonstration project. Those parts labeled A and B have been acted on. Tonight, we vote on applications addressing Parts D and E. However, in the time between the first case and the present, the owners of the land designated as Part C have elected to withdraw from participation in the project. Those owners provided testimony at the public hearing last week. In consultation with staff, I have verified that redevelopment applications for the Part C land can be submitted without impediment. Such applications would, of course, be expected to be in conformance with the adopted Plan for Tysons and would be reviewed accordingly. Next, I want to note a couple of key proffer refinements made by the applicant. In the area of arts and entertainment, there is now a specific set of commitments to pursue arrangements for making this Tysons District a place that accommodates the graphic, plastic, and performance arts. Even though we cannot know at this point what will unfold here at what future times, we will have updates on the situation as structures go in on this land. Third, I want to point out again that the applicant, despite the loss of the land in Area C, continues to proffer for important public facilities, including a firehouse and land for athletic fields. The applicant is willing to assume the proffer burden even though there is now less base for its allocation. These and the rest of the proffer commitments provide for a balance, even against shortcomings in, for example, park contributions. Each case we see is unique in how it arrives at this critical balance in Plan satisfaction. Taken as a whole, Mr. Chairman, the applications continue to demonstrate the achievement of the Tysons vision. Therefore, I move as follows: Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF RZ 2010-PR-014-D, SUBJECT TO THE EXECUTION OF PROFFERS CONSISTENT WITH THOSE NOW DATED FEBRUARY 7, 2013.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Is there a discussion of the motion?

Commissioner Flanagan: Yes, Mr. Chairman?

Chairman Murphy: Mr. Flanagan.

Commissioner Flanagan: Thank you, Mr. Chairman. As I alerted Commissioner Lawrence earlier, I will not be able to support this motion as long as text in Paragraph 2 of Proffer 48 allows the applicant, and I quote, "To consolidate the Workforce Dwelling Units into one of the buildings with the build-out of the subject; and thereby," end of quote. I do not support the segregation of Workforce Dwelling Units into one building or in any manner that can identify Workforce Dwelling Unit occupants, as they previously have been identified in my Mount Vernon District. I do not favor government approving the segregation of anyone anywhere. Without the elimination or modification of the above text in the second paragraph of Proffer 48, I will abstain rather than vote to approve such text.

Chairman Murphy: Further discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it approve RZ 2010-PR-014-D, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioners Flanagan and Hall: Abstain.

Chairman Murphy: Mr. Flanagan votes no [sic].

Commissioner Hall: I abstain.

Chairman Murphy: Ms. Hall abstains. Ms. Hedetniemi?

Commissioner Hedetniemi: I – yes.

Chairman Murphy: Abstains. Not present –

Commissioner de la Fe: No, she was here to vote.

Chairman Murphy: Oh, you vote yes.

Commissioner de la Fe: She was here.

Commissioner Hedetniemi: I was here.

Chairman Murphy: You were here for that. Okay, I'm sorry. All right.

Commissioner Lawrence: I think Commissioner Flanagan abstained. I don't think –

Commissioner Flanagan: Abstain.

Chairman Murphy: Oh, you abstained? I thought you said – oh, I'm sorry. Okay, abstain. All right.

Commissioner Lawrence: I move that the Planning Commission approve –

Chairman Murphy: Did you get – excuse me, did you get all that, Jake?

Jacob Caporaletti, Associate Clerk to the Planning Commission: Yes, I got it.

Chairman Murphy: All right.

Commissioner Lawrence: I move that the –

Commissioner Hall: That's what you should tell us now. Thank you.

Chairman Murphy: Go ahead.

Commissioner Lawrence: I MOVE THAT THE PLANNING COMMISSION APPROVE FDP 2010-PR-014-D, SUBJECT TO THE DEVELOPMENT CONDITIONS DATED FEBRUARY 7, 2013, AND SUBJECT TO THE BOARD'S APPROVAL OF THE REZONING.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Sargeant [sic]. Is there a discussion of the motion?

Commissioner de la Fe: He isn't – Tim is not here.

Chairman Murphy: Oh, I'm sorry, Mr. Hart. Yes, that's right. Okay, I'll get it straight. All those in favor of the motion to approve FDP 2010-PR-014-D, subject to the Board's approval of the Rezoning and the Conceptual Development Plan, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Same –

Commissioner Flanagan: Aye.

Chairman Murphy: You voted aye on that and Ms. Hall still abstains. Okay, she was not here for the public hearing. Mr. Lawrence.

Commissioner Lawrence: I FURTHER MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF RZ 2010-PR-014-E, SUBJECT TO THE EXECUTION OF PROFFERS CONSISTENT WITH THOSE NOW DATED FEBRUARY 7, 2013.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Discussion? All those in favor of the motion?

Commissioner Flanagan: Mr. Chairman?

Chairman Murphy: All right, Mr. Flanagan.

Commissioner Flanagan: Once again, Mr. Chairman, as I alerted Commissioner Lawrence earlier, I will not be able to support his motion as long as text in Paragraph 2 of Proffer 46 allows the applicant, and I quote, "To consolidate the Workforce Dwelling Units into one of the buildings with the build-out of the subject; and thereby," end of quote. I do not support the segregation of Workforce Dwelling Units into one building, as I said previously, or in any manner that can identify Workforce Dwelling Unit occupants, as they previously regrettably been identified in my Mount Vernon District. I do not favor government approving the segregation of anyone anywhere. Without the elimination or modification of the above text in the second paragraph of Proffer 46, I will abstain rather than vote to approve such text.

Chairman Murphy: Further discussion? All those in favor of the motion to recommend to Board of Supervisors that it approve RZ 2010-PR-014-E, say aye.

Commissioners: Aye.

Commissioners Hall and Flanagan: Abstain.

Chairman Murphy: Opposed? Motion carries. Ms. Hall and Mr. Flanagan abstain. Mr. Lawrence.

Commissioner Lawrence: Mr. Chairman, I now ask that you poll the Commission to see if anybody wants any of the waivers called out separately.

Chairman Murphy: Does anybody want a waiver called out? Anybody dare want a waiver called out? All right.

Commissioner de la Fe: Why do we still need a waiver on the service road of Route 7 when we – there are no service drives?

Chairman Murphy: We waive the waivers.

Commissioner Lawrence: Thank you, Mr. Chairman. Thank you very much, indeed. Finally, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF THE MODIFICATIONS AND WAIVERS FOR RZ 2010-PR-014-D AND RZ 2010-PR-014-E, AS LISTED ON THE COVER OF ADDENDUM II OF THE STAFF REPORT DATED FEBRUARY 7, 2013, A COPY OF WHICH WAS HANDED OUT TO THE COMMISSION THIS EVENING AND WHICH SHALL BE MADE A PART OF THE RECORD OF THIS CASE.

Commissioners Hart and Hedetniemi: Second.

Chairman Murphy: Seconded by Mr. Hart. Is there a discussion of the motion? Did you second?

Commissioner Hedetniemi: Yes.

Chairman Murphy: Ms. Hedetniemi also seconds that motion. Is there a discussion of that motion? All those in favor of the motion, say aye?

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Ms. Hall abstains.

Commissioner Hall: Yes.

Chairman Murphy: You got carried away there. You wanted to go with the crowd.

Commissioner Hall: I know. I really did.

//

(The first motion carried by a vote of 9-0-2 with Commissioners Flanagan and Hall abstaining; Commissioner Sargeant having recused himself.)

(The second motion carried by a vote of 10-0-1 with Commissioner Hall abstaining; Commissioner Sargeant having recused himself.)

(The third motion carried by a vote of 9-0-2 with Commissioners Flanagan and Hall abstaining; Commissioner Sargeant having recused himself.)

(The fourth motion carried by a vote of 10-0-1 with Commissioner Hall abstaining; Commissioner Sargeant having recused himself.)

JLC

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Board Agenda Item
February 12, 2013

4:00 p.m.

Public Hearing on Proposed Plan Amendment S11-CW-6CP, Editorial Revisions to the Comprehensive Plan

ISSUE:
Plan Amendment (PA) S11-CW-6CP proposes revisions to the Overview sections of the planning districts and Character sections of the community planning sectors contained in the Area Plan volumes of the Comprehensive Plan (the Plan). The amendment also proposes revisions to the following sections of the Preface to the Policy Plan: Goals for Fairfax County, Overview of the Comprehensive Plan, and Fairfax County in Context. The updates are editorial in nature and do not substantively modify Area Plans or Policy Plan recommendations.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, January 17, 2013, the Planning Commission voted unanimously (Chairman Murphy abstaining from the vote) to recommend that the Board of Supervisors adopt the Planning Commission recommendation. The Planning Commission recommendation proposes modifications to staff's recommended changes to the Comprehensive Plan text. Staff's recommended text is shown on pages 4-111 of the staff report, and the Planning Commission's modifications to staff's recommendation is shown in Attachment I. Attachment II shows the Planning Commission's recommended Plan text in its entirety.

RECOMMENDATION:
The County Executive recommends that the Board adopt the Planning Commission recommendation.

TIMING:
Planning Commission public hearing – January 10, 2013
Planning Commission decision – January 17, 2013
Board of Supervisors' public hearing – February 12, 2013

BACKGROUND:
This proposed Plan amendment is the first step to institute regular Plan maintenance as a component of Fairfax Forward. Fairfax Forward is an ongoing effort to develop a new means to manage and review the Plan.

The proposed revisions include correcting grammar; updating factual information; reorganizing the text in a more logical manner; and applying a uniform writing style. Outdated demographic information is proposed to be removed as well. Staff also proposes relocating planned land use and/or intensity guidance found in the Overview and Character sections to the appropriate Recommendations section, if not already present. Several types of changes, such as hyphen usage, labeling primary state routes, and references to railroad names, are recommended to be applied throughout the remainder of the Plan text.

The changes proposed to the introductory sections of the Preface to the Policy Plan generally replicate the types of changes to the Overview and Character sections. Modifications to reflect adopted Policy Plan amendments also are included. Finally, the sequence of sections, the Goals for Fairfax County, Overview of the Comprehensive Plan, and Fairfax County in Context, is proposed to be reorganized to present the information in a more logical manner. For instance, providing basic information about Fairfax County and its history of growth should precede a description of the components of the Comprehensive Plan and the purpose, scope and legal authority of the Plan.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment I: Planning Commission Verbatim Excerpt and Recommendation dated January 17, 2013
Attachment II: Planning Commission recommended text for S11-CW-6CP
Staff report previously furnished and available online at:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/amendments/s11-cw-6cp.pdf

STAFF:
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Marianne R. Gardner, Director, Planning Division (PD), DPZ
Meghan D. Van Dam, Branch Chief, Policy and Plan Development Branch, PD, DPZ
Jennifer Lai, Planner III, Policy and Plan Development Branch, PD, DPZ

Planning Commission Meeting
January 17, 2013
Verbatim Excerpt and Recommendation

S11-CW-6CP – COMPREHENSIVE PLAN AMENDMENT (EDITORIAL UPDATES)

Decision Only During Commission Matters
(Public Hearing held on January 10, 2013)

Commissioner Hart: All right. With that, Mr. Chairman, thank you. Last week, the Commission held a public hearing on the first phase of what we have called Fairfax Forward, reviewing editorial changes to the Comprehensive Plan. The Commissioners should have received by email a revised chart earlier this week reflecting staff's response on the most recent comments and a few more edits, with another print out tonight with that one word changed. Any update to a Plan of this length would be a huge undertaking, requiring staff to commit considerable time to review existing language and thousands of details for accuracy. As you can see by the number of revisions, staff has done a very thorough job. This editing will help make the Comprehensive Plan more up-to-date. As the Commission is aware, we also will discuss the procedural aspects of Fairfax Forward separately at a later date. I want to thank staff – particularly Jennifer Lai, Meghan Van Dam, Marianne Gardner, Kim Rybold, and Aaron Klibaner – for their high-quality work on this important project. I also want to thank the many citizens and groups who submitted emails and correspondence to staff, as well as the Commissioners who sent comments to staff. This helpful input led to a number of changes in the text from the staff report, as summarized on the charts we have distributed. I believe that with the latest changes, the text is ready to forward to the Board. The Amendment has staff's favorable recommendation, with which I concur. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THE ADOPTION OF THE STAFF RECOMMENDATION FOR PLAN AMENDMENT S11-CW-6CP, FOUND ON PAGES 4 THROUGH 111 OF THE STAFF REPORT DATED DECEMBER 20, 2012, WITH THE REVISIONS SHOWN IN THE DOCUMENT TITLED "ADDITIONAL COMMENTS ON PLAN AMENDMENT S11-CW-6CP (EDITORIAL UPDATES)," DATED JANUARY 17, 2013.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt S11-CW-6CP, according to the motion made by Mr. Hart this evening, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. And the Chair abstains, not present for the public hearing.

Commissioner Hart: Thank you, Mr. Chairman.

//

(The motion carried by a vote of 11-0-1 with Commissioner Murphy abstaining.)

JLC

ATTACHMENT I

Additional Comments on Plan Amendment (PA) S11-CW-6CP (Editorial Updates)

The following document contains comments received after the staff report was published on December 20, 2012. This document was distributed to the Planning Commission on Thursday, January 17, 2013. The modifications and replacements shown in the "Suggested Action" column and corrections to the spacing and formatting errors shown on page 13 are part of the Planning Commission recommendation.

Additions shown with underline, deletions shown with ~~strikethrough~~.

Comprehensive Plan Section and Staff Report Page Number	**Staff report recommendation dated December 20, 2012**	**Comment Received**	**Suggested Action (modifications are included in the PC recommendation)**
Policy Plan, page 5, paragraph 1, 2nd sentence and Location Map, Fairfax County and Vicinity	MODIFY: "It is an integral part of a region that encompasses hundreds of square miles and almost seven million people, according to the 2010 Census."	Please check the population number; seven million seems high for the region represented on the map.	Change population to five million. This number reflects the 2010 Census populations for counties, cities, and towns that comprise the Metropolitan Washington Council of Government (MWCOG) region. MODIFY: "It is an integral part of a region that encompasses hundreds of square miles and almost ~~seven~~ five million people, according to the 2010 Census. See Figure 1 for the location map of Fairfax County, Virginia and the surrounding region. REPLACE: Policy Plan, page 6, Location Map, Fairfax County and Vicinity shown in the staff recommendation dated December 20, 2012. Map will include Frederick County and the surrounding jurisdictions included in the COG region (see page 12 for placeholder map).
Policy Plan, page 5, paragraph 2	MODIFY: "Radial highways such as Interstate 95 (I-95)…are now supplemented by the Metrorail transit system to link the various parts of the county and also link the county with Washington, D.C., Maryland, and the rest of Northern Virginia."	Suggest mentioning VRE in addition to Metrorail. The county currently has 5 VRE stations.	REPLACE: "Radial highways such as Interstate 95 (I-95)…are now supplemented by the Metrorail transit system and the Virginia Railway Express (VRE) regional/commuter rail service to link the various parts of the county and also link the county with Washington, D.C., Maryland, and the rest of Northern Virginia."
Policy Plan, page 6, Location Map, Fairfax County and Vicinity	NA	The color of Prince William County is similar to Fairfax County and difficult to differentiate.	Likely a printing issue. A new map (see page 12 for placeholder) will replace the map shown in the staff recommendation dated December 20, 2012.

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
Policy Plan, Goals for Fairfax County, page 8, last two paragraphs	REPLACE: "The policies continued to guide decision making until February 1987, when the Board of Supervisors appointed the Fairfax County Goals Advisory Commission to review the policies..." First, the Goals Commission decided to use..." The Goals Commission assessed the accomplishments and shortcomings..." "The Commission recommended eighteen new goals..." "The recommendations of the Goals Commission were reviewed…"	I think there should be an acronym to clarify that the Goals Commission is the same as the Fairfax County Goals Advisory Commission [I assume it is].	References to the Fairfax County Goals Advisory Commission should be consistent. Suggest the following: MODIFY: "The policies continued to guide decision making until February 1987, when the Board of Supervisors appointed the Fairfax County Goals Advisory Commission (Goals Commission) to review the policies..." RETAIN: First, the Goals Commission decided to use..." RETAIN:" The Goals Commission assessed the accomplishments and shortcomings..." MODIFY: "The Goals Commission recommended eighteen new goals…" RETAIN: "The recommendations of the Goals Commission were reviewed…"
Policy Plan, Goals for Fairfax County, Land Use, page 9, 1st sentence	REPLACE: "The goals are comprehensive, encompassing every aspect of County government, not limited to merely the planning function."	County is capitalized here but not elsewhere in the document.	Add "Fairfax" before County to clarify statement. MODIFY: "The goals are comprehensive, encompassing every aspect of Fairfax County government, not limited to merely the planning function."
Policy Plan, Goals for Fairfax County, Land Use, page 9	REPLACE: "Land Use – …The Comprehensive Land Use Plan should set forth long-range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged, nor should these policies be construed as incompatible with the county's affordable housing goal."	Land Use, last sentence, something is wrong. The use of "nor" and what follows doesn't quite work and probably should be a new sentence.	MODIFY: "Densities and heights in excess of those compatible with these goals should be discouraged.~~, nor should t~~These policies should not be construed as incompatible with the county's affordable housing goal."

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
A2- Columbia Community Planning Sector, page 20 of markup (Attachment 1 of staff report), paragraph 3	MODIFY: "The historically significant Annandale Methodist Church~~, as well as~~ and the Mason Governmental Center, are institutional uses in ~~the~~ this planning sector. The Mason Governmental Center houses ~~a variety of governmental functions including police, violations bureau, inspection services, offices of voter registration and~~ the Mason District Supervisor's office. ~~district supervisor and serves most of Area I.~~"	Restore reference to the police station. Most citizens recognize the police station rather than the Mason District Supervisor's office, so it would be beneficial to retain the text.	MODIFY: "The historically significant Annandale Methodist Church~~, as well as~~ and the Mason Governmental Center~~,~~ are institutional uses in ~~the~~ this planning sector. The Mason Governmental Center houses ~~a variety of governmental functions including police, violations bureau, inspection services, offices of voter registration and~~ the Mason District Police Station and the Mason District Supervisor's office. ~~district supervisor and serves most of Area I.~~"
A8-Pine Ridge Community Planning Sector, page 19, 1st sentence	REPLACE: "The primary ecological asset of this planning sector is the Accotink Creek Stream Valley Park…"	Change to Accotink Stream Valley Park as stated in 2nd sentence.	Reviewed by Anna Bentley, Fairfax County Park Authority (FCPA). MODIFY: "The primary ecological asset of this planning sector is the Accotink ~~Creek~~ Stream Valley Park…"
B5 – Barcroft Community Planning Sector, page 26, paragraph 2	REPLACE: "The other portions of this residential development are oriented to the Sleepy Hollow area. These include Sleepy Hollow Estates, Buffalo Hills, Waters Wood, and Ravenwood subdivisions."	Add Ravenwood Park subdivision. Ravenwood Park Citizens' Association (RCPA) submitted a petition to the Mason District Land Use Committee and Supervisor Gross' office in June 2011.	All subdivisions are not included in the Plan as there are approximately 4,500 subdivisions, based on county Geographic Information Systems data. However, due to community action and support, suggest revision as follows. Also correct "Walters Woods": MODIFY: "The other portions of this residential development are oriented to the Sleepy Hollow area. These include Sleepy Hollow Estates, Buffalo Hills, Walters Woods, ~~and~~ Ravenwood, and Ravenwood Park subdivisions."
J1 – Hillwood Community Planning Sector, page 28, paragraph 5	NA – related to James Lee Conservation Area text	What is the status of the Conservation Plan? Is it still under revision?	The Board of Supervisors (BOS) adopted the revised conservation plan as well as the neighborhood improvement program on November 20, 2006. MODIFY: "James Lee Conservation Area The James Lee community is located adjacent to the City of Falls Church, west of the Seven Corners Shopping Center. The Fairfax County Board of Supervisors and the Falls Church City Council approved and adopted the Falls Church/James Lee/Southgate Neighborhood Improvement Program and Conservation Plan in December 1980.The revised neighborhood improvement program and conservation plan were adopted by the Board of Supervisors on November 20, 2006. The conservation area is generally bounded by Hillwood Avenue on the north."

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
J3 – Westlawn Community Planning Sector, page 30, 4th paragraph	REPLACE: "The Westlawn development should be evaluated for historic significance since it is one of the early post World War II bedroom communities."	Add a hyphen after "post". Should be consistent throughout; it is hyphenated, for example on page 92, referring to Hollin Hills.	MODIFY: "The Westlawn development should be evaluated for historic significance since it is one of the early post-World War II bedroom communities."
Fairfax Planning District Overview, pages 40-41, paragraphs 5-7	Text related to the Occoquan Watershed, very low density residential development and the approved sewer service area.	Should the text reflect increased residential development in this area over time? What about the use of septic systems, does that need to be addressed?	County policy limits the expansion of the approved sewer service area in planned and developed very low density residential areas. Limiting the expansion of the approved sewer service area is also tied to the desire to focus growth and development in locations that have existing infrastructure, providing an economic as well as an environmental benefit by reducing costs to provide services such as roads and schools. The last sentence in the Overview states this area is planned for and generally developed with uses which do not require public sewer service.
F1 – Braddock Community Planning Sector, page 41, paragraphs 2 and 3	REPLACE: "There are some small sections scattered throughout the sector that have older subdivisions with lots…" There are no community-serving or neighborhood-serving retail or office facilities in this sector..."	Delete "There are" and edit those two sentences: "Small sections scattered throughout the sector have older subdivisions . . ." "No community-serving or neighborhood-serving retail or office facilities are located in this sector, but . . ."	MODIFY: "~~There are s~~Some small sections scattered throughout the sector ~~that~~ have older subdivisions with lots up to…" "~~There are n~~No community-serving or neighborhood-serving retail or office facilities are located in this sector …"
F1-Braddock Community Planning Sector, page 41, last paragraph	REPLACE: "There are no community-serving or neighborhood-serving retail or office facilities in this sector, but such facilities are adequately provided in locations adjacent to the sector in the City of Fairfax."	There are other retail areas in the Braddock District that are close to this area, in addition to locations in the City of Fairfax.	Remove reference to City of Fairfax. Also, include "planning" before "sector". MODIFY: "There are no community-serving or neighborhood-serving retail or office facilities in this planning sector, but such facilities are adequately provided in locations adjacent to the planning sector ~~in the City of Fairfax~~."

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
F2 – Mantua Community Planning Sector, page 42, middle of 4th paragraph	REPLACE: "There are a number of institutional uses in the sector, including the Virginian Retirement Community, the Kena Temple, the Elks Lodge…"	"retirement community" should not be capitalized.	The proper name of the facility is The Virginian. It is classified as a Continuing Care Retirement Community (CCRC). (http://www.thevirginian.org/) MODIFY: There are a number of institutional uses in the sector, including The Virginian, a Continuing Care Retirement Community (CCRC), the Kena Temple, the Elks Lodge..."
F2-Mantua Community Planning Sector, page 53 of markup (Attachment 1of staff report), paragraph 2	MODIFY: "The planning sector is almost completely developed with single-family detached residential use. ~~The predominant planned density is 2 dwelling units per acre with other planned densities as shown on the Plan Map and/or as further described in the specific Land Use Recommendations."~~	Concern about removing the planned density.	Move to Land Use Recommendations section. MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District, amended through June 19, 2012, F2-Mantua Community Planning Sector, page 36: "RECOMMENDATIONS Land Use The Mantua sector is largely developed as stable neighborhoods. The predominant planned density is 2 dwelling units per acre with other planned densities as shown on the Plan Map and/or as further described in the following land use recommendations. Infill development…"
F4 – Fox Lake Community Planning Sector, page 57 in markup, paragraph 2 (Attachment 1 of staff report)	MODIFY: "~~Fairfax Farms is a low density subdivision located close to the intersection of Route 50 and I-66 in the sensitive headwaters of the Difficult Run. The subdivision is almost completely in the Fairfax Center area. Fairfax Farms is developed on lots generally ranging from 1 acre to 3 acres in size. Fairfax Farms is similar to existing large lot residential development found in the Difficult Run area north of Waples Mill Road and is subject to the same environmental constraints.~~"	Why is the text for Fairfax Farms removed?	The land use recommendations for the Fairfax Farms subdivision is found in the Fairfax County Comprehensive Plan, 2011 Edition, Area III, Fairfax Center Area, amended through June 19, 2012, Land Unit Recommendations, Sub-units C1-C8. A reference has been added to the end of the first paragraph to direct the reader to the Fairfax Center Area section of the Plan for recommendations.
F6-County Government Center Community Planning Sector, page 46, paragraph 1	REPLACE: "The sector generally is bounded by Main Street (Route 236), Chain Bridge Road (Route 123), Jones Street, Page Avenue, and commercial properties…"	The road segment along the county buildings is named Judicial Drive. A small segment that is still called Jones Street is further west and is not contiguous to the Fairfax County Judicial Center area.	MODIFY: "The sector generally is bounded by Main Street (Route 236), Chain Bridge Road (Route 123), ~~Jones Street,~~ Judicial Drive, Page Avenue, and commercial properties…"

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
McLean CBC	NA	Can clarification be provided as to whether changes were proposed to the McLean CBC text?	There are no proposed changes to the McLean CBC text, revisions for the McLean area are limited to the Overview section in the McLean Planning District text and the Character sections of the community planning sectors. The references to the CBC that have been added are the first step in an effort to consolidate all special area recommendations into the McLean CBC section.
M3-Kirby Community Planning Sector, page 69, paragraph 1 and M4-Balls Hill Community Planning Sector, page 70, paragraph 1 of markup (Attachment 1 of staff report)	M3-Kirby Community Planning Sector: MODIFY: "Outside of the McLean CBC, ~~T~~the ~~entire~~ planning sector is predominantly characterized by ~~stable residential development~~…~~The predominant housing type in this well-established, stable, area is~~ single-family ~~-~~detached residential units~~.~~" M4 – Balls Hill Community Planning Sector: MODIFY: "The planning sector ~~It~~ is primarily developed ~~in~~ with single-family detached residential ~~use~~ units, ~~the exception being the Kings Manor~~ as well as some townhouses including Kings Manor, Merryhill and Madison of McLean ~~development~~. ~~The only commercial facilities serving this sector are those located within the CBC.~~ Office uses are located along the southern portion of the planning sector, south of Lewinsville Road."	The word 'stable' should be restored in the Character sections of the M3 and M4 sectors when characterizing the nature of the residential uses. The McLean Planning District, as a whole, is characterized as stable, as are planning sectors M2, M5, M6 and M7. Certainly sectors M3 and M4 are no less stable in terms of the existing residential neighborhoods and one could infer wrongly that these sectors may not be stable, especially since the term 'well-established' has also been deleted	Agree that stable should be retained to describe the residential character of these planning sectors: M3-Kirby Community Planning Sector: MODIFY: "Outside of the McLean CBC, ~~T~~the ~~entire~~ planning sector is ~~predominantly~~ characterized by stable residential development…The predominant housing type ~~in this well-established, stable, area~~ is single-family detached residential units." M4 – Balls Hill Community Planning Sector: "The planning sector ~~It~~ is ~~primarily~~ characterized by stable residential development. The predominant housing type is ~~developed in~~ single-family detached residential ~~use~~ units, ~~the exception being the Kings Manor~~ as well as some townhouses including Kings Manor, Merryhill and Madison of McLean ~~development~~. ~~The only commercial facilities serving this sector are those located within the CBC.~~ Office uses are located along the southern portion of the planning sector, south of Lewinsville Road."
M3-Kirby Community Planning Sector, page 50, last sentence under Westmoreland Park Community Improvement Area	REPLACE: "The area includes residential properties bounded…on the east by Westmoreland Street, and includes properties fronting on Gordon Avenue and Meridian Street."	Change Gordon Street to Gordon Avenue.	Staff report recommendation correctly states Gordon Avenue.

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
M4 – Balls Hill Community Planning Sector, page 51, last paragraph	REPLACE: "Additional historic sites in this planning sector are included in the inventory, most notably Bienvenue."	Add the following sentence to the end of the paragraph."The planning sector also contains Clemyjontri Park."	Reviewed by Anna Bentley, Fairfax County Park Authority (FCPA). Clemyjontri Park is classified as a formative park. Please revise as follows: MODIFY: "Additional historic sites in this planning sector are included in the inventory, most notably Bienvenue. The planning sector also contains Clemyjontri Park."
V4-Piney Branch Community Planning Sector, page 55, 2nd paragraph	REPLACE: "The planning sector primarily consists of single-family detached residential units with densities ranging from .5 dwelling unit per acre to 2-3 dwelling units per acre."	Make "unit" plural. Elsewhere we are referring to fractions as "units", and it should be consistent.	MODIFY: "The planning sector primarily consists of single-family detached residential units with densities ranging from .5 dwelling units per acre to 2-3 dwelling units per acre."
Bull Run Planning District Overview, page 58, paragraph 2, last sentence	REPLACE: "However, the Approved Sewer Service Area includes the Ordway Road Conservation Area (generally located south of Compton Road, west of Centreville Road, north of the Bull Run Regional Park and east of Centreville Road) and the Leehigh Village Conservation Area…"	The description is wrong. I believe it is not east of "Centreville Road" but actually east of the Upper Occoquan Service Authority property. We already said it was west of Centreville Road in the previous line. The description of the same area on p. 63 refers to it being east of the Upper Occoquan Sewage Treatment Plant and we should be consistent.	Agree, the Ordway Road Conservation Area is not east of Centreville Road. It is east of the Upper Occoquan Service Authority (UOSA) Regional Water Reclamation Plant (source: http://uosa.org/displayuosacontent.asp?ID=353) Other references in the Plan to this facility should be changed, including Figure 6, Bull Run Planning District Exiting Public Facilities Table, page 15, Bull Run Planning District, Area III, 2011 Edition, as amended through 6-19-2012. MODIFY: "However, the Approved Sewer Service Area includes the Ordway Road Conservation Area (generally located south of Compton Road, west of Centreville Road, north of the Bull Run Regional Park and east of ~~Centreville Road~~ the Upper Occoquan Service Authority (UOSA) Regional Water Reclamation Plant) and the Leehigh Village Conservation Area…"

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
Bull Run Planning District Overview, page 57, paragraph 3, 2nd sentence	REPLACE: "Dulles International Airport is located in the northernmost portion of the planning district."	The overview should state the full name of the airport when first mentioned: Washington Dulles International Airport	The airport should be referred to as "Washington Dulles International Airport (Dulles Airport)" when first mentioned. Subsequent references in the same section to the airport should read "Dulles Airport". This change should be applied throughout the Area III volume of the Plan. MODIFY: Paragraph 1, 2nd sentence: "It is generally bounded on the northeast by the eastern boundary of the Washington Dulles International Airport (Dulles Airport) and Lee-Jackson Memorial Highway…" Paragraph 3, 2nd sentence: "Dulles ~~International~~ Airport is located in the northernmost portion…"
Bull Run Planning District Overview, page 58, last paragraph	REPLACE: Bull Run Planning District includes a rich remnant of the county's past. Abundant historic and archaeological resources may be found. Among these are prehistoric sites along Cub Run; the Mt. Gilead House in the Centreville Historic District; the Bull Run Stone Bridge; and other sites connected with the Civil War."	Sully Historic Site should be mentioned in this paragraph.	Reviewed by heritage resources planners. Include Sully Historic Site, and update other text in this paragraph as shown below. MODIFY: "Bull Run Planning District includes a rich remnant of the county's past. Abundant historic and archaeological resources may be found. Among these are prehistoric sites along Cub Run; ~~the~~ Mt. Gilead ~~House~~ in the Centreville Historic Overlay District; Sully Historic Site; ~~the~~ Bull Run Stone Bridge; and other sites connected with the Civil War."
BR1- Upper Cub Run Community Planning Sector, page 59, paragraph 3	REPLACE: "Sully Historic Site is a significant heritage resource in this planning sector…"	Should "The" be added to before "Sully Historic Site"?	Reviewed by heritage resources planners. "The" would not precede "Sully Historic Site". The proper name is "Sully Historic Site." Throughout the Plan, paragraphs starting with the name of a historic property – Green Spring, Spring Hill Farm, Pohick Church for example, are not preceded by "The".
BR2- Upper Cub Run Community Planning Sector, page 60, paragraph 1	NA	Add to end of paragraph, "The planning sector also contains Cub Run RECenter."	Reviewed by Anna Bentley, FCPA. Cub Run RECenter is classified as a Countywide Park (per park classification system), therefore it is included in the formative park list based on that characteristic. MODIFY: "Public parkland constitutes much of the southern portion of the planning sector. The planning sector also contains Cub Run RECenter."

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
BR2 – Upper Cub Run Community Planning Sector, page 60, paragraph 3. BR3 –Flatlick Community Planning Sector, page 61, paragraph 3	REPLACE: "Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. The substantial noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area.	The Airport Noise Impact Overlay District (ANIOD) no longer overlays these planning sectors to the extent they did in past years. Further, "substantial" noise seems subjective. By leaving the sentence in starting with "Noise impacts…", the Plan is still paying heed to the issue. Modify as follows: "~~Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. The substantial~~ ~~n~~Noise impacts from Dulles Airport and the extent of these impacts must be considered…"	The proposed statement to be removed is accurate; while the projected noise impacts are not as severe as they used to be, some of the greatest noise impacts in the County are expected in the BR2-Upper Cub Run and BR3-Flatlick Community Planning Sectors based on the airport noise contours. Even though the statement is true, removing it will not impact the Policy Plan guidance found in the Environment section or the other Area III guidance that addresses airport noise. Furthermore, the sentence that follows addresses the need to ensure noise compatible development near Dulles Airport. Therefore staff is not opposed to the edit. MODIFY: "~~Many sites are impacted by noise from Dulles Airport. Airport noise impacts are among the most severe of those found in the County. The substantial~~ ~~n~~Noise impacts from Dulles Airport and the extent of these impacts must be considered…"
BR2- Upper Cub Run Community Planning Sector, page 60, paragraph 2; BR3-Flatlick Community Planning Sector, page 61, paragraph 2; BR5-Stone Bridge Community Planning Sector, page 62, paragraph 4	REPLACE: "…rare oak-hickory forest and associated plant species on diabase soil."	In other documents the forest may be referred to as "globally rare" rather than just "rare", and if that is accurate "globally" should be added in all three cases.	Consulted Charles Smith, Manager, Natural Resource Management and Protection Branch, Fairfax County Park Authority, Suggests including "globally". MODIFY: "…globally rare oak-hickory forest and associated plant species on diabase soil."
UP1, Riverfront Community Planning Sector, page 73, paragraph 1	REPLACE: "The southern border of this sector is Georgetown Pike (Route 193), River Bend Road and Beach Mill Road"	The second sentence describes the southern border of the planning sector incorrectly. It is not Georgetown Pike, it is Beach Mill Road. The sentence should read as follows: "The southern border of this sector is Beach Mill Road and River Bend Road." The area between Beach Mill Road and Georgetown Pike lies within the UP2 Springvale Community Planning Sector as is correctly described in the opening paragraph of that section of the Comp Plan.	Retain staff's revision. Georgetown Pike forms part of the southern border along Great Falls Park near Old Dominion Drive and Towlston Road.

Comprehensive Plan Section and Staff Report Page Number	Staff report recommendation dated December 20, 2012	Comment Received	Suggested Action (modifications are included in the PC recommendation)
UP1, Riverfront Community Planning Sector, page 73, paragraph 1, last sentence.	REPLACE: "The Riverfront Community Planning Sector is in the Difficult Run Watershed."	Please check, but I don't think that it is in the Difficult Run Watershed. I believe the various creeks and streams in this planning sector run directly to the Potomac River. In any event, this sentence may not be necessary.	Only a very small portion of Difficult Run is located in UP1. Watersheds are not mentioned in the other Upper Potomac community planning sectors. Suggest deleting the sentence for consistency. DELETE: "~~The Riverfront Community Planning Sector is in the Difficult Run Watershed."~~
UP1, Riverfront Community Planning Sector, page 73, paragraph 1	REPLACE: "The southern border of this sector is Georgetown Pike (Route 193), River Bend Road and Beach Mill Road"	The second sentence describes the southern border of the planning sector incorrectly. It is not Georgetown Pike, it is Beach Mill Road. The sentence should read as follows: "The southern border of this sector is Beach Mill Road and River Bend Road." The area between Beach Mill Road and Georgetown Pike lies within the UP2 Springvale Community Planning Sector as is correctly described in the opening paragraph of that section of the Comp Plan.	Retain staff's revision. Georgetown Pike forms part of the southern border along Great Falls Park near Old Dominion Drive and Towlston Road.
UP1- Riverfront Community Planning Sector, page 74, paragraph 1	REPLACE: "The Riverfront Planning Sector is a rural area characterized by large residential development, parkland and opens space."	Correct typo in "opens space"	MODIFY: "The Riverfront Planning Sector is a rural area characterized by large residential development, parkland and open~~s~~ space."
UP4-Greater Herndon Community Planning Sector, page 77	REPLACE: "This sector includes the Route 28/CIT Transit Station Area and the Town of Herndon." "This sector is rich in heritage resources."	Add the word "planning" before sector as outlined in the guidelines for style and content.	MODIFY: "This planning sector includes the Route 28/CIT Transit Station Area and the Town of Herndon." "This planning sector is rich in heritage resources."

Comprehensive Plan Section and Staff Report Page Number	**Staff report recommendation dated December 20, 2012**	**Comment Received**	**Suggested Action (modifications are included in the PC recommendation)**
UP5 – Reston Community Planning Sector, page 78, paragraph 4	References to Bowman Distillery/Wiehle Town Hall.	The building no longer functions as the distillery or town hall. Should this be noted by including "former" preceding the name or by including additional text?	Reviewed by heritage resources planners. Retain reference as shown. The Plan does not include the current status of a historic site. For instance, we would not state, "the former Chantilly Plantation Stone House" or "the Chantilly Plantation Stone House is currently used as…" The Character section simply identifies a historic site in the planning sector. Although the building is no longer in use, it is referred to by its official name.
UP5 – Reston Community Planning Sector, page 78, paragraph 4	REPLACE: "Lake Ann Village and Bowman Distillery are significant…" "Bowman Distillery is also listed in the Virginia Landmarks…" "Lake Ann Village is protected by…"	Change "Lake Ann Village" to "Lake Ann Village Center" and "Bowman Distillery" to "Bowman Distillery/Wiehle Town Hall", reflected in the markup, page 100.	Reviewed by heritage resources planners. MODIFY: Lake Anne Village Center and Bowman Distillery/Wiehle Town Hall are significant…" "Bowman Distillery/Wiehle Town Hall is also listed in the Virginia Landmarks…""Lake Anne Village Center is protected by…"
UP7 – West Ox Community Planning Sector, page 79, paragraph 4 and page 80	REPLACE: "Neighborhoods from the early to mid-20th century or older are also found in this planning sector." "Vale United Methodist Church, Vale School, and Frying Pan Farm Park…"	Remove "or older" and change "Vale School" to "Vale School/Vale Community House", reflected in the markup page 102	Reviewed by heritage resources planners. MODIFY: "Neighborhoods from the early to mid-20th century ~~or older~~ are also found in this planning sector." "Vale United Methodist Church, Vale School/Vale Community House, and Frying Pan Farm Park…"
LP2- Lorton-South Route 1 Community Planning Sector, page 83, paragraph 6	"A large portion of the area east of Richmond Highway …contains the Norman M. Cole, Jr. Pollution Control Plant site…"	Should be "Noman", misspelled as "Norman"	"A large portion of the area east of Richmond Highway…contains the No~~r~~man M. Cole, Jr. Pollution Control Plant site…"
LP3 – Mason Neck Community Planning Sector, page 85, last paragraph	REPLACE: "Another distinguishing feature of the Mason Neck Community Planning Sector is Gunston Hall. The historic structure was the residence of George Mason…"	Change "structure" to "building".	REPLACE: "Another distinguishing feature of the Mason Neck Community Planning Sector is Gunston Hall. The historic structure was the residence of George Mason…"
Mount Vernon Planning District Overview, page 88, last paragraph	REPLACE: "Mount Vernon's eastern border is characterized by scenic parkland and riverfront…"	The reference to Mount Vernon is unclear as to whether this is the planning district or the plantation.	MODIFY: The Mount Vernon Planning District's eastern border is characterized by scenic parkland and riverfront…"
MV2-Hybla Valley Community Planning Sector, page 90, under Groveton Redevelopment Plan, 2nd sentence	REPLACE: "On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan…The plan permits the Fairfax County Redevelopment and Housing Authority…"	Add "redevelopment" in front of "plan" to make certain the reader understands the Groveton Redevelopment Area Plan is being cited, not the Comprehensive Plan.	MODIFY: "On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan…The redevelopment plan permits the Fairfax County Redevelopment and Housing Authority…"
MV5-Groveton Community Planning Sector, page 118, 2nd paragraph, last sentence found in the mark-up (Attachment 1 of staff report)	MODIFY: "~~There is an urgent need for community parkland in the western portion of the sector~~."	Concerns about removal of this sentence, would that be outside of the scope of an editorial change?	Reviewed by Anna Bentley, Fairfax County Park Authority (FCPA). Suggest retaining this sentence. MODIFY: There is an urgent need for community parkland in the western portion of the sector.
RH7 – Huntley Meadows Community Planning Sector, page 104, 2nd paragraph	REPLACE: "Immediately east of the commercial center is a U.S. Army Reserve Center, and a U.S. Coast Guard Station abuts Huntley Meadows Park to the west."	Can the location description of the U.S. Coast Guard Station be revised? The Coast Guard Station is further down Telegraph Road.	MODIFY: "Immediately east of the commercial center is a U.S. Army Reserve Center~~,~~. Farther west along Telegraph Road, a U.S. Coast Guard Station abuts Huntley Meadows Park to the west."

Source: Metropolitan Washington Council of Governments, http://www.mwcog.org/about/jurisdiction/, as published January 2013

NOTE: This map is a placeholder and will be rebuilt by the Department of Planning and Zoning using Geographic Information Systems (GIS) technology.

Spacing and formatting errors (PA S11-CW-6CP)

Additions shown with underline; deletions shown with ~~strikethrough~~.

1) Page 7, 1st paragraph, 1st line, the indent is off and the right margin not justified.

2) Page 8, at the top, there should be a blank line between the bulleted paragraphs.

3) Page 8, 2nd full paragraph, 4th line, the ellipsis needs spaces between the periods.

4) Page 24, under Commerce Park section, there should be a blank line between the 1st two paragraphs.

5) Page 48, add a blank line between the last 2 paragraphs.

6) Page 49, under Kirby Community, add a blank line between the 1st 2 paragraphs.

7) Page 84, under Mason Neck, add a blank line between the 1st and 2nd paragraphs.

8) Page 98, near the bottom, add a blank line between the last 2 paragraphs.

9) Page 101, add a blank line between the last 2 paragraphs.

ATTACHMENT II
Planning Commission Recommended Text
PA S11-CW-6CP

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan as amended through June 19, 2012; Preface, pages 1-15:

"PREFACE AND INTRODUCTION

Fairfax County is one of the most dynamic jurisdictions in the Washington metropolitan region (see Figure 1). It is an integral part of a region that encompasses hundreds of square miles and almost five million people, according to the 2010 Census. See Figure 1 for the location map of Fairfax County, Virginia and the surrounding region. In its early history, Fairfax County was a food producer for the nation's capital. After World War II, the county became a suburban bedroom community on the fringe of Washington, D.C. Today the county is a multifaceted employment center, a generator of retail sales that are among the highest in the country, and an assemblage of residential communities that are home to a rapidly growing and increasingly varied population. Concentrations of employment and retail uses, such as Tysons Corner, the Dulles Corridor, Fairfax Center and Springfield, play regional and local roles that only a generation ago were reserved for the downtowns of central cities. The county's role as an agricultural producer has virtually disappeared, and preservation of remaining farmland, conservation of areas of high environmental and scenic value, and protection of open space have become high priorities.

Until the mid-1960s, major roads led in a radial pattern to Washington, D.C., through the more urbanized areas of Northern Virginia (Falls Church, Arlington, and Alexandria). Radial highways such as Interstate 95 (I-95), Interstate 66 (I-66), the Dulles Airport Access and Dulles Toll Road (DAAR, Route 267), and the Lee-Jackson Memorial Highway (Route 50) are now supplemented by the Metrorail transit system and the Virginia Railway Express (VRE) regional/commuter rail service to link the various parts of the county and also link the county with Washington, D.C., Maryland, and the rest of Northern Virginia. The Capital Beltway/Interstate 495 (I-495) also links the inner, regional suburbs, while the Fairfax County Parkway (Route 286) links the southern and western portions of the county.

Fairfax County contains almost 400 square miles and is home to over one million people, making it the most populous jurisdiction in the Washington metropolitan region as of the 2010 Census. Due to rapid growth over the past several decades, the county is confronted with a dwindling supply of vacant land, and attention has turned to revitalization and redevelopment in the county's mixed use centers. Both residential and nonresidential development are the focus of these areas, in order to support a sustainable pattern of land use that protects stable single-family neighborhoods and preserves natural and cultural resources.

Growth has brought many benefits to Fairfax County and the region. County residents enjoy a fine quality of life. However, growth has also brought challenges in terms of land use, housing, and transportation. These challenges have implications for the provision of public facilities, parks, recreation facilities, and the conservation of the environment and heritage resources. The broad implications of growth serve as background for countywide policy put forth in this Comprehensive Plan. Successfully addressing the challenges associated with growth

is necessary to maintain the quality of life for present and future generations. The Policy Plan provides guidance about addressing the challenges.

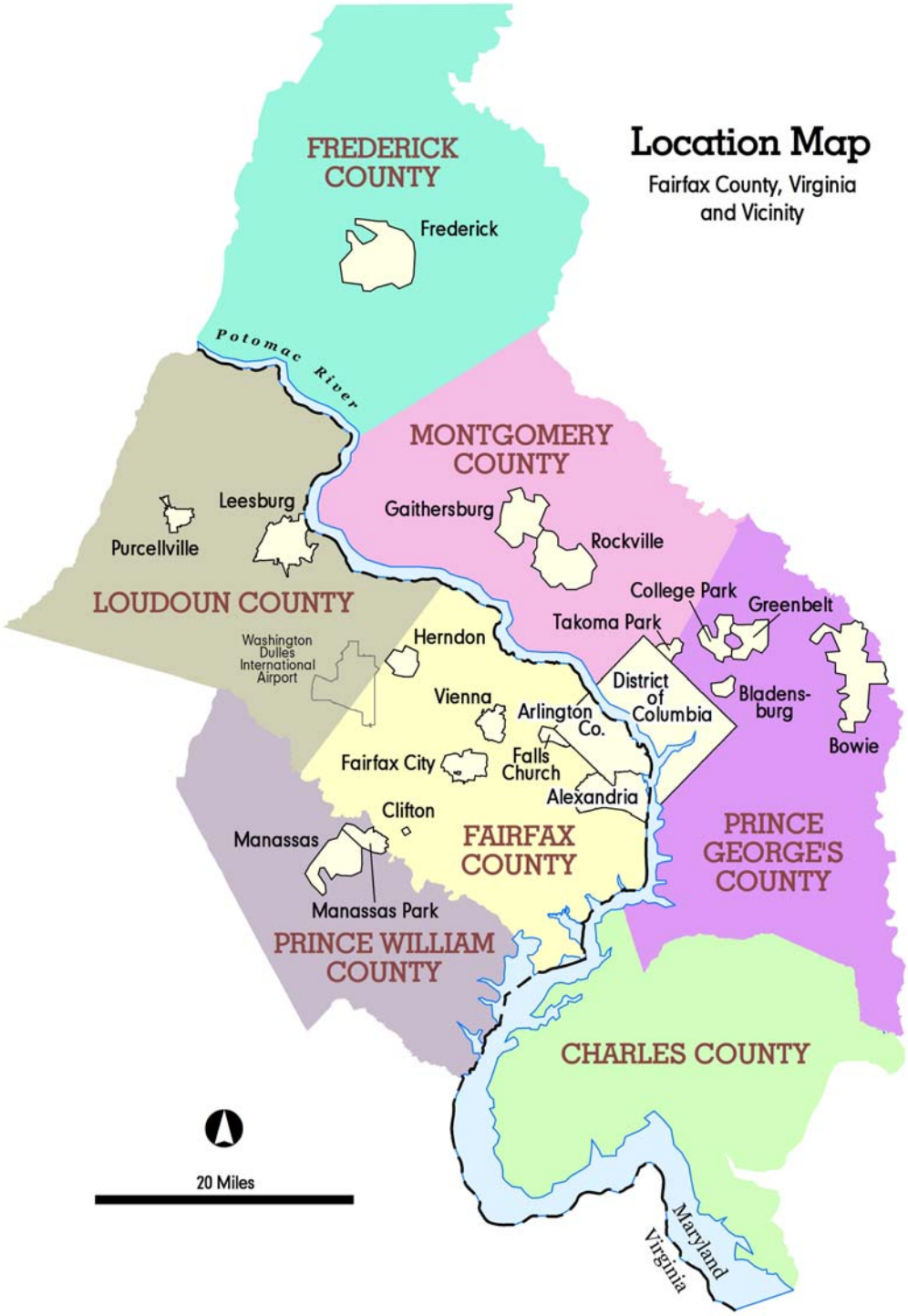

FIGURE 1

The Policy Plan is the first volume of the Comprehensive Plan, in addition to the four Area Plans, the Comprehensive Land Use Plan map, and the Countywide Transportation Plan Map, and Countywide Trails Plan Map. The Policy Plan contains goals, objectives, and policies relating to eleven functional elements: Land Use, Transportation, Housing, Environment, Economic Development, Heritage Resources, Public Facilities, Human Services, Parks and Recreation, Revitalization, and Visual and Performing Arts. The goals, objectives, and policies guide planning and development review by describing future development patterns in Fairfax County and protecting natural and cultural resources.

The Policy Plan includes the following sections:

The Goals for Fairfax County are used as the basis for forming countywide planning policy. This section describes the process through which the goals were adopted. It also enumerates and describes the goals, which range from Land Use and Transportation to Environmental Protection and Affordable Housing.

The Countywide Planning Objectives and Policies section addresses countywide policy by specific functional area. This section expands upon the goals, through objectives and policies, to help guide decisions that affect the built and natural environment for the county as a whole and for specific parcels of land.

The Glossary contains an alphabetical listing of terms and their definitions as they are used in the context of this document. These are not intended to be the same definitions as used in the county's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.

Purpose, Scope and Legal Authority

The purpose of the Policy Plan is to provide a concise statement of objectives, policies, and guidelines for implementing the county's goals about the future development pattern of the built environment and the preservation of the natural and cultural resources in Fairfax County. The Plan serves as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the citizens of Fairfax County with respect to development and redevelopment in the county. The timeframe for the Plan encompasses the anticipated changes to the County over at least twenty years. As required by Virginia Code, the county will review the Plan for the future at least once every five years.

The Policy Plan is based on goals adopted by the Board of Supervisors on October 28, l988. The goals, objectives, policies, and guidelines are defined as follows:

- Goals provide general direction regarding the aspirations of the community;
- Objectives are statements that provide further direction for achieving an aspect of a goal;

- Policies are approaches for pursuing a given objective~~;~~, providing guidance which, when pursued, will assist in implementing the objective;

- Guidelines provide more explicit guidance for achieving policies and the Policy Plan Concept.

The legal basis for this Plan is well established in the law of the Commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants.

According to the Code, the Comprehensive Plan is “general in nature” and may include, but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan “shall show the commission's long range recommendations for the general development of the territory covered by the plan . . .” The law also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.

The local commission is required to review the Comprehensive Plan at least once every five years to determine whether the Plan should be amended.”

GOALS FOR FAIRFAX COUNTY

On August 6, 1973, the Board of Supervisors approved sixteen interim policies designed to serve as the basic framework for developing the long-range comprehensive plan process. Following an initial series of public forums from November 1973 through January 1974 and after extensive review, the validity of these policies was reaffirmed in October 1974. They were included in the Comprehensive Plan adopted September 8, 1975, as a result of the Planning Land Use System (PLUS) process. This was the first countywide land use plan since 1958.

The policies continued to guide decision making until February 1987, when the Board of Supervisors appointed the Fairfax County Goals Advisory Commission (Goals Commission) to review the policies in terms of the county's evolution over twelve years. First, the Goals Commission decided to use the term "goal" instead of "policy" to describe these statements of aspirations for the county. The Goals Commission assessed the accomplishments and shortcomings of the county in terms of achieving the goals, defined current problems, and recommended courses of action. The Goals Commission recommended eighteen new goals to guide Fairfax County into the future.

The recommendations of the Goals Commission were reviewed by the community in 1988-through an extensive public participation process, including district task forces, individual citizens, county staff, the Planning Commission and the Board of Supervisors. After public

hearings before the Planning Commission and the Board, the Goals for Fairfax County were adopted on October 24, 1988.

The goals are comprehensive, encompassing every aspect of Fairfax County government, not limited to merely the planning function. Implementing some aspects of the goals is beyond the legislative mandate of the Planning Commission and the purview of the Comprehensive Plan. However, because the planning function is so far-reaching, it is critical to use the goals as the basis for forming countywide planning policy. Therefore, the Goals for Fairfax County have provided the strategic focus for the objectives and policies of the Comprehensive Plan.

Quality of Life - The primary goal of Fairfax County's policies and priorities is to achieve an outstanding quality of life through:

- Economic prosperity and expanding opportunity;
- Access to high quality education, public services and facilities;
- A balance between access to convenient multi-modal transportation and residential, commercial and industrial growth; and
- A pleasing physical and cultural environment in which to live and work.

Land Use - The county's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well-being of the county; provide for an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long-range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged. These policies be construed as incompatible with the county's affordable housing goal.

Transportation - Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities.

Sidewalks and trails should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.

Environmental Protection - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.

Energy Conservation - Fairfax County should promote energy efficiency and energy conservation within the public, commercial, residential, and industrial sectors.

Growth and Adequate Public Facilities - Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities and to maintain existing public facilities. The county's plans for development should take into account financial limitations associated with increased needs for public facilities.

Adequate Public Services - Fairfax County is committed to provide a high level and quality of public services to the community, within its financial limitations.

Affordable Housing - Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means. Affordable housing should be located as close as possible to employment opportunities without adversely affecting quality of life standards. It should be a vital element in high density and mixed-use development projects, should be encouraged in revitalization areas, and encouraged through more flexible zoning wherever possible.

Economic Development and Employment Opportunities - Fairfax County should maintain its prosperous economic climate and varied employment opportunities by continuing to develop and pursue a broad range of actions, including public/private partnerships, designed to enhance its long-term competitive position in regional, national, and international economic development. At the same time, the county should enhance those systems that support the employability of the population for its economic betterment.

Education - Fairfax County should provide comprehensive education, training programs, and facilities in order to ensure quality education by effectively meeting student and community needs.

Human Services - Fairfax County should provide a range of services and facilities for all residents, so that they may sustain a secure and productive lifestyle. Each individual should have the opportunity to achieve self-sufficiency and function to the limits of his or her ability, particularly in providing family stability.

Culture and Recreation - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social, and educational benefits of present and future citizens.

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

Revitalization - Fairfax County should encourage and facilitate the revitalization of older commercial and residential areas of the county where present conditions warrant. Revitalization initiatives should encourage business development, promote public and private investment and reinvestment, and seek to prevent or eliminate the negative effects of deteriorating commercial and industrial areas. Revitalization efforts should work in concert with other community programs and infrastructure improvements and strive to foster a sense of place unique to each area, thereby contributing to the social and economic well-being of the community and the county.

Regional Cooperation - Fairfax County's elected officials and staff should continue to participate in leadership roles in cooperative regional activities, recognizing that the physical, economic, and social well-being of the people of Northern Virginia and the Washington metropolitan area are dependent upon regional cooperation.

Private Sector Facilities - Fairfax County should continue to encourage the development of appropriately scaled and clustered commercial and industrial facilities to meet the need for convenient access to needed goods and services and to employment opportunities. Particular attention should be given to the needs of small and minority businesses.

Public Participation - The Fairfax County community should be encouraged to take part in the shaping of policies and plans that will affect the environment in which they live and work. Active and timely public participation in actions involving areas of public concern in the county should be encouraged and promoted.

Financial Planning and Management - Fairfax County should support equitable systems of taxation and user charges, where appropriate, necessary to implement all its policies and to support quality public services for its residents, recognizing the county's obligations to provide services and facilities to both established and new development, and to attract quality residential projects and desirable business and industry.

Monitoring - The county's performance in achieving these goals should be regularly and rigorously monitored, and the goals themselves should be reviewed at least once every four years.

Visual And Performing Arts – Fairfax County should encourage a dynamic and diverse arts presence by supporting the works, participants, and audiences in the areas of dance, creative writing, choral and instrumental music, theater arts, film and new media, two and three-dimensional visual art in traditional and contemporary cultural iterations, but also in the ways that these areas may overlap and interact with new and emerging technologies."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; Overview, page 1:

"ANNANDALE PLANNING DISTRICT OVERVIEW

The Annandale Planning District includes the land area generally surrounding Little River Turnpike (Route 236) and Braddock Road, between Interstate 395 (I-395) and Olley Lane (see Figure 1). The planning district is approximately 11,900 acres in size or five percent of the county.

The Annandale Community Business Center (CBC), the Ravensworth Industrial Area, and a portion of the Beltway South Industrial Area are located within the Annandale Planning District. Plan recommendations for the portion of the Beltway South Industrial Area outside of this planning district can be found in the Area I volume of the Comprehensive Plan.

The planning district is developed primarily with single-family detached housing with the exception of garden-style apartments and condominiums in the vicinity of the Annandale CBC, northwest of the intersection of Backlick Road and Capital Beltway/ Interstate 495 (I-495), and east of Heritage Drive. Townhouses and minimal retail uses are scattered throughout the planning district, generally in proximity to some of the major roads in the area.

The Annandale CBC contains a substantial number of commercial uses; mostly retail with some low to medium density offices. The Ravensworth and Beltway South Industrial Areas are developed primarily in industrial uses, with a mixture of some high intensity offices."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A-1 Masonville Community Planning Sector, Character, page 90:

"**A1 MASONVILLE COMMUNITY PLANNING SECTOR**

CHARACTER

The Masonville Community Planning Sector is located north of Little River Turnpike (Route 236) between Columbia Pike (Route 244) and Hummer Road. This planning sector is characterized primarily by stable single-family residential use. The principal single-family neighborhoods include Broyhill Crest, Columbia Pines and Sleepy Hollow Woods. The northwest portion of the Annandale Community Business Center (CBC) is located within this planning sector. Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

Higher density residential development is found at the periphery of the Annandale CBC; for example, the Fairmont Gardens apartments and the neighboring Parliaments apartments are developed at approximately 20 dwelling units per acre. These higher density residential uses provide an effective transitional use between commercial and lower density residential uses.

The Holmes Run Stream Valley Park runs along the entire northern boundary and may be considered the most significant ecological asset within this planning sector. Although the planning sector is largely developed, stream valleys as well as early and mid-20th century and more dispersed residential neighborhoods may contain significant heritage resources. Remnants of the historic Manassas Gap Railroad line which was intended to link the City of Alexandria with the Shenandoah Valley are located along the north side of Medford Drive and Royce Street in the southern part of the planning sector. The railroad line is a significant heritage resource and a portion of it is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A2-Columbia Community Planning Sector, Character, page 97:

"A2 COLUMBIA COMMUNITY PLANNING SECTOR

CHARACTER

The Columbia Community Planning Sector is located north of Little River Turnpike (Route 236), bounded by Columbia Pike (Route 244) and Old Columbia Pike. The area west of Evergreen Lane is located within the Annandale Community Business Center (CBC). Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

The planning sector is transected by the Mason District Park. Areas outside of the CBC are characterized primarily by single-family residential uses. Single-family neighborhoods to the east of the park, such as Sleepy Hollow Run, are developed at a slightly higher density than neighborhoods to the west of the park. Townhouse-style developments are located along Little River Turnpike, including townhouse office at the intersection of Old Columbia Pike.

The historically significant Annandale Methodist Church and the Mason Governmental Center are institutional uses in this planning sector. The Mason Governmental Center houses the Mason District Police Station and Mason District Supervisor's office. Age-restricted low income housing is developed in association with and located near the Annandale Methodist Church. The church is an important heritage resource in this sector and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

Mason District Park and Turkeycock Run Stream Valley Park located in the center of this planning sector facilitate pedestrian and bicycle movement among existing stable neighborhoods, as well as linking with open space in contiguous sectors. This area is a particularly sensitive archaeological resource area containing numerous recorded heritage sites.

<u>Wynfield Community Improvement Area</u>

On November 24, 1986, the Board of Supervisors adopted the Wynfield Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area is generally bounded by Columbia Pike, Mason District Park and the Annandale Methodist Church property."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A3-Indian Run Community Planning Sector, page 104:

"A3 INDIAN RUN COMMUNITY PLANNING SECTOR

CHARACTER

Most of the Indian Run Community Planning Sector lies outside the Annandale Community Business Center. The Indian Run Community Planning Sector is generally located east of Backlick Road between Little River Turnpike (Route 236) and Braddock Road. A small portion of the Annandale Community Business Center (CBC) is located in this planning sector on the south side of Little River Turnpike and on the east side of Backlick Road. Plan recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The planning sector is predominantly developed as single-family residential use outside of the CBC. Some strip commercial and high density residential uses exist along the south side of the Little River Turnpike between Old Columbia Pike and Braddock Road. Other commercial development is located along Backlick Road between Cindy Lane and Sunset Lane, and at the intersection with Braddock Road and Backlick Road at the Bradlick Shopping Center.

The Indian Run Stream Valley is a significant environmental feature running diagonally across the entire length of this planning sector. It has been designated as an Environmental Quality Corridor (EQC). A large portion of this planning sector is in older and dispersed residential neighborhoods that retain the potential for significant heritage resources because of the relatively minor cutting and filling that occurred during their construction.

Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A4-Edsall Community Planning Sector, page 112:

"A4 EDSALL COMMUNITY PLANNING SECTOR

CHARACTER

The Edsall Community Planning Sector is generally bordered by Braddock Road and the Capital Beltway/Interstate 495 (I-495) and Interstate 395 (I-395). The southern half of the planning sector contains a portion of the Beltway South Industrial Area. Plan recommendations for this area can be found in the previous section of the Annandale Planning District text following the Annandale Community Business Center (CBC) section.

The remaining area is developed almost entirely as single-family detached residential neighborhoods, including the Edsall Park, Clearfield and Indian Springs subdivisions. The east side of the Backlick Road corridor in this planning sector is the location of a number of institutional and office uses. The presence of open space buffers adjacent to these neighborhoods helps to ameliorate potential negative impacts from the mix of residential and nonresidential uses.

Portions of the Indian Run, Poplar Run and Backlick Run Stream Valleys, which are Environmental Quality Corridors (EQCs), traverse this planning sector. The eastern edge of the planning sector is prone to soil-slippage. In addition, the northeastern portion of this planning sector has a significant number of slopes in excess of 15 percent.

The older residential community and open space bounded by Edsall Road, Monroe Drive, Shawnee Road and Indian Run in the northeast corner of the planning sector is particularly sensitive for heritage resources. A large significant prehistoric archaeological site covers much of the area. In addition, the few remaining areas of open space in the planning sector have a moderate potential for other prehistoric and historic heritage resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A5-North Springfield Community Planning Sector, page 120:

"A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

CHARACTER

The North Springfield Community Planning Sector is bordered by Braddock Road, Backlick Road and the Capital Beltway/Interstate 495 (I-495). The planning sector contains a small portion of the Beltway South Industrial Area along Wimsatt Road. Plan recommendations for this area can be found in a previous section of the Annandale Planning District text following

the Annandale Community Business Center (CBC) section.

The planning sector primarily consists of stable single-family detached residential uses. The Backlick Run Stream Valley divides the planning sector into two parts; the larger area to the west of the stream, the North Springfield subdivision, is entirely developed in single-family detached units. The area to the east of the stream is a mix of single-family detached homes on large lots, townhouses and institutional uses grouped near Woodland Drive; also townhouses are developed southwest of the intersection of Braddock and Backlick Roads.

The Backlick Run Stream Valley, with its broad floodplain, has been designated as an Environmental Quality Corridor (EQC). Backlick Run and peripheral open space along Braddock Road and I-495 and the adjacent older residential neighborhood to the northeast are particularly sensitive areas for significant heritage resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A6-Accotink Community Planning Sector, page 127:

"A6 ACCOTINK COMMUNITY PLANNING SECTOR

CHARACTER

The Accotink Community Planning Sector comprises the land area between Braddock Road, the Capital Beltway/Interstate 495 (I-495), the Norfolk Southern Railway right-of-way and Rolling Road. The planning sector contains the Ravensworth Industrial Area at the northeast corner and is divided into two segments by Accotink Stream Valley Park and Lake Accotink Park. The recommendations for the Ravensworth Industrial Area can be found in a previous section of the Annandale Planning District text following the Beltway South Industrial Area.

Single-family residential uses are the predominant land use, located both east and west of the Accotink Creek Stream Valley. The Danbury Forest townhouse development comprises the center of the planning sector, surrounded primarily by the stream valley. The Kings Park Shopping Center is located in the northwest corner of the sector.

The most significant ecological assets are the Accotink Creek Stream Valley and Lake Accotink. Slopes in excess of 15 percent are found along the southern edge below Lake Accotink.

The Accotink Creek and tributary watersheds are likely to produce significant heritage resources. The abandoned railroad bed running generally parallel to the Norfolk Southern Railroad is a locally significant historic archaeological resource."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A7-Wakefield Chapel Community Planning Sector, Character, page 134:

"A7 WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR

CHARACTER

Wakefield Chapel Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Braddock Road.

The planning sector is almost entirely developed with single-family detached residential units. Townhouses are developed on the north side of Braddock Road, just east of the intersection with Wakefield Chapel Road. Housing for the elderly with an accompanying senior center is located in the northwest corner of the planning sector. The Annandale campus of the Northern Virginia Community College is located on Little River Turnpike along the northern edge of the planning sector. The planning sector is buffered from I-495 by Accotink Stream Valley Park. The planning sector also contains Wakefield Park.

The Accotink Creek, Long Branch, and Turkey Run Stream Valleys are EQCs running through the planning sector. An area of slopes in excess of 15 percent is found in the southwest corner of the planning sector. The many stream valleys as well as several mid-20th century residential neighborhoods have potential for significant heritage resources. Open space along the west side of Accotink Creek is particularly sensitive for undisturbed prehistoric heritage resources. Identified heritage resources in this planning sector include Oak Hill, a historic house which was built around 1790. Located off Wakefield Chapel Road, it is one of the few remaining 18th century structures in this heavily developed section of the county and is listed in the National Register of Historic Places and Virginia Landmarks Register. In addition, the Wakefield Chapel is a simple one-story wood building located on Toll House Road. It was built in 1899 and is typical of the churches that served turn-of-the-century residents of Fairfax County. Oak Hill and Wakefield Chapel are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A8-Pine Ridge Community Planning Sector, Character, page 142:

"A8 PINE RIDGE COMMUNITY PLANNING SECTOR

CHARACTER

Pine Ridge Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Woodburn Road. The planning sector is developed primarily with stable, single-family detached residential units with a significant mix of institutional uses. A node of commercial activity exists south of the intersection of Woodburn Road and Gallows Road, near the junction with I-495.

The primary ecological asset of this planning sector is the Accotink Stream Valley Park, which transects the planning sector north to south into two sections of roughly equal size. The Accotink Stream Valley Park also runs much of the length of I-495, buffering the stable, single-family detached residential units to the west. This planning sector has produced prehistoric archaeological resources and historic documents indicate the presence of potentially significant historic resources. The open space areas along Accotink Creek are particularly sensitive. Heritage resources also have been recorded in more developed areas in the planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A9-Holmes Run Community Planning Sector, Character, page 148:

"A9 HOLMES RUN COMMUNITY PLANNING SECTOR

CHARACTER

The Holmes Run Community Planning Sector is located east of the Capital Beltway/Interstate 495 (I-495), bounded by Gallows Road, Hummer Road, and Little River Turnpike (Route 236). The planning sector includes a small portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The majority of the planning sector is developed with single-family detached residential units. Exceptions include the Raintree townhouses on Gallows Road immediately east of the I-495/Gallows Road interchange, the Adams Walk townhouse community located east of Hummer Road along Championship Drive, and the Lafayette Village community situated in the southwestern portion of the planning sector.

The Coon Branch Stream Valley runs from the I-495/Little River Turnpike interchange northeast through the southern portion of this planning sector; associated parkland includes the Hidden Oaks Nature Center. Many portions of the planning sector remain heavily wooded, supporting considerable wildlife. In particular, stands of specimen monarch oaks have been identified within the area.

Previous archaeological work in the county has demonstrated that significant heritage resources may have survived the minor cutting and filling that occurred during construction of the older residential neighborhoods. Therefore, there is a potential for such resources in those areas as well as in undeveloped areas, particularly the Coon Branch Watershed.

Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley, are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of historic resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

Accotink Heights Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Accotink Heights Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area includes the residential community focusing on Estabrook Drive and Hirst Drive, north of the Little River Turnpike service road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale Planning District as amended through June 19, 2012; A10-Pine Ridge Community Planning Sector, Character, page 154:

"A10 OSSIAN HALL COMMUNITY PLANNING SECTOR

CHARACTER

The Ossian Hall Community Planning Sector is bounded on the north by Little River Turnpike (Route 236), on the east by Backlick Road, on the south by Braddock Road, and on the west by Capital Beltway/Interstate 495 (I-495). The northeast corner of the planning sector comprises a portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The planning sector contains a mix of single-family detached residential units located principally in the southern and eastern segments. Townhouses and multifamily residential units are generally located along the western and northern boundaries. Community-serving commercial uses are located in the central portion of the planning sector along Heritage Drive,

with institutional uses located throughout the planning sector. A branch of the Backlick Run stream, which has been designated as an Environmental Quality Corridor (EQC), transects the south-central portion of this planning sector.

Previous archaeological work in the county has demonstrated that significant heritage resources may have survived in older, more dispersed residential neighborhoods east of Ravensworth Road, in which cutting and filling were less severe during construction. Therefore, there is a potential for resources in those areas as well as in undeveloped areas in the planning sector.

Wilburdale Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Wilburdale Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The improvement area includes Laburch Lane, Wills Lane, and portions of Vellex Lane and Wilburdale Drive.

Fairdale Community Improvement Area

On July 22, 1991, the Board of Supervisors adopted the Fairdale Community Improvement Plan to upgrade and preserve the neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the costs. The improvement area is bounded by Backlick Park on the north, Backlick Road on the east, Annandale Acres subdivision on the south, and Saint Michael's Church on the west.**"**

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; Overview, page 1:

"BAILEYS PLANNING DISTRICT OVERVIEW

The Baileys Planning District is located in the eastern portion of Fairfax County. It is bounded by Arlington County to the northeast, the City of Alexandria to the southeast, Lincolnia Road and Columbia Pike (Route 244) to the southwest, and Sleepy Hollow Road to the northwest (see Figure 1). The Baileys Planning District is approximately 4,050 acres in size or approximately two percent of the county.

Two community business centers (CBCs) are located in the planning district: Seven Corners and Baileys Crossroads. The Seven Corners CBC is located at the junction of Wilson Boulevard, Arlington Boulevard (Route 50), and Leesburg Pike (Route 7). The Baileys Crossroads CBC is located at the junction of Columbia Pike and Leesburg Pike. Commercial activity has, in large part, located in and around the intersections of these major thoroughfares. The Seven Corners CBC includes a regional shopping center, several community- and neighborhood-serving shopping centers, and strip commercial areas along the major

thoroughfares. The Baileys Crossroads CBC also contains several community- and neighborhood-serving shopping centers, as well as Skyline Center, a major residential, retail and office mixed-use development. The areas surrounding these commercial centers are predominantly stable neighborhoods, with a large component of multi-family housing units.

Baileys Crossroads and Seven Corners are older commercial centers that are showing some signs of deterioration. The adverse effects of age and lack of maintenance are exacerbated by the roadways that fragment the CBCs. The importance of retaining the Seven Corners and Baileys Crossroads CBCs as community-serving commercial centers is reflected in efforts to restore their viability through commercial revitalization and related actions.

Outside of the CBCs, the Baileys Planning District is predominantly composed of stable single-family residential neighborhoods. Higher density residential areas composed of townhouses, garden apartments, mid- and high-rise apartments and condominiums, are located primarily adjacent to the CBCs, along the major thoroughfares. Nonresidential, institutional uses in the planning district include schools, religious facilities, libraries, and other public facilities."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B1-Willston Community Planning Sector, page 128:

"B1 WILLSTON COMMUNITY PLANNING SECTOR

CHARACTER

The Willston Community Planning Sector is located in the northern portion of the Baileys Planning District, generally bounded by Wilson Boulevard to the north, Arlington County to the northeast, and Arlington Boulevard (Route 50) to the southwest. The planning sector contains the northern half of the Seven Corners Community Business Center (CBC). Plan recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

The planning sector contains a variety of residential uses. The Federal Hill and Ash Lawn Ridge townhouse developments are located on Arlington Boulevard. Willston Apartments, a large garden apartment complex that is included in the Willston Conservation Area, is located along Patrick Henry Drive. The Willston Conservation Area expired on January 24, 1988 and is no longer active. Cavalier Club, a high-rise apartment complex, is located north of Wilson Boulevard.

Nonresidential uses include public facilities, institutions, and public parkland. The former Willston Elementary School is now used as a community educational center. Lockwood House, an elderly care facility, and Upton Hill Regional Park are located north of Willston II Shopping Center.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers

were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, two being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B2-Glen Forest Community Planning Sector, page 134:

"B2 GLEN FOREST COMMUNITY PLANNING SECTOR

CHARACTER

The Glen Forest Community Planning Sector is located in the northeastern portion of the Baileys Planning District, generally bounded by Arlington Boulevard (Route 50) on the northeast, Leesburg Pike (Route 7) on the west, Columbia Pike (Route 244) on the south, and Arlington County to the east. The planning sector contains portions of the Seven Corners and the Baileys Crossroads Community Business Centers (CBCs) on the northern and southern ends, respectively. Plan recommendations for those centers are addressed in a preceding section of the Baileys Planning District, following the Overview section.

The central portion is characterized by stable, low density residential neighborhoods. Medium density residential uses are limited to Hardwick Court and the Glen of Carlyn, two townhouse developments located on Glen Carlyn Road.

The Long Branch of Four Mile Run bisects the area, forming a long stream valley and open space corridor. The county soils map indicates that portions of the planning sector are in a soil-slippage prone area, suggesting there may be development constraints.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B3-Commerce Park Community Planning Sector, page 141:

"B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Commerce Park Community Planning Sector is located in the east central portion of the Baileys Planning District, bounded by Columbia Pike (Route 244) on the northwest and Leesburg Pike (Route 7) on the southwest. Arlington County is adjacent on the northeast, and the City of Alexandria is adjacent to the east. The planning sector is almost entirely within the Baileys Crossroads Community Business Center (CBC). Recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

Outside of the CBC, the planning sector includes both low and medium density residential uses and institutional uses. Residential uses include townhouses and garden apartments, such as Leesburg Apartments and Grandview Apartments.

The Grandview Conservation Area was located east of the Columbia Pike/Leesburg Pike interchange, also within the Baileys Crossroads CBC. This conservation area expired on April 20, 1990 and is no longer active.

There are no stream valleys in this planning sector. The county soils map indicates that portions of the planning sector are within a soil-slippage prone area, suggesting possible development constraints."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B4-Glasgow Community Planning Sector, page 148:

"B4 GLASGOW COMMUNITY PLANNING SECTOR

CHARACTER

The Glasgow Community Planning Sector is located in the west-central portion of the Baileys Planning District and is bounded by Leesburg Pike (Route 7) on the northeast, Columbia Pike (Route 244) on the northwest, and Lincolnia Road on the southwest. The City of Alexandria is located to the southeast. The planning sector contains the southern half of the Baileys Crossroads Community Business Center (CBC) in the eastern and northwestern side of the planning sector. Plan recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

Adjacent to the CBC are stable residential areas, with both low and medium density residential uses. The low density, single-family subdivisions predominate and are sited primarily in the center of this planning sector. Among the older subdivisions east of the Holmes Run Stream Valley are the Sunset Manor, Dowden Terrace, Springdale, and Lacey Boulevard neighborhoods. The planning sector also includes the Lincolnia Heights Community Improvement Area, which is located east of the Parklawn Elementary School.

The Palisades, Miracle Woods, and Sylvan Hill subdivisions are located west of Lacy Boulevard, adjacent to the stream valley corridor. Interspersed among these neighborhoods are medium density residential uses. These include the Eliza Pickett townhouses, and Sunset Park, Oakland Manor, and Barcroft View apartments.

Much of the Holmes Run Stream Valley has been acquired by the county and is preserved in stream valley parks. Substantial tracts on both sides of Holmes Run have slopes in excess of 15 percent. The county soils map indicates that portions of the planning sector lie within a soil-slippage prone area.

Clark House located at Barcroft Mews is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. The exterior of the house has been restored by the Fairfax County Park Authority, and the house is available for community use. Additional historic sites in this planning sector are also included in the inventory. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

Baileys Conservation Area

The Baileys Neighborhood Improvement Program and Conservation Plan was adopted in March 1976 by the Board of Supervisors. The portion of the Baileys Conservation Area in the Glasgow Community Planning Sector is located south of Columbia Pike, east of Lillian Carey Park, and west of the Baileys Crossroads CBC. The goal of the Neighborhood Improvement Program and Conservation Plan is the preservation and improvement of housing and public facilities within the Conservation Area boundaries. A large portion of the older low density residential neighborhoods in the Glasgow Community Planning Sector comprise the Baileys Conservation Area. The area is generally bounded by Columbia Pike on the north, Williams Lane on the east, Holmes Run Stream Valley on the west, and Magnolia Lane on the south. Lacy Boulevard is the main arterial through the community. The Conservation Plan has been amended twice since its adoption.

Lincolnia Heights Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Lincolnia Heights Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Braddock Road, Sano Street, and the northern border of the Sherry Heights subdivision."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through June 19, 2012; B5-Barcroft Community Planning Sector, page 158:

"B5 BARCROFT COMMUNITY PLANNING SECTOR

CHARACTER

The Barcroft Community Planning Sector is located in the western portion of the Baileys Planning District and is bounded by Columbia Pike (Route 244) on the south and southeast, Leesburg Pike (Route 7) on the northeast, and Sleepy Hollow Road on the northwest. The northern and eastern corners of the planning sector comprise part of the commercial strip which is included within the Seven Corners and Baileys Crossroads Community Business Centers (CBC), respectively. Plan recommendations for these areas can be found in the Baileys Crossroads CBC and Seven Corners CBC sections of the Baileys Planning District text, following the Overview section.

The Barcroft Community Planning Sector's dominant features include Lake Barcroft and the surrounding low density, single-family, residential neighborhoods. Several of these subdivisions, Lake Barcroft, Barcroft Hills, and Lake Barcroft Shores, are oriented to the lake and the adjoining recreational areas. The other portions of this residential development are oriented to the Sleepy Hollow area. These include Sleepy Hollow Estates, Buffalo Hills, Walters Woods, Ravenwood, and Ravenwood Park subdivisions. A few medium density residential uses are located along two of the major thoroughfares, Leesburg Pike and Columbia Pike, in proximity to the commercial uses in Seven Corners and Baileys Crossroads CBCs.

The planning sector contains Lake Barcroft's two northern tributaries: Holmes Run and Tripps Run. A large portion of the southern corner of the planning sector contains slopes in excess of 15 percent, and the county soils map indicates that portions of the southeastern edge of the planning sector, along Columbia Pike, lie in a soil-slippage prone region.

Lake Barcroft Dam is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

Baileys Conservation Area

The portion of the Baileys Conservation Area in the Barcroft Community Planning Sector is located on Columbia Pike and lies directly north and south of Marshall Drive. The Baileys Conservation Area was established through a Conservation Plan adopted in March 1976 by the Board of Supervisors. A primary objective of the Conservation Plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the conservation area.

Courtland Park Community Improvement Area

On August 1, 1988, the Board of Supervisors adopted the Courtland Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the Columbia Pike/Leesburg Pike interchange, and roughly encompasses the single-family neighborhoods between the Culmore apartment area and Columbia Pike."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; Overview, page 1:

"JEFFERSON PLANNING DISTRICT OVERVIEW

The Jefferson Planning District is located in the eastern section of the county, and encompasses approximately 6,300 acres, which is approximately two percent of the county. The planning district is bounded by the City of Falls Church on the northeast, Leesburg Pike (Route 7) on the north, the Capital Beltway/Interstate 495 (I-495), Prosperity Avenue and Gallows Road on the west and the Holmes Run Stream Valley on the south (see Figure 1). The Merrifield Suburban Center, the Dunn Loring Transit Station Area, as well as portions of the Tysons Corner Urban Center, the West Falls Church Transit Station Area, and the Seven Corners Community Business Center are located in the planning district. Plan recommendations for the Merrifield Suburban Center, the Dunn Loring Transit Station Area and the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan. Plan recommendations for the Tysons Corner Urban Center and the West Falls Church Transit Station Area are included in the Area II volume of the Comprehensive Plan.

The Jefferson Planning District is composed primarily of stable single-family residential neighborhoods, with a sizable number of multifamily residential units along major transportation corridors. The planning district is transected by two major thoroughfares, Arlington Boulevard (Route 50) and Lee Highway (Route 29), and by two interstate highways, I-495 and Interstate 66 (I-66). Commercial activity has, in large part, located in and around the intersections of these major thoroughfares."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J1-Hillwood Community Planning Sector, Character, page 16:

"J1 HILLWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Hillwood Community Planning Sector generally extends from the intersection of Leesburg Pike (Route 7) and Arlington Boulevard (Route 50) at Seven Corners to Tripps Run, which forms the western boundary and Hillwood Avenue on the north. The planning sector includes a portion of the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The eastern portion of the planning sector lies within the Seven Corners CBC. South Street serves as the boundary between the stable residential neighborhoods to the west and the CBC. Outside of the CBC, housing consists largely of single-family detached units. A substantial area of multifamily housing is located west of Cherry Street. The remainder of the sector is stable and in predominantly single-family residential uses. There is a mix of commercial, institutional and high density residential uses along the Arlington Boulevard and the Annandale Road corridors, and abutting portions of the City of Falls Church. Jefferson Village Shopping Center is located at the intersection of Arlington Boulevard and Annandale Road. A commercial strip with primarily retail uses extends along the Arlington Boulevard service drive between Jefferson Village Shopping Center and the Seven Corners CBC. Many of these retail uses are located in houses converted to commercial uses.

The western boundary of the sector is a channelized segment of the Tripps Run Stream Valley. The southern portion of Tripps Run is owned by the county.

James E. Lee Negro Elementary School, now the James Lee Community Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

<u>James Lee Conservation Area</u>

The James Lee community is located adjacent to the City of Falls Church, west of the Seven Corners Shopping Center. The Fairfax County Board of Supervisors and the Falls Church City Council approved and adopted the Falls Church/James Lee/Southgate Neighborhood Improvement Program and Conservation Plan in December 1980. The revised neighborhood improvement program and conservation plan were adopted by the Board of Supervisors on November 20, 2006. The conservation area is generally bounded by Hillwood Avenue on the north, Tripps Run Stream Valley on the west, and Hillwood Square Apartments on the east, Clearview Drive on the southeast, and James Lee Street on the southwest. The Conservation

Plan was developed in order to reverse the trend toward deterioration and to preserve the assets of the James Lee neighborhood. It includes recommendations on storm drainage, street lighting, and road improvements.

Hillwood Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Hillwood Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Hillwood Avenue, South Street, Arlington Boulevard, and Cherry Street."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J2-Sleepy Hollow Community Planning Sector, Character, page 24:

"**J2 SLEEPY HOLLOW COMMUNITY PLANNING SECTOR**

CHARACTER

The Sleepy Hollow Community Planning Sector generally extends from the intersection of Arlington Boulevard (Route 50) and Sleepy Hollow Road, to Annandale Road on the west, and to the Holmes Run Stream Valley on the south. The northeastern portion of this sector, generally east of Aspen Lane (excluding existing residences) lies within the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The remaining area is predominantly developed with low density residential uses, the exceptions being the commercial strip north of South Street and east of Annandale Road, and a small commercial strip on the east side of Annandale Road north of Tripps Run Stream Valley. A medium density residential townhouse development east of Aspen Lane provides a transition between the low density residential uses along Sleepy Hollow Road and the commercial uses in the Seven Corners CBC.

The sector is crossed by two major stream valleys, Tripps Run and Holmes Run, which flow into Lake Barcroft. Both stream valleys possess naturally broad floodplains. In addition to the need to control excessive stormwater runoff in these streams and into Lake Barcroft, Holmes Run can be used to provide linear pedestrian pathways throughout neighborhoods.

The Tripps and Holmes Run Stream Valleys are particularly sensitive for prehistoric resources. The Roundtree Park site is significant. Other heritage resources can be expected in the more dispersed neighborhoods. Victorian Farmhouse is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5.

Bel Air Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Bel Air Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Barrett Road, Kerns Road and Annandale Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J3-Westlawn Community Planning Sector, Character, page 31:

"**J3 WESTLAWN COMMUNITY PLANNING SECTOR**

CHARACTER

The Westlawn Community Planning Sector is generally bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the west and Annandale Road on the south. This planning sector is primarily developed with stable, low density residential subdivisions composed of single-family detached houses. These subdivisions comprise the entire planning sector except for two small commercial areas.

One of the two commercial areas is located in the southwest quadrant of the Arlington Boulevard/Annandale Road intersection. This is the Westlawn Shopping Center, a neighborhood retail center. The other commercial area is located on the eastern side of Graham Road, south of Arlington Boulevard and includes retail uses that are an extension of the Loehmann's Plaza Shopping Center in the J4 Walnut Hill Community Planning Sector.

A portion of the channelized Tripps Run Stream Valley runs across the northeast corner of the planning sector, and acts as a physical barrier between stable residential uses to the south and west and the commercial uses in the southwest quadrant of the intersection of Arlington Boulevard and Annandale Road.

Although this sector is densely developed, it consists mainly of older neighborhoods and there has been less destruction of original landscapes. Prehistoric archaeological resources as old as 2,000 B.C. have been reported in the area. There is a possibility that other archaeological resources have survived. The Westlawn development should be evaluated for historic significance since it is one of the early post -World War II bedroom communities."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J4-Walnut Hill Community Planning Sector, Character, page 38:

"**J4 WALNUT HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Walnut Hill Community Planning Sector is bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the east, Annandale Road to the south, and Gallows Road and the Capital Beltway/Interstate 495 (I-495) on the west. This planning sector includes portions of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan.

The predominant development in the sector is stable single-family residential use. Existing multifamily residential units act as a transition between the Loehmann's Plaza Shopping Center at the intersection of Arlington Boulevard and Graham Road and the single-family residential areas to the south.

The major ecological asset of this sector is the Holmes Run Stream Valley, the majority of which is owned by the Park Authority.

Significant prehistoric resources and remnants of Spanish American War Camp Russell Alger have been identified in the western portion of this sector. Other resources can be expected along Holmes Run. Holmes Run Acres is a significant example of innovative subdivision planning dating from the 1950s. It is a National Register Historic District and is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J5-Woodburn Community Planning Sector, Character, page 45:

"**J5 WOODBURN COMMUNITY PLANNING SECTOR**

The Woodburn Community Planning Sector is entirely within the Merrifield Suburban Center. Plan Guidance for this area is included in the Merrifield Suburban Center section of the Area I volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J6-Merrifield Community Planning Sector, Character, page 47:

"**J6 MERRIFIELD COMMUNITY PLANNING SECTOR**

The Merrifield Community Planning Sector is entirely within the Merrifield Suburban Center. Plan guidance for this area is included in the Merrifield Suburban Center section of the Area I volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J7-Pine Spring Community Planning Sector, Character, page 50:

"**J7 PINE SPRING COMMUNITY PLANNING SECTOR**

CHARACTER

The Pine Spring Community Planning Sector is bounded by Lee Highway (Route 29) to the north, Graham Road to the east, Arlington Boulevard (Route 50) to the south, and the Capital Beltway/Interstate 495 (I-495) on the west. The western portion of the sector is part of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in that section of the Area I volume of the Comprehensive Plan.

Much of the planning sector has already been developed, predominantly with stable single-family residential neighborhoods. The shopping center at the northwest quadrant of the intersection of Arlington Boulevard and Graham Road is bounded by multifamily use. Other commercial uses in the planning sector are located at the southwest corner of the Graham Road and Lee Highway intersection, and along Lee Highway to the west. Additional multifamily residential development is located along Lee Highway.

The only stream valley in this sector is Holmes Run, located within the Merrifield Suburban Center.

This sector consists of older neighborhoods which were developed in a manner that was less destructive of the natural landscape. Therefore, there is a possibility that portions of historic and prehistoric archaeological sites have survived. The development of Fairview Park in the Merrifield Suburban Center produced significant prehistoric and historic resources; additional resources may have survived in open space areas of the development.

Jefferson Village Conservation Area

On August 2, 1982, the Board of Supervisors approved a conservation plan for the Jefferson Village apartment complex. The adopted conservation area is generally bounded by Arlington Boulevard on the south, Allen Street and Rogers Drive on the west, Elmwood Drive and Tyler Avenue on the north, and Graham Court and the Graham Road Elementary School on the east. The objectives of the conservation plan include the development of an aesthetically pleasing residential neighborhood and an improved housing supply to provide residents with the opportunity for a decent, safe, and sanitary dwelling unit within their income means (see Figure 28: General Locator Map).

Tremont Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Tremont Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Arlington Boulevard and Lee Highway, and Strathmeade and Fairmont streets."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J8-Shreve-West Community Planning Sector, Character, page 58:

"**J8 SHREVE-WEST COMMUNITY PLANNING SECTOR**

CHARACTER

The Shreve-West Community Planning Sector is bounded by Shreve Road and the Washington and Old Dominion Railroad Regional Park on the north, the Capital Beltway/Interstate 495 (I-495) on the west, Lee Highway (Route 29) to the south and the City of Falls Church on the east.

The planning sector is characterized by stable low density, single-family residential areas south of Shreve Road and west of the City of Falls Church. The western portion of the sector includes the Jefferson District Park, the Holmes Run Stream Valley and associated Environmental Quality Corridor. These uses provide a transition to higher intensity uses along Lee Highway. Jefferson District Park also serves as a buffer between the medium density residential uses north of Lee Highway and I-495.

National Memorial Park and King David Memorial Gardens cemeteries are located in the central portion of this sector. Medium density residential, commercial and industrial uses are located along Lee Highway. Other multifamily complexes, Timberlane Village Garden, Lee Oaks and the Glen, lie farther east along Lee Highway. West of the Hollywood Road/ Lee Highway intersection is a mix of uses: an industrial parcel developed as a commercial storage facility, a shopping center, and associated strip commercial development. Low density

residential development characterized by single-family detached houses is located along Mary Street.

Branches of both Tripps Run and Holmes Run traverse this planning sector. The western half of this sector contains dispersed neighborhoods. National Memorial Park cemetery and Jefferson Golf Course offer a moderate potential for heritage resources. Few heritage resources surveys have been done in this planning sector. Identified historic sites in this sector include the Fountain of Faith in the National Memorial Park, created by the Swedish sculptor, Carl Milles, as well as Long View, the house of James Wren, architect of Pohick Church, the Falls Church, and the 1800 Fairfax County Courthouse. The Fountain of Faith and Long View are listed in the County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J9-Greenway Village Community Planning Sector, Character, page 65:

"**J9 GREENWAY VILLAGE COMMUNITY PLANNING SECTOR**

CHARACTER

The Greenway Village Community Planning Sector is bounded by Lee Highway (Route 29) on the north, Tripps Run Stream Valley on the east, Arlington Boulevard (Route 50) on the south, and Graham Road to the west. This planning sector is predominantly developed with single-family detached houses, within stable neighborhoods.

Retail, office uses and churches are located in a strip along Lee Highway. Other commercial development is located at the intersection of Graham Road and Arlington Boulevard.

The Tripps Run Stream Valley forms the eastern boundary of the planning sector and is channelized along the entire length of this sector. Stands of mature trees and varied topography, especially in the western portion of the planning sector, are of environmental and aesthetic significance.

The older neighborhoods in the sector were developed with minimal destruction to the original landscape. In these areas, historic and prehistoric archaeological sites may have survived.

Greenway Downs Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Greenway Downs Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Lee Highway, Woodlawn Avenue, Custis Parkway, and Tripps Run Stream Valley."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District as amended through June 19, 2012; J10- Jefferson North Community Planning Sector, Character, page 73:

"**J10 JEFFERSON NORTH COMMUNITY PLANNING SECTOR**

CHARACTER

The Jefferson North Community Planning Sector is bounded by Leesburg Pike (Route 7) on the north, the City of Falls Church on the east, Shreve Road and the Washington and Old Dominion (W&OD) Railroad Regional Park on the south and the Capital Beltway/Interstate 495 (I-495) on the west. Portions of the West Falls Church Transit Station Area and the Tysons Corner Urban Center lie within this sector. Plan recommendations for these areas are included in the Area II volume of the Comprehensive Plan.

The Route 7 corridor has a different character than most of the planning sector which is developed as single-family residential uses. Fronting on Leesburg Pike is a mixture of uses consisting of high-rise and garden apartments, townhouses, offices, and retail establishments. The eastern end of the Route 7 corridor near the City of Falls Church contains a mixture of townhouses and miscellaneous commercial uses.

This planning sector is located in the headwater regions of two major watersheds: Cameron Run and Pimmit Run. Highly erodible soils are present especially in the central portion of the sector. The Tripps Run and Pimmit Run Environmental Quality Corridors begin in this sector; the Holmes Run Environmental Quality Corridor includes land within the southwestern portion of this sector. All streams in this sector ultimately flow into the Potomac River.

The Idylwood Road area of this sector is an older community located in the Tysons Coastal Plain geological formation. Historic structures and archaeological resources as well as prehistoric period sites have been found in that area. There are several important structures dating from the 19th century in this sector including Highland View, which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; Overview, page 1:

"LINCOLNIA PLANNING DISTRICT OVERVIEW

The Lincolnia Planning District is bounded by Lincolnia Road, the City of Alexandria line; the Norfolk Southern Railway/Virginia Railway Express right-of-way; Interstate 395 (I-395); Indian Run Stream Valley; Braddock Road and Old Columbia Pike. (See Figure 1) The planning district is approximately 2,100 acres in size and comprises approximately one percent of the county's land area. The district contains a portion of the Beltway South Industrial Area. Plan recommendations for this portion are included in the L3 Bren Mar Park Community Planning Sector. Plan recommendations for the remainder of the Beltway South Industrial Area are located within the Annandale Planning District, Area I volume of the Comprehensive Plan.

The Lincolnia Planning District is one of the older and more developed areas of Fairfax County, and is strongly influenced by the neighboring City of Alexandria and the intensive development along I-395. The Planning District has three relatively distinct sectors:

- The area to the north of Little River Turnpike (Route 236) and below Lincolnia Road (L1 Pinecrest);
- The area north of Indian Run and west of I-395 (L2 Lincolnia); and
- The area southeast of I-395, bounded by the Norfolk Southern Railway right-of-way on the south and the City of Alexandria on the east (L3 Bren Mar Park).

These three planning sectors are characterized primarily by single-family detached residential development. Townhouse, garden apartment and low rise condominium developments are found along the major thoroughfares and collector streets in proximity to commercial and industrial uses. The planning sector also contains Green Spring Gardens.

The planning district is divided by several major transportation corridors, including Little River Turnpike (Route 236) and I-395. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares. Some commercial and light industrial uses are located in the eastern and western portions of Bren Mar Park."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L1-Pinecrest Community Planning Sector, page 15:

"L1 PINECREST COMMUNITY PLANNING SECTOR

CHARACTER

The Pinecrest Community Planning Sector is located south of Lake Barcroft and is generally bounded by Lincolnia Road, the City of Alexandria line, Little River Turnpike (Route 236), and Old Columbia Pike.

The planning sector is characterized by older, stable neighborhoods of single-family detached houses. Single-family detached residential developments include Mt. Pleasant and Autumn Cove, and townhouse developments include Linmar, Autumn Glen and Barcroft Square. Multifamily developments include the Orleans Village complex of garden apartments and townhouses. The Pinecrest, a large planned residential development, includes single-family detached dwellings, townhouses and garden apartments. Higher density residential areas tend to be located along the major thoroughfares. Commercial uses are situated on the north side of Little River, east of Braddock Road and include Pinecrest Plaza and the Plaza at Landmark.

Turkeycock Run, an element of the countywide Environmental Quality Corridor (EQC) system, runs through both public parkland and private residential yards. Investigations in Turkeycock Run and excavations at the Elliott site in a nearby planning sector have indicated the presence of potentially undisturbed prehistoric and historic archaeological resources in this planning sector and have demonstrated the potential for significant archaeological resources surviving in early and mid- 20th century residential neighborhoods. The undeveloped portions of the Turkeycock Run Watershed, in particular, are environmentally sensitive.

Green Spring Farm/Moss House owned by the Park Authority, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Lincolnia Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L2-Lincolnia Community Planning Sector, page 23:

"L2 LINCOLNIA COMMUNITY PLANNING SECTOR

CHARACTER

The Lincolnia Community Planning Sector is located west of the City of Alexandria and is generally bounded by Little River Turnpike (Route 236), Stutz Road, Interstate 395 (I-395), the Indian Run Stream Valley and Braddock Road.

The portion of the Lincolnia Community Planning Sector west of the Turkeycock Run Stream Valley is primarily developed with single-family detached units. These stable subdivisions include Fairland, Indian Run Park, Lincolnia Park and Weyanoke. East of the stream valley lies a mixture of housing types with sizable concentrations of townhouse and garden apartment units. These include Little River Village, Lincolnia Mews, Morningside Towers and Strawbridge Square. These higher density developments are generally located in proximity to the commercial areas along Little River Turnpike and around Brighton Mall.

Brighton Mall, Home Depot Plaza at the Little River Turnpike/Braddock Road intersection and the commercial strip along Little River Turnpike between the two shopping centers constitute Lincolnia's commercial-retail and office areas. These commercial areas are characterized by neighborhood-serving retail and office uses. Indian Run Office Park, a small office complex, is located at the southern end of Cherokee Avenue.

Two stream valleys with sizable floodplains, Indian Run and Turkeycock Run, are the principal ecological assets of this planning sector. Excavations in an adjacent sector have demonstrated that in older neighborhoods, significant undisturbed historic and prehistoric archaeological resources have survived in sufficient amounts to be meaningful. This planning sector contains large older residential neighborhoods. Therefore, significant archaeological resources are possible in the planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Lincolnia Planning District as amended through June 19, 2012; L3-Bren Mar Park Community Planning Sector, page 32:

"L3 BREN MAR PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Bren Mar Park Community Planning Sector is located adjacent to the Edsall Road/Van Dorn Street area in the City of Alexandria and is generally bounded by Interstate 395 (I-395), the City of Alexandria and the Norfolk Southern Railway/Virginia Railway Express right-of-way. The Bren Mar Park Community Planning Sector contains a portion of the Beltway South Industrial Area. Recommendations for the Beltway South Industrial Area can be found in the Land Use Recommendations section of this planning sector and the Area I volume of the Comprehensive Plan, Annandale Planning District, Beltway South Industrial Area.

The planning sector contains residential, commercial and industrial uses. The Bren Mar Park subdivision, a stable single-family detached neighborhood, constitutes the central residential area. Higher density residential uses include townhouses such as Jefferson Green and Landmark Mews; garden apartments; such as Edsall Station and Edsall Gardens; and midrise condominium buildings, such as Valley Park; located around the Bren Mar Park neighborhood and on outlying tracts, particularly along Edsall Road and Bren Mar Drive.

Nonresidential uses, including retail, office, and industrial uses, are located along Edsall Road and in the Beltway South Industrial Area. The retail shopping component includes a small shopping center on Edsall Road and adjacent parcels and several uses in the Beltway South Industrial Area. Industrial uses are found primarily in the Beltway South Industrial Area. These uses include warehousing/distribution, light manufacturing and several satellite/communication facilities. An industrially planned and developed warehousing facility is located at the eastern end of Edsall Road, adjacent to the Alexandria City line.

Indian Run and Turkeycock Run Stream Valleys traverse the entire length of the planning sector. The Backlick Run floodplain is broad along the southern edge of the planning sector. The large tract in the northern portion of the planning sector has a high potential for both historic and prehistoric archaeological resources. Preliminary archaeological investigations in adjoining planning sectors indicate the possibility of the presence of undisturbed, significant prehistoric archaeological resources. The slopes and adjacent floodplains of Backlick Run also have potential for such resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; Overview, pages 1-3:

"FAIRFAX PLANNING DISTRICT OVERVIEW

The Fairfax Planning District is centrally located in Fairfax County and surrounds the City of Fairfax. The planning district is approximately 13,000 acres in size, which encompasses approximately five percent of the county. Many of the major roads in the county are tangent to or traverse the district, including Interstate 66 (I-66), Arlington Boulevard (Route 50), Chain Bridge Road (Route 123), Lee Highway (Route 29), Little River Turnpike (Route 236), Braddock Road, Hunter Mill Road and Gallows Road (see Figure 1).

The Fairfax Planning District contains several mixed-use centers in part or whole. A portion of the Fairfax Center Area Suburban Center is located within the western section of the Fairfax Planning District; plan recommendations for the Fairfax Center Area Suburban Center are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area. A portion of the Merrifield Suburban Center is located within the eastern section of the district; plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. The Flint Hill Suburban Center is located entirely within the Fairfax Planning District, north of the intersection of Chain Bridge Road and I-66. The district also includes approximately 50 acres of land surrounded by the City of Fairfax (F6: County Government Center Community Planning Sector) on which the Fairfax County Courthouse and Public Safety Center are located.

The predominant character of the Fairfax Planning District is low density residential development. Most of the low density residential development was built in the 1950s through 1970s. The northwestern portion of the planning district, which lies in the Difficult Run Watershed, is developed with low density residential neighborhoods or is environmental conservation (open space) use. Townhouse and multi-family residential uses are located north and south of I-66 near the Flint Hill Suburban Center and northeast of the City of Fairfax. In the vicinity of Woodburn Road and Gallows Road there is a townhouse and multi-family development adjacent to the Merrifield Suburban Center.

George Mason University is a major institutional use located in the southern portion of the planning district. The university complex includes the Patriot Center, which is a regional sports and entertainment facility. George Mason University owns a large vacant tract in this district, which is under State control for planning purposes.

There is a small area in the southwestern section of the planning district (F7 George Mason Community Planning Sector) that is in the Occoquan Watershed. The Comprehensive Plan for the area within the Fairfax Planning District located within the watershed of the Occoquan Reservoir provides for a rural character by maintaining a very low density development recommendation of .1-.2 dwelling units per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used in conjunction with stormwater management facilities (structural

BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributing to the quality of water in the reservoir. The reservoir is a major source of drinking water for the county and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

In addition to water quality benefits, very low density residential development within the Occoquan Watershed preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the county to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the county planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned mixed-use centers that are expected to provide for economic development and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The county has adopted a sewer service area map, which defines areas where public sewer is planned to be permitted. Land in the Fairfax Planning District in the Occoquan Watershed is not within the approved sewer service area nor are some portions of the Difficult Run Watershed that are planned for low density residential use. These areas are planned for and generally developed with uses which do not require public service and may be developed in residential densities or in non-residential uses which do not require public sewer service."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F1-Braddock Community Planning Sector, page 26:

"F1 BRADDOCK COMMUNITY PLANNING SECTOR

CHARACTER

The Braddock Community Planning Sector is located on the southeast boundary of the City of Fairfax, bounded generally by Main Street/ Little River Turnpike (Route 236), Olley Lane, Long Branch Stream Valley Park, Guinea Road, Braddock Road and Roberts Road.

A majority of the sector contains stable residential development at a density of approximately 2-3 dwelling units per acre. Major subdivisions are Hickory Farms, George Mason Forest, Somerset, Starlit Ponds, Chestnut Hills, Old Creek Estates, Somerset South, Olde Forge and Surrey Square. Some small sections scattered throughout the sector have older subdivisions with lots up to five acres in size some of which are vacant, such as Holly Park and Little Run Estates.

No community-serving or neighborhood-serving retail or office facilities are located in this planning sector, but such facilities are adequately provided in locations adjacent to the sector.

The Fairfax Memorial Gardens and Calvary Memorial Gardens are large cemeteries located in the vicinity of the northeast quadrant of the Burke Station Road and Braddock Road intersection. The Long Branch Stream Valley Park extends through much of this sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2-Mantua Community Planning Sector, page 35:

"F2 MANTUA COMMUNITY PLANNING SECTOR

CHARACTER

The Mantua Community Planning Sector is located east of the City of Fairfax, between Arlington Boulevard (Route 50) and Little River Turnpike (Route 236), extending to Woodburn Road. Portions of the Mantua Planning Sector are within the Merrifield Suburban Center. Plan guidance for this area is included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center.

The planning sector is almost completely developed with single-family detached residential use. Most of this development was built between 1950 and 1970. Major single-family detached subdivisions include Mantua, Ridgelea, Pine Ridge, Sutton Place, Little River Pines and Prosperity Heights.

Two townhouse subdivisions are located in the sector: Strathmeade Square, which is developed at a density of 8-12 dwelling units per acre adjacent to the Inova Fairfax Hospital complex, and Chesterfield Mews, developed at a density of 3-4 dwelling units per acre, located on Arlington Boulevard opposite Nutley Street. Three multi-family housing developments are located along Little River Turnpike near Pickett Road and the City of Fairfax: Margate Manor, Pinewood Plaza and Fairfax Plaza. These are developed at a density of 16-20 dwelling units per acre, as are the Condominiums of Woodburn, which are adjacent to the Inova Fairfax Hospital complex along Gallows Road.

Towers Park, owned by the Fairfax County Park Authority, is located south of Route 50 along Accotink Creek adjacent to the City of Fairfax. The density attributable to this parcel was transferred to Circle Towers, located on the north side of Arlington Boulevard, at the time of its development. There are a number of institutional uses in the sector, including The Virginian, a Continuing Care Retirement Community (CCRC), the Kena Temple, the Elks Lodge, the Merritt Academy, the Sunrise Senior Assisted Living Community, the Fairfax Circle Baptist Church, and the Chabad Lubavich of Northern Virginia. There is a large concentration of special exception and special permit uses in this area, especially in the Arlington Boulevard and Little River Turnpike corridors.

A small amount of neighborhood-serving retail development is located on Little River Turnpike between Pineland Street and Woodburn Road.

The Accotink Creek Stream Valley is a major land use feature that traverses the sector and includes parts of Long Branch, Bear Branch, Hunters Creek, Crooks Creek and various unnamed connecting creeks."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2: Mantua Community Planning Sector, Land Use Recommendations, page 36:

"The Mantua sector is largely developed as stable residential neighborhoods. The predominant planned density is 2 dwelling units per acre with other planned densities as shown on the Plan Map and/or as further described in the following land use recommendations. Infill development in these neighborhoods should be compatible with existing development in the vicinity in terms of use, type and intensity, in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14."

ADD: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2: Mantua Community Planning Sector, Land Use Recommendations, page 38:

"10. Towers Park, owned by the Fairfax County Park Authority, is located south of Route 50 along Accotink Creek adjacent to the City of Fairfax. The density attributable to this parcel was transferred to Circle Towers, located on the north side of Route 50, at the time of its development. Accordingly, this publically-owned parcel should not be developed and should be used for public park purposes."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F2-Mantua Community Planning Sector, Figure 15, page 37 to show extent of Land Use Recommendation #10.

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F3-Mosby Woods Community Planning Sector, page 43:

"F3 MOSBY WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Mosby Woods Community Planning Sector is bounded by the City of Fairfax on the south, Jermantown Road and Chain Bridge Road (Route 123) on the west and north, and Edgelea Road and Blake Lane on the east.

This sector is predominantly developed with higher density residential use and medium intensity office use, which has occurred primarily since 1980. These higher intensity uses are located near the intersection of Chain Bridge Road and Interstate 66 (I-66) and south of Blake Lane which extends from Chain Bridge Road to Lee Highway (Route 29) near Fairfax Circle.

Oakton Gable, Four Winds at Oakton, the Oakton, Trevor House, and the Vistas of Vienna are apartment and condominium developments located north of I-66. The Oakton Park Apartments are located south of I-66 and east of Chain Bridge Road. Hawthorne Village and Fairfax Circle Villa are apartment complexes near Fairfax Circle. Densities are upwards of 20 dwelling units per acre.

There are numerous townhouse developments in the same two areas, including Villa D'Este Village, Tudor Hall, Cedar Grove Park, Cyrandall Valley, Blake Lee, Oakton Village, Concord Village, Cherrywood Square, and Treebrook. These have densities in the range of 5-12 dwelling units per acre.

There are older single-family detached residential subdivisions in the remaining portions of the sector, developed generally at a density of 1-3 dwelling units per acre. The major subdivisions of this type are Fairfax Acres, near I-66 and Spruce Street, east of Jermantown Road; and Grays/Grays Oakton and Old Courthouse Woods, located between Blake Lane and Chain Bridge Road. Five Oaks Estates and Villa D'Este are single-family detached subdivisions south of I-66 and Blake Lane near the City of Fairfax.

The Flint Hill Suburban Center is completely contained in this planning sector; plan recommendations for the suburban center are found in a previous section of the Fairfax Planning District guidance, following the Overview section. Other nonresidential uses include a number of highway-oriented, neighborhood-serving retail uses located along Chain Bridge Road between Blake Lane and the Oakton Shopping Center at Hunter Mill Road. A number of light industrial uses are located on Draper Drive near Kingsbridge Drive.

Oakton Trolley Station and Oakton United Methodist Church are significant heritage resources in this sector. The trolley station is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. An open

space/conservation easement has been placed on the trolley station property. A list and map of these heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F4-Fox Lake Community Planning Sector, page 53:

"F4 FOX LAKE COMMUNITY PLANNING SECTOR

CHARACTER

The Fox Lake Community Planning Sector is located north of the City of Fairfax and is bounded generally by West Ox Road, Vale Road, Hunter Mill Road and Chain Bridge Road (Route 123). The southwestern portion of the Fox Lake Community Planning Sector is included within the Fairfax Center Area Suburban Center. Plan recommendations for this area can be found in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

This sector is almost entirely within the Difficult Run Watershed. Most of the sector is developed as low density residential use at a typical density of less than one unit per acre. A sizable portion of this sector is open space along Difficult Run and scattered elsewhere throughout the area.

Two townhouse cluster subdivisions, Oak Marr Courts and Oakborough Square, have been developed near the intersections of Jermantown Road, Miller Road and Chain Bridge Road at a density of 3-4 dwelling units per acre. The Penderbrook planned development is located in the western part of the sector, partly in the Fairfax Center Area. Penderbrook is developed at an overall density of about 7 dwelling units per acre, with both single-family detached and attached units. A golf course is incorporated into this development to serve the general area.

Hunter Mill Plaza and Oakton Shopping Center are neighborhood-serving shopping centers located at the intersection of Hunter Mill Road, Miller Road and Chain Bridge Road.

Due to the low density of residential and commercial development in this planning sector, it is one of the areas of highest potential for surviving prehistoric and historic heritage resources. Although few heritage resource surveys have been conducted in this sector, those that have been done have produced evidence of important resources from both time periods. Of particular interest are Squirrel Hill, a clapboard house (c. 1706) near Wayland Street; the Waples and Fox Milling complex, which is an archaeological site at the intersection of Waples and Fox Mill Roads; and reported prehistoric resources dating to at least 7000 B.C. along the southern and eastern boundaries of the sector.

Squirrel Hill is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F5-Legato Community Planning Sector, page 64:

"F5 LEGATO COMMUNITY PLANNING SECTOR

The Legato Community Planning Sector is entirely within the Fairfax Center Area Suburban Center. Plan guidance for this area is in the Fairfax Center Area section of the Area III volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F6-County Government Community Planning Sector, page 66:

"F6 COUNTY GOVERNMENT CENTER COMMUNITY PLANNING SECTOR

CHARACTER

The County Government Center Community Planning Sector comprises county land surrounded by the City of Fairfax, on which the Fairfax County Courthouse and Public Safety Center are located. The sector generally is bounded by Main Street (Route 236), Chain Bridge Road (Route 123), Judicial Drive, Page Avenue, and commercial properties and a cemetery along Main Street (see Figure 31).

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of these heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5. The Fairfax County Courthouse and Jail are among the significant heritage resources in this sector. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through June 19, 2012; F7-George Mason Community Planning Sector, page 70:

"F7 GEORGE MASON COMMUNITY PLANNING SECTOR

CHARACTER

The George Mason Community Planning Sector is located between the southwestern boundary of the City of Fairfax, Roberts Road, Braddock Road and Shirley Gate Road. The northern portion of the sector where Lee Highway (Route 29) intersects with Shirley Gate Road is in the Fairfax Center Area Suburban Center. Plan recommendations for the Fairfax Center Area can be found in the Area III volume of the Comprehensive Plan.

A substantial portion of the land in this sector is owned by George Mason University (GMU). A portion of the GMU land holdings located east of the Braddox subdivision near Chain Bridge Road (Route 123) is undeveloped. The western portion of this sector is in the low density portion of the Occoquan Watershed.

Shirley Gate Park, Lake Fairfax Estates and Cavalier Woods subdivisions are located near Shirley Gate Road. Braddox and Braddock Forest are located near Chain Bridge Road. The average density of these subdivisions is about 1-2 dwelling units per acre. The Fairfax Gateway townhouse subdivision is located next to the City of Fairfax boundary of University Drive near Chain Bridge Road and George Mason University. Its density is about 4 dwelling units per acre. There are no community-serving or neighborhood-serving retail or office uses in this sector outside of those located in the Fairfax Center Area.

Fairfax Villa and University Square are single-family detached subdivisions located on the southern boundary of the City of Fairfax and developed at a density of about 3-4 dwelling units per acre. Access for Fairfax Villa is via the City of Fairfax, exclusively. The Fairfax Villa Elementary School is located between these subdivisions.

Prehistoric and historic resources, including Civil War earthworks and camps, have been located along Braddock Road and on George Mason University property. An undisturbed significant Native American quarry complex which is at least 3,000 years old is located in the western portion of the sector. This site is one of the few sites of its kind remaining in the Middle Atlantic region. Fairfax Villa Community Park is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Fairfax Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; Overview, Page 1:

"**MCLEAN PLANNING DISTRICT OVERVIEW**

The McLean Planning District encompasses approximately 19,400 acres, or about seven percent of the county. The planning district is located in the northeast portion of Fairfax County, and is bounded on the north by the Potomac River, on the southeast by Arlington County and the City of Falls Church, on the southwest by Leesburg Pike (Route 7) and the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and on the west by Difficult Run, Leesburg Pike, Towlston Road, and Old Dominion Drive (see Figure 1). The planning district contains the McLean Community Business Center (CBC) and portions of the Tysons Corner Urban Center and the West Falls Church Transit Station Area (TSA). Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, McLean CBC, and West Falls Church TSA, the McLean Planning District is predominantly composed of stable, low-density residential neighborhoods. Commercial uses are limited, with only a few neighborhood-oriented commercial areas throughout the planning district. Large tracts of federally-owned parkland and institutional uses are also present.

In addition to those previously listed, the planning district is traversed by several major roads and highways, including the Capital Beltway/Interstate 495 (I-495), Interstate 66 (I-66), Chain Bridge Road/Dolley Madison Boulevard (Route 123), and the George Washington Memorial Parkway. Metrorail's Orange Line is located in the median of I-66, with the West Falls Church Metro Station located at the junction of I-66 and the DAAR. The planning sector also contains Clemyjontri Park."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; M1-Tysons Corner Community Planning Sector, Page 92:

"**M1 TYSONS CORNER COMMUNITY PLANNING SECTOR**

CHARACTER

The Tysons Corner Community Planning Sector is entirely within the Tysons Corner Urban Center area. Plan guidance for this area is in the Tysons Corner Urban Center area portion of the Area II volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012; M2-Pimmit Community Planning Sector, Page 94:

"M2 PIMMIT COMMUNITY PLANNING SECTOR

CHARACTER

The Pimmit Community Planning Sector is located to the north of the City of Falls Church, and is generally bounded by Magarity Road, the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Interstate 66 (I-66), and Leesburg Pike (Route 7). The planning sector includes the eastern portion of the West Falls Church Transit Station Area (TSA). Plan recommendations for the West Falls Church TSA area can be found in a previous section of the McLean Planning District text, following the McLean Community Business Center (CBC) section.

Outside of the West Falls Church TSA, the planning sector consists primarily of stable, single-family detached residential neighborhoods. Commercial activities are limited, with neighborhood-serving retail and office uses located along Leesburg Pike in the western portion of the planning sector. Multifamily residential units are present along Leesburg Pike near the commercial uses.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5.

Generally this planning sector is developed and has few areas of undisturbed space. However, in the residential neighborhood of Pimmit Hills, prehistoric artifacts in excess of 2,000 years old have been reported. Therefore, it is possible that significant heritage resources can be found elsewhere within this planning sector. The Pimmit Hills neighborhood represents one of the early post-World War II Veterans Administration financed housing communities.

Ellison Heights Community Improvement Area

On November 26, 1990, the Board of Supervisors adopted the Ellison Heights Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The area is bordered by Haycock Road on the northwest and includes residential properties along Highland Avenue on the northeast boundary, with the City of Falls Church on the south forming the remaining boundary."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M3-Kirby Community Planning Sector, Page 101:

"M3 KIRBY COMMUNITY PLANNING SECTOR

CHARACTER

The Kirby Community Planning Sector is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Dolley Madison Boulevard/Chain Bridge Road (Route 123), and Arlington County. The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

Outside of the McLean CBC, the planning sector is characterized by stable residential development. The predominant housing type is single-family detached residential units. Throughout the planning sector, there are several residential developments, such as Westmoreland Square and Hallcrest Heights, which have been developed with townhouses. Neighborhood-serving commercial uses are located in the Chesterbrook area along Old Dominion Drive.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, three being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Numerous other historic sites in this planning sector are also included in the inventory, most notably Salona, which is also listed in the National Register of Historic Places.

Westmoreland Park Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Westmoreland Park Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The area includes residential properties bounded on the south and west by Interstate 66 (I-66) and Great Falls Street, on the north by Haycock Road, and on the east by Westmoreland Street, and includes properties fronting on Gordon Avenue and Meridian Street.

Westhampton Community Improvement Area

On September 16, 1991, the Board of Supervisors adopted the Westhampton Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements; however, the improvements were not done. The area includes single family residential properties bounded on the north by Kirby Road, on the west by I-66, on the south by Haycock Road and Grande Lane and on the east by Westmoreland Street."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M4-Balls Hill Community Planning Sector, Page 111:

"**M4 BALLS HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Balls Hill Community Planning Sector is generally bounded by Georgetown Pike (Route 193), Dolley Madison Boulevard (Route 123), and the Capital Beltway/Interstate 495 (I-495). The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

The planning sector is characterized by stable residential development. The predominant housing type is single-family detached residential units, as well as some townhouses including Kings Manor, Merryhill and Madison of McLean. Office uses are located along the southern portion of the planning sector, south of Lewinsville Road.

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are included in the inventory, most notably Bienvenue. The planning sector also contains Clemyjontri Park"

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M5-Potomac Palisades Community Planning Sector, Page 118:

"**M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR**

CHARACTER

The Potomac Palisades Community Planning Sector is generally located along the Potomac River, north of Georgetown Pike (Route 193) and Chain Bridge Road (Route 123).

The planning sector is primarily characterized by stable residential development. Housing consists primarily of single-family detached residential units, many of which are located on large wooded lots with private drives. There is one townhouse community, Merrywood on the Potomac, located in the easternmost portion of the planning sector. Large portions of this planning sector are devoted to public or institutional uses such as federal agencies and parks; county parkland and a school; and the Madeira School. Special attention is required in this environmentally fragile area to the impact of future development.

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are included in the inventory, most notably Rokeby."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M6-Spring Hill Community Planning Sector, page 125:

"**M6 SPRING HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Spring Hill Community Planning Sector is generally bounded by Georgetown Pike (Route 193), the Capital Beltway/Interstate 495 (I-495), the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Leesburg Pike (Route 7), Towlston Road, and Old Dominion Drive.

The planning sector is characterized as a stable low-density residential area consisting of single-family detached residential units. A limited amount of neighborhood-serving commercial uses are located at the intersection of Old Dominion Drive and Spring Hill Road. An industrial use is present in the eastern quadrant of the Leesburg Pike and Towlston Road intersection.

Spring Hill Farm is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory, most notably Pleasant Grove Methodist Church."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through June 19, 2012, M7-Wolf Trap Community Planning Sector, page 132:

"**M7 WOLF TRAP COMMUNITY PLANNING SECTOR**

CHARACTER

The Wolf Trap Community Planning Sector is generally bounded by Leesburg Pike (Route 7), the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and Difficult Run.

This planning sector is primarily a stable area of low-density, single-family detached residential units. Public parkland is present within the Difficult Run Stream Valley and the Wolf Trap Stream Valley along the planning sector's western edge. A prominent institutional use, the Wolf Trap National Park for the Performing Arts, is located in the eastern portion of the planning sector.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Vernon Leigh House and Kenmore are significant heritage resources in this planning sector. Additional historic sites are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; Overview, page 1:

"**VIENNA PLANNING DISTRICT OVERVIEW**

The Vienna Planning District encompasses approximately 12,000 acres, or about five percent of the county. The planning district is located in the central northeast section of the county, and is generally bordered to the east by Leesburg Pike (Route 7), the Capital Beltway/Interstate 495 (I-495), Interstate 66 (I-66), and Prosperity Avenue, and to the west by Hunter Mill Road, Blake Lane, and the Difficult Run Stream Valley (see Figure 1). The planning district contains the Town of Vienna, the Vienna Transit Station Area (TSA) and portions of the Merrifield Suburban Center and the Tysons Corner Urban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan,

Merrifield Suburban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center. The Town of Vienna has jurisdiction over its own planning functions. Consult the Town of Vienna Comprehensive Plan for recommendations within this area.

The planning district is predominantly comprised of single-family neighborhoods. The exceptions to this are areas within the Vienna TSA, Merrifield Suburban Center, and the Tysons Corner Urban Center.

The planning district is traversed by several major roads and highways, including I-495, I-66, the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Lee Highway (Route 29), Arlington Boulevard (Route 50), Leesburg Pike, and Chain Bridge Road (Route 123). The Washington and Old Dominion (W&OD) Railroad Regional Park also bisects the planning district. Metrorail's Orange Line is located in the median of I-66, with two stations serving the Vienna Planning District. The Vienna-Fairfax-GMU Metro Station is located near the intersection of Nutley Street and I-66, and the Dunn-Loring-Merrifield Station is located at Gallows Road and I-66."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V1-Lee Community Planning Sector, Character, page 42:

"**V1 LEE COMMUNITY PLANNING SECTOR**

CHARACTER

The Lee Community Planning Sector is located south of the Town of Vienna and is generally bounded by Interstate 66 (I-66), Arlington Boulevard (Route 50), and Blake Lane. The planning sector includes the southern portion of the Vienna Transit Station Area (TSA) and a small portion of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan, Merrifield Suburban Center. Recommendations for the Vienna TSA can be found in a previous section of the Vienna Planning District text, following the Overview section.

Outside of the Vienna TSA and the Merrifield Suburban Center, the planning sector is developed with a variety of housing types, including single-family detached, townhouse, and multifamily units. Community-serving commercial uses are focused at the intersection of Lee Highway and Nutley Street.

Thompson Cemetery, located adjacent to the Pan Am Shopping Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V2-Cedar Community Planning Sector, Character, page 55:

"**V2 CEDAR COMMUNITY PLANNING SECTOR**

CHARACTER

The Cedar Community Planning Sector is located east of the Town of Vienna and is generally bounded by Electric Avenue, the Capital Beltway/Interstate 495 (I-495), and Interstate 66 (I-66). The planning sector includes a small portion of the Tysons Corner Urban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, the majority of the planning sector is developed with single-family detached residential units. The northern portion of the planning sector, along Gallows Road, is developed with a combination of townhouses and single-family detached residential units. There is a concentration of commercial and office uses between Cedar Lane, Gallows Road and Electric Avenue.

The area east of Gallows Road has produced potentially significant archaeological sites and contains some older and potentially significant buildings. The Dunn Loring Elementary School is located in the northwest corner of the Gallows Road-Idylwood Road intersection. Both Tudor Hall and the Camp Alger Headquarters, privately owned residences, are located in this planning sector. These residences are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V3-Spring Lake Community Planning Sector, Character, page 66:

"**V3 SPRING LAKE COMMUNITY PLANNING SECTOR**

CHARACTER

The Spring Lake Community Planning Sector is generally located north of the Town of Vienna and south of the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267). The planning sector includes a portion of the Tysons Corner Urban Center. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Corner Urban Center.

Outside of the Tysons Corner Urban Center, development in the planning sector consists almost entirely of single-family detached residential uses. Townhouses and garden apartments

are present in the eastern portion of the planning sector, adjacent to the Tysons Corner Urban Center. Commercial development is located along Gallows Road, near Cedar Lane.

The nationally significant prehistoric archeological site Wolftrap is located in this planning sector. In addition, this planning sector includes Ash Grove, an 18th century house that was originally owned by the Fairfax family. Ash Grove is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory, most notably Freedom Hill Fort."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V4-Piney Branch Community Planning Sector, Character, page 78:

"**V4 PINEY BRANCH COMMUNITY PLANNING SECTOR**

CHARACTER

The Piney Branch Community Planning Sector is located west of the Town of Vienna and is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Chain Bridge Road (Route 123), the Difficult Run Stream Valley and Hunter Mill Road.

The planning sector primarily consists of single-family detached residential units with densities ranging from .5 dwelling units per acre to 2-3 dwelling units per acre. The lower densities are found closer to Difficult Run and Hunter Mill Road. Townhouses and garden-style multifamily residential units are present along the southern boundary of the planning sector, with community-serving commercial uses located at the intersection of Chain Bridge Road and Hunter Mill Road.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5. The Garde, Oakton School and Richard Lahey House are among the significant heritage resources in this planning sector. Additional historic sites in this planning sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V5-Nutley Community Planning Sector, Character, page 85:

"V5 NUTLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Nutley Community Planning Sector is located west of the Town of Vienna and is generally bounded by Chain Bridge Road (Route 123) and Interstate 66 (I-66). The planning sector includes the northern portion of the Vienna Transit Station Area (TSA). Recommendations for the Vienna TSA can be found in a previous section of the Vienna Planning District text, following the Overview section.

A large portion of this planning sector is occupied by Oakton High School and Nottoway Park, which border the Vienna TSA on the north. The remainder of the planning sector, outside of the Vienna TSA, includes single-family detached residential units and townhouses. Low-intensity commercial uses are located in the northeastern portion of the planning sector, along Chain Bridge Road.

Hunter House, which is located in Nottoway Park, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Vienna Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Vienna Planning District as amended through June 19, 2012; V6-Vienna Community Planning Sector, Character, page 92:

V6 VIENNA COMMUNITY PLANNING SECTOR

CHARACTER

The Vienna Community Planning Sector encompasses the Town of Vienna. The Town of Vienna has jurisdiction over its own planning functions. Consult the Town of Vienna Comprehensive Plan for recommendations within this area.

The character of the town is shaped by the large amount of land in single-family detached residential units. Only a very small number of medium- to high-density residential units exist in the town. The majority of commercial activity is concentrated along Maple Avenue (Route 123) in a continuous strip. An additional community-serving retail center is located in the southeast section of the town, at the intersection of Park Street and Cedar Lane. Industrial use is primarily in the Vienna Industrial Park and adjacent to the Washington and Old Dominion (W&OD) Railroad Regional Park."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; Overview, pages 1-3:

"BULL RUN PLANNING DISTRICT OVERVIEW

The Bull Run Planning District encompasses approximately 32,000 acres, or about 12 percent of the county. The planning district is located in the western corner of Fairfax County. It is generally bounded on the northeast by the eastern boundary of Washington Dulles International Airport (Dulles Airport) and Lee-Jackson Memorial Highway (Route 50); on the east by West Ox Road and Lee Highway (Route 29); on the southeast by Braddock Road, Shirley Gate Road, Union Mill Road, Compton Road, and Centreville Road (Route 28); on the southwest by the Bull Run Stream Valley; and on the northwest by Loudoun County (see Figure 1). The planning district contains the Centreville Suburban Center and portions of the Dulles Suburban Center and Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Centreville Suburban Center, Dulles Suburban Center, and the Fairfax Center Area, the planning district consists of residential neighborhoods with single-family detached residential units and townhouses. Multifamily residential units are scattered throughout the planning district, along with community-serving commercial uses. The southern and western portions of the planning district are less densely developed, with large tracts of public parkland and other undeveloped areas.

In addition to those previously listed, the planning district is traversed by several major roads and highways, including Interstate 66 (I-66) and Fairfax County Parkway (Route 286). Dulles Airport is located in the northernmost portion of the planning district.

Almost the entirety of the planning district is located within the watershed of the Occoquan Reservoir. Protection of water quality has had a significant impact on land use in this area. A major reevaluation of land use in the planning district occurred as a result of the Occoquan Basin Study in 1982.

The Comprehensive Plan for a portion of the Bull Run Planning District provides for a rural character by maintaining a very low density planned development recommendation of .1-.2 dwelling units per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used in conjunction with stormwater management facilities (structural BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributes to the quality of water in the reservoir. The reservoir is a major source of drinking water for the county and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

Preservation of water quality in the reservoir is of significant value to the public health and welfare. In addition to water quality benefits, very low density residential development, when applied to this general area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the county to concentrate limited public resources for public facilities, transportation and public utilities in those areas planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers that are expected to provide employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The county has adopted a sewer service area map which defines areas where public sewer service is planned to be permitted. The Upper Cub Run, Flatlick, Stone Bridge, and Braddock Community Planning Sectors have either part or all of their land area outside the Approved Sewer Service Area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in nonresidential uses which do not require public sewer service. However, the Approved Sewer Service Area includes the Ordway Road Conservation Area (generally located south of Compton Road, west of Centreville Road, north of the Bull Run Regional Park and east of the Upper Occoquan Service Authority (UOSA) Regional Water Reclamation Plant) and the Leehigh Village Conservation Area (generally located along Village Drive between Leehigh Drive and Larry Road) in order to remedy public health hazards caused by failed and imminently failing septic systems.

Bull Run, Cub Run, and their branches, which flow into the Occoquan Reservoir, have had extensive portions of their stream valleys incorporated into the county's Environmental Quality Corridor (EQC) system. Significant corridors of open space have been reserved for the future and, as a result, provide both recreation opportunities and enhanced water quality.

Bull Run Planning District includes a rich remnant of the county's past. Abundant historic and archaeological resources may be found. Among these are prehistoric sites along Cub Run; Mt. Gilead in the Centreville Historic Overlay District; Sully Historic Site; Bull Run Stone Bridge; and other sites connected with the Civil War.”

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR1-Dulles Airport Community Planning Sector, Character, page 42:

"**BR1 DULLES AIRPORT COMMUNITY PLANNING SECTOR**

CHARACTER

The Dulles Airport Community Planning Sector lies entirely within the Dulles International Airport property, which is owned by the U.S. Government and administered by the Metropolitan Washington Airports Authority (MWAA). The airport does not fall within the jurisdiction of Fairfax County planning. The County has, however, an ongoing interest in monitoring airport development and coordinating with MWAA as an active planning partner in the growth of this regional facility. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Two areas of concern to the county, aircraft noise impacts and industrial and commercial development programs, bear especially close scrutiny as they have a major effect on development in the airport area. Additional guidance on aircraft noise impacts may be found in the Area III volume of the Comprehensive Plan, Overview section.

Sully Historic Site is a significant heritage resource in this planning sector and is protected by a county Historic Overlay District. This house and complex are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR2-Upper Cub Run Community Planning Sector, Character, page 47:

"**BR2 UPPER CUB RUN COMMUNITY PLANNING SECTOR**

CHARACTER

The Upper Cub Run Community Planning Sector is located to the south of Dulles Airport and is generally bounded by Braddock Road, Old Lee Road, and Loudoun County. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

Outside of the Dulles Suburban Center, the northern portion of the planning sector has been developed with single-family detached residential units. Public parkland constitutes much

of the southern portion of the planning sector. The planning sector also contains Cub Run RECenter.

Pleasant Valley Road between Lee Highway (Route 29) and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand of a globally rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public parkland flanks the road along part of its length.

The planning sector is subject to several major environmental constraints including significant Environmental Quality Corridor (EQC) areas associated with Cub Run and its branches. Streams in this planning sector flow into the Occoquan Reservoir. Noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. Additional guidance on aircraft noise impacts may be found in the Area III volume of the Comprehensive Plan, Overview section.

The planning sector contains numerous prehistoric heritage resources as old as 11,500 years. The planning sector also contains significant historic buildings and archaeological sites. The John Hutchison House, an 18th century building, has been protected and rehabilitated within a commercial development and is an excellent example of private preservation. This house is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Important archaeological resources may be found in this planning sector particularly within and adjacent to the Cub Run Stream Valley. These resources are likely to involve prehistoric and precolonial human settlement."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR3-Flatlick Community Planning Sector, Character, page 54:

"**BR3 FLATLICK COMMUNITY PLANNING SECTOR**

CHARACTER

The Flatlick Community Planning Sector is generally bounded by Old Lee Road, Stringfellow Road, Interstate 66 (I-66), Lee Highway (Route 29), and Pleasant Valley Road. The planning sector includes a portion of the Dulles Suburban Center. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center.

The planning sector encompasses a diverse mix of land uses. The southern portion of the planning sector, outside of the Dulles Suburban Center, consists primarily of single-family detached residential units. The eastern edge of the planning sector, south of Braddock Road

along Stone Road, is developed with townhouses. Additional townhouses, multifamily residential units, and community serving retail uses are located near the intersection of Westfields Boulevard and Sully Road (Route 28). Extensive public recreation resources are also found in the planning sector, including Cub Run Stream Valley Park and Ellanor C. Lawrence Park.

Pleasant Valley Road between Lee Highway and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public parkland flanks the road along part of its length.

Noise impacts from Dulles Airport and the extent of these impacts must be considered in evaluating all future development in this area. Additional guidance on aircraft noise impacts may be found in the Area III Overview section.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Cabell's Mill and Miller's House are among the significant heritage resources in this planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR4-Stringfellow Community Planning Sector, Character, page 63:

"**BR4 STRINGFELLOW COMMUNITY PLANNING SECTOR**

CHARACTER

The Stringfellow Community Planning Sector is generally bounded by Lee-Jackson Memorial Highway (Route 50), West Ox Road, Interstate 66 (I-66), Stringfellow Road, and Walney Road. The planning sector includes portions of the Dulles Suburban Center and the Fairfax Center Area. Plan recommendations for the Dulles Suburban Center are included in the Area III volume of the Comprehensive Plan, Dulles Suburban Center. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Outside of the Dulles Suburban Center and the Fairfax Center Area, the Stringfellow Community Planning Sector is developed primarily with single-family detached residential units, as well as townhouses located in the northern portion of the planning sector adjacent to Lee-Jackson Memorial Highway. The Brookfield and Greenbriar subdivisions are substantial communities of single-family detached houses, adjacent to neighborhood shopping centers located south of Lee-Jackson Memorial Highway. Scattered older residential developments are also found in this planning sector. The pattern of development in this planning sector is heavily oriented toward Lee-Jackson Memorial Highway.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5. Leeton and the Ox Hill Battlefield Memorial Park are among the significant heritage resources in this sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR5-Stone Bridge Community Planning Sector, Character, page 71:

"**BR5 STONE BRIDGE COMMUNITY PLANNING SECTOR**

CHARACTER

The Stone Bridge Community Planning Sector is located in the far western portion of the County and is generally bounded by Loudoun County, Prince William County, Pleasant Valley Road, and Compton Road.

Much of the planning sector is undeveloped and includes forest and farmland, large portions of which are preserved as public parkland. A majority of the planning sector is outside of the county's Approved Sewer Service Area and existing single-family residential units in this portion of the planning sector are widely scattered at very low densities. The southeastern portion of the planning sector is within the county's Approved Sewer Service Area and is developed with predominantly single-family detached residential units. Townhouses and multi-family residential units are located near the Lee Highway (Route 29)/Interstate 66 (I-66) interchange, with a small concentration of office, retail, and industrial uses adjacent to the interchange. Stone resources are found in the southern part of this planning sector and are actively quarried.

All of Fairfax County's portion of the Bull Run Watershed and portions of the Cub Run Watershed, which are both part of the watershed of the Occoquan Reservoir, are within this planning sector. The Environmental Quality Corridors for the Bull Run and Cub Run Stream Valleys are major environmental features of this planning sector.

Pleasant Valley Road between Lee Highway and Blue Spring Drive has been designated a Virginia Byway by the Virginia General Assembly. This road passes through the state's largest known stand of a rare oak-hickory forest and associated plant species on diabase soil. At some points along the road, a view of the mountains to the west can be seen. Public parkland flanks the road along part of its length.

Both Battles of Manassas took place partially in this planning sector and numerous known and potentially significant prehistoric and historic heritage resources may be found. Bull Run Stone Bridge is a significant heritage resource in this planning sector and is protected by a county Historic Overlay District. It is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview

section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

Ordway Road Conservation Area

On June 27, 1994, the Board of Supervisors adopted the Ordway Road Conservation Plan. The basic goal of the conservation plan is to preserve the Ordway Road area as a stable residential community, to prevent the area from further deterioration and to improve public facilities. The conservation area is generally bounded on the north by Compton Road, on the south by Bull Run Regional Park, on the west by the Upper Occoquan Sewage Treatment Plant, and on the east by Centreville Road (Route 28)."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR6-Centreville Community Planning Sector, Character, page 81:

"**BR6 CENTREVILLE COMMUNITY PLANNING SECTOR**

CHARACTER

The Centreville Community Planning Sector is generally bounded by Interstate 66 (I-66), Union Mill Road, Compton Road, and Stone Road. The planning sector includes the Centreville Suburban Center and a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area. Plan recommendations for the Centreville Suburban Center can be found in a previous section of the Bull Run Planning District text, following the Overview section.

Outside of the Centreville Suburban Center, single-family detached residential units are located along the eastern and western edges of the planning sector, with townhouses and multifamily residential units comprising much of the remainder of the planning sector. Community-serving commercial uses are located at the intersection of Union Mill Road and Braddock Road.

Major portions of the First Battle of Manassas were fought along Centreville Road (Route 28). Some 40,000 Confederate soldiers spent the winter of 1861-2 in the Centreville Area. This activity resulted in the construction of numerous fortifications and trenches. Of particular note are the earthworks built along Union Mill Road. The Centreville Military Railroad was built during this encampment and represents the world's first railroad built specifically for military uses. Parts of the railroad bed remain and sections have been preserved.

This planning sector is rich in significant heritage resources, many of which are listed in the Fairfax County Inventory of Historic Sites. Some of these sites are also protected by the Centreville Historic Overlay District. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District as amended through June 19, 2012; BR7-Braddock Community Planning Sector, Character, page 91:

"BR7 BRADDOCK COMMUNITY PLANNING SECTOR

CHARACTER

The Braddock Community Planning Sector is generally bounded by Interstate 66 (I-66), Lee Highway (Route 29), Shirley Gate Road, Braddock Road, and Clifton Road. The planning sector includes a portion of the Fairfax Center Area. Plan recommendations for the Fairfax Center Area are included in the Area III volume of the Comprehensive Plan, Fairfax Center Area.

Approximately half of this planning sector is included in the Fairfax Center Area. It includes the area generally north of Lee Highway and 1,000 feet south of Lee Highway from Clifton Road to Shirley Gate Road. Outside of the Fairfax Center Area, this planning sector is generally developed as single-family detached residential units, with townhouses located in the southwest portion of the planning sector. The Piney Branch Stream Valley provides a north-south open space corridor through the center of this planning sector.

The Little Rocky Run floodplain and adjacent upland have produced potentially significant prehistoric archaeological sites. Winfield Farm and Woodaman House are significant heritage resources in this planning sector and are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Bull Run Planning District Overview section, Figures 4 and 5.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a conservation area. It is a community of approximately 215 single-family detached homes located in the Pohick (Twin Lakes Community Planning Sector) and Bull Run Planning Districts, two to three miles west of Ox Road (Route 123) on Braddock, Popes Head, and Colchester Roads. When the conservation plan for Lincoln-Lewis-Vannoy was developed, the majority of the area's housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a neighborhood improvement program and a conservation plan were adopted by the Board of Supervisors in November, 1976. Together, they outlined a program of public facilities improvements and a program for providing low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985. No further expansion of the sewer system for this area is planned or approved.

Leehigh Village Conservation Area

On March 30, 1998, the Board of Supervisors adopted the Leehigh Village Conservation Plan. The basic goal of the conservation plan is to eliminate the immediate health hazards associated with failed, failing and inadequate septic systems."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; Overview, page 1-3:

"POHICK PLANNING DISTRICT OVERVIEW

The Pohick Planning District is located in the southwest portion of Fairfax County. This planning district is generally bounded by Braddock Road, Rolling Road, Hooes Road, the Occoquan River, Union Mill Road and Compton Road (see Figure 1). The Pohick Planning District is approximately 49,000 acres in size, which comprises 19 percent of the county.

Major road access is via Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road (Route 123), Fairfax County Parkway (Route 286), and Clifton Road. In this planning district, the Virginia Railway Express (VRE) regional/commuter rail service operates along the Manassas Line which carries passengers between Broad Run/Manassas Regional Airport to Union Station in Washington, DC. There are two VRE stations in the Pohick Planning District. Rolling Road Station is located on Burke Road west of Rolling Road, and Burke Center Station is located at Roberts Parkway south of Guinea Road.

The Pohick Planning District is composed of two important watersheds. These are the Occoquan River, with tributaries draining west from Ox Road, and Pohick Creek, with tributaries draining east from Ox Road. Both watersheds drain to the Potomac River and Chesapeake Bay. With the exception of a relatively small area within the southeastern portion of the Pohick Planning District, the entirety of the Occoquan watershed within this planning district drains into the Occoquan Reservoir.

The Pohick Planning District is primarily a residential area. Generally, the area east of Ox Road has developed predominantly with single-family detached houses and townhouses, as well as supporting commercial and institutional uses. The western portion of the planning district, especially the areas within the watershed of the Occoquan Reservoir, has been developed at a much lower density, primarily with single-family houses on five-acre lots.

The Comprehensive Plan for the area of the Pohick Planning District located within the watershed of the Occoquan Reservoir provides for a rural character by maintaining a very low density planned development recommendation of .1-.2 dwelling unit per acre or five- to ten-acre lots. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP). When used in conjunction with stormwater management facilities (structural BMPs), the water that ultimately enters the Occoquan Reservoir is managed in a way that positively contributes to the quality of water in the reservoir. The reservoir is a

major source of drinking water for the county and other jurisdictions, and the reservoir is an environmentally important feature and source of recreation for the public.

Preservation of the water quality is of significant value to the public health and welfare. In addition to water quality benefits, very low density planned residential development, when applied to this general area, preserves large lot development opportunities and assures compatibility with the character of the existing residential development. More importantly, it allows the county to concentrate limited public resources for public facilities, transportation and public utilities in those areas of the county planned for higher intensity development. Public revenue may be more economically and efficiently used by targeting these resources to planned centers that are expected to provide for employment and affordable housing opportunities in accordance with the Policy Plan and Concept for Future Development.

The county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Twin Lakes (P1), Johnny Moore (P3), and Dominion (P5) Community Planning Sectors have either part or all of their land area outside of the Approved Sewer Service Area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in nonresidential uses which do not require public sewer service."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P1-Twin Lakes Community Planning Sector, Character, page 21:

"P1 TWIN LAKES COMMUNITY PLANNING SECTOR

CHARACTER

The Twin Lakes Community Planning Sector is bounded by Braddock Road to the north, Ox Road (Route 123) to the east, the Norfolk Southern Railway right-of-way to the south, and Union Mill Road to the west.

This planning sector is entirely within the watershed of the Occoquan Reservoir. The county has committed to protect the water quality of the Occoquan Reservoir as reflected by large lot residential, private open space, and public parks. A limited amount of housing in the planning sector includes smaller one-half to one-acre lot subdivisions.

Significant archaeological sites, such as the Popes Head Creek prehistoric site, have been identified in this sector. Evidence of 9,000 years of human activity has been recorded on this and other sites. Most of the sector has not been surveyed for heritage resources, so little is known. The low density development in the sector indicates, however, that there is a high probability for minimally disturbed sites including prehistoric, pre-Civil War historic, Civil War and post-Civil War sites. Civil War activity was probably particularly high along the major sector boundary roads, the Norfolk Southern Railway, Burke Methodist Church/Burke Station, a former church and former railroad station, and land west of Colchester Road.

Two of the county's Historic Overlay Districts are in this sector: Robey's Mill and St. Mary's Church Districts. Robey's Mill Historic Overlay District regulations call for retention of the rural, open character of the area. St. Mary's Church Historic Overlay District contains a combination of residential and commercial development fronting on Ox Road. Historic properties in both of these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Lincoln-Lewis-Vannoy Conservation Area

The Lincoln-Lewis-Vannoy community has been designated as a conservation area. It is a community of approximately 215 single-family detached houses located in the Pohick (Sector P1) and Bull Run (Sector BR7) Planning Districts, two to three miles west of Ox Road generally bounded by Braddock Road, Popes Head, and Colchester Roads. When the conservation plan for Lincoln-Lewis-Vannoy was developed, the majority of the area's housing stock was in a state of deterioration. These conditions were compounded by problems related to inadequate water and sewerage facilities. In order to deal with these issues, a Neighborhood Improvement Program and a Conservation Plan were adopted by the Board of Supervisors in November 1976. Together, they outlined a program of public facilities improvements and a program for providing low-cost home rehabilitation loans. A specialized sanitary sewer system was constructed in the Lincoln-Lewis-Vannoy Conservation Area in 1985. No further expansion of the sewer system for this area is planned or approved."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P2-Main Branch Community Planning Sector, Character, page 30:

"P2 MAIN BRANCH COMMUNITY PLANNING SECTOR

CHARACTER

The Main Branch Community Planning Sector is generally bounded by Braddock Road to the north, Rolling Road to the east, Interstate 95 (I-95) to the south, and Pohick Road to the west. It is one of the more intensely developed sectors within the Pohick Planning District. The predominant land use is single-family detached houses with some townhouse development. A number of neighborhood-serving commercial uses as well as public facilities and institutional uses are also located in this sector. Most of the area has been developed since the mid-1960s.

The sector includes several subwatersheds of the Pohick Creek Watershed, portions of which are Environmental Quality Corridors and Resource Protection Areas with forested natural habitats. A substantial amount of mature tree cover in neighborhoods, when combined with the stream valleys, contributes to the low density character of these residential areas.

Although this sector has been heavily developed in upland areas, there are locally significant heritage resources present. These are located predominantly in the Burke area. Burke Methodist Church/Burke Station and Silas Burke House are two of these resources which are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory. Other potentially significant archaeological sites have been located in Pohick Creek and tributary floodplains, and adjacent uplands. These sites indicate a high potential for significant heritage resources in undeveloped portions of the sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P3-Johnny Moore Community Planning Sector, Character, page 46:

"P3 JOHNNY MOORE COMMUNITY PLANNING SECTOR

CHARACTER

"The Johnny Moore Community Planning Sector is bounded by Compton Road, Twin Lakes Drive, and Popes Head Road to the north; Colchester Road and Henderson Road to the east; Yates Ford Road to the south; the Occoquan River to the southwest; and Centreville Road (Route 28) to the west.

The entire sector is located in the watershed of the Occoquan Reservoir. The county has committed to maintain much of this area in low density development to protect the water quality of the Occoquan Reservoir. This commitment is reflected in the distribution of land uses in the sector with predominant uses being large lot residential, private open space, and public parks. While some of the sector remains undeveloped, a significant portion is developed with large lot subdivisions. In addition, considerable acreage is in park and recreational use.

This sector contains the Union Mills area, which includes major undisturbed Civil War fortifications and camps, the remains of the pre-Civil War town of Union Mills, the Bull Run Railroad Bridge, and the 4,000-year old Clifton soapstone quarries.

The Confederate Fortifications Historic Site is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

The Northern Virginia Regional Park land along Bull Run is a very sensitive area for locally and nationally significant archaeological sites.

Extensive heritage resource survey work was completed in this planning sector in 1988. The survey work is intended to be updated as part of a countywide heritage resources survey.

The low density of the sector means there is a high potential for undisturbed and significant resources to be found."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P3-Johnny Moore Community Planning Sector, Heritage Resources Recommendations, page 48-50:

"Heritage Resources

Significant heritage resources in the Union Mills area should be preserved or recovered, and incorporating the visible features into a County Historic Overlay District should be considered.

A thorough survey of the Northern Virginia Regional Park Authority land along Bull Run should be conducted to produce a complete inventory of the heritage resources in the park. Particular care should be taken before any subsurface disturbance is permitted in the undeveloped residential areas within one mile of Bull Run.

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

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P4-Clifton Community Planning Sector, Character, page 54:

"P4 CLIFTON COMMUNITY PLANNING SECTOR

CHARACTER

The Clifton Community Planning Sector consists of the Town of Clifton, located in the southwestern portion of the Pohick Planning District. Clifton is an incorporated town; therefore internal planning issues are handled by the town government. The Town of Clifton is a stable community with a distinct historic character and is located on Popes Head Creek nearly two miles from Bull Run. The Norfolk Southern Railway tracks bisect the town. Clifton Road, Newman Road, and Chapel Road provide access to Clifton.

Within the town there are historic single-family dwellings and a handful of local commercial uses located along Main Street and Chapel Road. Clifton Historic District is listed in the National Register of Historic Places. The historic character of its frame buildings and narrow streets reflect late -19th and early-20th century rural community life. A town historic district ordinance is designed to preserve the character of the town. Clifton Historic District, as well as individual buildings within it, is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P5-Dominion Community Planning Sector, Character, page 59:

"P5 DOMINION COMMUNITY PLANNING SECTOR

CHARACTER

The Dominion Community Planning Sector is generally bounded by the Norfolk Southern Railway right-of-way to the north, Ox Road (Route 123) and Silverbrook Road to the east, Hooes Road to the south, the Occoquan River to the southwest, and Yates Ford Road and Henderson Road to the west.

The majority of the sector is located within the watershed of the Occoquan Reservoir. The county has committed to maintain much of this area as very low density residential development to protect the Occoquan Reservoir water quality. This commitment is reflected in the distribution of land uses in the sector, with predominant uses being large lot residential, private open space, and public parks. While some housing in the sector consists of subdivisions with lots smaller than one acre, the predominant land use is houses on five acre lots or larger, reflecting the area's rural character.

The entire Ox Road corridor within the sector dates from the mid-1700s and is reputed to have been an Indian trail. There is a possibility that there may be buildings from before this time and archaeological sites along the road. There are also known Civil War period sites in this sector. Quailwood and Stoneleigh are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Extensive heritage resource survey work was completed in this planning sector. These have identified significant archaeological resources spanning the full 12,000 years of human activity in Fairfax County. The survey work is intended to be updated as part of a countywide heritage resources survey. The low density of this sector means that significant undisturbed heritage resources can be expected anywhere in the sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P6-Middle Run Community Planning Sector, Character, page 72:

"P6 MIDDLE RUN COMMUNITY PLANNING SECTOR

CHARACTER

The Middle Run Community Planning Sector is generally bounded by the Norfolk Southern Railroad tracks to the north, Sydenstricker Road to the west, Hooes Road to the south, and the Fairfax County Parkway (Route 286) and Ox Road (Route 123) to the east.

Most of the area bounded by the Norfolk Southern Railway right-of-way, Burke Lake Road, the Fairfax County Parkway, and Ox Road is part of the planned residential community of Burke Centre. This development contains approximately 1,100 acres. Burke Centre includes a mixture of uses such as single-family detached, townhouse, and multifamily units, as well as a small village center, a community center, and park and open space recreational uses. Most of the remainder of the sector is developed with single-family detached houses and townhouses, as well as complementary public facilities and commercial and institutional uses.

Very little is known about heritage resources in this sector. Prehistoric sites as old as 8,500 years have been recorded in the Burke Centre area and other unidentified prehistoric sites have been located elsewhere. Mulberry Hill and Little Zion Church and Cemetery are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. There is potential for additional significant heritage resources in this sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Pohick Planning District as amended through June 19, 2012; P7-Burke Lake Community Planning Sector, Character, page 83:

"P7 BURKE LAKE COMMUNITY PLANNING SECTOR

CHARACTER

The Burke Lake Community Planning Sector is generally bounded by the Fairfax County Parkway (Route 286) to the north, Fairfax County Park Authority property to the east, Silverbrook Road to the south and Ox Road (Route 123) to the west.

This planning sector contains most of the South Run segment of the Pohick watershed. There is extensive parkland related to the South Run Watershed found in this planning sector. Parks includes Burke Lake & Golf Course, South Run District, Lake Mercer, Newington Heights, and South Run Stream Valley. Much of the remainder of the area is developed with single-family detached houses and townhouses. Complementary public facilities and institutional uses to serve area residents are also located in this sector.

Potentially significant prehistoric archaeological sites have been located in this sector east of Lee Chapel Road in the South Run watershed. Other sites can be expected there and to the west of Lee Chapel Road. The relatively low density development in this sector means that significant undisturbed heritage resources can be expected. Silverbrook United Methodist Church is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, Overview, page 1:

"**UPPER POTOMAC PLANNING DISTRICT OVERVIEW**

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is generally bounded on the north by the Potomac River, on the east by Difficult Run and Towlston Road, on the south by Lee Jackson Memorial Highway (Route 50) and on the west by Loudoun County and the Washington Dulles International Airport (see Figure 1).

The Upper Potomac Planning District encompasses approximately 47,500 acres which is about 18 percent of the county's land area. The character of the this planning district varies widely, from the semi-rural area of Great Falls along the Potomac River, to the urbanizing Reston-Herndon Suburban Center and Dulles Suburban Center, to the suburban neighborhoods along West Ox Road and Lee Jackson Memorial Highway. The northern area which includes the

Riverfront, Springvale and Hickory Community Planning Sectors contains the Great Falls Village area, several estates and large-lot subdivisions and low density residential areas.

The Greater Herndon and Reston Community Planning Sectors contain concentrations of office, industrial and commercial development, surrounded by residential development. The Route 28/ CIT Transit Station Area is located in the Greater Herndon Community Planning Sector, and the Reston-Herndon Suburban Center and Transit Station Areas are in the Reston Community Planning Sector. The Sully Community Planning Sector is located entirely within the Dulles Suburban Center and is partially developed with office, industrial and commercial development, with large vacant areas. The West Ox and Lee-Jackson Community Planning Sectors are characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly, and low density residential development in the eastern area where the headwaters of the Difficult Run Watershed are located. The Lee-Jackson Community Planning Sector includes some commercial development along Lee Jackson Memorial Highway.

The planning district is served by community and neighborhood shopping centers in the vicinity of Reston, Herndon, Chantilly, and Great Falls. Tysons Corner Center and Fair Oaks Mall are the nearest regional shopping centers.

The Upper Potomac Planning District reflects a pattern common to the county, that of suburban and low density neighborhoods surrounding mixed-use centers. Planning objectives in this district seek to protect stable neighborhoods while maintaining employment, shopping and recreation opportunities.

The county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several planning sectors in the Upper Potomac Planning District, including Riverfront, Springvale and Hickory, Reston and West Ox, have areas that are outside the Approved Sewer Service Area. These areas are planned for uses which do not require public sewer service and may be developed with residential densities or with nonresidential uses that do not require public sewer service."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP1-Riverfront Community Planning Sector, page 82:

"UP1 RIVERFRONT COMMUNITY PLANNING SECTOR

CHARACTER

This planning sector is located along the Potomac River shoreline as it extends from the National Park Service's Great Falls Park to the Loudoun County line and Seneca Road. The southern border of this sector is Georgetown Pike (Route 193), River Bend Road and Beach Mill Road.

The Riverfront Planning Sector is a rural area characterized by large lot residential development, parkland and open space.

This planning sector has produced significant prehistoric heritage resources. Because of the very low density development in the sector, there is a very high potential for both prehistoric and historic heritage resources to still remain. The Potomac floodplain and adjacent uplands are particularly sensitive. The Potomac Canal Lock ruins and the ruins of the Town of Matildaville are significant existing resources in this sector which are listed in the National Register of Historic Places under the Patowmack Canal Historic District/Lock Ruins at Great Falls. This National Register Historic District is a National Historic Landmark, and is also listed in the County Inventory of Historic Sites and the Virginia Landmarks Register. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP1-Riverfront Community Planning Sector, page 84:

Text proposed to be added is shown as <u>underlined</u>.

"RECOMMENDATIONS

Land Use

…

2. This sector is planned for low density, single family residential use mostly .1-.2 du/ac as shown on the Comprehensive Land Use Plan map. <u>The planned density is a means to preserve the rural character of this area and to maintain the present two and five acre lots.</u> Cluster subdivisions may be appropriate in this sector if the following criteria are met and rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. In addition, measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. [Not Shown]"

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP2-Springvale Community Planning Sector, page 89:

"UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located in the northern part of the county and is bounded by Beach Mill Road and Seneca Road on the north, River Bend Road to the east, Leesburg Pike (Route 7) and Georgetown Pike (Route 193) on the south, and Loudoun County to the west.

This planning sector is rural in character and consists of residential estates and large-lot subdivisions, undeveloped land and open space. Local-serving commercial uses are located on Leesburg Pike at Georgetown Pike, at the Great Falls Village area, at Georgetown Pike and Walker Road, and at Beach Mill and Springvale Road. This area is developed as and planned to maintain the very low density character through large-lot residential development.

This planning sector is characterized by low-density residential development and open space. The sector has a high potential for significant heritage resources, and is rich in known historic sites. Great Falls Grange and Great Falls Post Office/Forestville School, as well as the John Gunnell House, Gunnell's Run and Cornwell Farm, are listed in the County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A portion of the Dranesville Tavern Historic Overlay District lies within this sector. Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP2-Springvale Community Planning Sector, page 91:

Text proposed to be added is shown as <u>underlined</u>.

"RECOMMENDATIONS

<u>Land Use</u>

…

1. Land use in this sector should continue to reflect and support the established low density residential character of <u>one dwelling unit per two and five acre lots</u>. Public parkland and low density residential uses at .1-.2 dwelling unit per acre and .2-.5 dwelling unit per acre are planned for the area as shown on the Plan map. Several older residential areas along

Georgetown Pike are planned at a density of 1-2 dwelling units per acre as a reflection of the typical densities that exist in these areas. [Not shown]"

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP3- Hickory Community Planning Sector, page 99:

"UP3 HICKORY COMMUNITY PLANNING SECTOR

CHARACTER

The Hickory Community Planning Sector is generally bounded on the north by Georgetown Pike (Route 193), on the east by Old Dominion Drive and Towlston Road, and on the south by Leesburg Pike (Route 7). A portion of the sector between Hunter Mill Road and the Difficult Run Stream Valley extends south of Leesburg Pike (Route 7) to the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267).

This planning sector has much of the same rural character as that of the Riverfront and Springvale planning sectors to the north, although developed at a somewhat higher residential density. There are large-lot subdivisions and a number of lots that are two acres or smaller in size. The planning sector also contains Turner Farm Park. A major land use objective for the sector is to maintain the low density character by encouraging large-lot residential development.

Local-serving commercial uses are located at Great Falls Village, Colvin Run Road at Walker Road, and Georgetown Pike at Seneca Road.

Colvin Run Mill Historic Overlay District is a significant heritage resource in this planning sector. The mill is listed in the Virginia Landmarks Register and National Register of Historic Places. Individual sites within the district are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP4-Greater Herndon Community Planning Sector, page 109:

"UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

CHARACTER

This sector is generally bounded on the south by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), on the east by Reston, on the north by Leesburg Pike (Route 7), and on the west by Loudoun County. This planning sector includes the Route 28/CIT Transit Station Area and the Town of Herndon.

The Town of Herndon is an incorporated town within Fairfax County. The town grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the town remained a rural community until recently when it began to experience rapid growth. The immediate county neighborhoods and the Washington Dulles International Airport to the west, Reston to the east and the planned mixed-use development along the DAAR and the Metrorail Silver line affects the town in terms of development pressure and environmental impacts.

Herndon has jurisdiction over its own planning. The county's planning efforts within surrounding planning sectors should strive to advance the integrity of the town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the county is advanced by the existence of this sector in the county Plan. Fairfax County provides Herndon with a number of public facilities and services, including schools, libraries, health facilities, social services, fire services, and sewer service. Consult the Town of Herndon's Comprehensive Plan for further guidance in this area.

The Sugarland Run area, the portion of the county immediately north of Herndon, is largely developed in single-family neighborhoods. This single-family development, in combination with the variety of types of townhouses available in Herndon, gives this planning sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run stream valley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a state supported research and development consortium of State universities and colleges, is located north of the DAAR and south of the Town of Herndon boundary.

This planning sector is rich in heritage resources. The Herndon Historic District is listed in the Virginia Landmarks Register and the National Register of Historic Places. Local Heritage Preservation Overlay Districts are administered by the Town of Herndon. Dranesville Tavern, also in the Virginia and National Registers, is protected by a county historic overlay district. Individual sites within these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP5-Reston Community Planning Sector, page 144:

"UP5 RESTON COMMUNITY PLANNING SECTOR

CHARACTER

Reston has its own Master Plan because the community was planned and developed as one of the nation's landmark new towns, beginning in the 1960s. Reston is located between Tysons Corner and the Washington Dulles International Airport along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) and extends as far north as Leesburg Pike (Route 7) and as far south as Stuart Mill Road. With its planned development almost complete, Reston is comprised of 7,100 acres and may ultimately be the home of more than 60,000 people. This new town is designed around the concept of clustering the community into five "villages," each with its own village center. These centers provide for neighborhood-serving retail, office, and social needs.

The community is focused around the town center, an urban concentration of high-density housing, offices and cultural facilities. Substantial office development has occurred in recent years along the DAAR, increasing development pressure both within and adjacent to the community. Plan recommendations for this area can be found in a previous section of the Upper Potomac Planning District text in the Reston-Herndon Suburban Center and Transit Station Area section. An integral part of the Reston Plan is the lower density residential development located on Reston's periphery, buffering adjacent areas from the higher density development in Reston.

Reston offers a wide range of housing, including high-rise apartments, garden apartments, townhouses, and single-family detached and semi-detached homes. The majority of dwellings in this sector were built after 1975. There are approximately 1,300 low- and moderate-income units in Reston. This housing includes units for the elderly which are found mostly in the village centers. There is scattered new and older residential development outside Reston. Generally these areas are planned to maintain a low density residential character, including areas along Route 7. The planning sector also contains Lake Fairfax Park.

Lake Anne Village Center and Bowman Distillery/Wiehle Town Hall are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory. Bowman Distillery/Wiehle Town Hall is also listed in the Virginia Landmarks Register and the National Register of Historic Places. Lake Anne Village Center is protected by a County Historic Overlay District."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP6-Sully Community Planning Sector, page 182:

"UP6 SULLY COMMUNITY PLANNING SECTOR

The Sully Community Planning Sector is located entirely within the Dulles Suburban Center. Plan guidance for this area is in the Dulles Suburban Center portion of the Area III volume of the Comprehensive Plan."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP7-West Ox Community Planning Sector, page 183:

"UP7 WEST OX COMMUNITY PLANNING SECTOR

CHARACTER

The West Ox Community Planning Sector is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Fox Mill Road, Vale Road, Thompson Road and Centreville Road (Route 28) (see Figure 53).

Single-family residential development in this planning sector preserves the existing development and prevents encroachment of higher density development from Reston or Chantilly.

This planning sector includes the environmentally sensitive Difficult Run Watershed. A mixed-use development is located at McNair Farms (near the intersection of Frying Pan Road and Centreville Road) and a large planned residential community is located at Franklin Farm (between Centreville Road and West Ox Road along Franklin Farm Road). Kidwell Farm at Frying Pan Farm Park is a working demonstration farm located at West Ox Road near Centreville Road.

Local-serving commercial uses include retail centers located at Sunrise Valley Drive and Corporate Park Drive, the southwest quadrant of McLearen Road and Centreville Road, and the northeast quadrant of Fairfax County Parkway (Route 286) and Franklin Farm Road. Fox Mill Shopping Center is located at Fox Mill Road, Reston Parkway and Lawyers Road, and the Village Center at Dulles is located at Centreville Road between Coppermine Road and Sunrise Valley Drive.

Parkland and recreational space is dispersed throughout the planning sector, particularly in the subwatersheds of the Difficult Run Watershed. Neighborhoods from the early to mid-20th century or older are also found in this planning sector. These areas offer a high potential for significant heritage resources, especially in the southeastern half of the planning sector along Fox

Mill Road. Numerous heritage resources, both known and unknown, exist in this planning sector. The Horsepen Run drainage area in the western portion of the planning sector has been occupied almost continuously since 8000 B.C. Vale United Methodist Church, Vale School/Vale Community House, and Frying Pan Farm Park are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District as amended through June 19, 2012, UP8-Lee-Jackson Community Planning Sector, page 195:

"UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR

CHARACTER

The Lee-Jackson Community Planning Sector lies along the north side of Lee Jackson Memorial Highway (Route 50) generally between Centreville Road (Route 28) and West Ox Road (see Figure 57).

Chantilly is located in the southwestern portion of the planning sector (Centreville Road and Route 50). The planning sector is characterized by a mixture of single family detached dwellings and townhouse subdivision development. The sector is primarily residential and it is largely developed.

There are numerous single-family detached subdivisions developed at a density of 2-4 dwelling units per acre, including Armfield Estates, Franklin Glen and Foxfield. Fair Oaks Estates, a single-family detached residential subdivision is adjacent to the Fair Oaks Hospital and developed at a density of 2-3 dwelling units per acre. Century Oak is developed at a density of 1-2 dwelling units per acre and is located between Thompson Road and Ox Trail (Rugby Road). Fair Woods is an attached single-family planned unit residential development with a density of 6 dwelling units per acre located along Route 50 near the intersection of the Fairfax County Parkway (Route 286).

Office, hotel and commercial uses are located along Route 50 in the portion of the Fairfax Center area located within this planning sector. The area north of Thompson Road between Oxon Road and West Ox Road, about 175 acres, is developed with older single-family houses on large lots. The Camberley East and Camberley West subdivisions are developed at a density of approximately one dwelling unit per acre. They are located near the intersection of Thompson Road and Oxon Road and on West Ox Road at Bennett Road, respectively.

The International Town and Country Club is a major open space and recreation feature in the planning sector. It is a privately owned 237 acre facility located between Route 50 and the Fairfax County Parkway. Sully Plaza shopping center is located in Chantilly at the intersection

of Centreville Road and Route 50, to the east and north of Sully Place. Sully Plaza has frontage on both Route 50 and Centreville Road.

Numerous prehistoric and historic archaeological sites are located in the western part of the sector. These sites date to as far back as 11,500 years ago when the first known humans entered the area. There are numerous prehistoric and historic archaeological sites in the vicinity of Upper Cub Run and of Route 50. Chantilly Plantation Stone House and Navy School are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; Overview, page 1:

"**LOWER POTOMAC PLANNING DISTRICT OVERVIEW**

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

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

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

The major transportation corridors of I-95, Route 1 and the CSX railroad provide good regional access to the Lower Potomac Planning District.

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

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP1-Laurel Hill Community Planning Sector, Character, page 23:

"LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP2-Lorton-South Route 1 Community Planning Sector, Character, page 62-64:

"LP2 LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR

CHARACTER

The Lorton-South Route 1 Community Planning Sector is generally bounded on the north by Accotink Creek, on the east by Fort Belvoir Main Post and Old Colchester Road, on the west by Furnace Road and on the south by the Occoquan River (see Figure 28).

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

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

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

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

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

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

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

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

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP3-Mason Neck Community Planning Sector, Character, page 109-110:

"LP3 MASON NECK COMMUNITY PLANNING SECTOR

CHARACTER

The Mason Neck Community Planning Sector is generally bounded by Old Colchester Road, Pohick Bay, Gunston Cove, the Occoquan River and Belmont Bay (See Figure 41).

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

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

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

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

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

Another feature of the Mason Neck Community Planning Sector is the large amount of land in Agricultural and Forestal Districts. The purpose of the Agricultural and Forestal District is to protect and encourage the development and improvement of lands for the production of food and other agricultural and forestal products. The district also conserves land as valued natural and ecological resources, provides open spaces for clean air sheds, watershed protection, wildlife habitat and aesthetics.

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

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

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

Wiley-Gunston Heights Conservation Area

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

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Lower Potomac Planning District as amended through June 19, 2012; LP4-Fort Belvoir Community Planning Sector, Character, page 120:

"LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

The planning sector includes the Village of Accotink which has a wide variety of land uses, such as single-family homes, garden apartments, commercial and institutional uses. The village is located at the intersection of Backlick Road and Route 1.

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

District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

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

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

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; Overview, page 1:

"MOUNT VERNON PLANNING DISTRICT OVERVIEW

The Mount Vernon Planning District is located in the southeastern portion of Fairfax County. It is generally bordered by the Capital Beltway/Interstate 95/495 (I-95/I-495), the City of Alexandria, the Potomac River, Fort Belvoir, Huntley Meadows Park, Harrison Lane, South Kings Highway, Furman Lane and Telegraph Road (See Figure 1). The Mount Vernon Planning District is approximately 14,400 acres in size which comprises six percent of the county's land area, and contains the Huntington Transit Station Area (TSA) and the Richmond Highway Corridor Area.

The Mount Vernon Planning District has a diverse character. The Huntington Metro Station is located in the north portion of the district and Fort Belvoir is located in the south. The district is bisected by Richmond Highway (Route 1), a major north-south oriented highway which serves local and through traffic. Single-family detached units in stable neighborhoods are the predominant land use in the Mount Vernon Planning District. Higher density residential developments, including townhouses, duplexes, garden apartments, high rise apartments and mobile home parks are located along Richmond Highway and sometimes provide transitions between single-family detached residential neighborhoods and commercial areas.

Commercial activity is located primarily along a seven and one-half-mile stretch of the Richmond Highway Corridor between the City of Alexandria boundary and Woodlawn. The commercial component of Mount Vernon is mainly local serving retail located in a number of community and neighborhood shopping centers and in strip commercial areas along Richmond Highway. Shopping centers are often set back from the highway with large parking areas which

front on Richmond Highway. These large expanses of parking areas are generally characterized by the absence of streetscape and urban design features along the Richmond Highway Corridor.

Major roadways in the Mount Vernon Planning District include I-95/I-495, Richmond Highway, Fort Hunt Road, George Washington Parkway, and North Kings Highway (Route 241). Richmond Highway and Fort Hunt Road provide access to I-95/I-495. The George Washington Parkway is a limited access, scenic highway. Huntington Metro Station, located between Huntington Avenue and North Kings Highway, provides access to the regional Metrorail system.

The Mount Vernon Planning District's eastern border is characterized by scenic parkland and riverfront indicative of the historic character of the area. Mount Vernon, George Washington's estate, is one of the nation's most important historic resources and is located in this planning district. Other national historic resources are also present in the Mount Vernon Planning District and include Woodlawn, an early 19th century estate, George Washington's Grist Mill, and Frank Lloyd Wright's Pope-Leighey House. Wellington, Sherwood Farm, and Gum Springs are locally significant historic sites."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV1-Huntington Community Planning Sector, page 94:

"MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The majority of the Huntington Community Planning Sector comprises the Huntington Transit Station Area (TSA). The planning sector is generally bounded by the Capital Beltway/Interstate 95/495 (I-95/I-495), Telegraph Road, Furman Lane, South Kings Highway, and Richmond Highway (Route 1) as shown in Figure 21.

The TSA is divided into land units with specific recommendations made for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington TSA and the Transit Development Area are outlined on the area maps in Figure 22. The Huntington Community Planning Sector also contains portions of the North Gateway and Penn Daw Community Business Centers (CBCs) located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

The Huntington Metro Station is located south of the City of Alexandria in the triangle of land bounded by Huntington Avenue, Richmond Highway and North Kings Highway (Route 241). The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from single-family detached units and duplexes in stable

neighborhoods to high rise apartments and condominiums. There are also clusters of local retail development located at major intersections."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV2-Hybla Valley Community Planning Sector, page 124:

"MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Hybla Valley Community Planning Sector is located on the west side of Richmond Highway (Route 1) south of South Kings Highway. The Hybla Valley Community Planning Sector contains portions of the Penn Daw, Beacon/Groveton, and Hybla Valley/Gum Springs Community Business Centers (CBCs), located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this planning sector.

Residential land use predominates in this planning sector. There are stable, single-family subdivisions like Groveton Heights, Valley View, and Hybla Valley. There are also concentrations of apartments such as Beacon Hill Apartments, several condominiums and some privately-owned recreation sites.

Three of Fairfax County's mobile home parks are located in this planning sector. There is a large variation in quality and extent of accommodations among these mobile home parks. At least one park has provided wide streets with curb and gutter, open space between units, landscaping, and a generally attractive appearance. Other older parks do not meet minimum mobile home park standards.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5.

Groveton Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Groveton Community Improvement Plan to upgrade and preserve the neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The portion of the Groveton Community Improvement Area in the Hybla Valley Community Planning Sector is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Hill Road and Richmond Highway.

Groveton Redevelopment Area

On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan to facilitate the redevelopment of the area. The redevelopment plan permits the Fairfax County Redevelopment and Housing Authority to acquire property within the area, to dispose of any property acquired, and to provide financial assistance for the redevelopment of the area. The area is generally bounded by Richmond Highway on the east, Memorial Street on the north, Donora Drive on the west, and the Groveton Heights subdivision on the south.

Plan recommendations for the Groveton Redevelopment Area are discussed in the Richmond Highway Corridor section of the Plan under the Beacon/Groveton CBC, Land Unit D."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV3-Belle Haven Community Planning Sector, page 134:

"MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

CHARACTER

The Belle Haven Community Planning Sector is generally bordered by Cameron Run, the City of Alexandria, the Potomac River, Beacon Hill Road, I Street, North Kings Highway (Route 241), and Richmond Highway (Route 1). The portions of the North Gateway, Penn Daw and Beacon/Groveton Community Business Centers (CBCs) located on the east side of Richmond Highway (Route 1) are located in this planning sector. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

The predominant land use in this planning sector is residential. The planning sector includes a range of housing types. Single-family detached units in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Richmond Highway and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Richmond Highway area. In addition, a mobile home park is located along Shields Avenue near Richmond Highway.

This planning sector contains a large segment of open space land along the George Washington Memorial Parkway owned by the National Park Service. The Belle Haven Country Club utilizes approximately 120 acres for recreational facilities that include an 18-hole golf course, tennis courts, a driving range, and a swimming pool.

The planning sector contains areas that may have been settled as early as the 17th century. It includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a county-owned park. Fort Willard Circle is a significant heritage resource listed in the

Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

New Alexandria/Riverview Community Improvement Area

On May 18, 1987, the Board of Supervisors adopted the New Alexandria/Riverview Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Fort Hunt Road on the west, Olde Towne Road and Belle Haven Road on the north, Boulevard View on the east and I Street on the south."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV4-Wellington Community Planning Sector, page 144:

"MV4 WELLINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Wellington Community Planning Sector is bounded by I Street, the Potomac River, Collingwood Road and Fort Hunt Road. The northern portion of the planning sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family detached homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

Fort Hunt Road and the George Washington Memorial Parkway are the major roadways in this sector. Belle View Boulevard, Westgrove Boulevard, Morningside Lane, Alexandria Avenue, and Collingwood Road function as links between residential areas and the Parkway. Bike and hike trails traverse the Parkway.

This planning sector contains areas that may have been settled as early as the 17th century. Historic sites in this sector include Wellington which is open to the public, as well as privately owned buildings. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. There may also be historic shipwrecks located in these underwater areas.

Wellington and the Tauxemont Historic District are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. Tauxemont is also listed in the National Register of Historic Places and Virginia Landmarks Register. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV5-Groveton Community Planning Sector, page 151:

"MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

The Groveton Community Planning Sector is generally bordered by Beacon Hill Road, Fort Hunt Road, Sherwood Hall Lane, and Richmond Highway (Route 1). Portions of the Beacon/ Groveton and Hybla Valley/Gum Springs Community Business Centers (CBCs) are located on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

Single-family detached units represent the major land use within this planning sector. A sizable mobile home park and a large apartment development are located in this planning sector as well. The planning sector also contains Mount Vernon District Park. There is an urgent need for community parkland in the western portion of the sector.

The planning sector contains the northern portion of Gum Springs, a 19th century Free Black community and the Hollin Hills subdivision, an excellent example of post-World War II suburban architectural design. Hollin Hills is a significant heritage resource which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Sherwood Farm, are also included in the inventory.

Woodley Hills Estates Redevelopment Area

A redevelopment plan for the Woodley Nightingale Mobile Home Park was adopted by the Board of Supervisors on February 26, 1979. The primary goal of that document is to provide a reconstructed mobile home park which meets modern design standards and is of adequate size to accommodate residents of the existing park who wish to remain in the area, and to preserve the park as a housing resource for low- and moderate-income residents.

The redevelopment plan was amended by the Board of Supervisors on October 25, 1993, changing the name to 'Woodley Hills Estates Redevelopment Plan' and reducing the Plan Area boundary to contain only that area occupied by the Woodley Hills Estates Mobile Home Park.

Gum Springs Redevelopment Area

The Gum Springs Redevelopment Area Plan was approved by the Board of Supervisors on April 16, 1990. The basic goal of this plan is to develop the designated area as a mixed-use

complex, primarily residential with some office and retail uses as part of a general program for upgrading conditions in the Richmond Highway Corridor.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Memorial Heights, Bucknell Heights, Calvert Park, and Hybla Valley Farms Community Improvement Areas

Community improvement plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following community improvement areas are located in the Groveton Community Planning Sector:

Memorial Heights Community Improvement Area, adopted November 25, 1985, is generally bounded by Richmond Highway on the west, the north parcel line of lots along Schooley Drive to the north, Darue Road right-of-way and the east lot lines of parcels located on Elm Drive on the east, and Popkins Lane on the south.

The Bucknell Heights Community Improvement Area, adopted on February 8, 1988, includes lots located on both sides of Ross and Davis Streets.

The Calvert Park Community Improvement Area, adopted on June 30, 1986, includes lots located on both sides of Davis Street, Popkins Lane, Stone Hedge Drive, Rita Court and Bertram Lane.

The Hybla Valley Farms Community Improvement Area, adopted on April 9, 1984, includes lots located along both sides of Woodlawn Trail, Boswell Avenue, Schelhorn Road, Frances Drive, Brentwood Place and Delafield Place."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV6-Fort Hunt Community Planning Sector, page 159:

"MV6 FORT HUNT COMMUNITY PLANNING SECTOR

CHARACTER

The Fort Hunt Community Planning Sector is generally bounded by Sherwood Hall Lane, Fort Hunt Road, the Potomac River, and Little Hunting Creek.

Most of this planning sector is characterized by single-family detached development. However, there are garden apartments located along Richmond Highway (Route 1) and a number of townhouse developments located throughout the sector. The Inova Mount Vernon Hospital and Mount Vernon District Governmental Center are complemented by adjacent private medical offices, elderly housing and a nursing home. Neighborhood retail centers are located within this planning sector.

The Paul Spring Branch that flows through the planning sector becomes part of the North Branch before it flows into Little Hunting Creek. The federally-owned Fort Hunt Park and a large portion of the open space associated with the George Washington Memorial Parkway are located in the planning sector.

Fort Hunt and Tower House are significant heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Little Hollin Hall, are also included in the inventory.

There are many areas consisting of older and more dispersed neighborhoods which retain a high potential for containing significant heritage resources. The planning sector also contains the southern portion of Gum Springs, a 19th century Free Black community.

<u>Gum Springs Conservation Area</u>

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Plymouth Haven Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Plymouth Haven Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The community improvement area includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV7-Mount Vernon Community Planning Sector, page 168:

"MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

CHARACTER

The Mount Vernon Community Planning Sector is generally bordered by Richmond Highway (Route 1), Little Hunting Creek, the Potomac River, Dogue Creek and Fort Belvoir. Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in this planning sector.

Single-family detached units predominate east of the Richmond Highway Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also represent the residential segment of the Mount Vernon Community Planning Sector. A private country club with an 18-hole golf course occupies 42 acres.

Located within the planning sector are Mount Vernon, George Washington's historic home and estate, and George Washington's Grist Mill. Both of these sites are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. Mount Vernon is also a National Historic Landmark. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory. The Grist Mill is included in the Woodlawn Historic Overlay District, which lies partially in this planning sector. In addition to other notable historic sites such as Carlby, there are major areas of open space that potentially contain significant heritage resources.

Mount Zephyr and Mount Vernon Manor Community Improvement Areas

Community improvement plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following community improvement areas are located in the Mount Vernon Community Planning Sector:

The Mount Zephyr Community Improvement Area, adopted March 26, 1990, includes residential properties along and west of Mohawk Lane and Mount Zephyr Drive and along and northwest of Laurel Road, bounded by commercially-zoned parcels along Richmond Highway on the west.

The Mount Vernon Manor Community Improvement Area, adopted January 28, 1991, includes residential properties along and within the boundary defined by Gateshead Road, Union Farm Road, Old Mill Road and Lea Lane. It also includes the subdivision of Colonial Farms which abuts the south side of Old Mill Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 19, 2012; MV8-Woodlawn Community Planning Sector, page 176:

"MV8 WOODLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The planning sector is bordered by Huntley Meadows Park, Little Hunting Creek, Fort Belvoir and Richmond Highway (Route 1). Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

A diverse mix of housing types is found in this planning sector and includes single-family detached homes, garden apartments, townhouses, and condominiums.

This planning sector is best known for Woodlawn, an early 19th century estate, which is part of the Woodlawn Historic Overlay District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Richmond Highway and the Potomac River, dates to between 1800 and 1805. It was built on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelly Custis Lewis. Woodlawn is a National Historic Landmark and is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview

section, Figures 4 and 5. Additional historic sites in this sector, including Grand View and Pope-Leighey House, are also included in the inventory.

Other areas, particularly in the Dogue Creek Watershed, have the potential for producing significant heritage resources, some of which may be linked to Woodlawn and the Quakers who settled the area in the middle 19th century. Significant prehistoric sites also are possible.

Engleside Community Improvement Area

On February 8, 1988, the Board of Supervisors adopted the Engleside Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Pole Road on the north, Woodlawn Elementary School and Woodlawn Park on the east, Richmond Highway and Engleside Plaza on the south, and the western lot lines along Woodlawn Court on the west."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; Overview, page 1:

"**ROSE HILL PLANNING DISTRICT OVERVIEW**

The Rose Hill Planning District encompasses approximately 9,100 acres, or about four percent of the county. The planning district is generally bounded on the north by the CSX right-of-way and the City of Alexandria; on the east by Telegraph Road, South Kings Highway, and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of Huntley Meadows Park and Telegraph Road; and on the west by Beulah Street. (See Figure 1) The Rose Hill Planning District contains the Kingstowne Community Business Center (CBC) and the Van Dorn Transit Station Area (TSA).

Outside of the Kingstowne CBC and the Van Dorn TSA, the planning district is mostly developed with stable residential neighborhoods. Most contain single-family detached residential units, with townhouses and multifamily residential units located throughout the planning district. A relatively large portion of the planning district is public parkland, much of which consists of Huntley Meadows Park. Neighborhood- and community-serving commercial uses are located at points along major roads within this planning district.

The Rose Hill Planning District is traversed by the Capital Beltway/Interstate 95/495 (I-95/I-495) and several minor arterials including Franconia Road, Telegraph Road, and South Van Dorn Street. The Van Dorn Metro Station is located adjacent to the planning district in the City of Alexandria."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH1-Franconia Community Planning Sector, Character, page 26:

"**RH1 FRANCONIA COMMUNITY PLANNING SECTOR**

CHARACTER

The Franconia Community Planning Sector is generally bounded by the CSX right-of-way, South Van Dorn Street, and Franconia Road. The planning sector includes a portion of the Van Dorn Transit Station Area (TSA). Plan recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

Residential uses are present throughout most of the planning sector, outside of the TSA. The western portion of the planning sector generally consists of single-family detached residential units, and the eastern portion consists predominantly of townhouses and multifamily residential units. Strip commercial development and townhouse-style office uses are present along portions of Franconia Road. An area lying south of the Capital Beltway/Interstate 95/495 (I-95/I-495) and west of South Van Dorn Street, formerly known as the McGuin Tract, has severe environmental constraints that have affected development in this area, as is discussed in a special section of the land use recommendations for this planning sector.

The northeast section of the planning sector and the undeveloped watershed west of Valley View Drive are the two most sensitive areas for significant heritage resources. There is also a moderate probability for heritage resources between the I-495 and the CSX right-of-way. Surveys in adjacent planning sectors have demonstrated the potential for heritage resources in any undisturbed portion of this planning sector."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH2-Bush Hill Community Planning Sector, Character, page 39:

"**RH2 BUSH HILL COMMUNITY PLANNING SECTOR**

CHARACTER

The Bush Hill Community Planning Sector is generally bounded by the CSX right-of-way, Clermont Drive, Franconia Road, and South Van Dorn Street. The planning sector includes a majority of the Van Dorn Transit Station Area (TSA). Plan recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

Outside of the TSA, most of the planning sector is developed with single-family detached residential units. Much of the stable residential area in the western half of the planning sector,

immediately south of the TSA is included in the Brookland-Bush Hill Community Improvement Area. Townhouses are located along South Van Dorn Street, near the intersection with Franconia Road. Some commercial development is also present at the edge of the residential area, along Franconia Road between Brookland Road and Old Rolling Road.

The Bush Hill prehistoric site, which has been tentatively dated to between 2000 B.C. and A.D. 1000 provides a prime example of the potential for both upland and stream valley prehistoric sites. Significant historic period sites from as early as the early 18th century also can be expected in this planning sector.

Brookland-Bush Hill Community Improvement Area

On November 21, 1988, the Board of Supervisors adopted the Brookland-Bush Hill Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the western lot lines of properties along the west sides of Pratt, Piedmont and Saratoga Streets, the Van Dorn TSA, the eastern lot lines of parcels along the east side of Jane Way, and Franconia Road."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH3-Burgundy Community Planning Sector, Character, page 49:

"**RH3 BURGUNDY COMMUNITY PLANNING SECTOR**

CHARACTER

The Burgundy Community Planning Sector is located to the south of the City of Alexandria and is generally bounded by Telegraph Road, Franconia Road, and Clermont Drive.

Developed land in the planning sector is largely single-family detached residential uses, with some townhouses located throughout the planning sector. A limited amount of commercial uses is located along Telegraph Road on the eastern edge of the planning sector. Undeveloped open space is present in the western part of the planning sector, serving as a buffer to a stream that is a tributary to Cameron Run.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Major portions of the remaining open space in this planning sector have been surveyed for heritage resources. Of particular significance are historic and prehistoric resources in the

undeveloped areas between the Loftridge/Wellington Green development and Norton Road, including Burgundy Farm where a significant historic archaeological site has been recorded. Burgundy Farm Country Day School and Evergreen are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Burgundy Conservation Area

A conservation plan was adopted on April 30, 1979 for the Burgundy community, located south of the Capital Beltway/Interstate 95/495 (I-95/I-495) in the northeastern portion of the planning sector. The program expired on April 30, 2004. A neighborhood improvement program was also adopted for the Burgundy community. The basic goal of the plan was the conservation and development of a viable and sound residential community in the Burgundy neighborhood. The neighborhood improvement program listed a series of public improvement projects that were necessary to improve living conditions in Burgundy. The conservation plan provided the legal mechanisms for carrying out the proposed improvement activities, and it set standards for development and rehabilitation in the community."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH4-Lehigh Community Planning Sector, Character, page 58-60:

"**RH4 LEHIGH COMMUNITY PLANNING SECTOR**

CHARACTER

The Lehigh Community Planning Sector is generally bounded by Franconia Road, Rose Hill Drive, Telegraph Road, and Beulah Street. The planning sector includes the Kingstowne Community Business Center (CBC).

The central portion of the planning sector consists of much of the land formerly known as the Lehigh Tract. This tract extended from slightly south of Franconia Road to the Newington area in the adjacent Springfield Planning District, between Beulah Street and Telegraph Road. The area was used for many years for natural resources extraction. Much of the land not formerly used for gravel operations contains marine clay soils with unstable characteristics. Steep slopes which are considered unsuitable for construction limit development in many areas. There is also a Virginia Power easement containing overhead power lines extending the length of the planning sector, from northeast to southwest. Each of these has represented a difficult, as well as a highly visible, limitation on the development of much of the planning sector.

The Kingstowne and Manchester Lakes developments now occupy much of the former Lehigh Tract in this planning sector (see Figure 28). These areas are developed with primarily residential uses, including a mix of townhouses, multifamily residential units, and single-family detached residential units, as well as public parkland. Shopping centers and office uses are

concentrated in the Town Center portion of Kingstowne, with additional retail located along the western edge of Manchester Lakes.

Much of the development around the edges of Kingstowne and Manchester Lakes consists of stable single-family detached residential neighborhoods. There are also some townhouses along Telegraph Road. In addition, the arterials which form the boundaries of the planning sector support a mix of uses in some areas. Manchester Lakes Shopping Center is located at Beulah Street and Manchester Boulevard. Edison High School occupies a large site on the northern edge of the planning sector, in the southeast quadrant of Franconia Road and South Van Dorn Street. Some commercial development exists along Franconia Road between Edison Drive and Bernard Avenue, with additional community-serving commercial uses located at the Rose Hill Shopping Center in the northeast portion of the planning sector. Garden-style, multifamily residential units south of the shopping center form a transition to single-family detached residential units along Rose Hill Drive. Greendale Golf Course is located between the northeast boundary of Kingstowne and the existing stable neighborhoods along Rose Hill Drive. Additional community-serving commercial uses are located at Hayfield Shopping Center, adjacent to the Hayfield View townhouse development on Telegraph Road at its intersection with Hayfield Road. Hayfield Intermediate and High Schools occupy a large site on the south side of Hayfield Road, immediately north of a small commercial area. The Hilltop Landfill is located in the extreme southern portion of the planning sector.

The planning sector has significant environmental features, which may be generally grouped as those associated with topography, drainage, vegetation, and soils. Generally, the planning sector slopes downhill from west to east, toward Dogue Creek. The ridge line delineating the divide between the Accotink Creek and Dogue Creek drainage sheds runs either along Beulah Street or between Beulah Street and the Virginia Power easements. Only the part of the area near Fleet Drive, in the north, and the southwest tip of the area slope downhill to the west. The main channel and lateral streams of Piney Run flow toward Dogue Creek in the southeastern portion of the area.

Because substantial mining for gravel has taken place, there are large flat places over much of the planning sector. These flat areas are separated by the steep slopes generally associated with stream valleys, especially near Dogue Creek's upper tributaries. The stream valleys may also be identified by the presence of tree cover. The only large exception to this is the Dogue Creek floodplain in the northern part of the planning sector. The floodplain area is flat and has a considerable number of trees.

One of the biggest issues in the area concerns how effectively development can address a surface often composed of marine clays and gravel pits that have been filled. Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping. The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. The filled and marine clay areas require special design and construction techniques. These factors will govern the load-bearing capabilities of these areas. The location of the filled areas and the extent of the marine clays are therefore one determinant of the locations and density of development.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

The considerable amount of undeveloped land and early-mid 20th century neighborhoods in this planning sector means that significant archaeological resources may exist, particularly in the Dogue Creek Watershed.

Ashland and Mount Calvary Community Church are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH5-Wilton Woods Community Planning Sector, Character, page 79:

"**RH5 WILTON WOODS COMMUNITY PLANNING SECTOR**

CHARACTER

The Wilton Woods Community Planning Sector is generally bounded by Franconia Road, Telegraph Road, and Rose Hill Drive.

The planning sector consists almost completely of stable, single-family detached residential units with some townhouses located in the northeastern portion of the planning sector. The only commercial uses in the planning sector consist of several acres located on the north side of Telegraph Road, near Highland Drive. Public parkland is located adjacent to a lateral stem of Pike Branch, which traverses the planning sector. A Virginia Power easement runs roughly parallel to this stream through the planning sector.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Bayliss House is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH1-Mount Comfort Community Planning Sector, Character, page 87:

"RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR

CHARACTER

The Mount Comfort Community Planning Sector is generally bounded by Telegraph Road, Florence Lane, and South Kings Highway.

Much of the planning sector is currently developed with predominantly single-family detached residential units. Townhouses are located in the southeastern portion of the planning sector. Other major land uses in the planning sector include Mount Comfort Cemetery and the Lee District Park.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Mount Erin is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Groveton Community Improvement Area

The portion of the Groveton Community Improvement Area in the Mount Comfort Community Planning Sector consists of Benson Drive and Memorial Street which are bounded by Gentele Court on the north, Berkshire Drive on the west, South Kings Highway on the south, and Mount Comfort Cemetery on the east. On June 25, 1990, the Board of Supervisors added Benson Drive and Memorial Street to the Groveton Community Improvement Plan, which had been adopted by the Board of Supervisors on October 29, 1979. The purpose of the community improvement plan is to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH7-Huntley Meadows Community Planning Sector, Character, page 95:

"RH7 HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR

CHARACTER

The Huntley Meadows Community Planning Sector is generally bounded by Telegraph Road, South Kings Highway, the eastern and southern boundaries of Huntley Meadows Park, and the Humphreys Engineer Center.

The dominant feature in the planning sector is Huntley Meadows Park, which occupies over 1,260 acres. Other uses include single-family detached residential units and townhouses. A neighborhood-serving commercial center is located where South Kings Highway meets Telegraph Road. Immediately east of the commercial center is a U.S. Army Reserve Center. Farther west along Telegraph Road, and a U.S. Coast Guard Station abuts Huntley Meadows Park to the west.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Because of the alluvial nature of Huntley Meadows Park, there is a high probability for significant, deeply buried archaeological and paleo-environmental resources there. Paleo-environmental resources are buried bogs and lake bottoms that contain the record of past plant and animal communities which reveal what the county's environment was like thousands of years ago.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. The planning sector contains Huntley, the centerpiece of an historic overlay district which also extends east into part of the Mount Vernon Planning District. A list and map of these heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5. Huntley is among the significant heritage resources in this planning sector.

<u>Groveton Community Improvement Area</u>

A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the planning sector. (See the Hybla Valley Community Planning Sector in the Mount Vernon Planning District)."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; Overview, page 1:

"SPRINGFIELD PLANNING DISTRICT OVERVIEW

The Springfield Planning District is generally bounded by the Norfolk Southern Railway right-of-way and the Capital Beltway/ Interstate 495 (I-495) on the north; the CSX railroad right-of-way and Beulah Street on the east; Fort Belvoir and Accotink Creek on the south; and Rolling Road on the west. (See Figure 1) The planning district encompasses approximately 10,400 acres or approximately four percent of the county.

The Franconia-Springfield Area, consisting of the Springfield Community Business Center (CBC) and the Franconia-Springfield Transit Station Area (TSA) is located in the Springfield Planning District around the Interstate 95 (I-95)/Old Keene Mill/Franconia Road interchange. The Fort Belvoir North Area is located west of I-95 and south of the Franconia-Springfield Parkway (Route 286). Plan recommendations for the Franconia-Springfield Area and Fort Belvoir North are found in the Area IV volume of the Comprehensive Plan, the Franconia-Springfield Area and Fort Belvoir North Area.

The Springfield Planning District contains several major transportation corridors: I-495 and the Norfolk Southern Railway, located along the northern boundary; I-95 and the CSX railroad, which traverse the district from north to south; the Franconia-Springfield Parkway, which bisects the district from west to east; and the Fairfax County Parkway, which extends from the Rolling Road/Hooes Road intersection, through the Backlick Road/Telegraph Road intersection, to Richmond Highway (Route 1). Several minor arterial roads criss-cross the Springfield Planning District: Loisdale Road, Backlick Road, and Old Keene Mill Road.

Outside of the Franconia-Springfield Area and Fort Belvoir North Area, the planning district primarily consists of low density, single-family residential uses. Commercial nodes are located at the intersection of Old Keene Mill Road and Rolling Road, and along Franconia Road, west of Beulah Road. The Accotink Stream Valley traverses the western half of the district."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S1-Cardinal Forest Community Planning Sector, page 30:

"S1 CARDINAL FOREST COMMUNITY PLANNING SECTOR

CHARACTER

The Cardinal Forest Community Planning Sector is primarily developed with residential uses. The community planning sector extends from Rolling Road on the west to Accotink Creek on the east, and from the Norfolk Southern Railway right-of-way on the north to Old Keene Mill Road on the south. The Cardinal Forest subdivision, which occupies a large portion of the sector, contains a mix of residential types and densities (single-family detached units, townhouses, and multi-family apartments) as well as neighborhood-serving commercial development in the southwest corner. South and east of Cardinal Forest, development is predominantly single-family detached neighborhoods, with some townhouse development in the southeast corner of the sector. Neighborhood shopping is provided at the Cardinal Forest Plaza Shopping Center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads.

A number of institutional uses, and several commercial office buildings are located along the north side of Old Keene Mill Road. A small industrial park is located along the Norfolk Southern Railway tracks, off Rolling Road and Morrissette Drive.

Potentially significant heritage resources have been recorded in Cardinal Forest Park and can be expected along Rolling and Old Keene Mill Roads and Accotink Creek and its tributaries. Upland areas have been largely disturbed by recent residential development."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S2-Crestwood Community Planning Sector, page 38:

"S2 CRESTWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Crestwood Community Planning Sector is located on the north side of Old Keene Mill Road between Accotink Creek to the west, the Norfolk Southern Railway right-of-way and Interstate 495 (I-495) to the north, Interstate 95 (I-95) to the east, and Old Keene Mill Road to the south. The southeastern portion of the community planning sector contains a portion of the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area.

Outside of the CBC, the planning sector is primarily developed with single family-detached residential uses with nonresidential uses occurring in the vicinity of Accotink Creek and the

Norfolk Southern Railway right-of-way. Some townhouses are located along the northern boundary of the sector. Industrial uses are located on the land north of Highland Street and west of Hanover Avenue to Accotink Creek, adjacent to residential uses.

Open space areas along Accotink Creek and its tributaries offer the highest potential in this sector for surviving heritage resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S3-Country Club Community Planning Sector, page 45:

"S3 COUNTRY CLUB COMMUNITY PLANNING SECTOR

CHARACTER

The Country Club Community Planning Sector extends from Old Keene Mill Road on the north to Fort Belvoir North on the south and from Rolling Road on the west to Accotink Creek on the east. Single-family detached residential use is the predominant development type in the planning sector with some townhouse and neighborhood and community-serving retail uses in the northwest corner of the sector at the intersection of Old Keene Mill and Rolling Roads.

Surveys along Accotink Creek have located potentially significant heritage resources, especially along Hunter Village Drive and Hooes Road. Other resources have been found along smaller tributaries in the interior."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S4-Springvale Community Planning Sector, page 52:

"**S4 SPRINGVALE COMMUNITY PLANNING SECTOR**

CHARACTER

The Springvale Community Planning Sector is located south of Old Keene Mill Road, west of Interstate 95 (I-95), north of Fort Belvoir North, and east of Accotink Creek. Portions of the sector are located in the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC are found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Development in the sector is predominantly single-family residential use, with some townhouse and multi-family apartment development outside the CBC.

High soil-erodibility potential exists near Accotink Creek in the western half of the planning sector. The eastern half is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays because of its location in the Coastal Plain geologic province.

Much of the western half of the sector is particularly sensitive for heritage resources. Prehistoric resources can be expected on dry terraces along Accotink Creek and its tributaries as well as on upland Coastal Plain deposits. Historic period sites can be expected along Accotink Creek, Old Keene Mill Road and Hooes Road.

Beverly Forest Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Beverly Forest Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Backlick Road on the east, Franconia-Springfield Parkway (Route 286) on the north, the Beverly Park subdivision on the west, and the Fort Belvoir North Area on the south."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S5-Belvoir Community Planning Sector, page 62:

"S5 BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

The Belvoir Community Planning Sector is located east of Rolling Road and west of Alban and Backlick Roads. Major features of the planning sector are the Fort Belvoir North Area (FBNA) and Interstate 95 (I-95) Corridor Industrial Area. Plan guidance for the FBNA can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Plan recommendations for the I-95 Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section.

The southern portion of the planning sector west of the I-95 Corridor Industrial Area contains residential subdivisions. The sector contains significant and fragile environmental features. A Virginia Power right-of-way and a gas pipeline right-of-way cross the planning sector in an east-west direction."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S6-Newington Community Planning Sector, page 69:

"S6 NEWINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Newington Community Planning Sector is generally located west of Telegraph Road and Beulah Street and east of the industrial areas served by Cinder Bed Road and Backlick Road. Portions of the planning sector are located in the eastern half of the I-95 Corridor Industrial Area. Plan recommendations for the Interstate 95 (I-95) Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section.

Outside of the industrial area, the planning sector contains predominantly single family and townhouse residential developments. There is some housing on large lots along Telegraph Road, Accotink Road, and Beulah Street. The Mount Air Historic Overlay District is located east of Telegraph Road and Accotink Road between the Fort Belvoir Military Railroad and Newington Road/Snyder Road.

Extensive floodplains run from north to south and the eastern portion of the area contains former gravel-extraction sites. Two Virginia Electric Power Company easements and a gas pipeline easement cross this planning sector.

Mount Air, a Greek Revival house built about 1760 with later additions, was located in this sector but was destroyed by fire in 1992. The Mount Air Historic Overlay District protects the remaining 19th century outbuildings and its landscaped environs by stressing the importance of careful site planning for all new construction. The Mount Air site is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

This sector has produced numerous significant and potentially significant heritage resources. Most of the Long Branch and Accotink Creek floodplains and adjacent uplands are possible locations for prehistoric and early historic period resources."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7-Springfield East Community Planning Sector, page 82:

"S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR

CHARACTER

The Springfield East Sector is located between Interstate 95 (I-95) and the CSX railroad right-of-way, south of Franconia Road. The majority of this planning sector is located within activity centers. The northern portion of the I-95 Industrial Corridor Area is located in this planning sector. Plan recommendations for the I-95 Corridor Industrial Area can be found in a previous section of the Springfield Planning District text, following the Overview section. Portions of this planning sector also include the Franconia-Springfield Transit Station Area (TSA). Plan guidance for the Franconia-Springfield TSA can be found in Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Outside of these areas, the character of development is primarily low density, single-family detached residential uses, including the Loisdale Estates community."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S8-Monticello Community Planning Sector, page 89:

"S8 MONTICELLO WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Monticello Woods Community Planning Sector is located north of Franconia Road between Interstate 95 (I-95) on the west and the CSX railroad right-of-way on the east. The Norfolk Southern Railroad right-of-way establishes the northern boundary. The planning sector is predominantly residential in character. The northeastern portion of the Springfield Community Business Center (CBC) comprises the southwestern portion of this planning sector. Situated between the Capital Beltway/ Interstate 495 (I-495) and the Norfolk Southern Railway right-of-way and off Farrington Avenue is an industrial park. The rest of the sector consists primarily of single-family detached houses, a townhouse development, schools, vacant land, and parks.

There are several undeveloped tracts, including one east of the CSX railroad right-of-way, and another with several inaccessible parcels in the Backlick Run floodplain north of I-495 and south of the Norfolk Southern Railway tracks. Access to the Monticello Woods sector is from Franconia Road and Commerce Street, except for the Farrington Avenue Industrial Park, which is reached from South Van Dorn Street via the City of Alexandria. There are areas within the sector with high potential for significant heritage resources. These areas occur between the Norfolk Southern Railway tracks and I-495, and along the CSX railroad right-of-way.

The Monticello Woods Community Planning Sector contains an abundance of parkland and playing fields for active recreation, as well as numerous school sites."

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7-Beulah Community Planning Sector, page 96:

"S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector is located south of Franconia Road between the CSX railroad right-of-way and Beulah Street. The planning sector consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the planning sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive.

The planning sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest are the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1893, is located at the intersection of Beulah Street and Franconia Road. The church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curb and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the CSX railroad and Metrorail tracks on the west, Old Franconia Road on the north and Yadkin Court on the south.

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