



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2021-CW-T2 and PA 2019-III-T1  
February 15, 2023

**GENERAL LOCATION:** Countywide

**SUPERVISOR DISTRICT:** Braddock, Dranesville, Franconia, Hunter Mill, Mount Vernon, Springfield, Sully

**PLANNING AREA:** Multiple

**PLANNING DISTRICT:** Multiple

**SUB-DISTRICT DESIGNATION:** Multiple

**PARCEL LOCATION:** Multiple

Fairfax County/Burke Center/Franconia-Springfield Parkways  
For additional information about this amendment call (703) 877-5600.

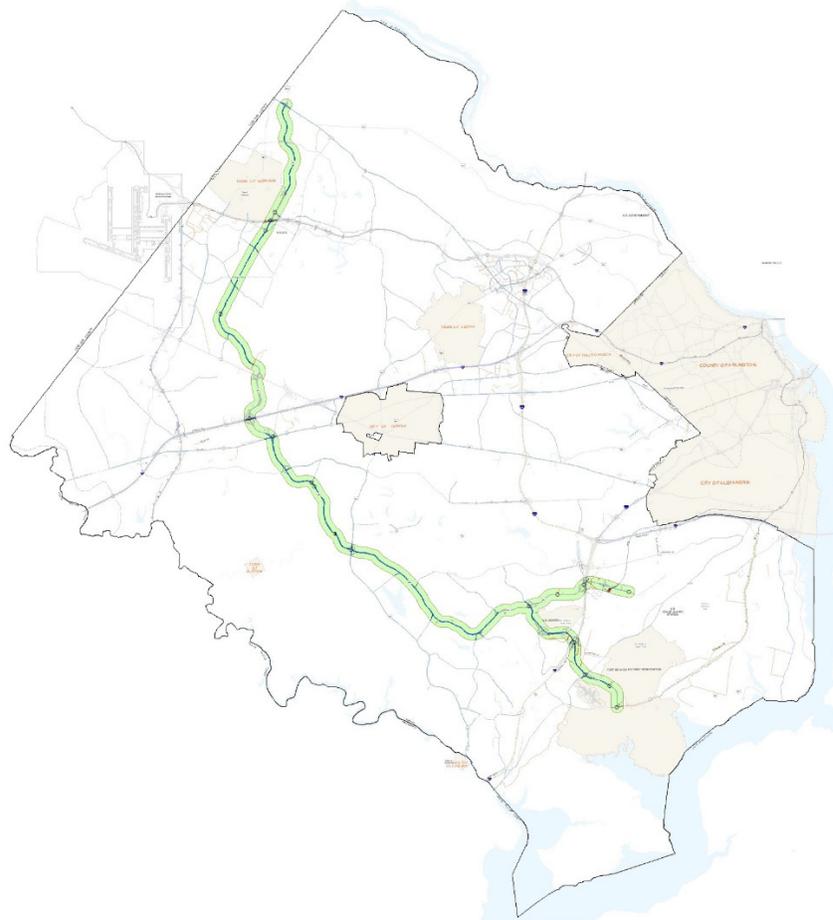
**PLANNING COMMISSION PUBLIC HEARING:**  
Wednesday, March 8, 2023 @ 7:30 PM

**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, March 21, 2023 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND  
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



29,000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
2021-CW-T2 Fairfax County and Springfield-Franconia Parkways/2019-III-T1 Fairfax County Parkway at Burke Centre Parkway



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**STAFF REPORT FOR PLAN AMENDMENT 2021-CW-T2 &  
PLAN AMENDMENT 2019-III-T1**

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## BACKGROUND

**Please note that this staff report addresses two, separately authorized Comprehensive Plan Amendments. Plan Amendment 2021-CW-T2 addresses long-range transportation recommendations for the entirety of the Fairfax County and Franconia-Springfield Parkways. Plan Amendment 2019-III-T1 addresses long-range transportation recommendations for the specific intersection of Fairfax County Parkway and Burke Centre Parkway.**

Fairfax County is a strong and vibrant community. The landscape of the County includes an urban and suburban form served by a diverse transportation network. Fairfax County Parkway (Route 286) and Franconia-Springfield Parkway (Route 289) (“the Parkways”), as shown in **Figure 1**, are at the heart of the County’s transportation network, connecting seven of the nine Supervisor Districts. Stretching nearly 35 miles, from Leesburg Pike (Route 7) to Richmond Highway (Route 1), and to the Franconia-Springfield Metrorail Station, the Parkways support quality neighborhoods and thriving commercial areas.

Currently adopted Comprehensive Plan recommendations for the Parkways, which in most cases have been in place for several decades, include elements such as trails, roadway widenings, high occupancy vehicle (HOV) lane designations, and grade-separated interchanges. On February 12, 2013, the Board of Supervisors (“the Board”) requested a corridor improvement study of the Parkways, which had become congested and over-capacity. The study was intended to reassess the need for interim and long-term solutions to better serve the anticipated demands and improve safety and mobility for users of the Parkways, based on more current data, conditions, models and tools.

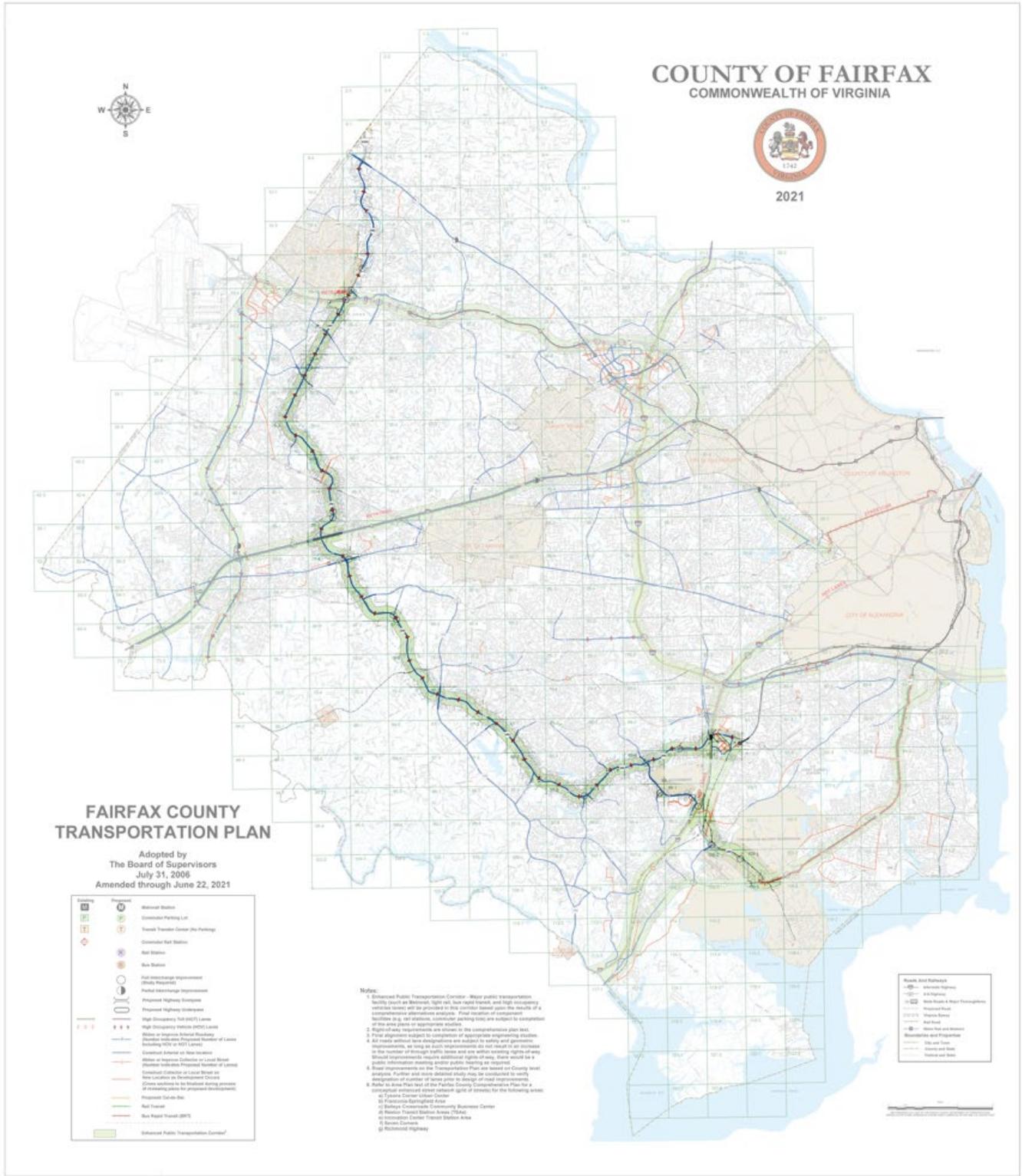
In response to the Board request, the Fairfax County Department of Transportation (FCDOT), in coordination with the Virginia Department of Transportation (VDOT), conducted two studies. The first study, the Fairfax County Parkway & Franconia-Springfield Parkway Corridor Study (Corridor Study), commenced in 2014 and led by VDOT, reviewed existing conditions for the Fairfax County and Franconia-Springfield Parkways, and resulted in the development of a list of 350+ interim improvements, finalized in 2017, that would address safety and operations and accommodate bicycles and pedestrians.

FCDOT followed that study with the Fairfax County and Franconia-Springfield Parkways Alternatives Analysis and Long-Term Planning Study, commenced in 2017, that focused on 2040 conditions, forecasted needs, and anticipated deficiencies, based on current land use and transportation recommendations. Alternative mitigations were developed, evaluated and assessed. Based on these efforts, an updated set of long-term recommendations for the Comprehensive Plan was developed and finalized in 2021.

The Board was briefed on these efforts, as they were ongoing, at various Board Transportation Committee meetings in 2019 and 2020, and were provided with the final, updated proposed Comprehensive Plan recommendations on May 25, 2021. On July 27, 2021, the Board endorsed the study recommendations and authorized consideration of Plan Amendment 2021-CW-T2 to incorporate the recommendations, which spanned the Braddock, Dranesville, Franconia, Hunter Mill, Mount Vernon, Springfield and Sully Supervisor Districts.

On September 24, 2019, the Board authorized Plan Amendment 2019-IV-T1, which directed an evaluation of the potential for a partial interchange (overpass/underpass) at the intersection of the Fairfax County Parkway and Burke Centre Parkway. The assessment and study for the entirety of the Fairfax County and Franconia-Springfield Parkways, which would eventually support Plan Amendment 2021-CW-T2, was already underway at the time, and had included an evaluation of all signalized intersections, including Burke Centre Parkway. Therefore, separate outreach and analysis for this Plan Amendment was not conducted and it was, instead, considered to be incorporated into the larger Fairfax County and Franconia-Springfield Parkways Alternatives Analysis and Long-Term Planning Study. One set of consolidated recommendations were provided.

A summary of the specific Long-Term Study recommendations from the Parkways study that would be subject of the requested Comprehensive Plan amendment for incorporation into the Transportation Plan Map and Area Transportation Plan maps is provided later in this report.



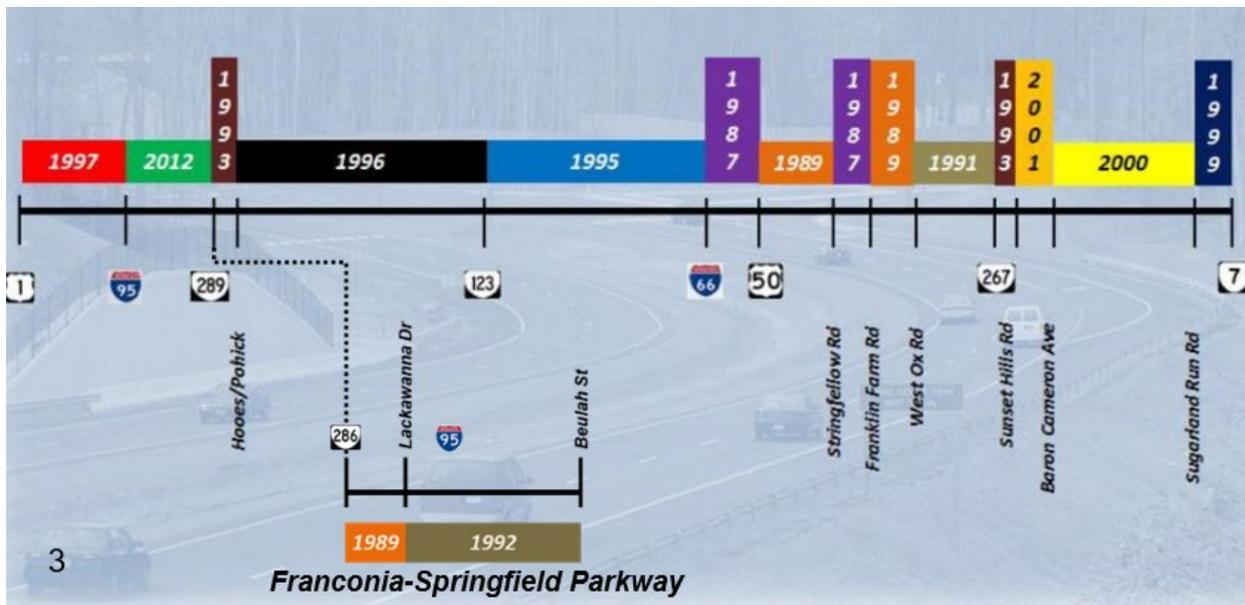
**Figure 1: Fairfax County and Franconia-Springfield Parkways, as shown in the Transportation Plan**

## PLANNING HISTORY

Planning for what would eventually become the Fairfax County and Franconia-Springfield Parkways started 70+ years ago. Initial plans for the Washington Outer Beltway started in the 1950s. The proposed 122-mile Outer Beltway would have provided a second beltway around Washington, DC, through parts of Virginia and Maryland. Plans for the route, which would have included portions of what would eventually become the Fairfax County Parkway, were cancelled in the 1980s.

The concept for the Springfield Bypass started in the 1970s. It originally envisioned an alignment that would eventually become the Franconia-Springfield Parkway and was intended as a bypass for Route 644 (Old Keene Mill Road). The concept later expanded to include portions of the canceled Washington Outer Beltway and what would eventually become the Fairfax County Parkway.

The Commonwealth Transportation Board approved plans for the 33+ miles of the Fairfax County and Franconia-Springfield Parkways in 1987. Construction of the Fairfax County and Franconia-Springfield Parkways occurred between 1987 and 2012, as shown in **Figure 2**.



**Figure 2: Fairfax County and Franconia-Springfield Parkways Construction Timeline**

## CHARACTER OF THE CORRIDORS AND AREA

The Fairfax County Parkway (Route 286), also known as John F. (Jack) Herrity Parkway, is a four to six-lane roadway, designated as a primary state highway by the Commonwealth of Virginia. It is mostly functionally classified as an “other principal arterial” in the Transportation Element of the Policy Plan of the Comprehensive Plan. It extends through seven of the nine magisterial districts of Fairfax County, from US Route 7, in Dranesville, to Route 1, at Fort Belvoir. A short segment, from US Route 50 to Braddock Road, is classified as a freeway/expressway.

The Franconia-Springfield Parkway (Route 289) is a six-lane primary state highway, classified as a freeway/expressway, which traverses the Franconia Magisterial District, from the Fairfax County Parkway/Rolling Road to Beulah Street

For reporting purposes, the Parkways are broken into five segments:

- Segment 1: Fairfax County Parkway, Route 7 to Franklin Farm Road
- Segment 2: Fairfax County Parkway, Franklin Farm Road to Route 123
- Segment 3: Fairfax County Parkway, Route 123 to Rolling Road
- Segment 4: Fairfax County Parkway, Rolling Road to Route 1
- Segment 5: Franconia-Springfield Parkway, Rolling Road to Beulah Street

The following is a breakdown of the existing character of the corridors and surrounding areas, by segment:

### Segment 1

#### *Segment 1A: Fairfax County Parkway, Route 7 to Baron Cameron Avenue*

The Fairfax County Parkway (“FCP”), from Route 7 to Baron Cameron Avenue, is a four-lane other principal arterial. The surrounding area contains mostly lower density, single family residential uses. Multifamily residential and commercial developments exist proximate to the corridor, south of Reston. Major facilities within the corridor include the James J. Corbalis Jr. Water Treatment Plant and Armstrong Elementary School.

The FCP intersects Route 7 at a diamond interchange, with traffic signals on the FCP. Notable at-grade signalized intersections include those at Sugarland Road, Wiehle Avenue, Lake Newport Road, and North Walnut Branch Road. The FCP intersects Baron Cameron Avenue/Elden Street at a single-point urban interchange, with a traffic signal on Baron Cameron Avenue.



**Figure 3: Fairfax County Parkway, south of Wiehle Avenue**

*Segment 1B: Fairfax County Parkway, Baron Cameron Avenue to Sunrise Valley Drive*

The FCP is a six-lane other principal arterial from Baron Cameron Avenue to Sunrise Valley Drive. The surrounding area includes Reston and Herndon and contains mostly multifamily residential and commercial uses. Major facilities and attractions within the corridor include the Reston Hospital and Reston Association Central Services.

The FCP intersects Sunset Hills Road/Spring Street at a grade-separated interchange, with traffic signals on the FCP and Spring Street. It intersects the Dulles Toll Road (Route 267) at a diamond interchange, with traffic signals on the FCP. Other notable at-grade signalized intersections include New Dominion Parkway and Sunrise Valley Drive.



**Figure 4: Fairfax County Parkway, at the Dulles Toll Road**

*Segment 1C: Fairfax County Parkway, Sunrise Valley Drive to Franklin Farm Road*

The FCP is a four-lane other principal arterial from Sunrise Valley Drive to Franklin Farm Road. The surrounding area contains mostly lower density, single family residential uses. There are multifamily and commercial uses at Franklin Farm Road. Major facilities and attractions within the corridor include Stratton Woods Park and Oak Hill Elementary School.

Noteworthy at-grade, signalized intersections include those at Fox Mill Road, West Ox Road and Franklin Farm Road. There are no grade-separated interchanges along this segment of the FCP.



**Figure 5: Fairfax County Parkway, north of Franklin Farm Road**

## Segment 2

### *Segment 2A: Fairfax County Parkway, Franklin Farm Road to Route 50*

The FCP is a four-lane other principal arterial from Franklin Farm Road to Rugby Road and a six-lane facility from Rugby Road to Route 50. The surrounding area contains mostly lower density, single family residential uses. There are multifamily and commercial uses near Route 50, to the south. Major facilities and attractions within the corridor include Inova Fair Oaks Hospital and the International Country Club.

FCP intersects Route 50 at a diamond interchange, with traffic signals on the FCP. Notable at-grade, signalized intersections include Springhaven Drive, Stringfellow Road and Rugby Road.



**Figure 6: Fairfax County Parkway, north of Rugby Road**

*Segment 2B: Fairfax County Parkway, Route 50 to Braddock Road (Route 620)*

The FCP is a six-lane freeway/expressway from Route 50 to Braddock Road. The surrounding area contains mostly commercial land uses with multifamily residential uses north of I-66, and single-family residential uses south of I-66. Major facilities and attractions within the corridor include the Fair Lakes development, West Ox Bus Facility, McConnell Public Safety and Transportation Operations Center, Fairfax County Landfill and I-66 Transfer Station.

This segment of the FCP is limited access/free-flow. The FCP intersects Monument Drive and Fair Lakes Parkway at a grade-separated split diamond interchange, with traffic signals on Monument Drive and Fair Lakes Parkway. It intersects I-66 at a grade-separated cloverleaf interchange, with no traffic signals. It intersects Route 29 at a grade-separated interchange, with traffic signals on the Route 29 collector/distributor roadways. It intersects Braddock Road at a grade-separated diamond interchange, with traffic signals on Braddock Road. There are no at-grade, signalized crossings with traffic signals on this segment of the FCP.



**Figure 7: Fairfax County Parkway, at I-66**

*Segment 2C: Fairfax County Parkway, Braddock Road to Route 123*

The FCP is a four-lane other principal arterial from Braddock Road to Route 123. The surrounding area is lower density, containing of single-family residential uses. Major facilities and attractions within the corridor include Patriot Park.

The FCP intersects Route 123 at a grade-separated diamond interchange, with traffic signals on Route 123. The only at-grade signalized intersection on this segment of the FCP is at Burke Centre Parkway.



**Figure 8: Fairfax County Parkway, south of Popes Head Road**

### Segment 3

#### *Segment 3A: Fairfax County Parkway, Route 123 to Rolling Road*

The FCP is a four-lane other principal arterial from Route 123 to Sydenstricker Road and six-lanes from Sydenstricker Road to Rolling Road. The surrounding area contains mostly lower density, single family residential uses with some areas of commercial uses. Major facilities and attractions within the corridor include the Fairfax County Wastewater Facility on Freds Oak Road, the Burke Centre Library, Burke Lake Park, South Run Recreation Center, Sangster Elementary School, Pohick Fire Station, and the Gambrill Park & Ride.

The FCP intersects Hooes Road and Pohick Road at a split diamond interchange, with the traffic signals on Hooes Road and Pohick Road. It intersects Sydenstricker Road and Gambrill Road at another split diamond interchange, with the traffic signals on Sydenstricker Road and Gambrill Road. It intersects Rolling Road at a grade-separated interchange, with traffic signals on Rolling Road. Other major at-grade, signalized intersections include those at Roberts Parkway, Burke Lake Road, Old Keene Mill Road, Lee Chapel Road, Reservation Drive, Huntsman Boulevard, and Whitlers Creek Drive.



**Figure 9: Fairfax County Parkway, north of Huntsman Boulevard**

#### Segment 4

##### *Segment 4A: Fairfax County Parkway, Rolling Road to I-95*

The FCP is a six-lane other primary arterial from Rolling Road to I-95. The surrounding area consists mostly of the Fort Belvoir North Area on the north side and a mix of residential and commercial uses on the south side. Major facilities and attractions within the corridor include the National Geospatial Intelligence Agency, and Saratoga Park and Ride.

The FCP intersects Barta Road at a diamond/partial cloverleaf interchange, with traffic signals on Barta Road. It intersects I-95 at a grade-separated cloverleaf interchange, with only one traffic signal at the intersection of FCP with the I-95 northbound off-ramp and Loisdale Road. The only major at-grade, signalized intersection on this section of the FCP is at Loisdale Road.



**Figure 10: Fairfax County Parkway, north of I-95**

*Segment 4B: Fairfax County Parkway, I-95 to Route 1*

The FCP is a four-lane other primary arterial from I-95 to Route 1. The surrounding area contains mostly industrial and commercial uses. Major facilities and attractions within the corridor include Fort Belvoir North Post, Davison Army Airfield, and the National Museum of the United States Army.

The FCP intersects Telegraph Road at a diamond interchange, with traffic signals on Telegraph Road. Major at-grade, signalized intersections include those at Loisdale Road, Terminal Road, Backlick Road, Liberty Drive, John J. Kingman Road, and Route 1.



**Figure 11: Fairfax County Parkway, south of I-95**

## Segment 5

### *Segment 5A: Franconia-Springfield Parkway, Rolling Road to I-95*

The Franconia-Springfield Parkway (FSP) is a six-lane freeway/expressway from Rolling Road to I-95. The surrounding area contains a mix of residential uses. Major facilities and attractions within the corridor include the National Geospatial Intelligence Agency at Fort Belvoir North Area.

This section of the FSP is partly limited access. The FSP intersects Backlick Road at a diamond interchange, with traffic signals on Backlick Road. It intersects I-95 at a grade-separated interchange, with traffic signal on the FSP. The only major at-grade, signalized intersection is at Bonniemill Lane/Spring Village Drive.



**Figure 12: Fairfax County Parkway, west of I-95**

### *Segment 5B: Franconia-Springfield Parkway, I-95 to Beulah Street*

The Franconia-Springfield Parkway (FSP) is a six-lane freeway/expressway from I-95 to Beulah Street. The surrounding area contains a mix of residential and commercial uses. Major facilities and attractions within the corridor include the General Services Administration (GSA) warehouse, Franconia-Springfield Metrorail and Virginia Railway Express Station, Metro Transit Police Station, and Inova Healthplex.

This section of the FSP is limited access. The FSP intersects Frontier Drive at a diamond interchange, with traffic signals on Frontier Drive. The only major at-grade, signalized intersection is at the end of the Parkway at Beulah Street.



**Figure 13: Fairfax County Parkway, west of Beulah Street**

## **ADOPTED COMPREHENSIVE PLAN**

The Fairfax County Comprehensive Plan Transportation Plan Map, adopted on July 31, 2006, amended through September 2, 2015, shows the significant, currently planned transportation infrastructure recommendations within Fairfax County.

The legend and notes from the Fairfax County Comprehensive Plan Transportation Plan Map are shown, below, in **Figure 14** and can be referenced when reviewing Transportation Plan map figures within the following sections of this Staff Report.

Currently planned transportation infrastructure recommendations are also reflected in the applicable Area Transportation Plan maps.

Existing	Proposed	
		Metrorail Station
		Commuter Parking Lot
		Transit Transfer Center (No Parking)
		Commuter Rail Station
		Rail Station
		Full Interchange Improvement (Study Required)
		Partial Interchange Improvement
		Proposed Highway Overpass
		Proposed Highway Underpass
		High Occupancy Toll (HOT) Lanes
		High Occupancy Vehicle (HOV) Lanes
		Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New location
		Widen or Improve Collector or Local Street (Number Indicates Proposed Number of Lanes)
		Construct Collector or Local Street on New Location as Development Occurs (Cross sections to be finalized during process of reviewing plans for proposed development)
		Proposed Cul-de-Sac
		Rail Transit or Bus Rapid Transit (BRT)
		Enhanced Public Transportation Corridor <sup>1</sup>

**Notes:**

1. Enhanced Public Transportation Corridor - Major public transportation facility (such as Metrorail, light rail, bus rapid transit, and high occupancy vehicles lanes) will be provided in this corridor based upon the results of a comprehensive alternatives analysis. Final location of component facilities (e.g. rail stations, commuter parking lots) are subject to completion of the area plans or appropriate studies.
2. Right-of-way requirements are shown in the comprehensive plan text.
3. Final alignment subject to completion of appropriate engineering studies.
4. All roads without lane designations are subject to safety and geometric improvements, as long as such improvements do not result in an increase in the number of through traffic lanes and are within existing rights-of-way. Should improvements require additional rights-of-way, there would be a public information meeting and/or public hearing as required.
5. Road improvements on the Transportation Plan are based on County level analysis. Further and more detailed study may be conducted to verify designation of number of lanes prior to design of road improvements.
6. Refer to Area Plan text of the Fairfax County Comprehensive Plan for a conceptual enhanced street network (grid of streets) for the following areas:
  - a) Tysons Corner Urban Center
  - b) Franconia-Springfield Area
  - c) Baileys Crossroads Community Business Center
  - d) Reston Transit Station Areas (TSAs)
  - e) Innovation Center Transit Station Area
  - f) Seven Corners

**Figure 14: Fairfax County Comprehensive Plan Transportation Plan Map Legend & Notes**

## Segment 1

### *Fairfax County Parkway, Route 7 to Franklin Farm Road*

As shown in **Figures 15A and 15B**, the current Comprehensive Plan Transportation Plan Map includes the following long term transportation recommendations for the Fairfax County Parkway from Route 7 to Franklin Farm Road:

- Enhanced Public Transportation Corridor (EPTC) designation from the Dulles Toll Road to the south.
- Widen to 6 lanes, Route 7 to Baron Cameron Avenue
- Widen to 6 lanes, Sunrise Valley Drive to Franklin Farm Road
- Incorporate High Occupancy Vehicle (HOV) lanes
- Interchange improvements at:
  - Baron Cameron Avenue;
  - Sunset Hills Road/Spring Street;
  - Dulles Toll Road;
  - Sunrise Valley Drive; and
  - McLearen Road Extension.

## Segment 2

### *Fairfax County Parkway, Franklin Farm Road to Route 123*

As shown in **Figures 16A and 16B**, the current Comprehensive Plan Transportation Plan Map includes the following long term transportation recommendations for the Fairfax County Parkway, from Franklin Farm Road to Route 123:

- EPTC designation
- Widen to 6 lanes, Franklin Farm Road to Rugby Road
- Widen to 6 lanes, Route 29 to Route 123
- Incorporate HOV lanes
- Interchange improvements at:
  - Monument Drive;
  - Fair Lakes Parkway;
  - Shirley Gate Road Extension; and
  - Popes Head Road.

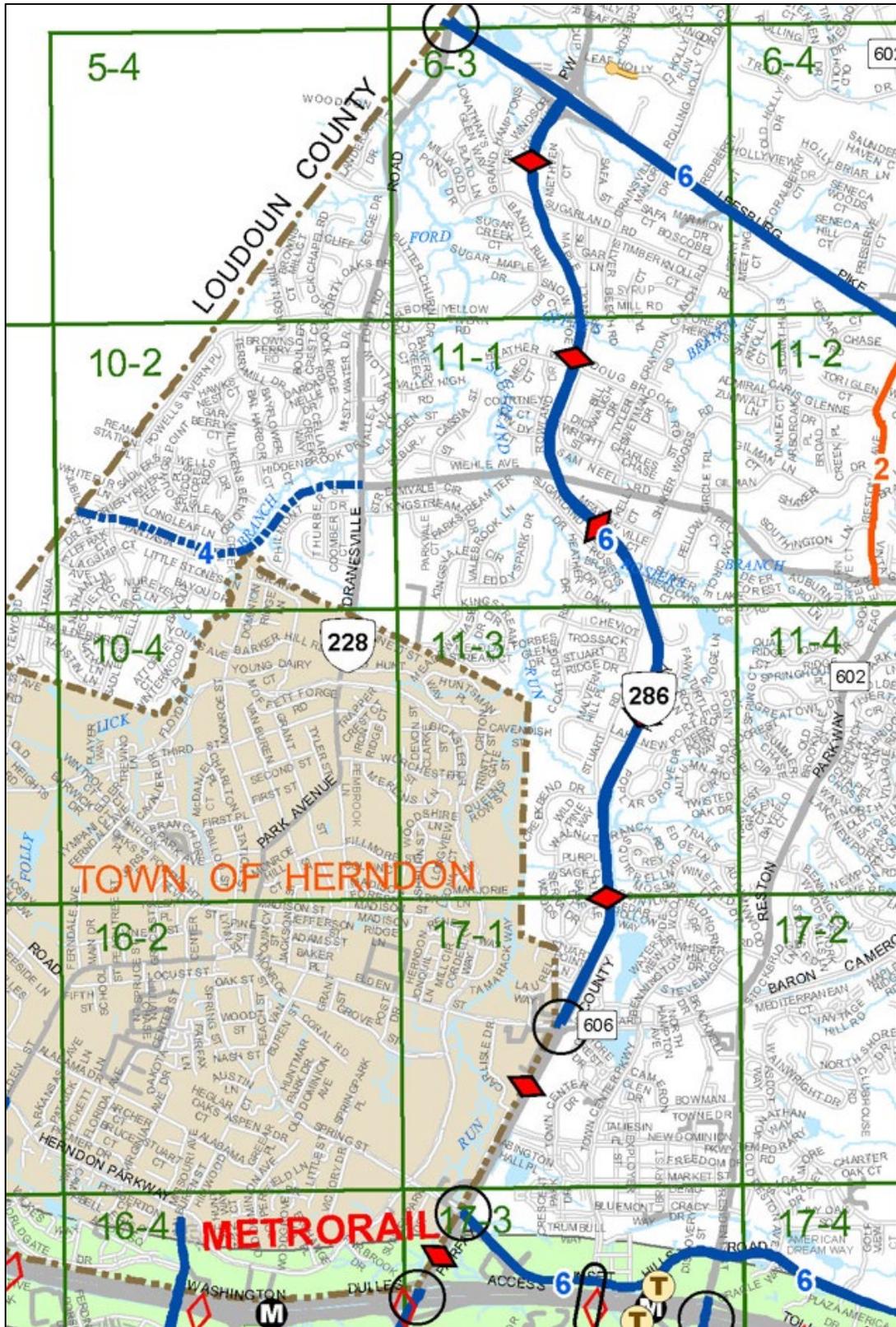
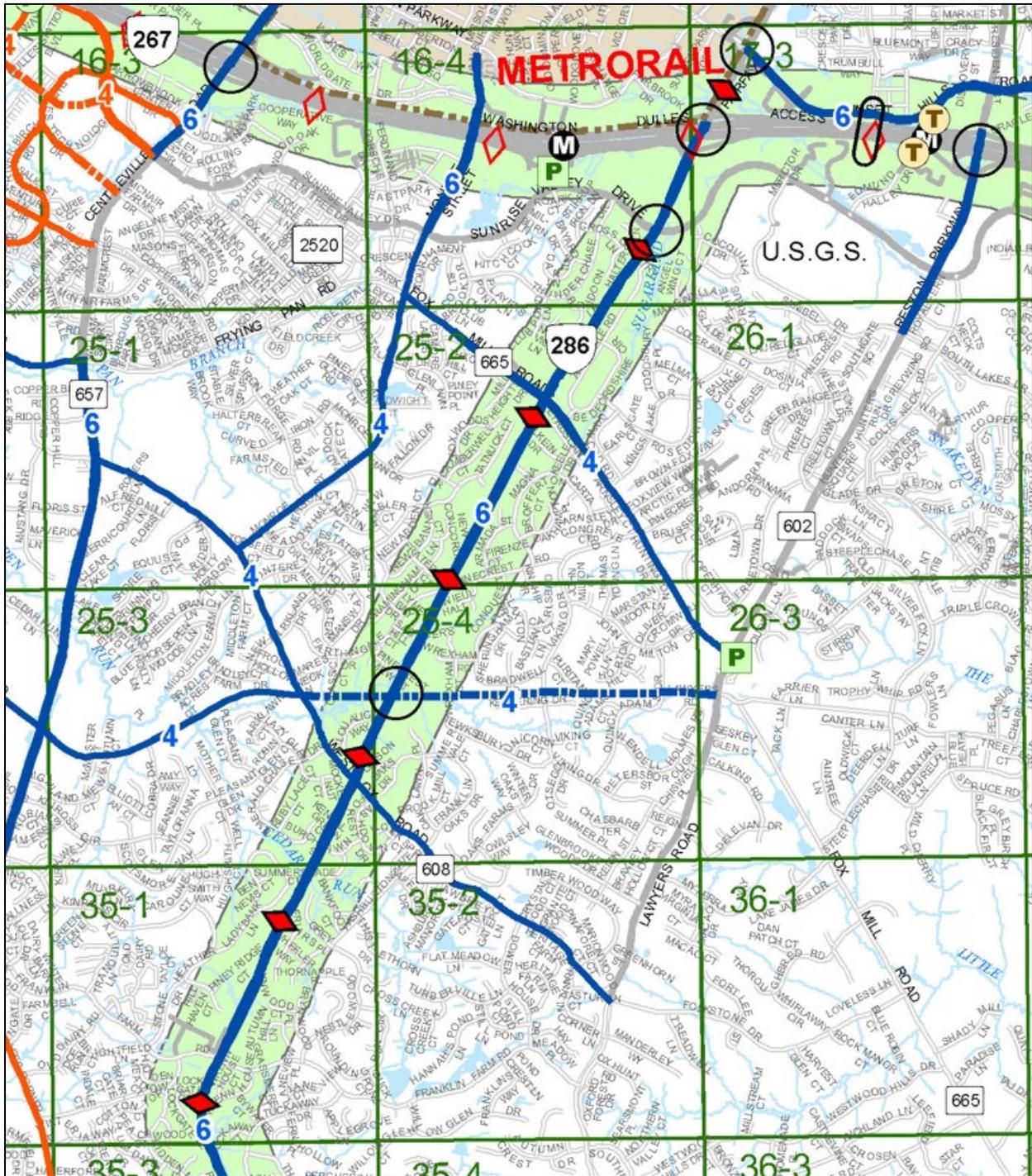


Figure 15A: Transportation Plan Map, Segment 1, FCP, Route 7 to the Dulles Toll Road



**Figure 15B: Transportation Plan Map, Segment 1, FCP, Dulles Toll Road to Franklin Farm Road**

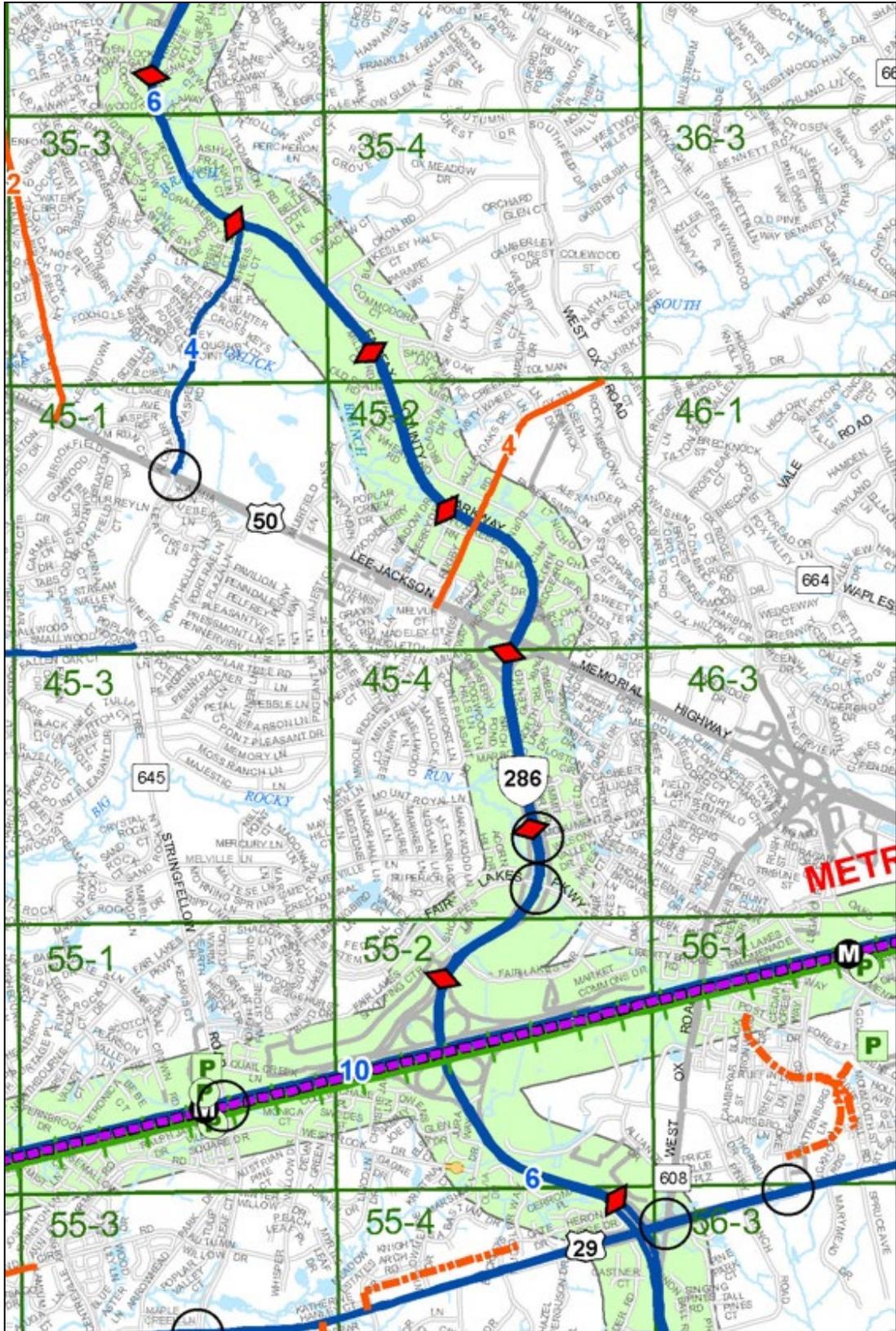


Figure 16A: Transportation Plan Map, Segment 2, FCP, Franklin Farm Road to Route 29

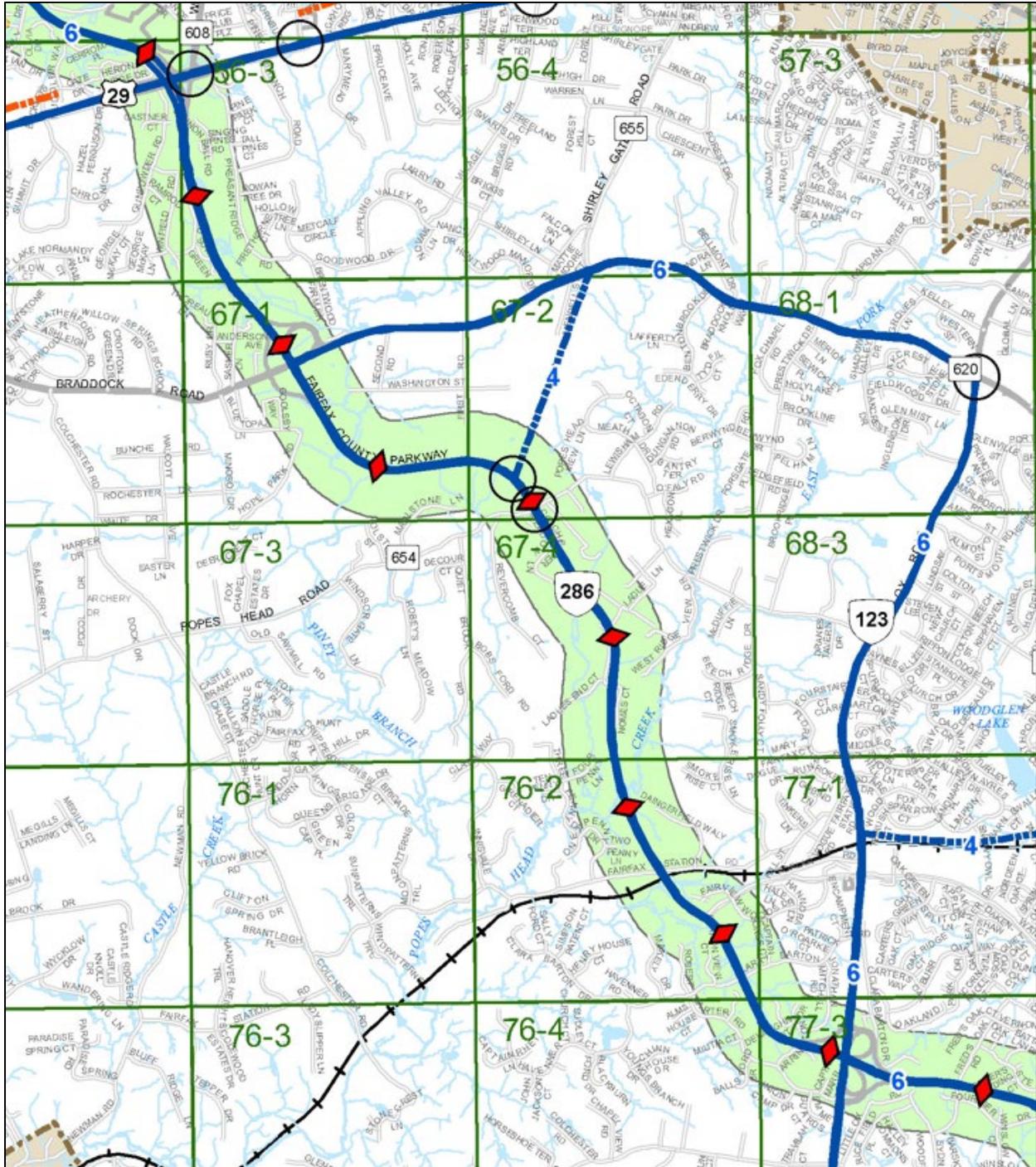


Figure 16B: Transportation Plan Map, Segment 2, FCP, Route 29 to Route 123

### Segment 3

#### *Fairfax County Parkway, Route 123 to Rolling Road*

As shown in **Figures 17A and 17B**, the current Comprehensive Plan Transportation Plan Map includes the following long term transportation recommendations for the Fairfax County Parkway from Route 123 to Rolling Road:

- EPTC designation
- Widen to 6 lanes, Route 123 to Sydenstricker Road
- Widen to 8 lanes, Sydenstricker Road to Rolling Road
- Incorporate HOV lanes
- Interchange improvements at:
  - Hooes Road; and
  - Rolling Road.

### Segment 4

#### *Fairfax County Parkway, Rolling Road to Route 1*

As shown in **Figures 18A and 18B**, the current Comprehensive Plan Transportation Plan Map includes the following long term transportation recommendations for the Fairfax County Parkway from Rolling Road to Route 1:

- Widen to 6 lanes, from Barta Road to I-95
- Interchange improvements at:
  - Barta Road;
  - Boudinot Drive;
  - I-95;
  - Telegraph Road;
  - John J. Kingman Road; and
  - Route 1.

*\* Note – An EPTC designation is present, adjacent to the Parkway, but not on the Parkway. It is on the rail line, parallel to the Parkway, from I-95 to Route 1.*

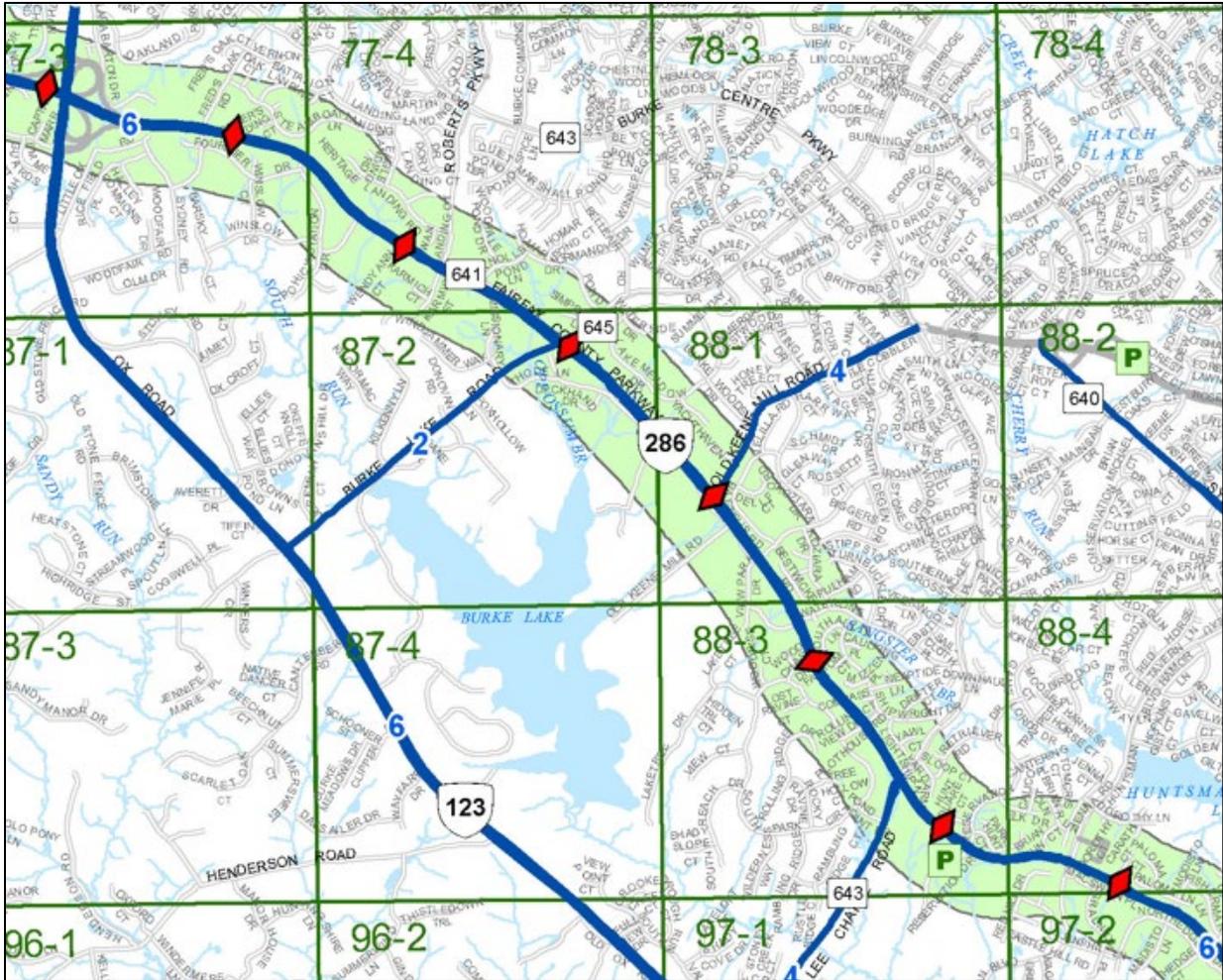


Figure 17A: Transportation Plan Map, Segment 3, FCP, Route 123 to Huntsman Boulevard

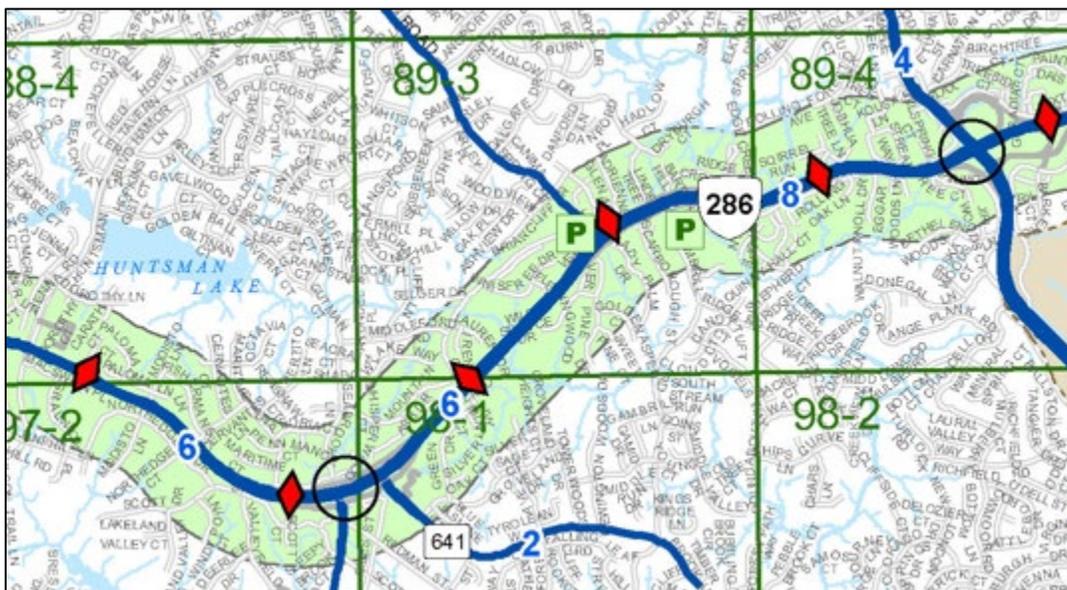


Figure 17B: Transportation Plan Map, Segment 3, FCP, Huntsman Blvd to Rolling Rd

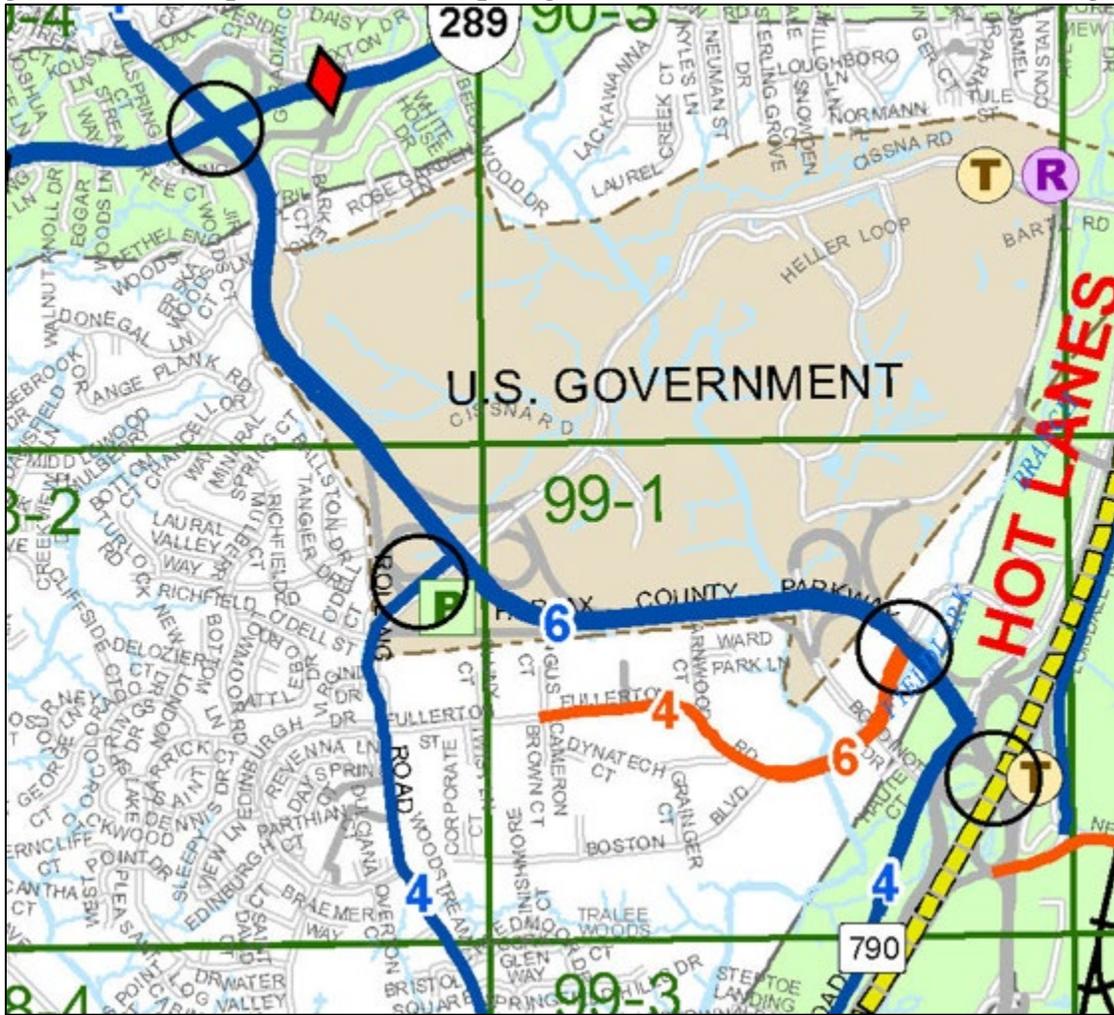


Figure 18A: Transportation Plan Map, Segment 4, FCP, Rolling Road to I-95

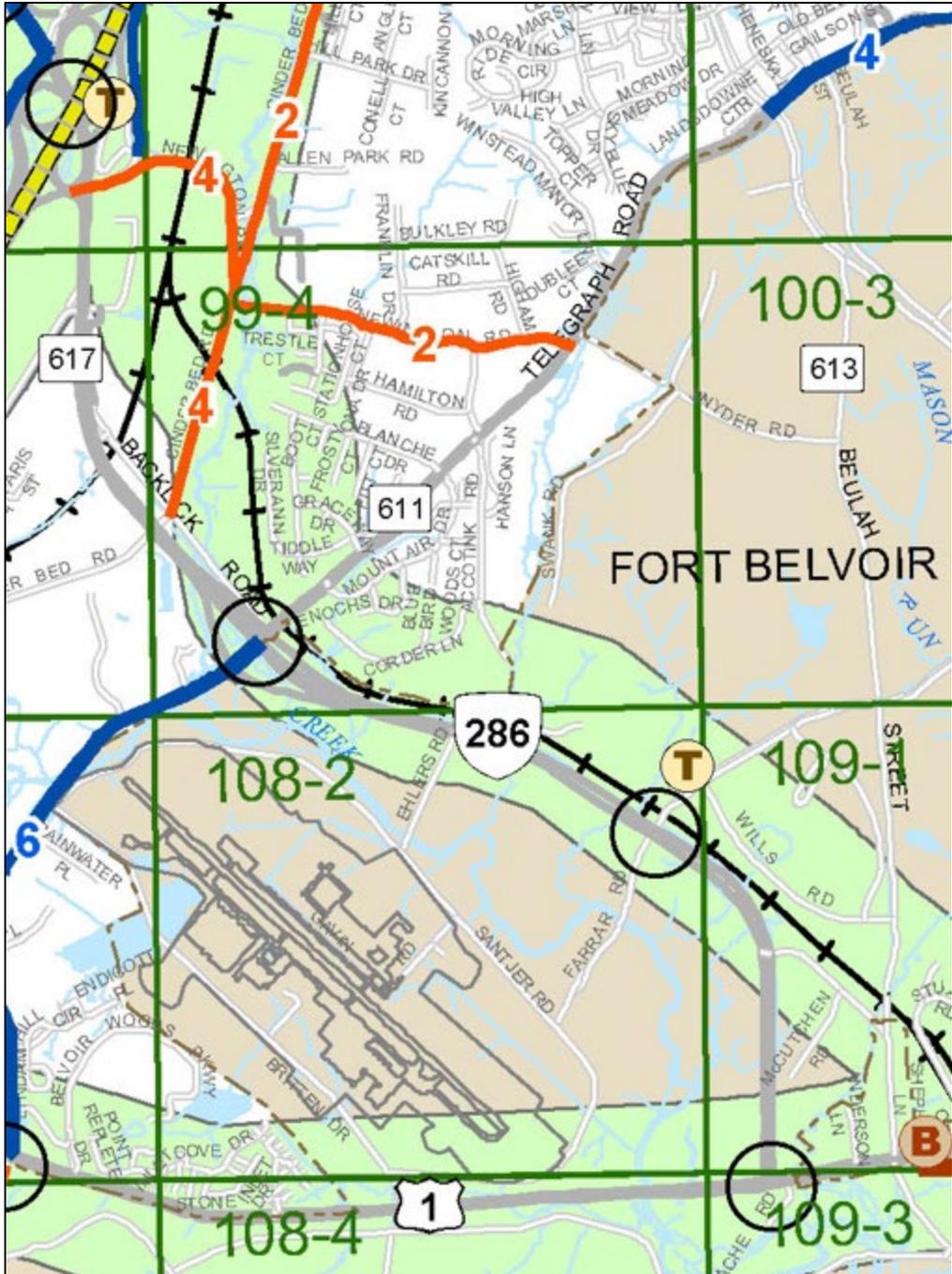


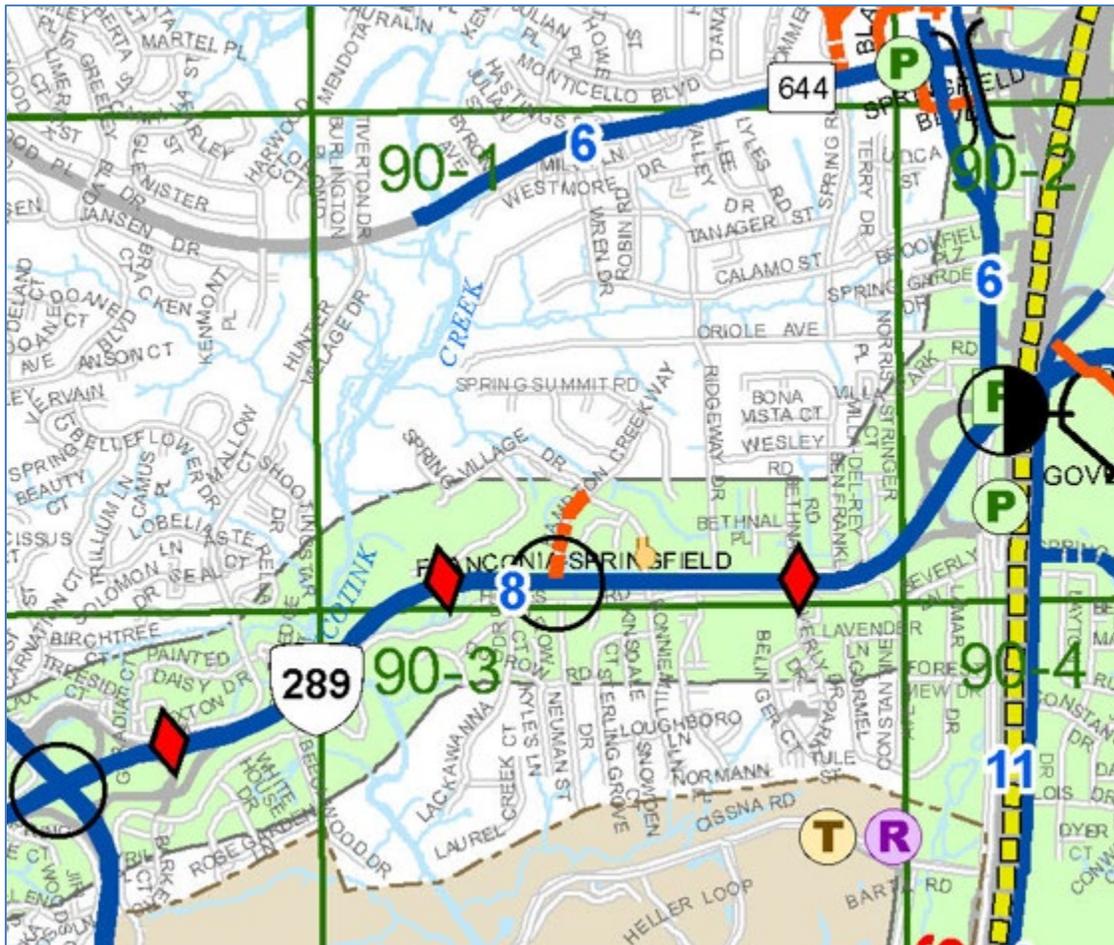
Figure 18B: Transportation Plan Map, Segment 4, FCP, I-95 to Route 1

Segment 5

*Franconia-Springfield Parkway, Rolling Road to Beulah Street*

As shown in **Figures 19A and 19B**, the current Comprehensive Plan Transportation Plan Map includes the following long term transportation recommendations for the Franconia-Springfield Parkway from Rolling Road to Beulah Street:

- EPTC designation, Rolling Road to Frontier Drive
- Widen to 8 lanes, Rolling Road to Frontier Drive
- Incorporate HOV lanes, Rolling Road to Frontier Drive
- Interchange improvements at:
  - Hampton Creek Way Extension;
  - I-95 (partial interchange); and
  - Beulah Street.



**Figure 19A: Transportation Plan Map, Segment 5, FSP, Rolling Road to I-95**



**Figure 19B: Transportation Plan Map, Segment 5, FSP, I-95 to Beulah Street**

## PROPOSED PLAN AMENDMENT

As discussed in the background section, on July 27, 2021, the Board endorsed the recommendations of the FCDOT long-term planning study for the Franconia-Springfield Parkways and authorized consideration of Plan amendment 2021-CW-T2 to incorporate the recommendations into the Comprehensive Plan. On September 24, 2019, the Board also authorized Plan Amendment 2019-III-T1 to evaluate the potential for a partial interchange at the intersection of Fairfax County Parkway and Burke Centre Parkway. One set of consolidated recommendations was developed for both Plan Amendments, encompassing all of the Fairfax County and Franconia-Springfield Parkways.

The proposed Plan amendments consider incorporation of the updated long-term transportation recommendations into the Transportation Plan Map and Area Transportation Plan maps.

## ANALYSIS

### Transportation

The first component of staff's response to the Board request was an assessment of existing conditions and development of short-term improvements. Completed in 2017, the Fairfax County Parkway & Franconia-Springfield Parkway Corridor Study (Corridor Study), co-administered by the Fairfax County Department of Transportation (FCDOT) and the Virginia Department of Transportation (VDOT), provided an operational and safety assessment of the existing Parkways, identifying over 350 short-term improvements, and set the foundation for FCDOT and VDOT to continue evaluating these roadways which provide a critical role within the Fairfax County transportation network. The Corridor Study identified challenges of the existing Parkways and multimodal opportunities for improvement but did not consider the long-term conditions for the corridors.

A link to the existing conditions corridor study is provided:

[https://www.virginiadot.org/projects/northernvirginia/fairfax\\_county\\_franconia-springfield\\_pkwy.asp](https://www.virginiadot.org/projects/northernvirginia/fairfax_county_franconia-springfield_pkwy.asp)

Next, staff evaluated 2040 forecasted conditions for the Parkways. The Fairfax County Parkway/Franconia-Springfield Parkway Alternatives Analysis & Long-Term Study (Long-Term Study), administered by FCDOT, identified and addressed long-term conditions for the Parkways. Specifically, the purpose of the Long-Term Study was to:

- Evaluate baseline future conditions of the Parkways, based on current Comprehensive Plan network recommendations and planned land uses;
- Identify shortcomings of the planned network modifications;
- Collect public input on preferred elements to be incorporated into the future conditions of the Parkways;
- Assemble and evaluate a series of alternative mitigation solutions that attempts to address shortcomings of the baseline;
- Develop a preferred recommendation for the Parkways (i.e., number of lanes, grade separation, high-occupancy lanes) for the eventual adoption into the Comprehensive Plan; and
- Develop priorities.

The Fairfax County and Franconia-Springfield Parkways Alternatives Analysis and Long-Term Planning Study then commenced to assess currently planned and alternative long-term transportation recommendations. A future baseline assessment was initially conducted based on current land use forecasts and the long-term transportation recommendations currently in the Comprehensive Plan.

A link to the Fairfax County and Franconia-Springfield Parkways Alternatives Analysis and Long-Term Planning Study is provided:

<https://www.fairfaxcounty.gov/transportation/study/fairfax-county-parkway>

The future baseline analysis provided an initial assessment of forecasted traffic demand, deficiencies and transportation network needs. To better address the forecasted demand, a set of three (3) alternative mitigation solutions was developed and tested to determine how well each would perform.

The three alternatives developed and tested include:

- **Maximize Capacity** – A mitigation solution that provides substantial additional capacity for motorized vehicles.
- **Minimize Impact** – A mitigation solution that minimizes impacts to the natural and built environment.
- **Maximize HOV** – A mitigation solution that maximizes attraction to, and performance of, the currently planned HOV lanes. This includes grade separating several key intersections, as to allow for HOV traffic to free flow.

Based on the results of the baseline Comprehensive Plan scenario and the three alternative mitigation scenarios (along with feedback from three rounds of public outreach, each with online surveys) preliminary recommendations, followed by a preferred alternative, were developed.

The recommendations associated with the preferred alternative from the Fairfax County and Franconia-Springfield Parkways Alternatives Analysis and Long-Term Planning Study, which were endorsed by the Board on July 27, 2021, form the basis of the current Comprehensive Plan Amendment. The recommendations include the following:

- Number of travel lanes (maintain, increase, or decrease the number of lanes as recommended in the current Comprehensive Plan);
- Designation of high occupancy vehicle (HOV) travel segments (HOV is currently recommended for a majority of the Parkways);
- Addition or removal of proposed interchanges at existing at-grade intersections or planned network connections;
- Additional interchange modifications to already built interchanges on the corridor; and
- Identification of intersections requiring additional analysis and potential innovative solutions.

Specific details of the preferred alternative and its associated recommendations are summarized in the Conclusions section, below. Some of the highlights include:

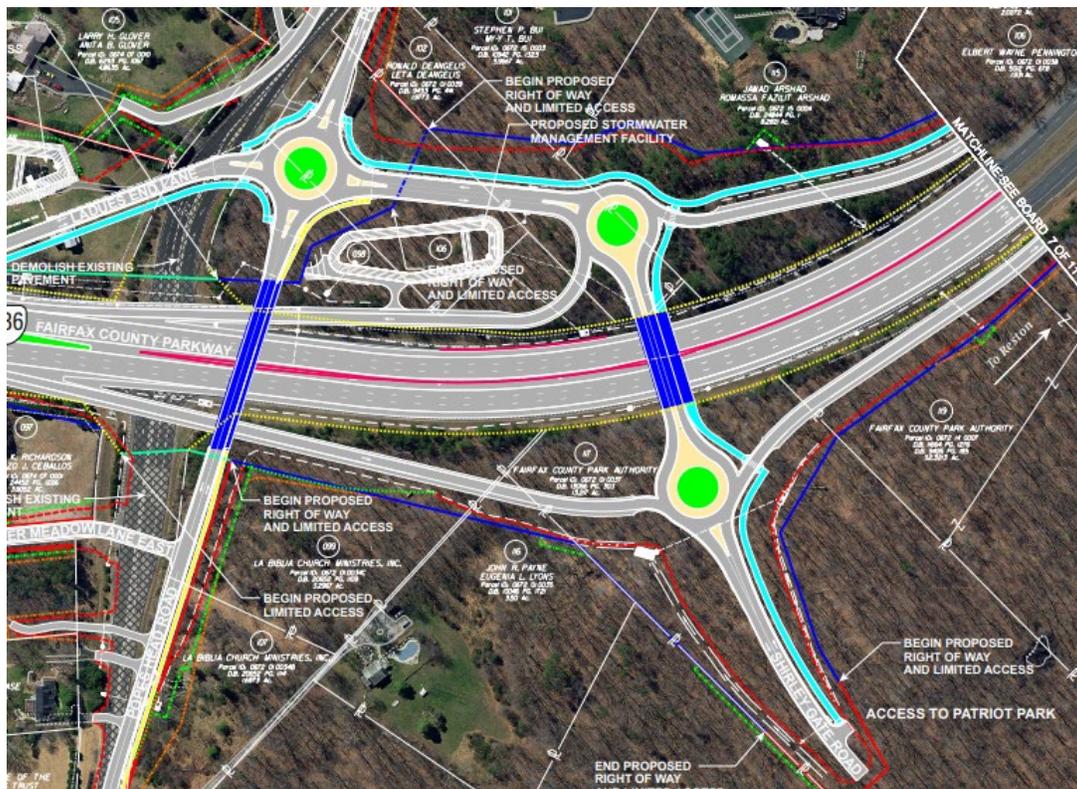
- Add multiuse trails on both sides of the Parkways, where feasible;
- Remove HOV lane recommendations on the Parkways;
- Maintain 6-lane recommendations, but as general purpose;
- Remove 8-lane recommendations for Fairfax County Parkway, east of Sydenstricker Road, and for Franconia-Springfield Parkway, west of Frontier Drive;
- Add planned partial interchange at Fairfax County Parkway and Burke Centre Parkway;
- Add planned interchange at Fairfax County Parkway and Franklin Farm Road; and
- Remove planned interchange at Fairfax County Parkway and future McLearen Road Extension.

## Land Use

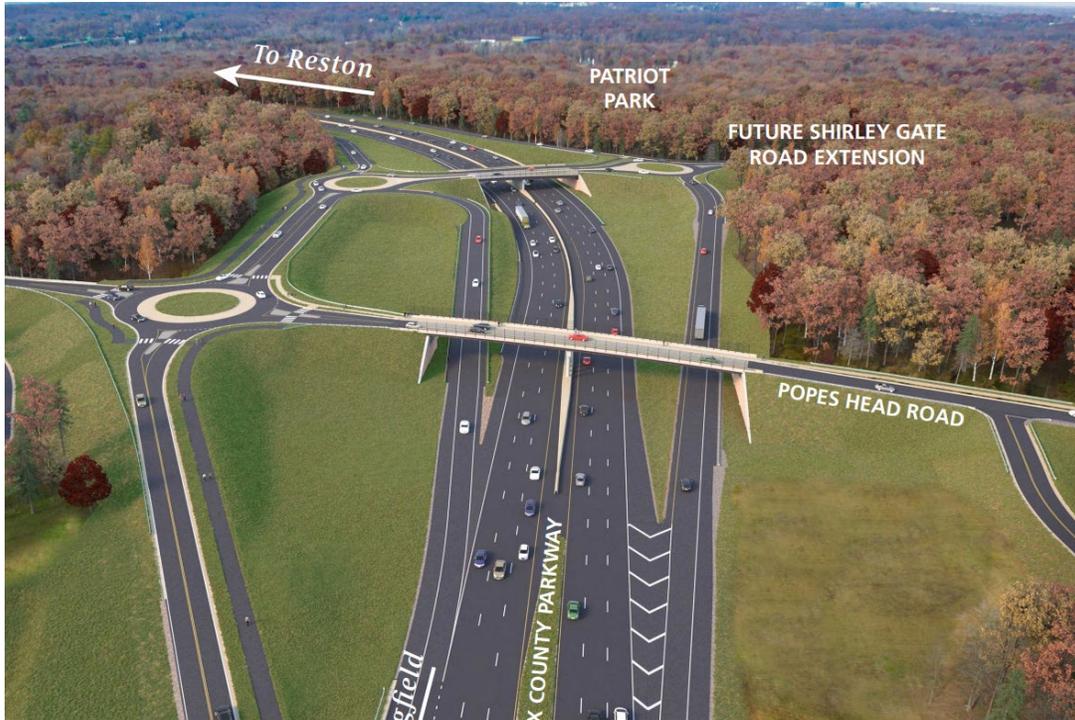
Metropolitan Washington Council of Governments Cooperative (COG) Land Use Forecast, Round 9.0, which includes population, household, and employment forecasts through the year 2040, was the basis for all scenarios and alternatives evaluated during the previous study. The forecasts for Fairfax County are developed by Fairfax County staff, coordinated with COG and our regional neighbors, and are based on the Fairfax County Comprehensive Plan. No further changes in land use forecasts were assumed for these amendments, and no changes to the land uses within the Comprehensive Plan are proposed.

## Parks and Recreation

Access to Patriot Park East, in the vicinity of the Fairfax County Parkway, Popes Head Road and the Shirley Gate Road Extension, should be accommodated. Virginia Department of Transportation (VDOT) design plans, from their December 2019 design public hearing, include accommodation of access to Patriot Park East from the Shirley Gate Road Extension, as shown in **Figures 20 and 21**.



**Figure 20: VDOT Plans for Fairfax County Parkway widening and Popes Head Road and Shirley Gate Road Extension Interchange**



**Figure 21: VDOT Rendering of Fairfax County Parkway widening and Popes Head Road and Shirley Gate Road Extension Interchange**

### **Noise**

Noise impacts will be evaluated and addressed at the time that individual roadway improvement projects are implemented, during the engineering, design and National Environmental Policy Act (NEPA) phases.

### **Tree Preservation**

Tree preservation is included in Objectives and Policies from the Environment Element of the Policy Plan of the Comprehensive Plan and should be considered when individual roadway improvement projects are implemented, during the engineering, design and NEPA phases.

### **Water Quality and Stormwater Management**

The Department of Public Works and Environmental Services (DPWES) conducted an assessment of impacts of the various network scenarios. The Preferred Alternative, which maintains current Comprehensive Plan recommendations to widen portions of the Parkways to six lanes, while removing recommendations to widen to eight lanes in Springfield, has the greatest right-of-way (ROW) impact due to recommended roadway and trail improvements (169.7 acres). Aside from a small number of interchange recommendations being added or removed from the current Plan, the recommendation for shared use paths on both sides of the Parkways represents the primary impact along the Parkways mainlines, comparing the current Comprehensive Plan recommendations with the newly proposed preferred alternative.

The greatest impacts are in Segment 1, in the Sugarland Run and Horsepen Creek watersheds, and Segment 4, in the Accotink Creek watershed. All three watersheds are listed by the Virginia Department of Environmental Quality as impaired streams for benthic macroinvertebrates bioassessments. Accotink Creek has an additional impairment for chloride. Increases in impervious cover contribute to the impairments by introducing more runoff and pollutants like road salt into the streams.

The Preferred Alternative shows 101.7 acres of ROW impacts in Segment 4 alone, and, presumably, much of this will be additional impervious cover from the proposed increase from four to six lanes. DPWES Stormwater requests the Comprehensive Plan amendment note that any transportation improvements with significant increases in new impervious cover should demonstrate how the project will minimize and/or mitigate impacts to these local stream impairments. Any transportation (roadway or trail) improvement projects will address stormwater management and impacts to local streams as they are implemented, during the engineering, design and NEPA phases.

The DPWES Stormwater supports the recommended reductions from eight lanes to six lanes in Segments 3 and 5, on the Fairfax County Parkway, from Sydenstricker Road to Rolling Road, and the Franconia-Springfield Parkway, from Rolling Roads to Frontier Drive. This reduction will reduce the amount of new impervious cover in the Pohick Creek watershed.

## **Heritage Resources**

Department of Planning and Development Heritage Resources staff examined the project corridors against public and internal databases for impacts to historic resources. This analysis included Historic Overlay Districts (HOD), Fairfax County Inventory of Historic Sites properties, cemeteries, previously surveyed properties, and properties investigated by private firms and published to The Virginia Department of Historic Resources (VDHR) cultural resource database.

This project could impact a total of two Historic Overlay Districts, eight County Inventory Sites, eight cemeteries, and seven properties that warrant further analysis by the Virginia Department of Historic Resources for eligibility for listing the National Register of Historic Places and/or Virginia Landmarks Register. Potential impacts on specific sites are found below.

Any impacts would be addressed as individual roadway and trail improvement projects are implemented, during the engineering, design and NEPA phases.

### Segment 1

The Dranesville Tavern Historic Overlay District is roughly bound by, and includes parts of, Cup Leaf Holly Court to the north, Algonkian Parkway and the Fairfax County Parkway to the west, Sugarland Road to the south, and Redberry Court to the east.

## Segment 2

The County Inventory of Historic Sites includes several sites and on cemetery within the vicinity of, the proposal:

- Winfield Farm, 5300 Winfield Road, Fairfax
- Samuel Wrenn House at Franklin Farm, 13223 Wrenn House Lane, Herndon
- Chantilly Plantation Stone House, 13200 Lee Jackson Memorial Highway, Fairfax
- Woodaman House, 12816 Westbrook Drive, Fairfax
- Framingham Court Cemetery, located north of the intersection of Pinecrest Road and the Fairfax County Parkway, south of Framingham Court and surrounded by residential development.

There are properties identified on the Virginia Department of Historic Resource's (VDHR) database that are within vicinity of proposal:

- Chantilly Historic District, VDHR ID No. 029-6940, largely marked by Lee Jackson Memorial Highway and Sully Road, including small sections of the Fairfax County Parkway. VDHR has not evaluated this resource for eligibility for listing on the National Register of Historic Places/Virginia Landmarks Register.
- Battle of Chantilly Historic District, VDHR ID No. 029-0162, largely marked by Lee Highway and West Ox Road and includes sections of Custis Memorial Parkway, Fairfax County Parkway, and Lee Jackson Memorial Highway. VDHR has not evaluated for eligibility for listing on the National Register of Historic Places/Virginia Landmarks Register.

## Segment 3

The County Inventory of Historic Sites includes two sites and three cemeteries within the vicinity of, the proposal:

- Sydenstricker School, 8511 Hooes Road, Springfield.
- Sydenstricker Methodist Chapel, 8507 Hooes Road, Springfield.
- Pearson Site & Cemetery, located southeast of the intersection of Fairfax County Parkway and Burke Lake Road, spanning Lake Meadow Drive Lee Chapel Site & Cemetery, located east of the intersection of Lee Chapel Road and the Fairfax County Parkway, directly adjacent to the Fairfax County Parkway
- Sydenstricker United Methodist Church Cemetery, located at 8507 Hooes Road, Springfield
- Deaver House and Cemetery Site, located west of the intersection of Hooes Road and Sydenstricker Road

There is a property identified on the Virginia Department of Historic Resource's (VDHR) database that are within vicinity of proposal:

- Belle Aire Schoolhouse, VDHR ID No. 029-0077, 10130 Lakehaven Court, Burke. VDHR has not evaluated this resource for eligibility for listing in the National Register of Historic Places/Virginia Landmarks Register.

#### Segment 4

A Historic Overlay District is located within vicinity of proposal:

- Mount Air HOD, bound by Telegraph Road to the northwest, Accotink Road to the east, and the railroad north of the Fairfax County Parkway to the south

The County Inventory of Historic Sites includes two sites and three cemeteries within vicinity of proposal:

- Mount Air Inventory Site, bound by Fisher Woods Drive to the northwest, Accotink Road to the northeast, and the railroad north of the Fairfax County Parkway to the south.
- Fort Belvoir Military Historic Corridor, running along the railroad tracks beginning at Newington Road to the north and Putnam Road at Fort Belvoir to the south.
- Pohick Run Cemetery Site, located south of Bethelen Woods Lane and east of Donegal Lane and bound by Fairfax County parkway to the east, and Rolling Road to the north, west, and south
- Clarke's Chapel Baptist Church & Cemetery, located south of the intersection of Chancellor Way and Rolling Road and west of the intersection of Rolling Road and Hoes Road
- Mount Air Cemetery, bound by Fairfax County Parkway to the south, Swank Road to the east, Telegraph Road to the north, and Accotink Road to the west

There are properties identified on the Virginia Department of Historic Resource's (VDHR) database that are within the vicinity of the proposal:

- Mount Air, VDHR ID No. 029-0136, 8600 Accotink Road, Lorton. VDHR determined this resource eligible for listing on the National Register of Historic Places/Virginia Landmarks Register
- Fort Belvoir Railroad Corridor, VDHR ID No. 029-5724, running along the railroad tracks beginning at Newington Road to the north and Putnam Road at Fort Belvoir to the south. VDHR listed this resource on the Virginia Landmarks Register
- Richmond, Fredericksburg & Potomac Railroad, VDHR ID No. 500-0001, spans from Washington, DC to Richmond, Virginia, mostly parallel to I-95, and intersections the Fairfax County Parkway. VDHR determined this resource eligible for listing in the National Register of Historic Place/Virginia Landmarks Register

#### Segment 5

Properties identified on the Virginia Department of Historic Resource's (VDHR) database that are within the vicinity of the proposal:

- Franconia Historic District, VDHR ID No. 029-6941, incorporating Route 613 on the western end, a portion of the Franconia-Springfield Parkway on the eastern end, Rock Cliff Lane and Hayfield Road on the southwestern side, a portion of Old Telegraph Road on the southeastern end, and Kingstown Village Parkway and Edgeware Lane on the eastern end. VDHR has not evaluated this resource for eligibility for listing in the National Register of Historic Places/Virginia Landmarks Register

This proposal spans Comprehensive Plan Areas III and IV. Each Area Plan Overview of Heritage Resource Recommendations includes text providing guidance towards achieving a balance between physical and economic growth and preservation of the county's prehistoric and historic heritage resources. Objectives and policies focus on three general issues: identification of the resource base; protection and preservation of significant heritage resources; and promotion of community awareness and involvement.

The Area Plans identify specific heritage resources including historic, architectural and archaeological resources. Each District Plan contains a chart and map of the resources derived from the county's Inventory of Historic Sites. In some sectors, historic overlay districts are identified and special land use guidelines related to these districts are cited under the Recommendations section.

## **CONCLUSION**

Based on the results of the outreach and alternatives analysis, as part of the Fairfax County and Franconia-Springfield Parkways Alternatives Analysis and Long-Term Planning Study, a new, updated set of long-term transportation recommendations was developed and endorsed by the Board on July 27, 2021. These recommendations are summarized, below.

## Segment 1

### *Fairfax County Parkway, Route 7 to Franklin Farm Road*

As shown in **Figures 22A and 22B**, the updated long-term transportation recommendations for the Fairfax County Parkway, from Route 7 to Franklin Farm Road, include:

- Maintain Enhanced Public Transportation Corridor designation from the Dulles Toll Road to the south
- Maintain recommendation to widen to 6 lanes, Route 7 to Baron Cameron Avenue
- Maintain recommendation to widen to 6 lanes, Sunrise Valley Dr to Franklin Farm Rd
- Remove recommendation for High Occupancy Vehicle (HOV) lanes
- Consider innovative intersection improvement at:
  - Wiehle Avenue. (“Additional Intersection Analysis and Evaluation Required”)
- Maintain interchange improvement at:
  - Sunset Hills Road/Spring Street;
  - Dulles Toll Road (including HOV feeder); and
  - Sunrise Valley Drive.
- Remove interchange improvement at:
  - Baron Cameron Avenue (*Constructed - Deemed Sufficient*); and
  - McLearen Road Extension (*Planned - No Longer Deemed Needed*).
- Add interchange improvement at:
  - Franklin Farm Road.

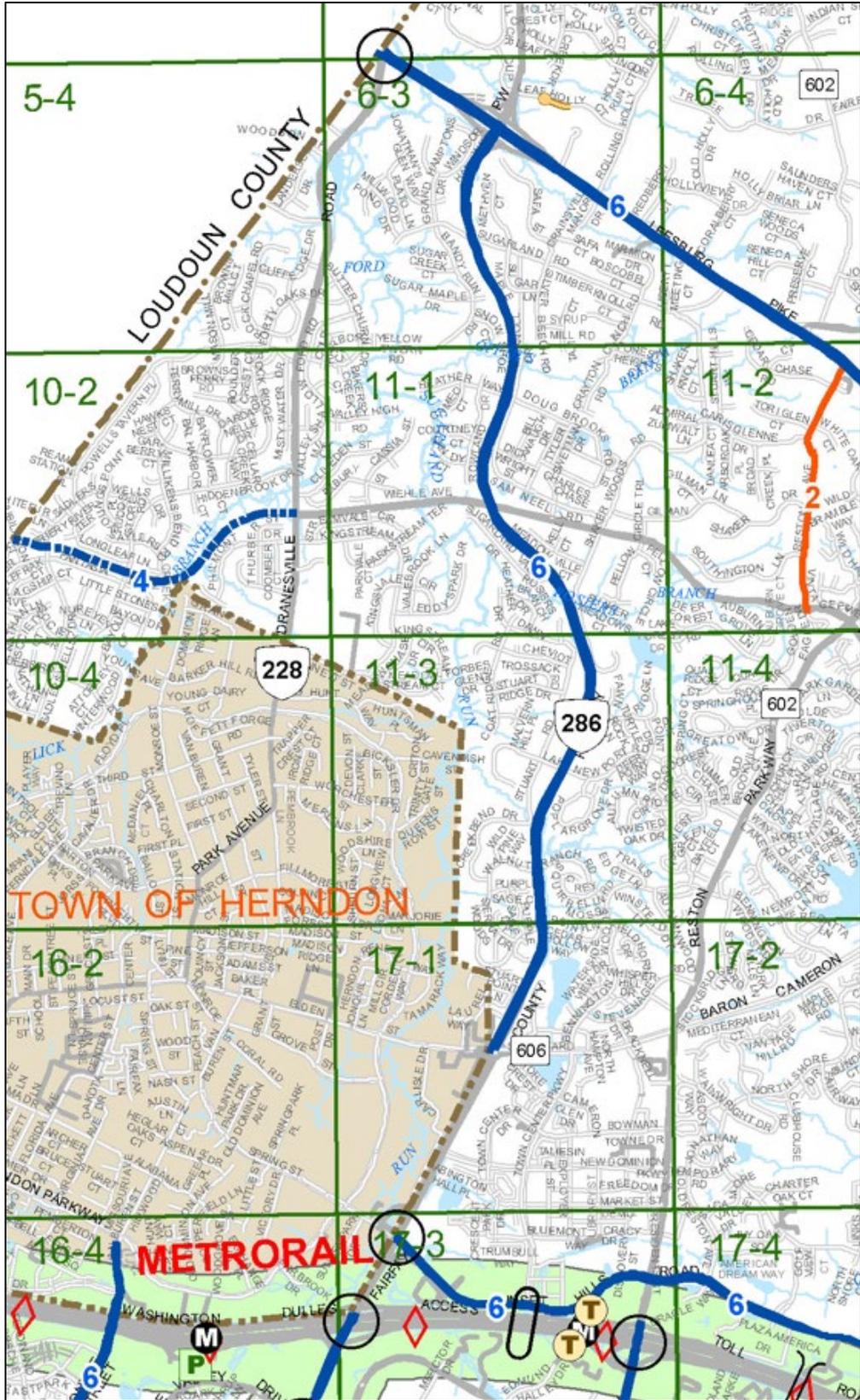


Figure 22A: Updated Recommendations, Segment 1, FCP, Route 7 to the Dulles Toll Road

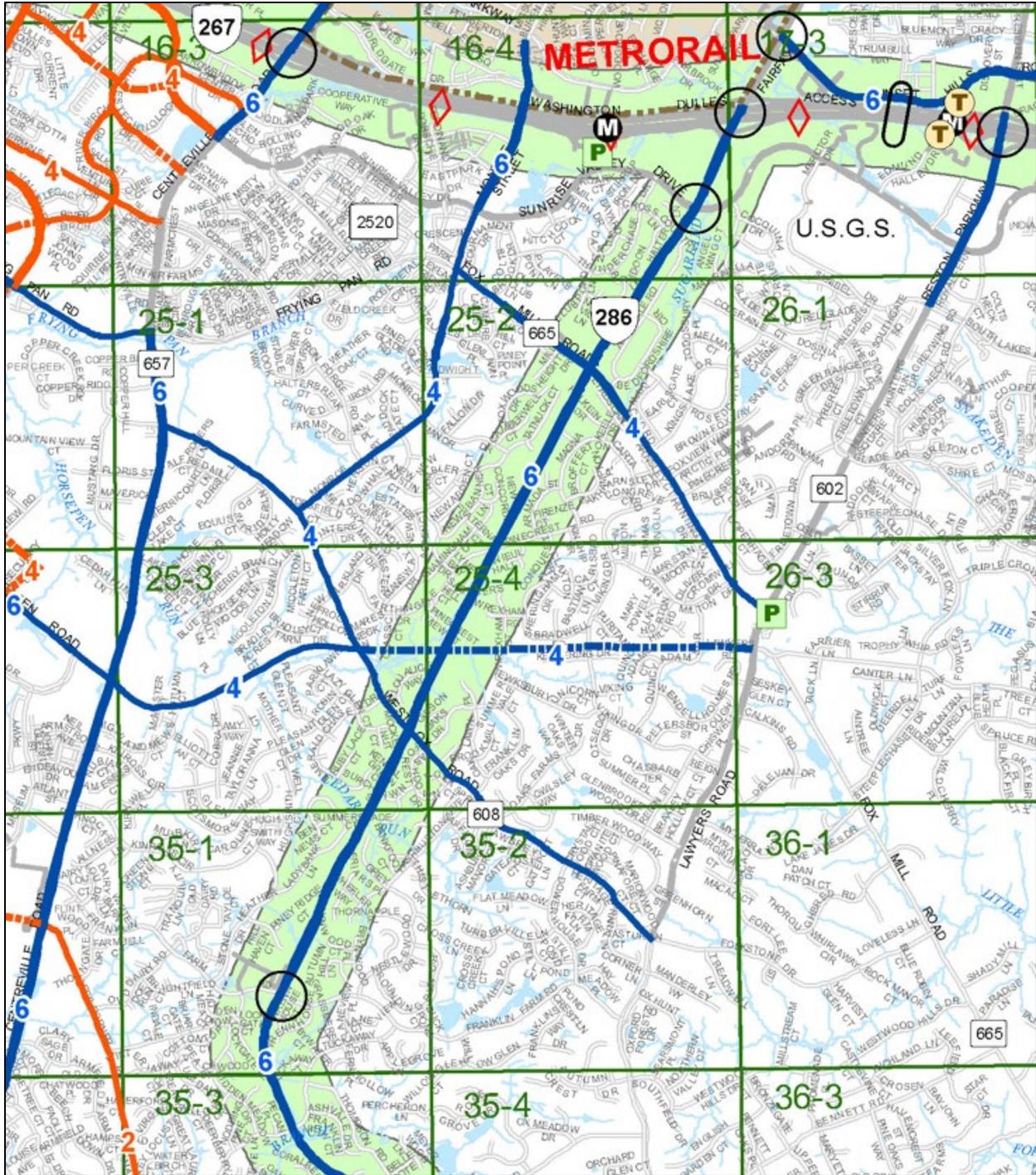


Figure 22B: Updated Recommendations, Segment 1, FCP, Dulles Toll Rd to Franklin Farm Rd

## Segment 2

### *Fairfax County Parkway, Franklin Farm Road to Route 123*

As shown in **Figures 23A and 23B**, the updated long-term transportation recommendations for the Fairfax County Parkway, from Franklin Farm Road to Route 123, include:

- Maintain Enhanced Public Transportation Corridor designation
- Maintain recommendation to widen to 6 lanes, Franklin Farm Road to Rugby Road
- Maintain recommendation to widen to 6 lanes, Route 29 to Route 123
- Remove recommendation for High Occupancy Vehicle (HOV) lanes
- Consider innovative intersection improvement at:
  - Rugby Road. (“Additional Intersection Analysis and Evaluation Required”)
- Maintain interchange improvement at:
  - Shirley Gate Road Extension; and
  - Popes Head Road.
- Remove interchange improvement at:
  - Monument Drive (*Constructed - Deemed Sufficient*); and
  - Fair Lakes Parkway (*Constructed - Deemed Sufficient*).
- Add interchange improvement at:
  - I-66 (with HOV feeder);
  - Burke Centre Parkway (partial); and
  - Route 123.

## Segment 3

### *Fairfax County Parkway, Route 123 to Rolling Road*

As shown in **Figures 24A and 24B**, the updated long-term transportation recommendations for the Fairfax County Parkway, from Route 123 to Rolling Road, include:

- Maintain Enhanced Public Transportation Corridor designation
- Maintain recommendation to widen to 6 lanes, Route 123 to Sydenstricker Road (*Require further study of four lane cross section with additional outreach*)
- Remove recommendation to widen to 8 lanes, Sydenstricker Road to Rolling Road
- Remove recommendation for High Occupancy Vehicle (HOV) lanes
- Consider innovative intersection improvement at:
  - Huntsman Boulevard. (“Additional Intersection Analysis and Evaluation Required”)
- Maintain interchange improvement at:
  - Rolling Road.
- Remove interchange improvement at:
  - Hooes Road (*Constructed - Deemed Sufficient*).

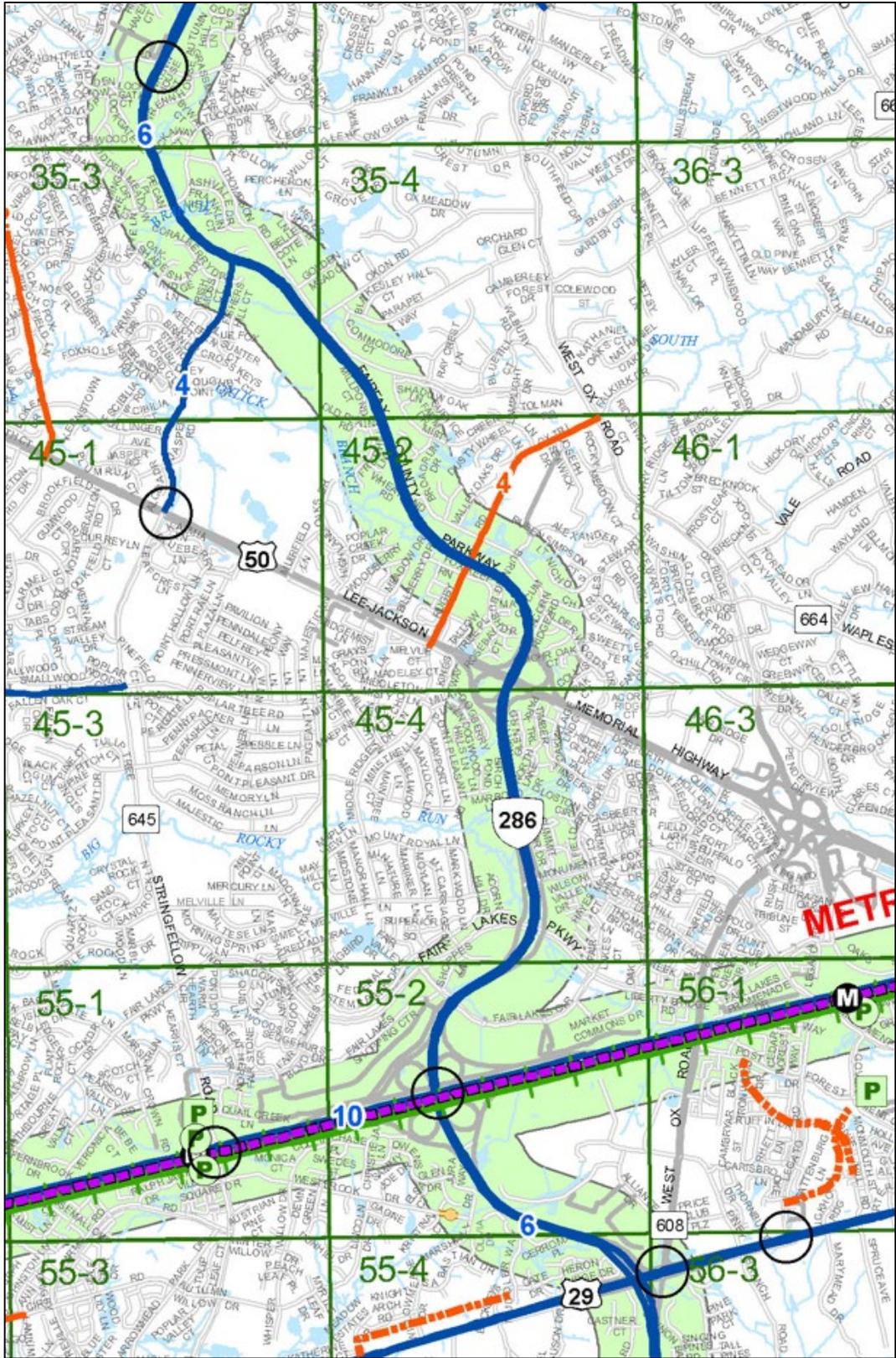


Figure 23A: Updated Recommendations, Segment 2, FCP, Franklin Farm Road to Route 29

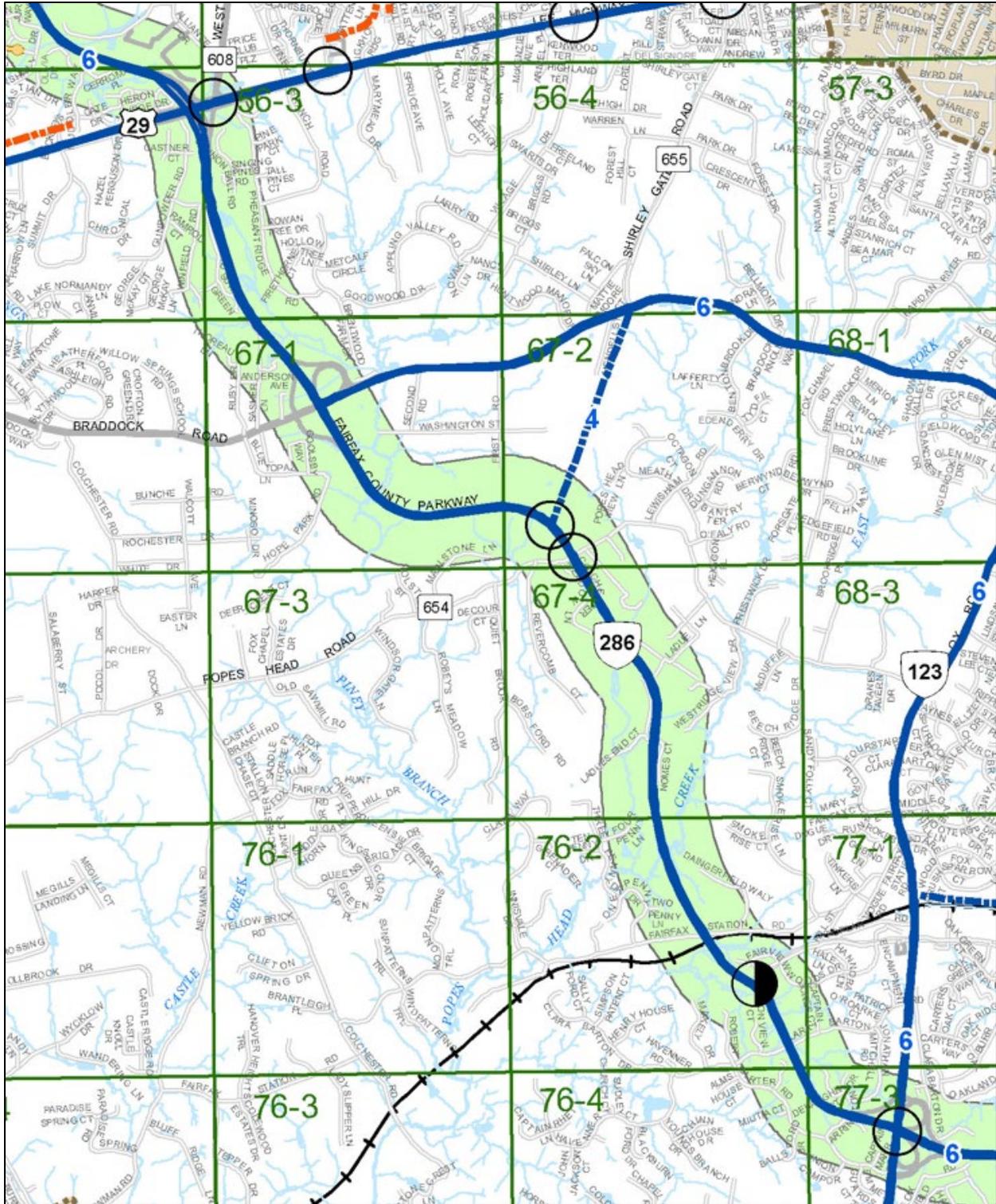
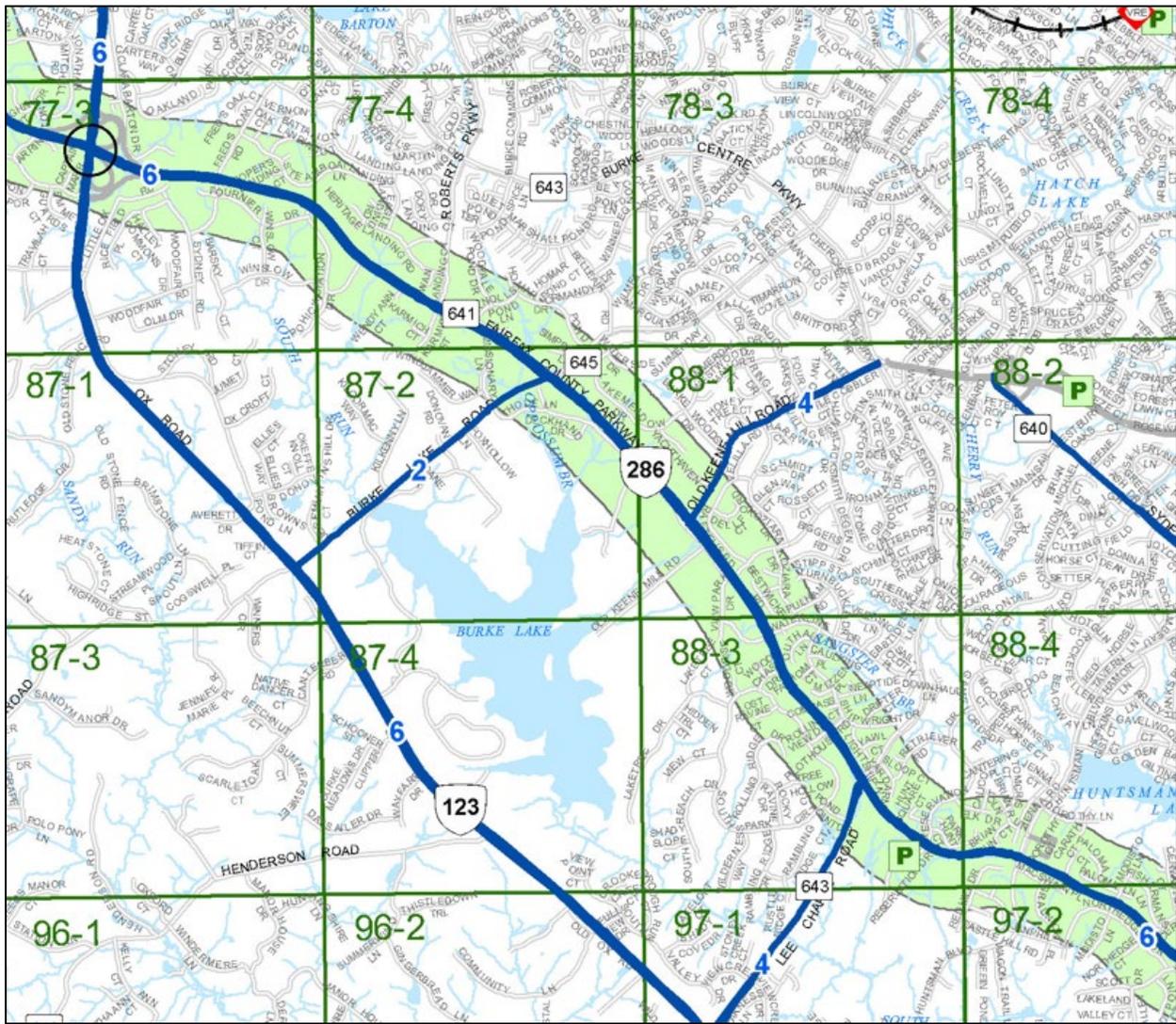
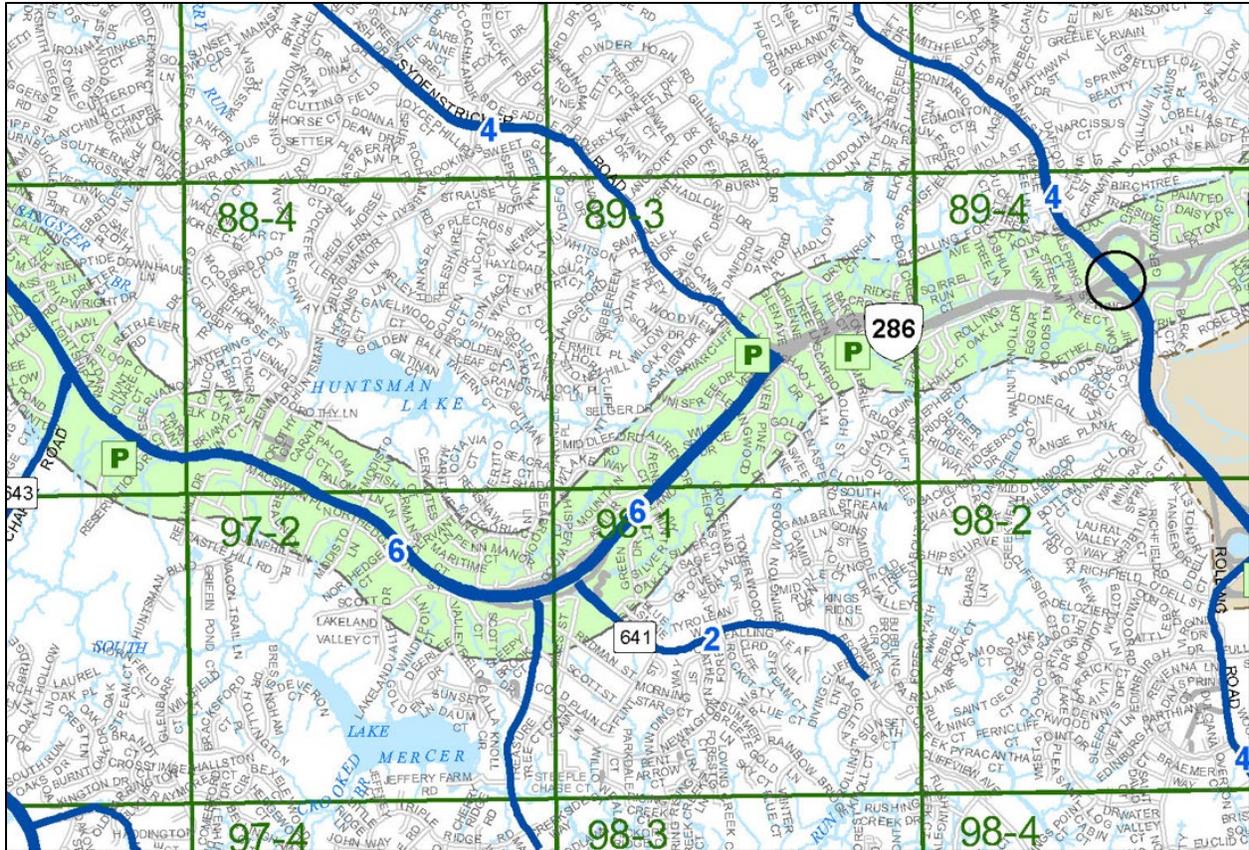


Figure 23B: Updated Recommendations, Segment 2, FCP, Route 29 to Route 123



**Figure 24A: Updated Recommendations, Segment 3, FCP, Route 123 to Huntsman Boulevard**



**Figure 24B: Updated Recommendations, Segment 3, FCP, Huntsman Boulevard to Rolling Road**

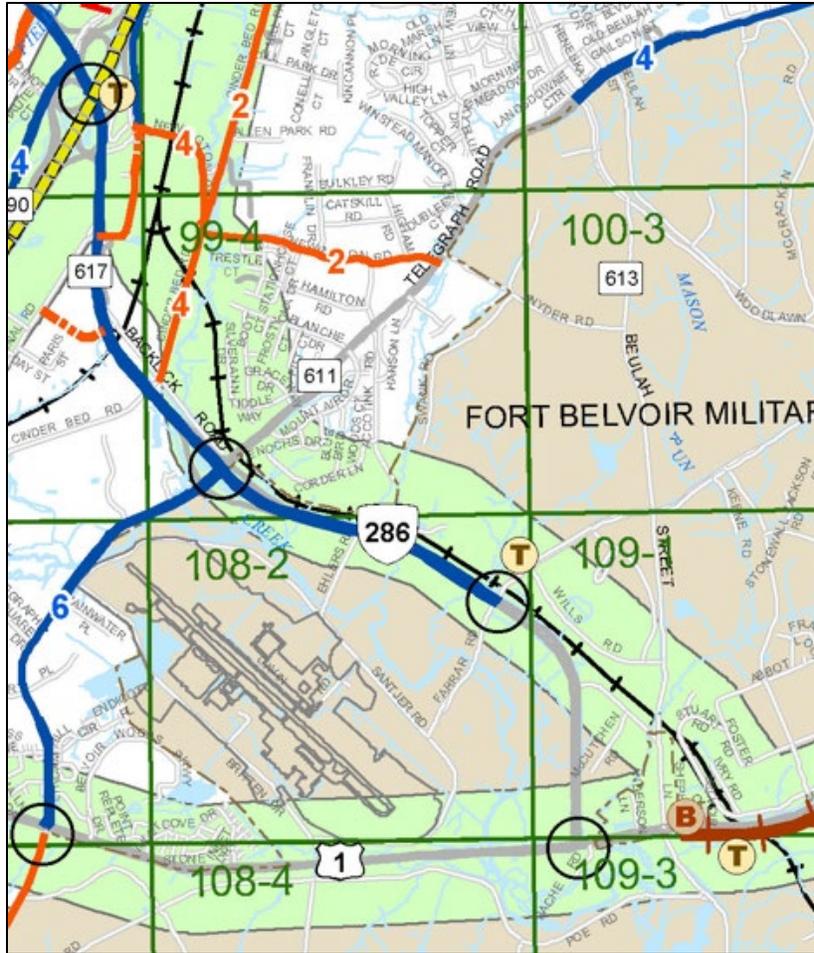
Segment 4

*Fairfax County Parkway, Rolling Road to Route 1*

As shown in **Figures 25A and 25B**, the updated long-term transportation recommendations for the Fairfax County Parkway, from Rolling Road to Route 1, include:

- Add recommendation to widen to 6 lanes, Barta Road to John J Kingman Road.
- Add enhanced network connectivity to/from Terminal Road, east and west of FCP.
- Maintain interchange improvement at:
  - I-95;
  - Telegraph Road;
  - John J Kingman Road; and
  - Route 1.
- Remove interchange improvement at:
  - Barta Road (*Constructed - Deemed Sufficient*); and
  - Boudinot Drive (*Constructed - Deemed Sufficient*).





**Figure 25B: Updated Recommendations, Segment 4, FCP, I-95 to Route 1**

Segment 5

*Franconia-Springfield Parkway, Rolling Road to Beulah Street*

As shown in **Figures 26A and 26B**, the updated long-term transportation recommendations for the Franconia-Springfield Parkway, from Rolling Road to Beulah Street, include:

- Maintain Enhanced Public Transportation Corridor designation
- Remove recommendation to widen to 8 lanes, Rolling Road to Frontier Drive
- Remove recommendation for High Occupancy Vehicle (HOV) lanes
- Maintain interchange improvement at:
  - Hampton Creek Way Extension; and
  - Beulah Street.
- Remove partial interchange improvement at:
  - I-95.
- Add interchange improvement at:
  - I-95 (with HOV Feeder).

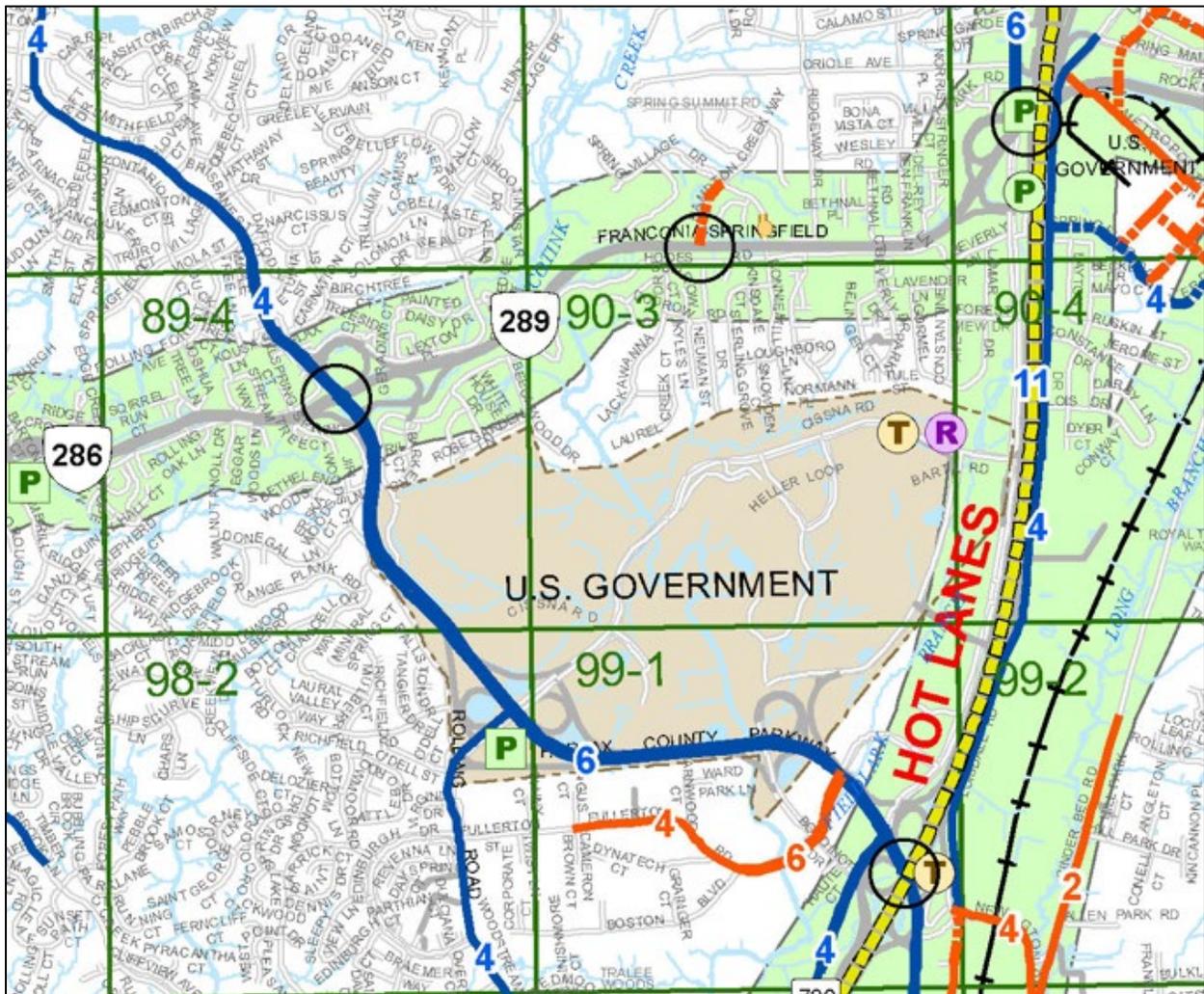


Figure 26A: Updated Recommendations, Segment 5, FSP, Rolling Road to I-95

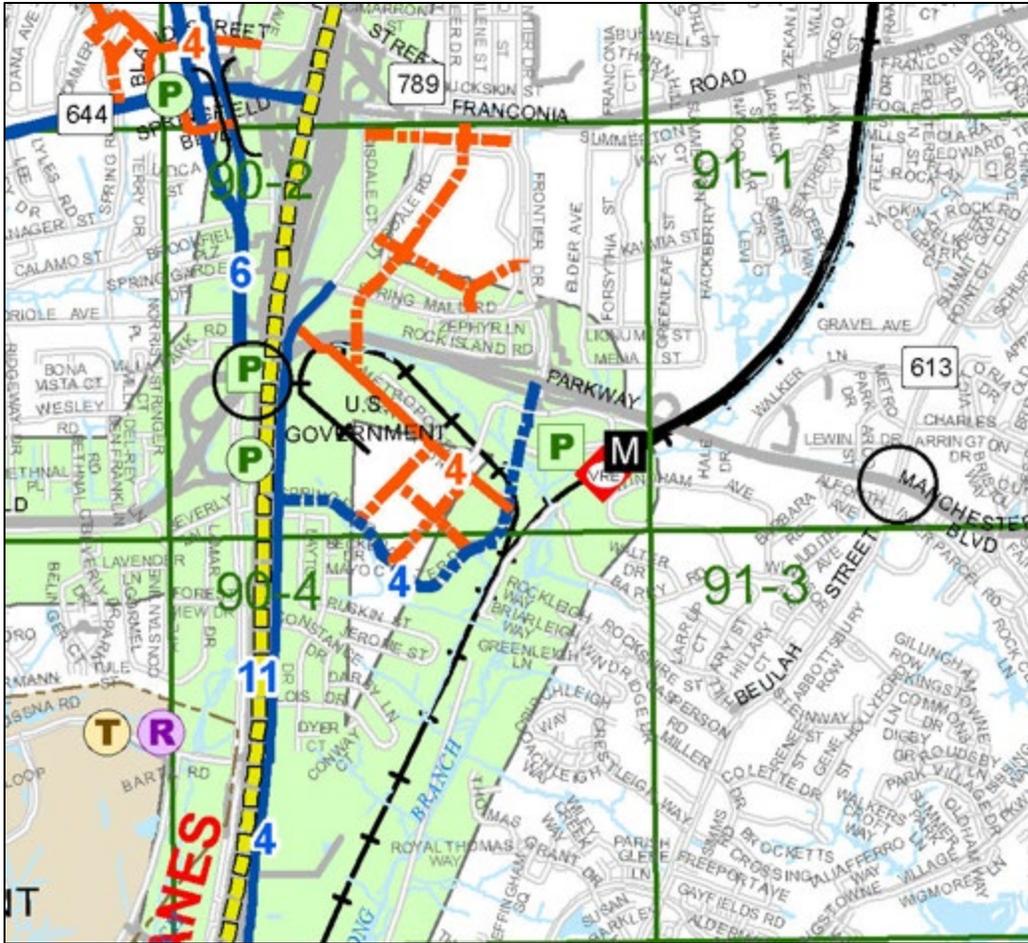


Figure 26B: Updated Recommendations, Segment 5, FSP, I-95 to Beulah Street

**RECOMMENDATION**

In order to incorporate the endorsed recommendations, staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

**PROPOSED REVISIONS TO THE COMPREHENSIVE PLAN**

Staff recommends that the Comprehensive Plan, including associated maps and figures be modified on shown on the following pages. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text recommended to be replaced is noted as such.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through July 31, 2018, pages 29-30:

*“Road Transportation Improvements*

The following list of roadway network improvements are recommended to achieve the vision for Reston and enhance connectivity through the Transit Station Areas (TSAs) by creating multiple and enhanced connections.

...

- Improve Fairfax County Parkway - 6 lanes north of Baron Cameron Avenue ~~with High Occupancy Vehicle (HOV) lane(s)~~

These improvements are an integral part of the planned grid of streets in the three TSAs in Reston. For graphics and details on the enhanced grid of streets refer to the TSA section below.”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, as amended through October 19, 2021, page 60:

“Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. ~~Any development should be coordinated with the Fairfax County HOV Design Study.~~

Improved bus service may be needed to serve additional development. A safe and efficient pedestrian system should link the key areas in Fair Lakes to provide appropriate connections between office, retail, hotel and residential uses.”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through June 28, 2022, page 95:

“CHARACTER

...

The FBNA is located west of I-95, ~~and south of the Franconia-Springfield Parkway (Route 289), and north of the Fairfax County Parkway,~~ but does not have direct access from any either of these facilities. Principal access to the existing military reservation is from Barta Road~~Baekliek Road~~. ~~The planned Fairfax County Parkway (Route 286) will traverse the site along its western and southern boundaries, and provide future direct access into the property from a planned interchange of Rolling Road with the Fairfax County Parkway.”~~

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through June 28, 2022, page 97:

**“Dedication of Public Lands**

The Plan recommends the dedication of land as described in the following paragraphs. Access to dedicated lands other than by trails of like means may not be available until either development occurs or the county provides access.

The dedication of the following lands is required:

- ~~1. — All right-of-way for transportation facilities needed for full development, including dedication for the Fairfax County Parkway, recognizing that additional right-of-way may be identified during the monitoring and evaluation process required for subsequent phases of development and that such rights-of-way will be dedicated as needed;~~
12. The Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority;
23. Up to 8 acres southeast of the Rolling Road and the Fairfax County Parkway interchange for a commuter parking lot;
34. The remaining portion of the land west of the Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority for park purposes.
45. A transit facility site of at least 5 acres east of the Accotink Stream Valley Environmental Quality Corridor.”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through June 28, 2022, page 97:

“TRANSPORTATION

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

- Construct interchange at the Franconia-Springfield Parkway ~~to an 8 lane section, including HOV lanes and interchanges at Rolling Road, and Neuman Street, and I-95;~~
- Construct the Fairfax County Parkway to a 6 lane section, ~~including interchanges with the Franconia-Springfield Parkway, Rolling Road, and I-95 (Newington Interchange);~~ and
- Dedicate a site of at least 5 acres for a Transit Facility within the eastern portion of the FBNA site.”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through June 28, 2022, pages 20-21:

“Streets and Circulation Improvements

...

*Major street improvements* – The transportation recommendations for the Franconia-Springfield Area include a number of major street improvements that would add capacity and enhance accessibility to the area. These recommendations include:

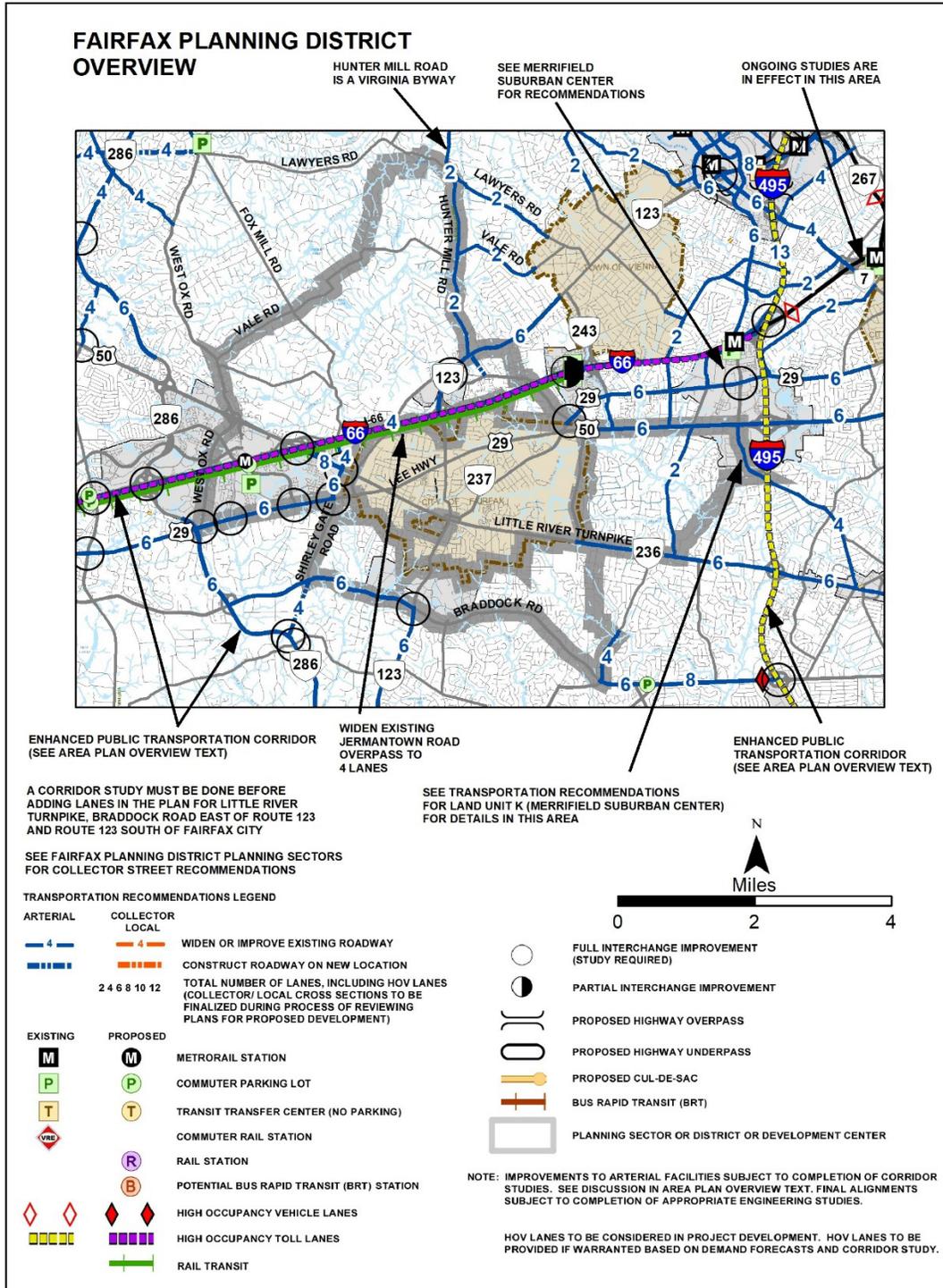
- ~~*Franconia-Springfield Parkway 8 lanes between the Fairfax County Parkway (Route 286) and Frontier Drive*~~ – The Franconia-Springfield Parkway is a limited access expressway carrying high volumes of traffic between the Fairfax County Parkway, I-95, and the Franconia-Springfield Area. The Parkway serves as a major access to the Springfield Town Center, and the primary access to the Joe Alexander Transportation Center/Franconia-Springfield Metro Station. The Transportation Plan recommends widening the facility to 8 lanes to include High Occupancy Vehicle (HOV) lanes providing peak period service between the Joe Alexander Transportation Center, I-95 HOV/High Occupancy Toll (HOT) lanes, and Fairfax County Parkway.

...

”

**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, as amended through February 23, 2021, Overview, Figure 2, “Countywide Transportation Recommendations, Fairfax Planning District,” page 5, to incorporate updates to the corridor recommendations within the figure.

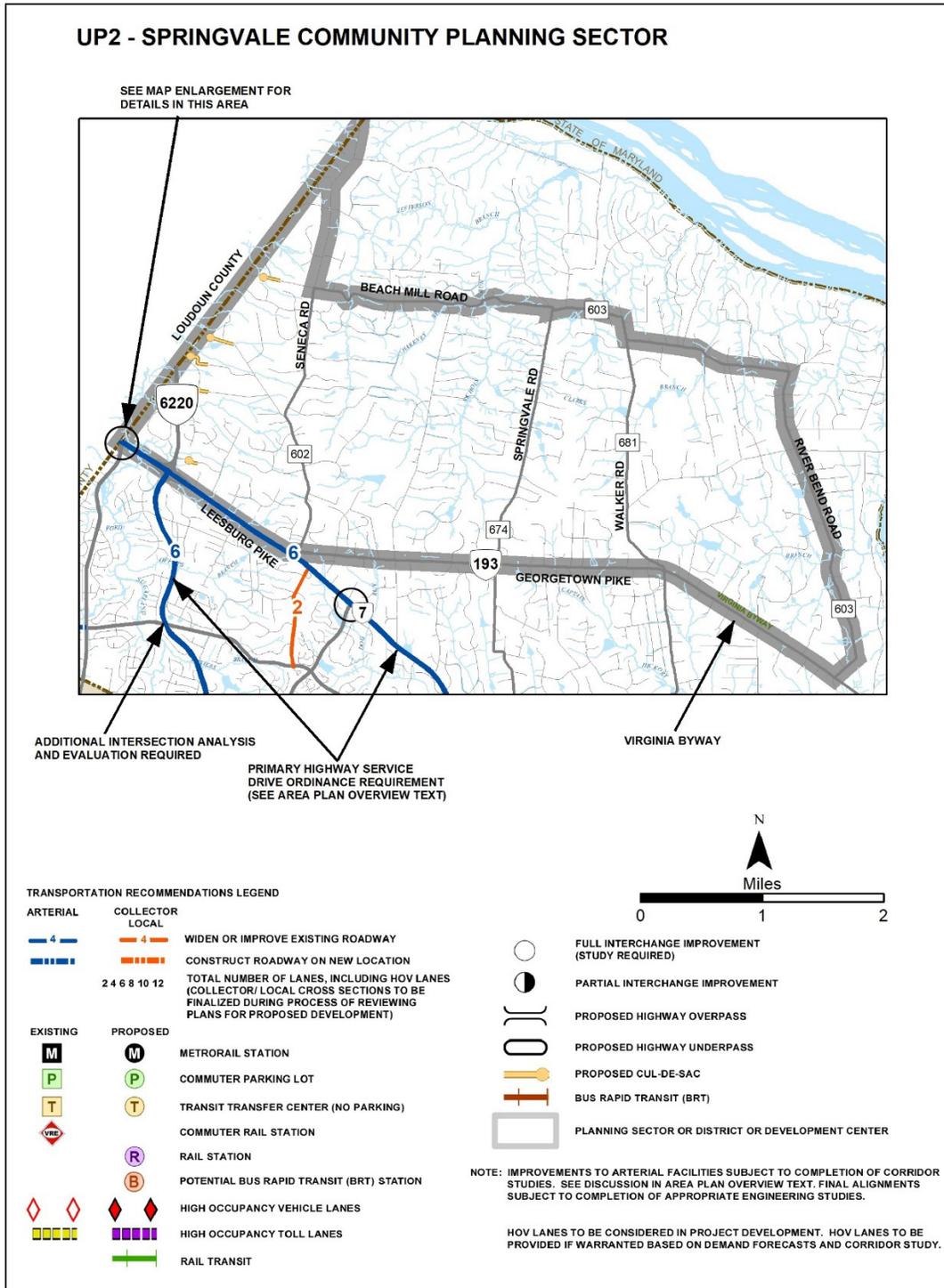






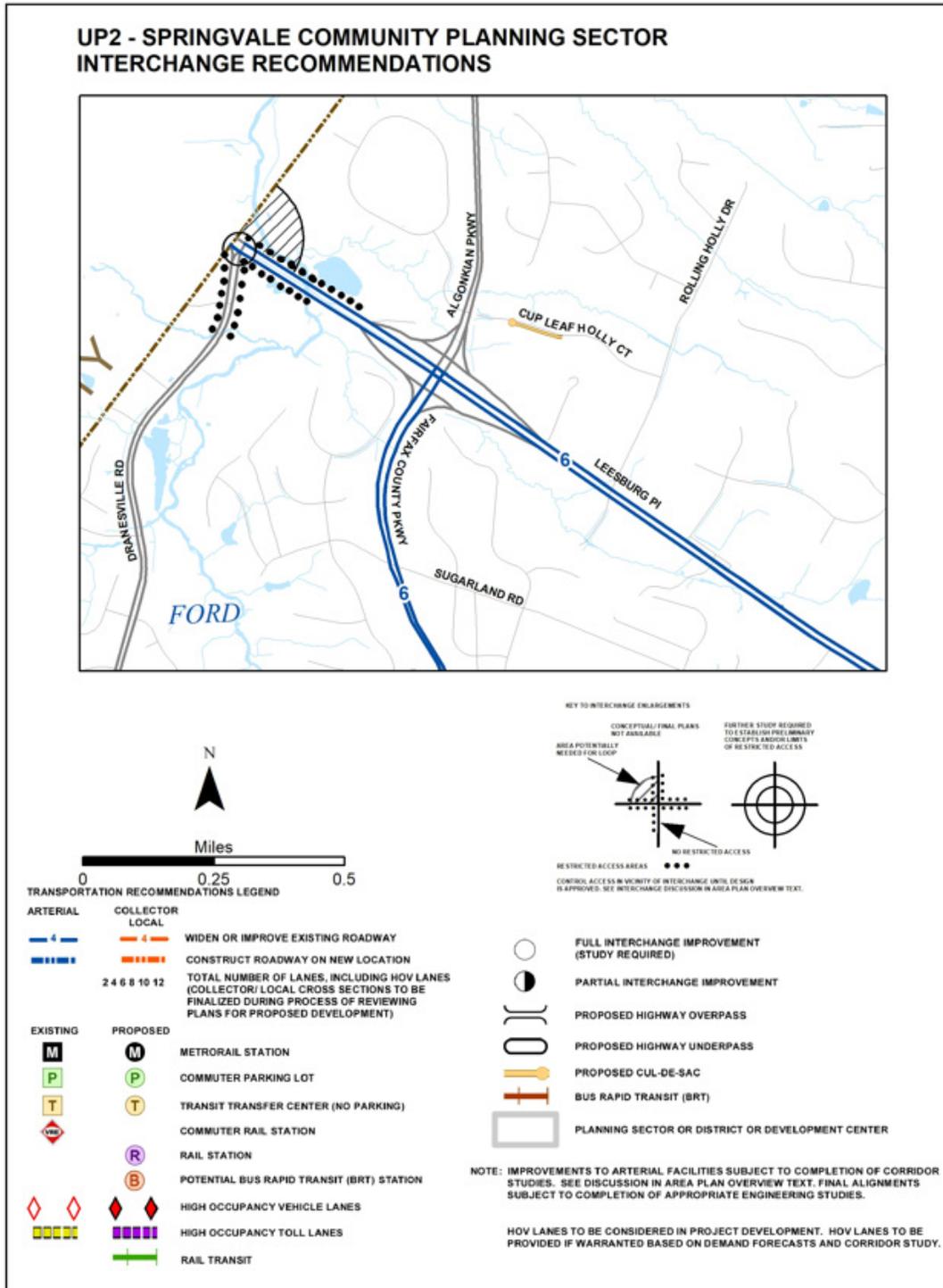
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP2-Springvale Community Planning Sector, Figure 13, "Transportation Recommendations," page 38, to incorporate updates to the corridor recommendations within the figure.



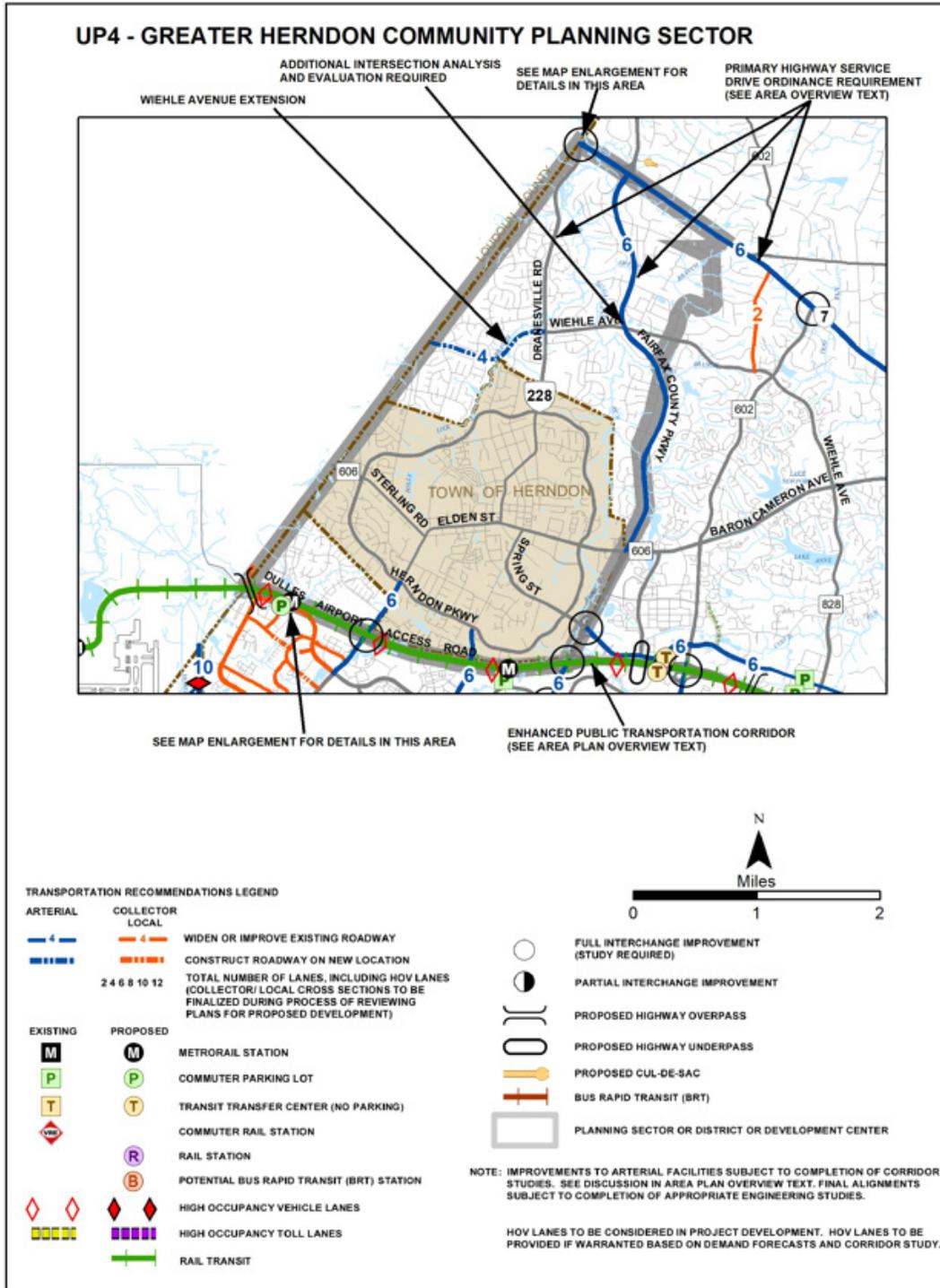
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP2-Springvale Community Planning Sector, Figure 14, “Interchange Recommendations,” page 39, to incorporate updates to the corridor recommendations within the figure.



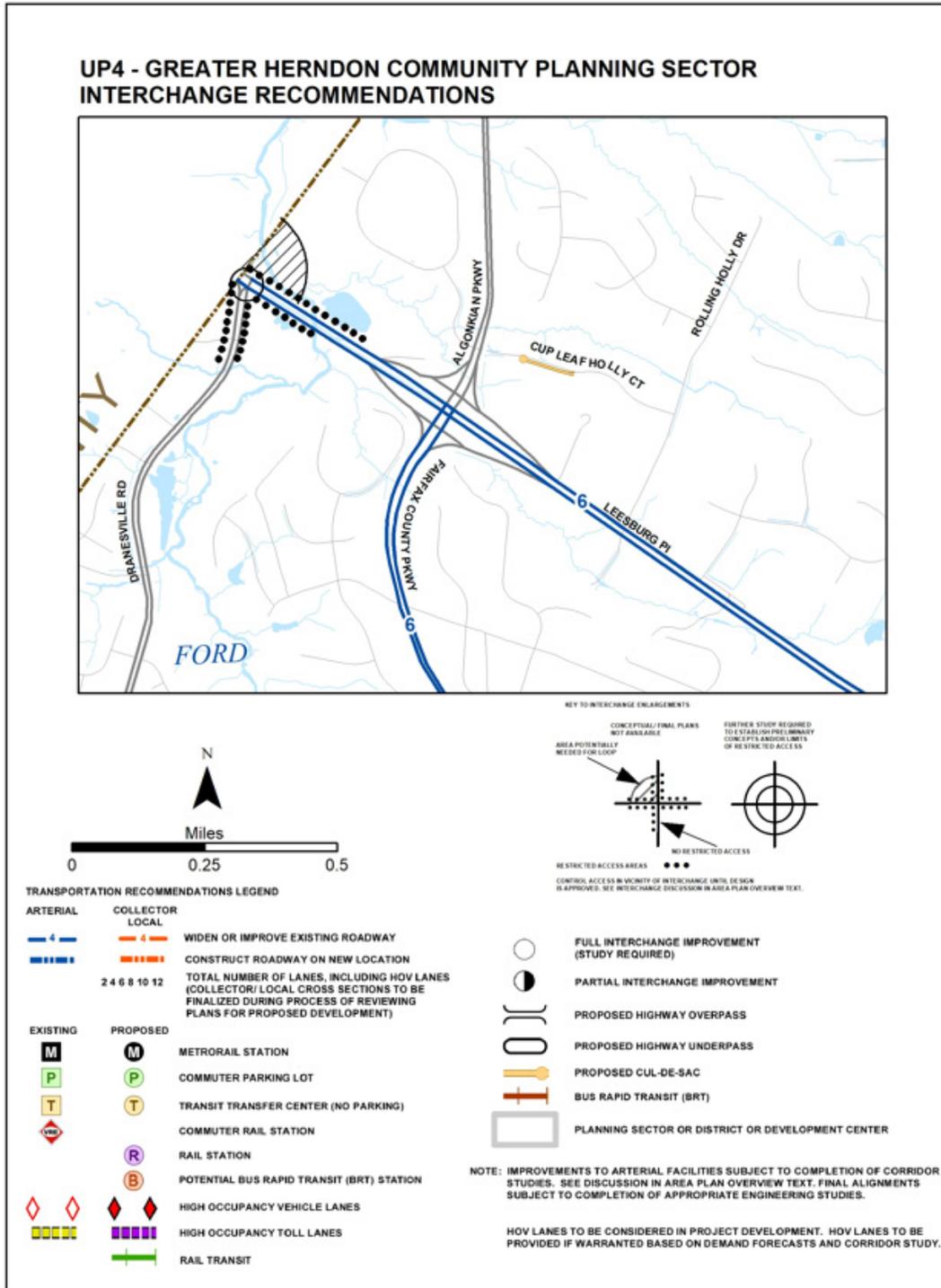
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP4-Greater Herndon Community Planning Sector, Figure 21, “Transportation Recommendations,” page 58, to incorporate updates to the corridor recommendations within the figure.



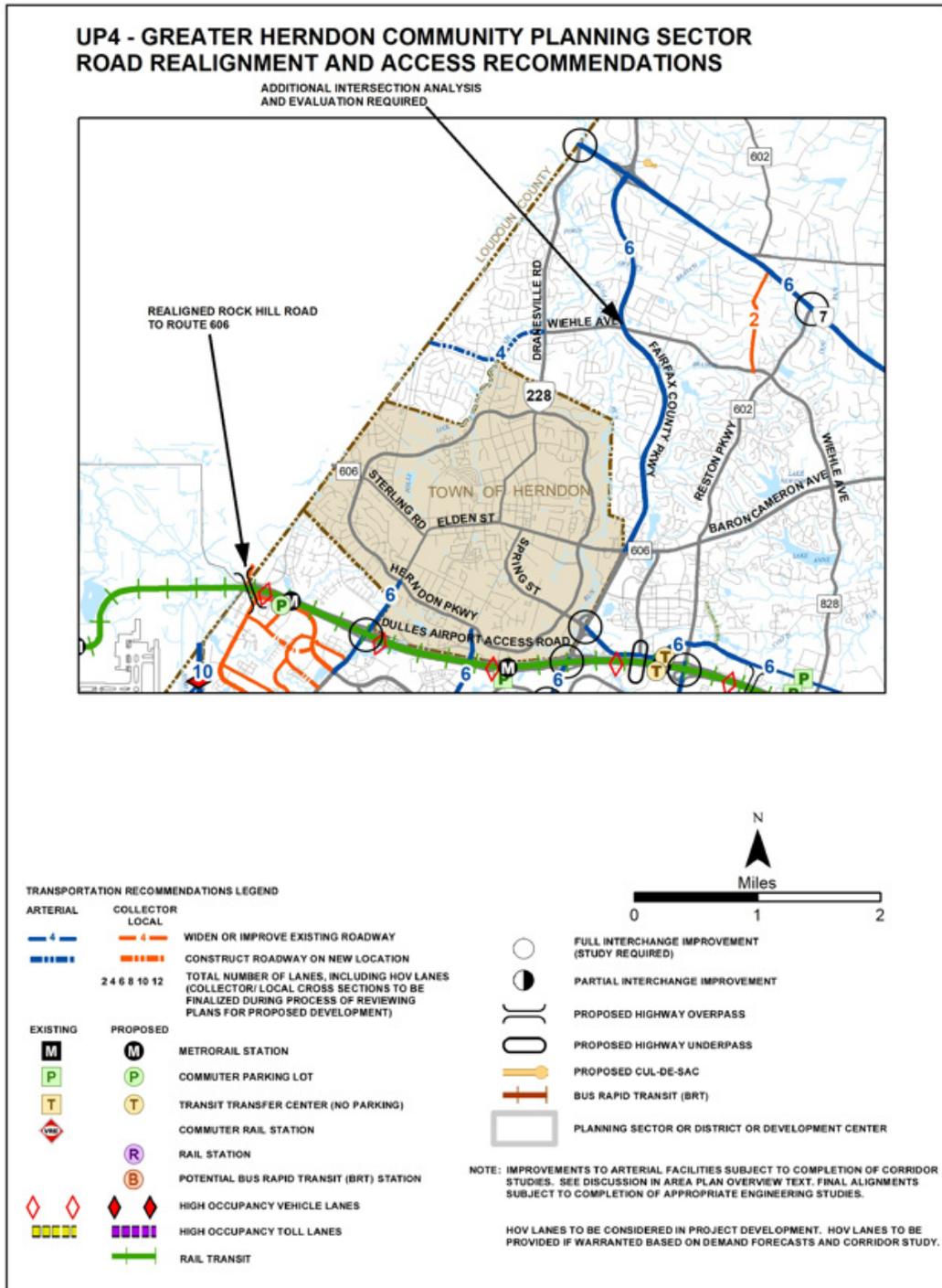
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP4-Greater Herndon Community Planning Sector, Figure 22, “Interchange Recommendations,” page 59, to incorporate updates to the corridor recommendations within the figure.



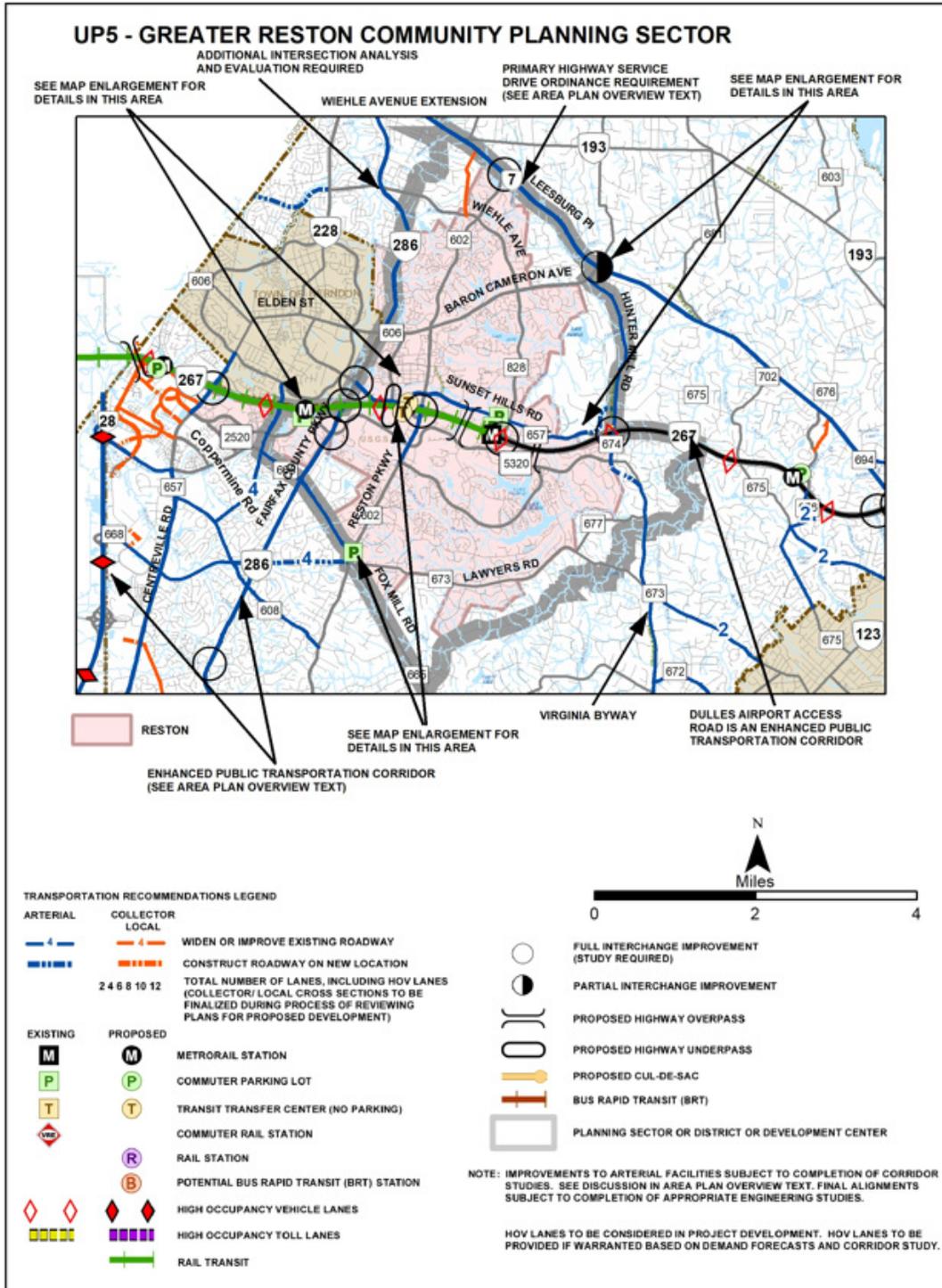
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP4-Greater Herndon Community Planning Sector, Figure 23, “Road Realignment and Access Recommendations,” page 60, to incorporate updates to the corridor recommendations within the figure.



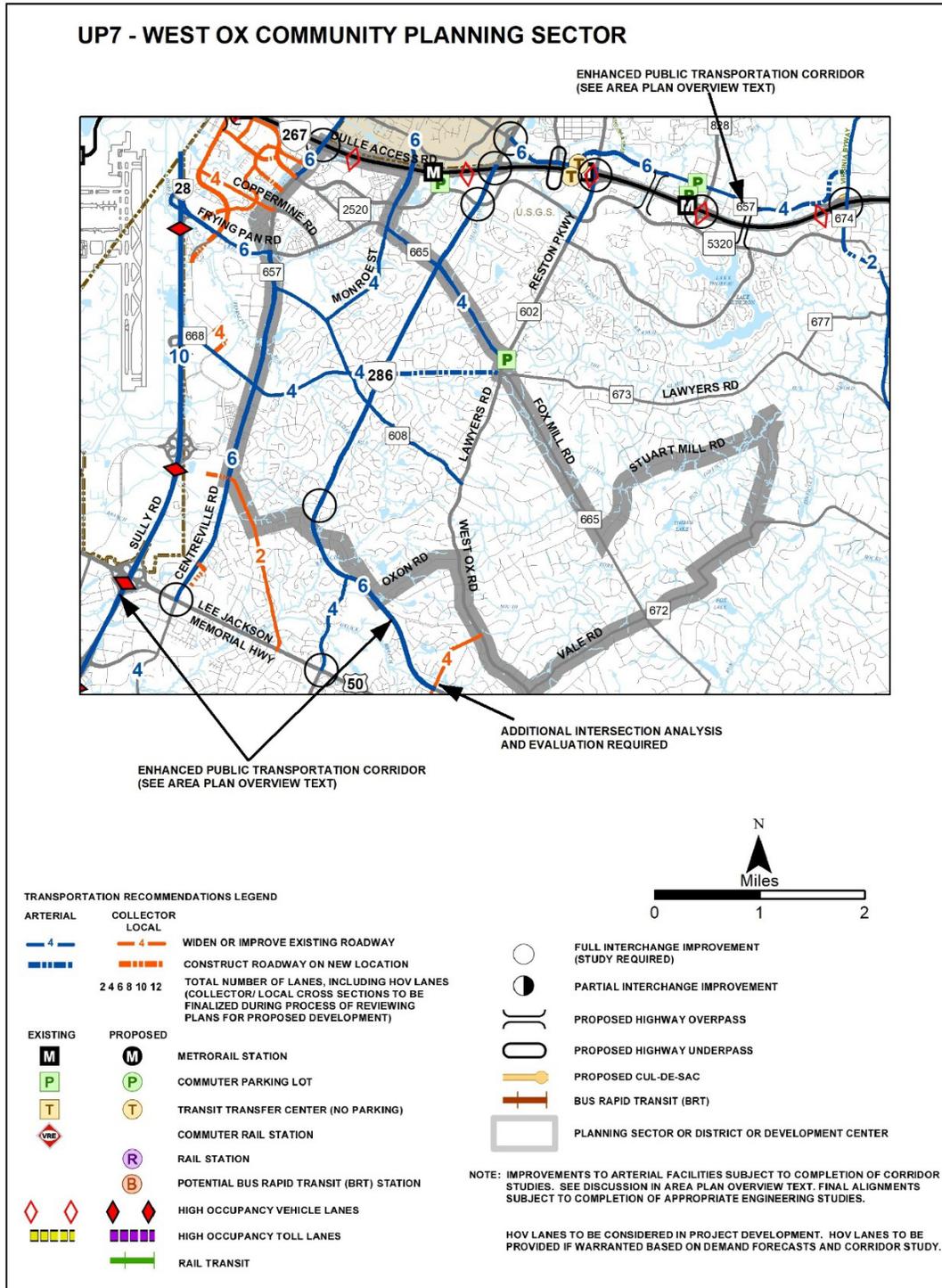
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP5-Greater Reston Community Planning Sector, Figure 28, "Transportation Recommendations," page 71, to incorporate updates to the corridor recommendations within the figure.



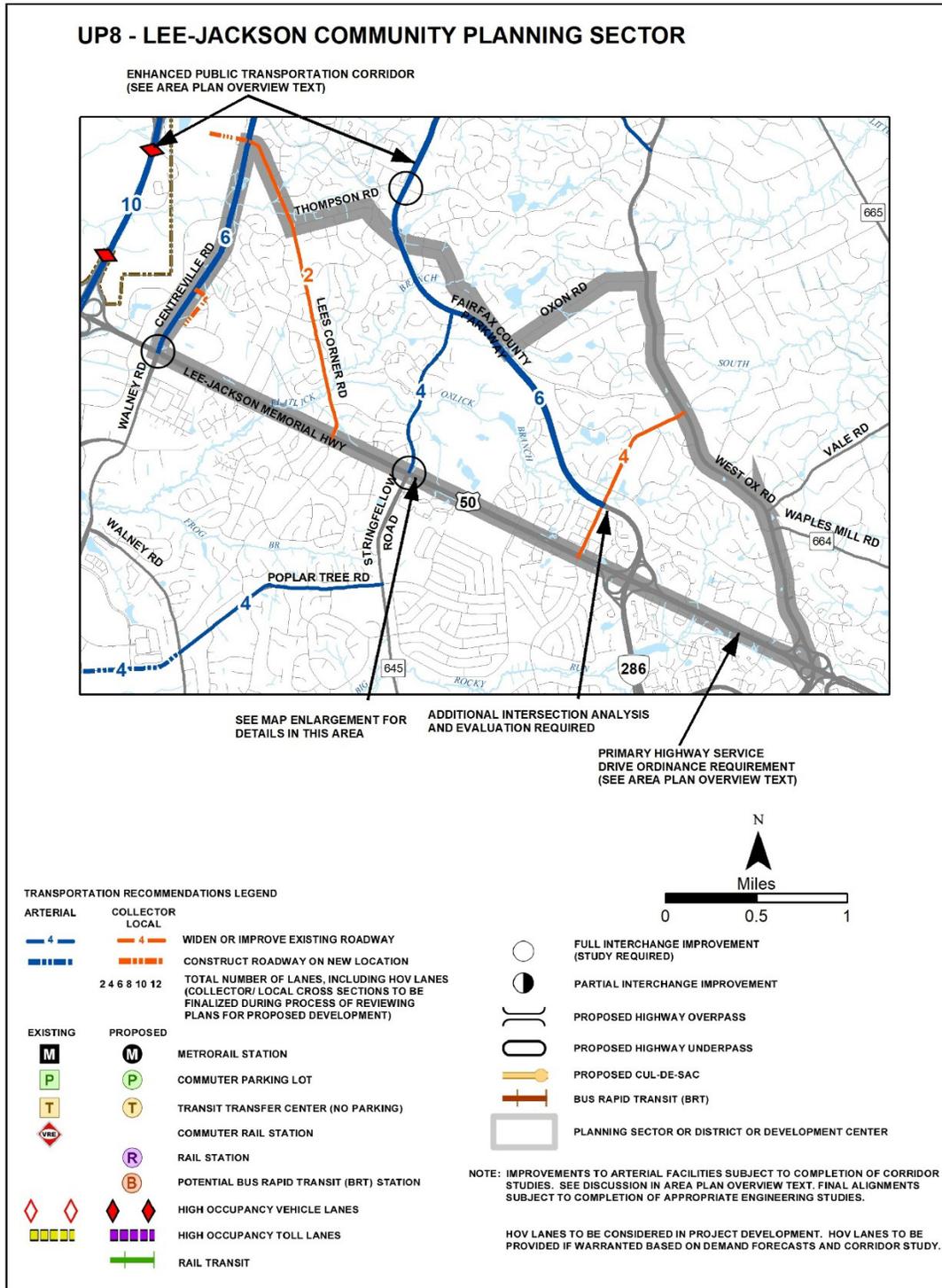
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP7-West Ox Community Planning Sector, Figure 33, "Transportation Recommendations," page 86, to incorporate updates to the corridor recommendations within the figure.



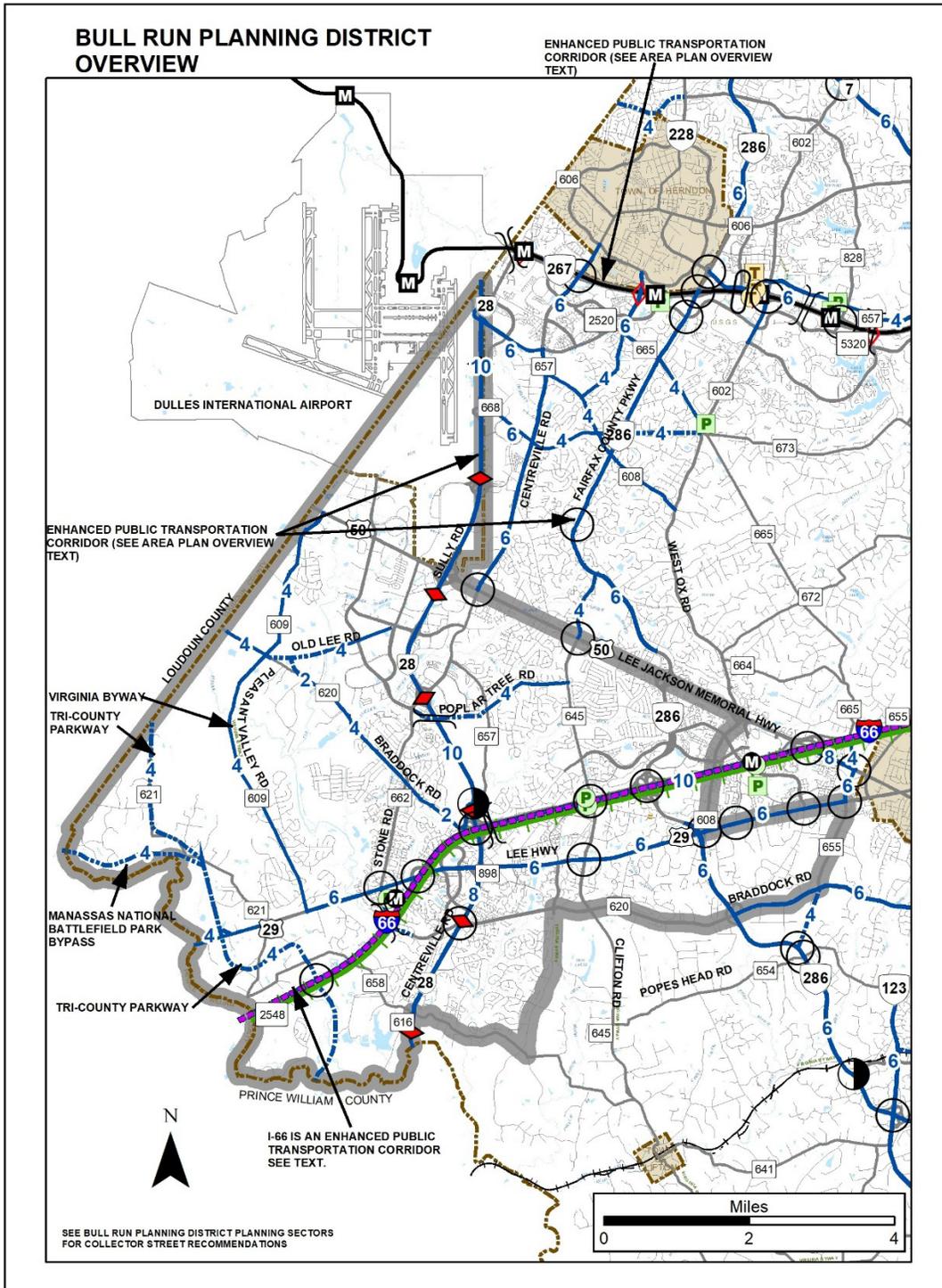
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, as amended through February 23, 2021, UP8-Lee-Jackson Community Planning Sector, Figure 36, "Transportation Recommendations," page 98, to incorporate updates to the corridor recommendations within the figure.



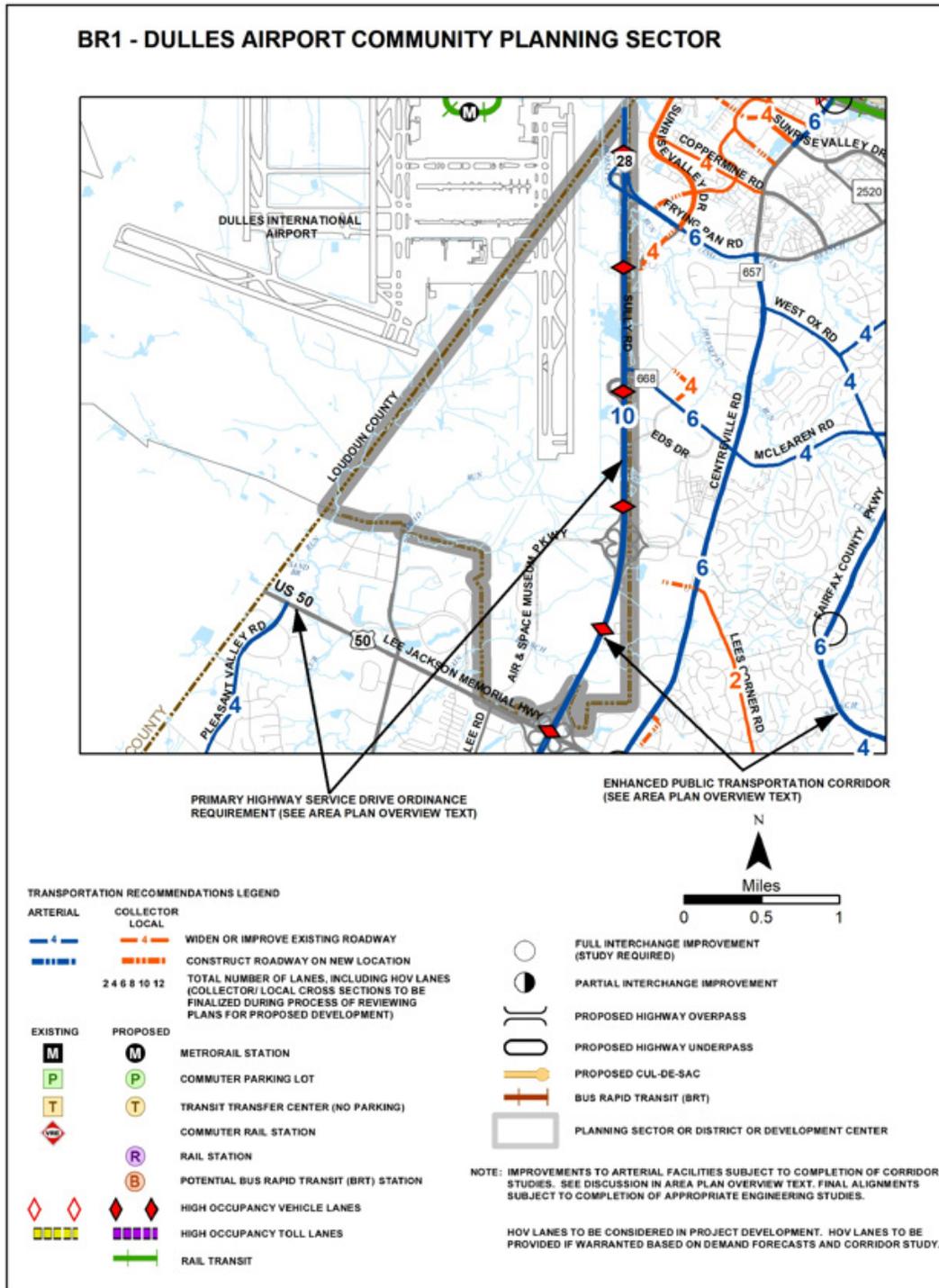
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District, as amended through February 23, 2021, Overview, Figure 2, "Countywide Transportation Recommendations, Bull Run Planning District," page 5, to incorporate updates to the corridor recommendations within the figure.



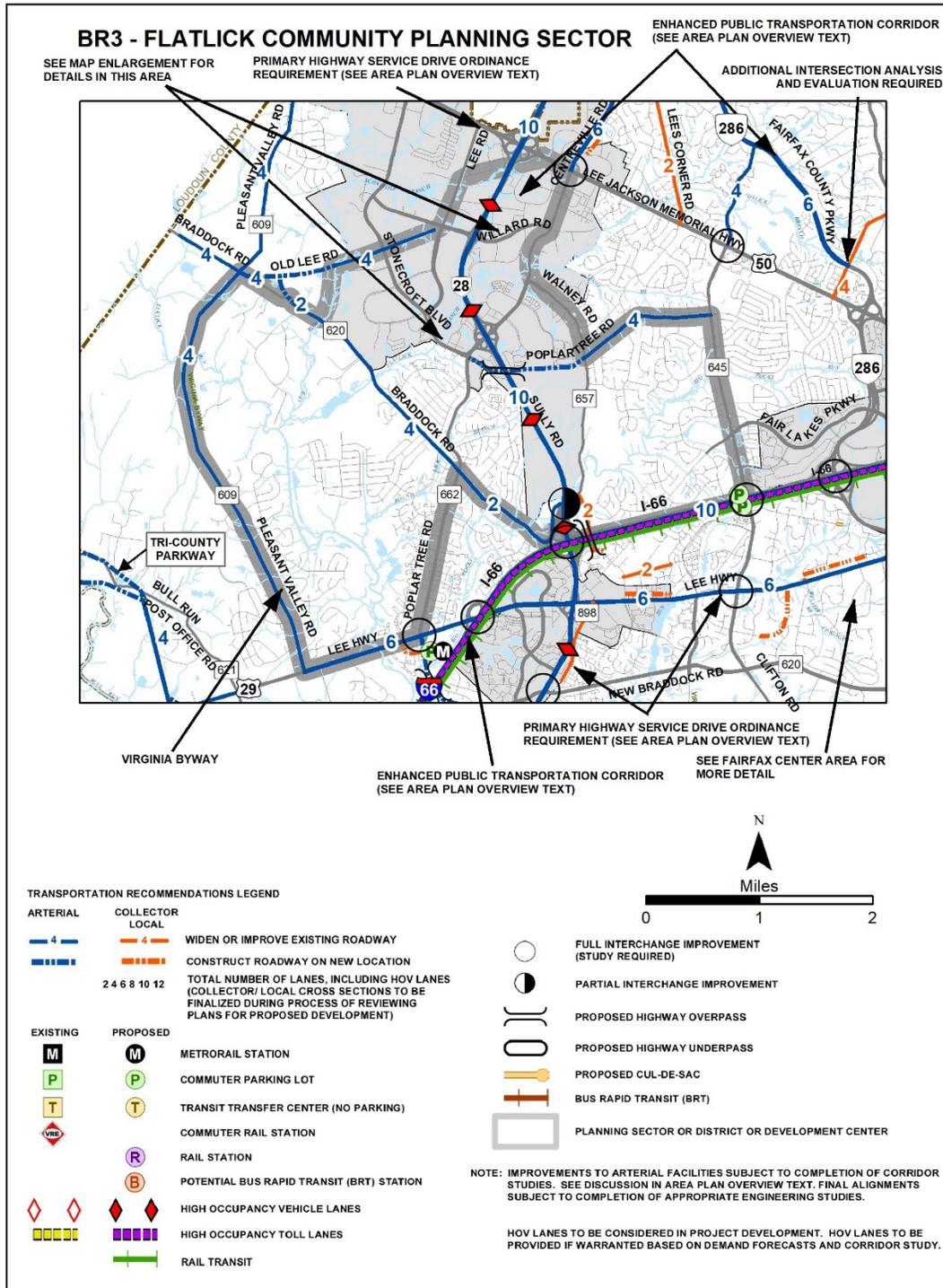
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District, as amended through February 23, 2021, BR1-Dulles Airport Community Planning Sector, Figure 14, "Transportation Recommendations," page 46, to incorporate updates to the corridor recommendations within the figure.



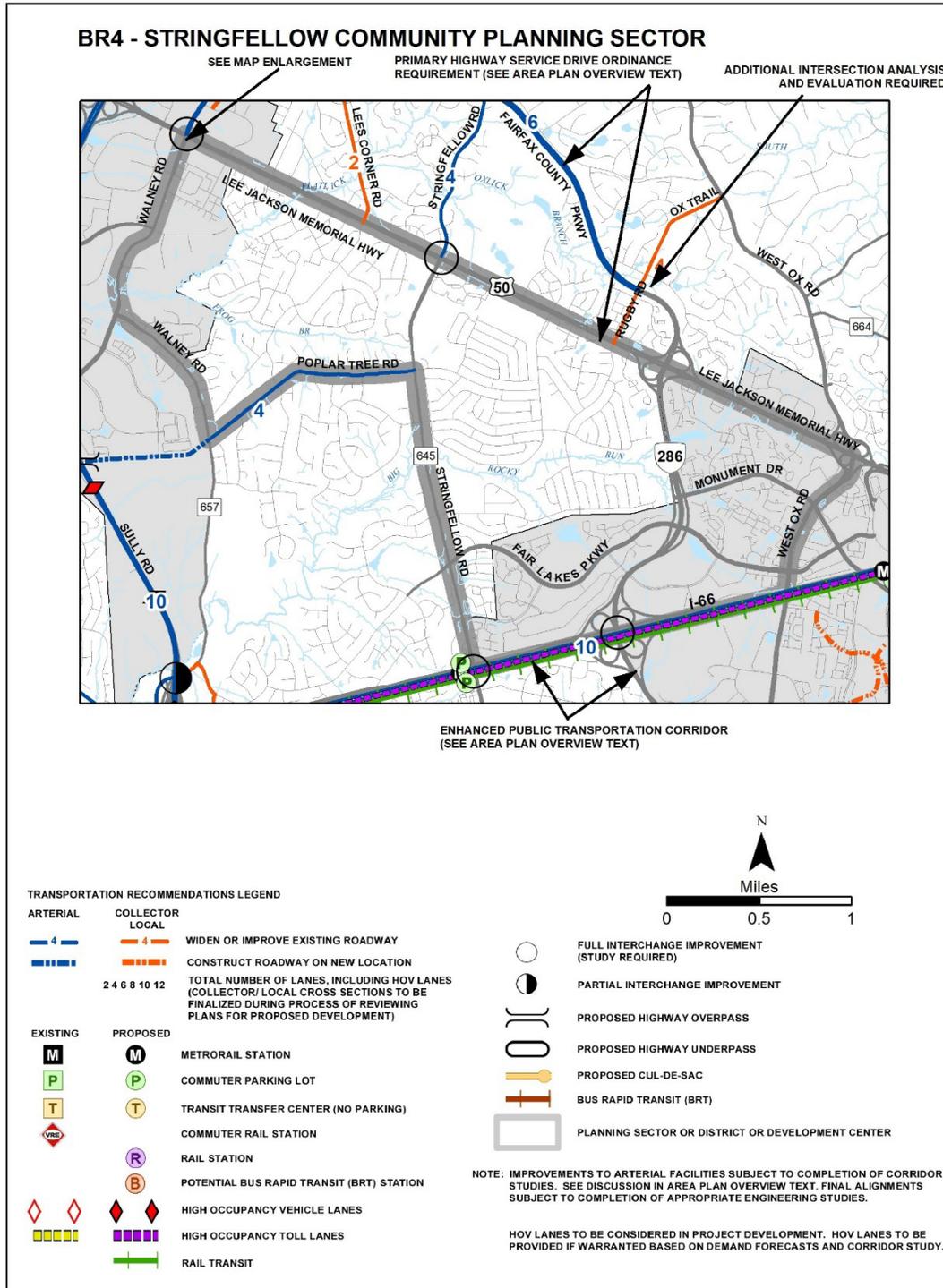
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District, as amended through February 23, 2021, BR3-Flatlick Community Planning Sector, Figure 19, "Transportation Recommendations," page 57, to incorporate updates to the corridor recommendations within the figure.



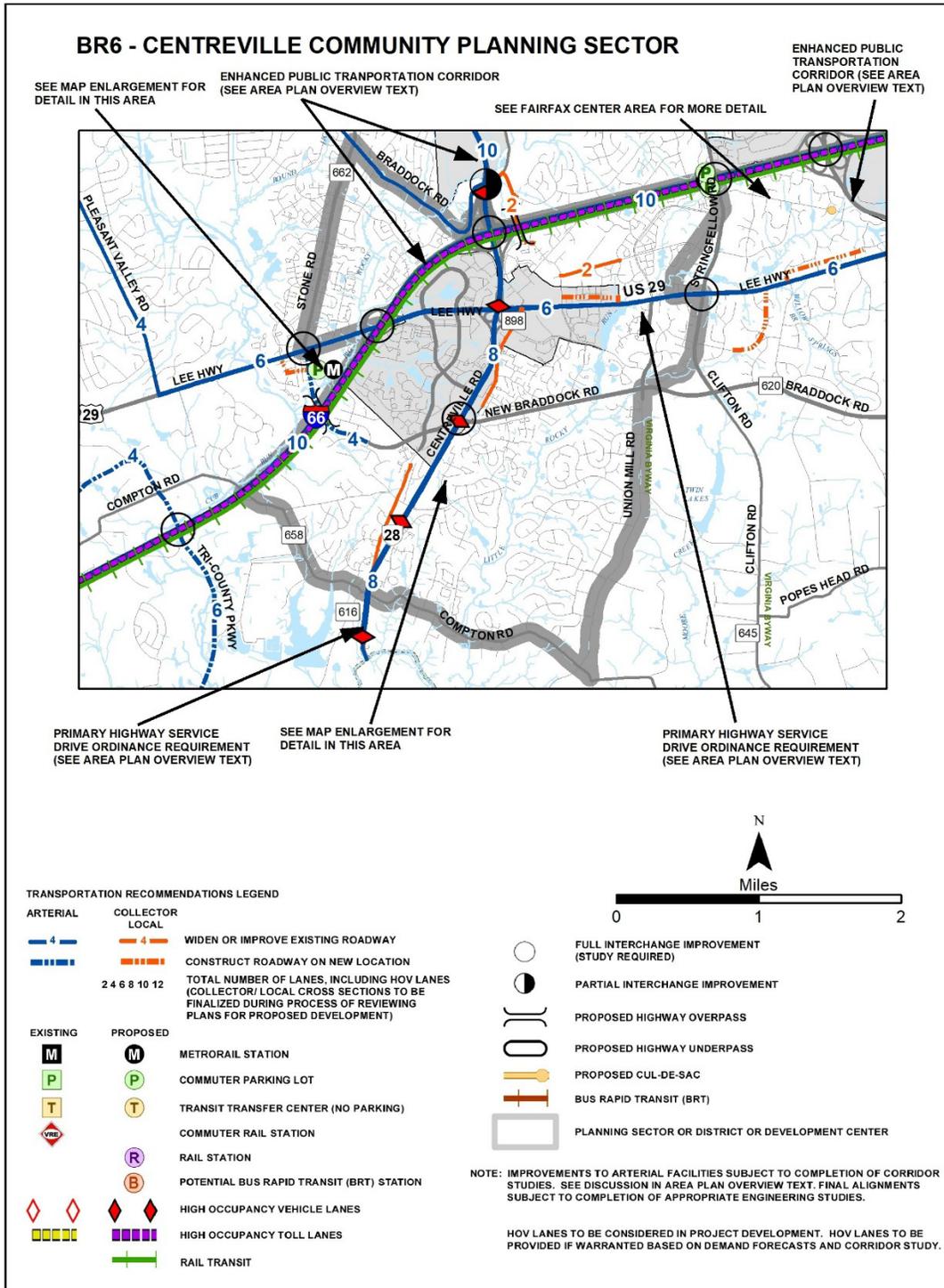
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District, as amended through February 23, 2021, BR4-Stringfellow Community Planning Sector, Figure 23, "Transportation Recommendations," page 64, to incorporate updates to the corridor recommendations within the figure.



**MODIFY FIGURE:**

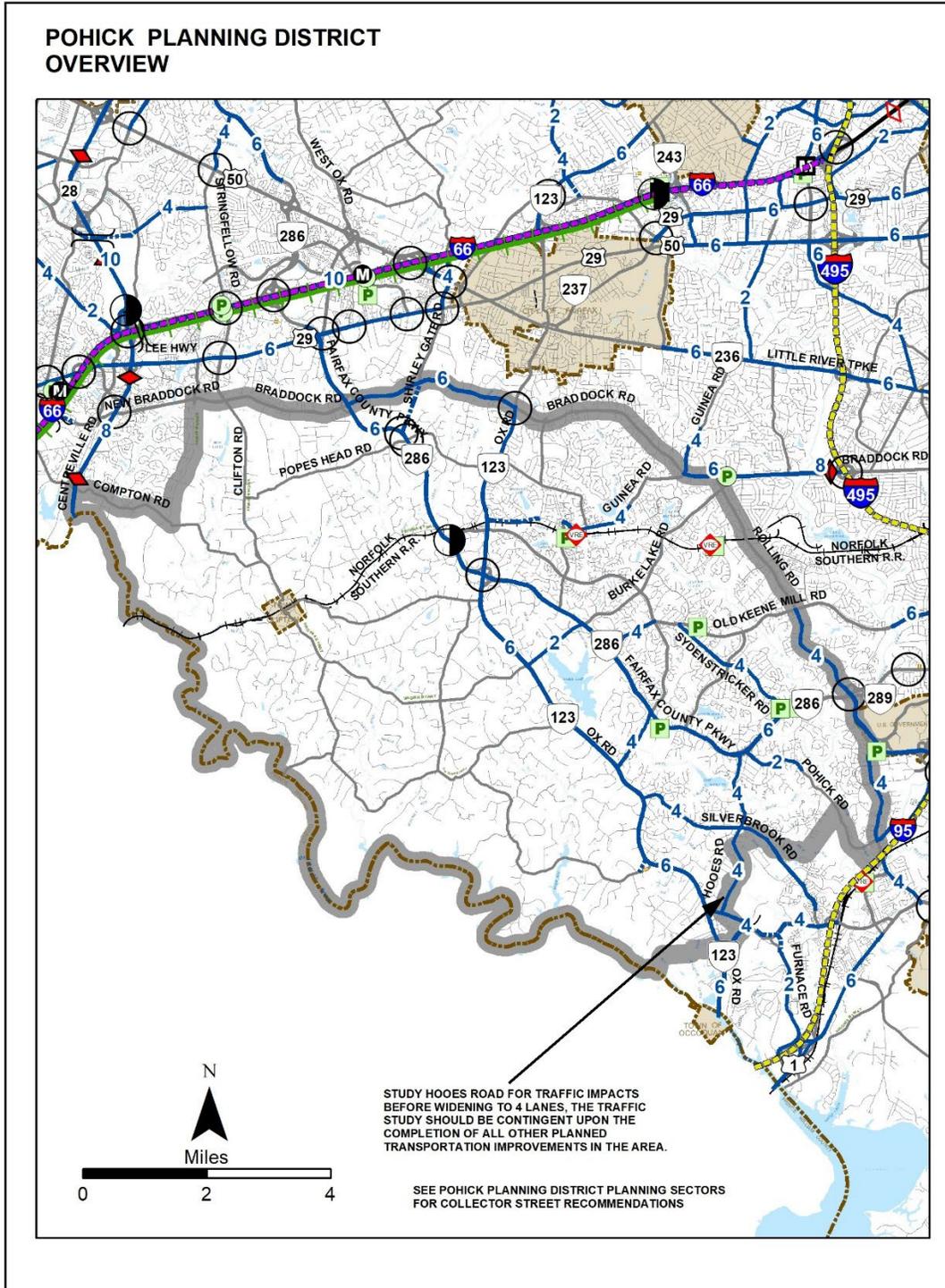
Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District, as amended through February 23, 2021, BR6-Centreville Community Planning Sector, Figure 31, "Transportation Recommendations," page 81, to incorporate updates to the corridor recommendations within the figure.





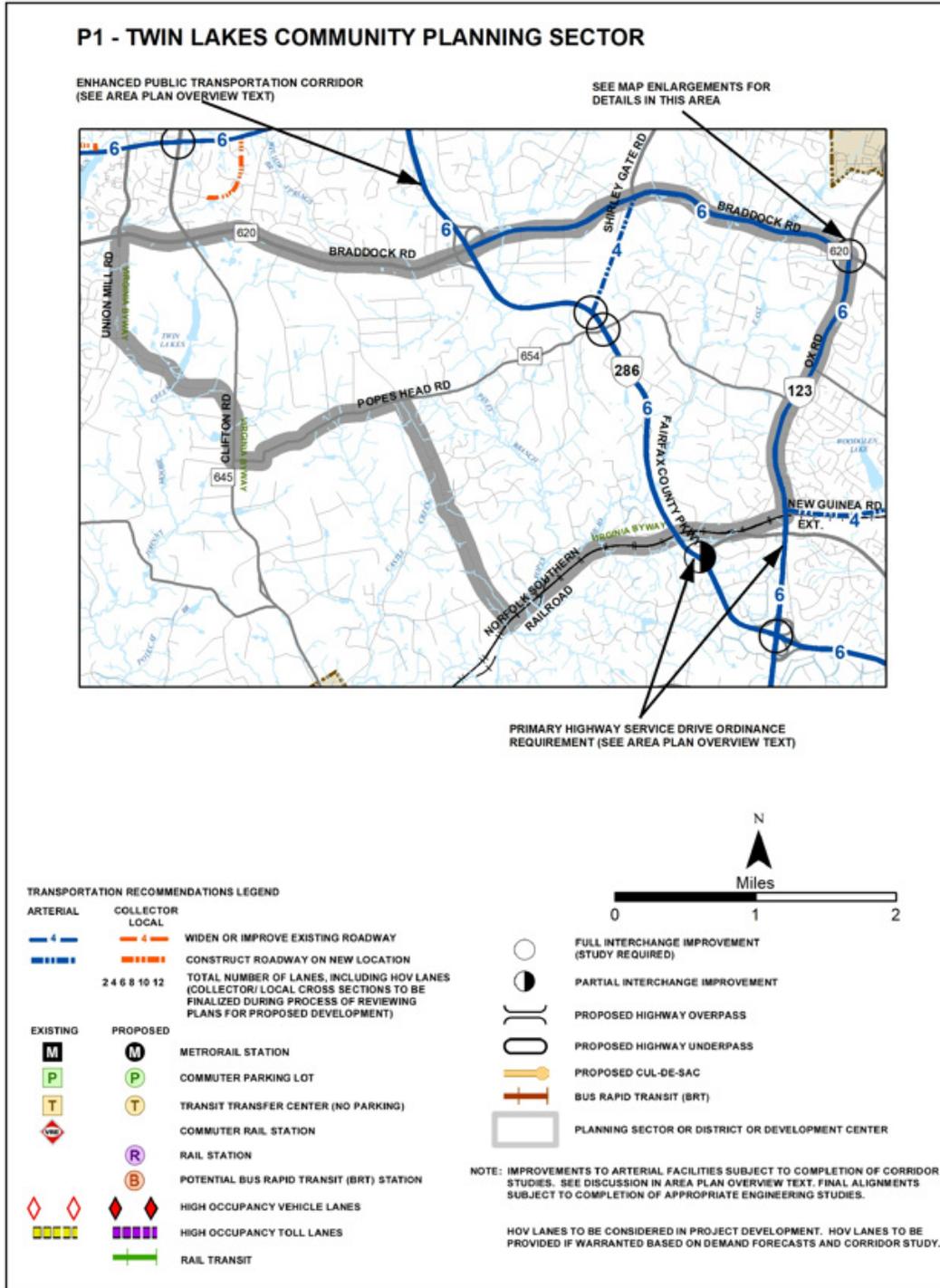
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District, as amended through September 14, 2021, Overview, Figure 2, "Countywide Transportation Recommendations, Pohick Planning District," pages 5-6, to incorporate updates to the corridor recommendations within the figure.



**MODIFY FIGURE:**

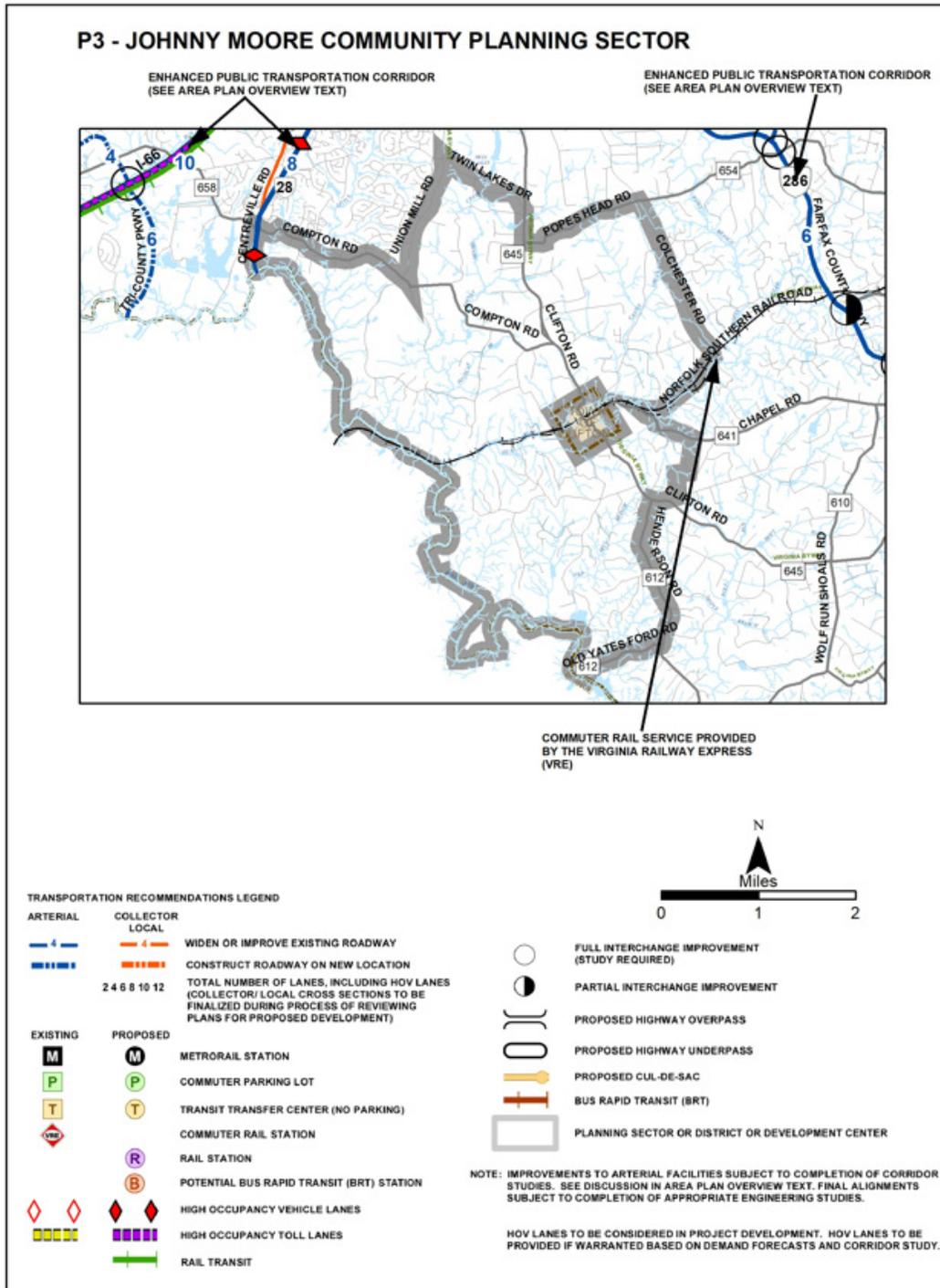
Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District, as amended through September 14, 2021, P1-Twin Lakes Community Planning Sector, Figure 9, “Transportation Recommendations,” page 23, to incorporate updates to the corridor recommendations within the figure.





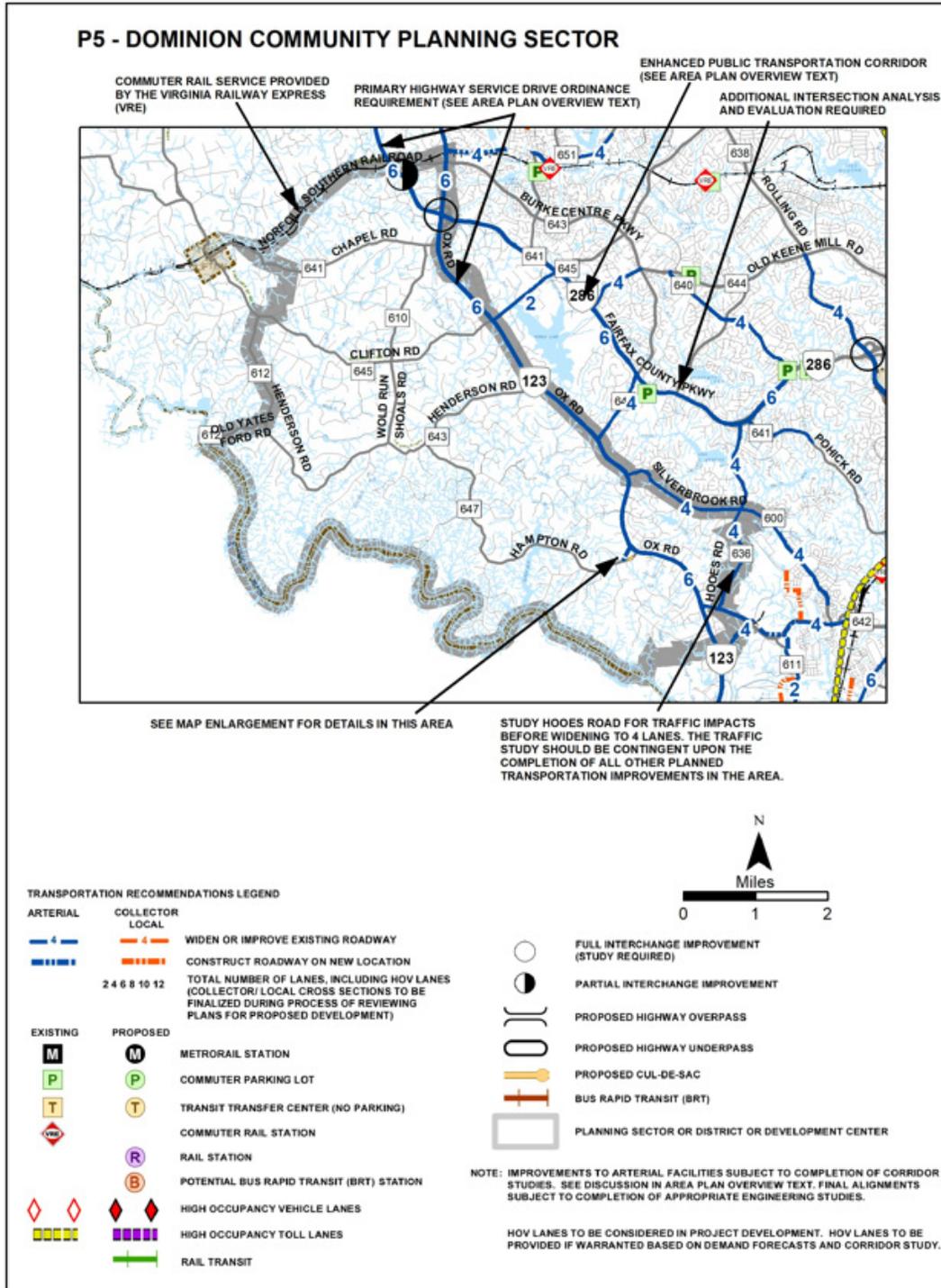
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District, as amended through September 14, 2021, P3-Johnny Moore Community Planning Sector, Figure 18, "Transportation Recommendations," page 47, to incorporate updates to the corridor recommendations within the figure.



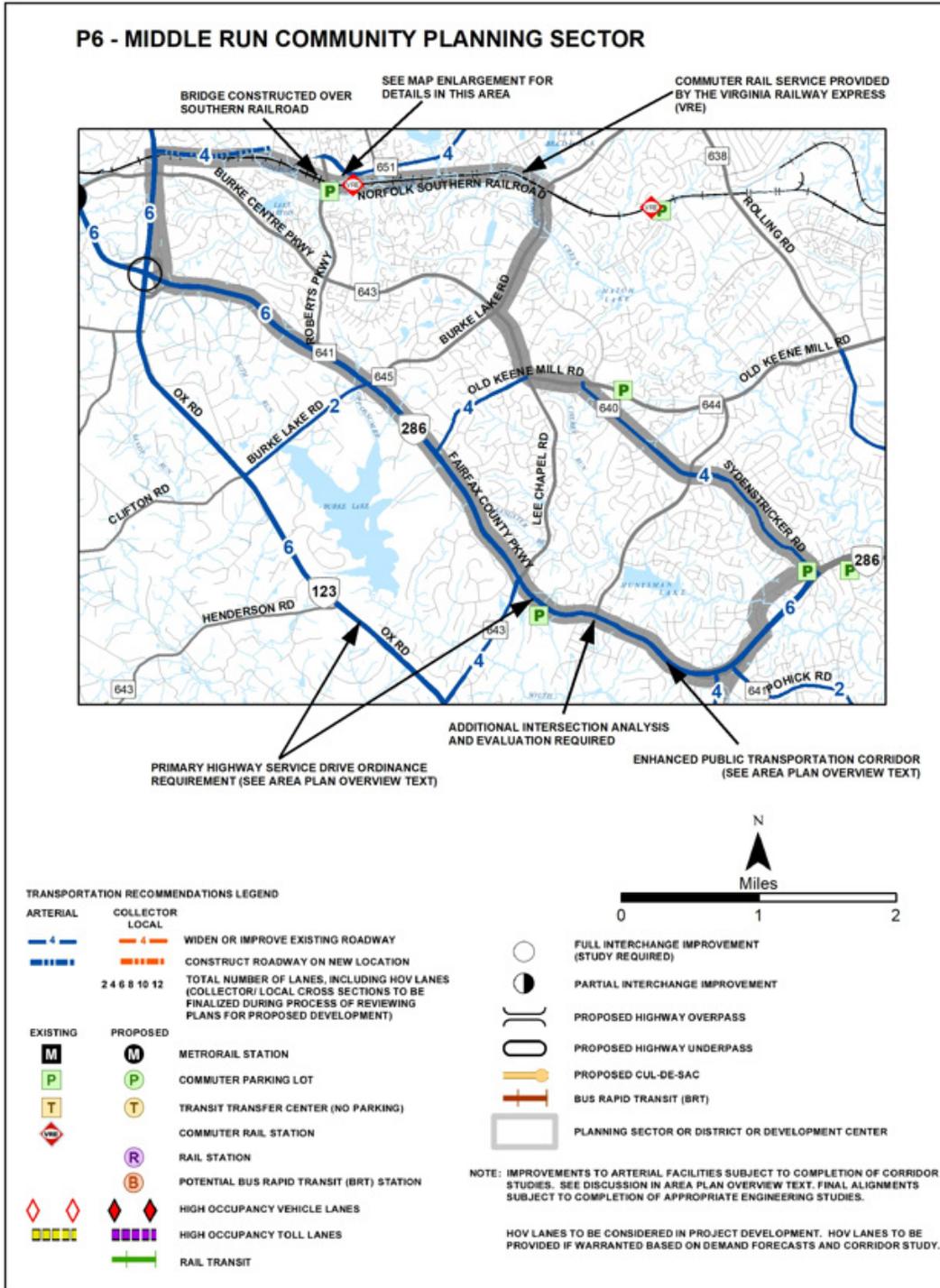
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District, as amended through September 14, 2021, P5-Dominion Community Planning Sector, Figure 24, "Transportation Recommendations," page 63, to incorporate updates to the corridor recommendations within the figure.



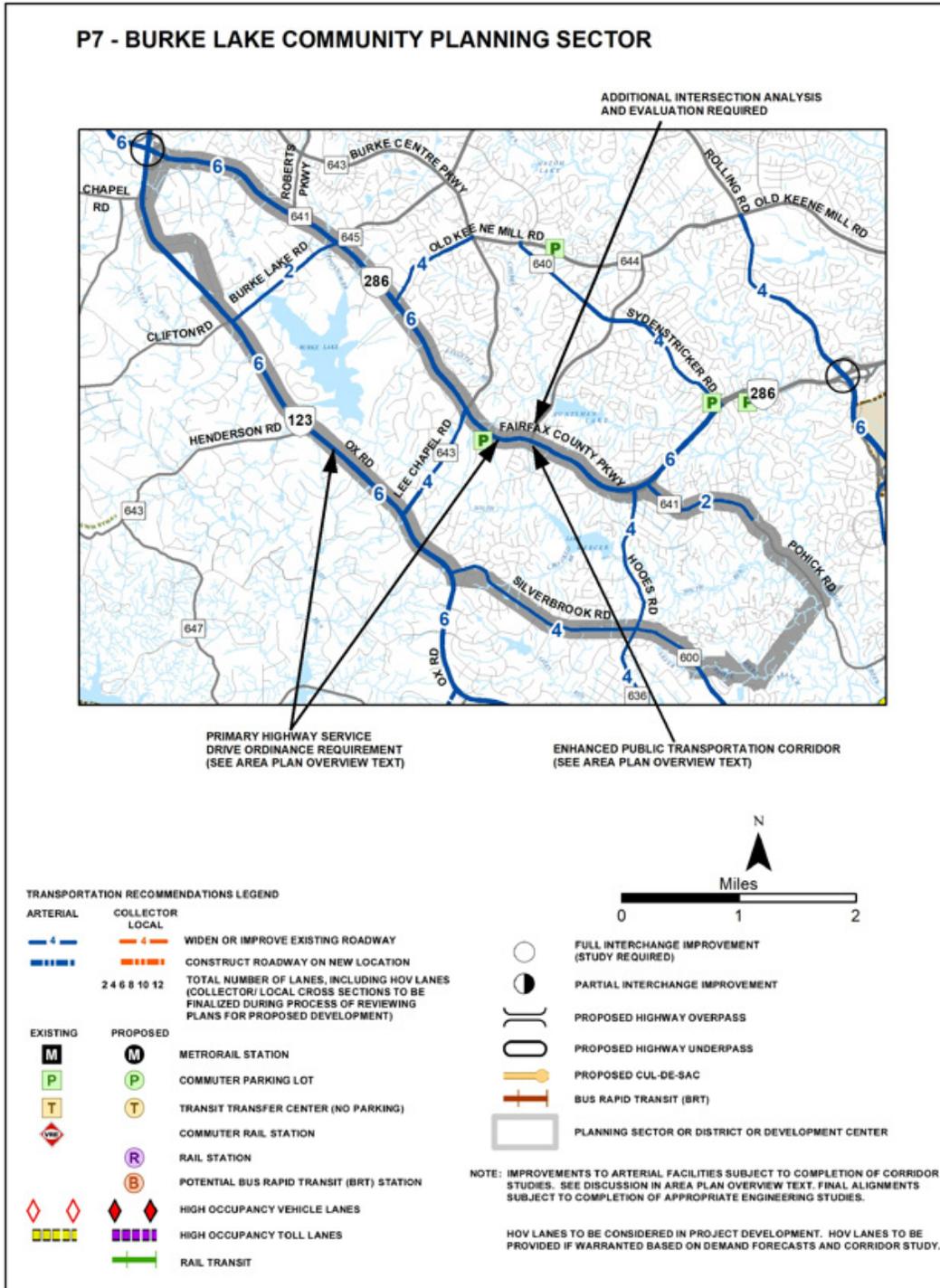
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District, as amended through September 14, 2021, P6-Middle Run Community Planning Sector, Figure 29, "Transportation Recommendations," page 73, to incorporate updates to the corridor recommendations within the figure.



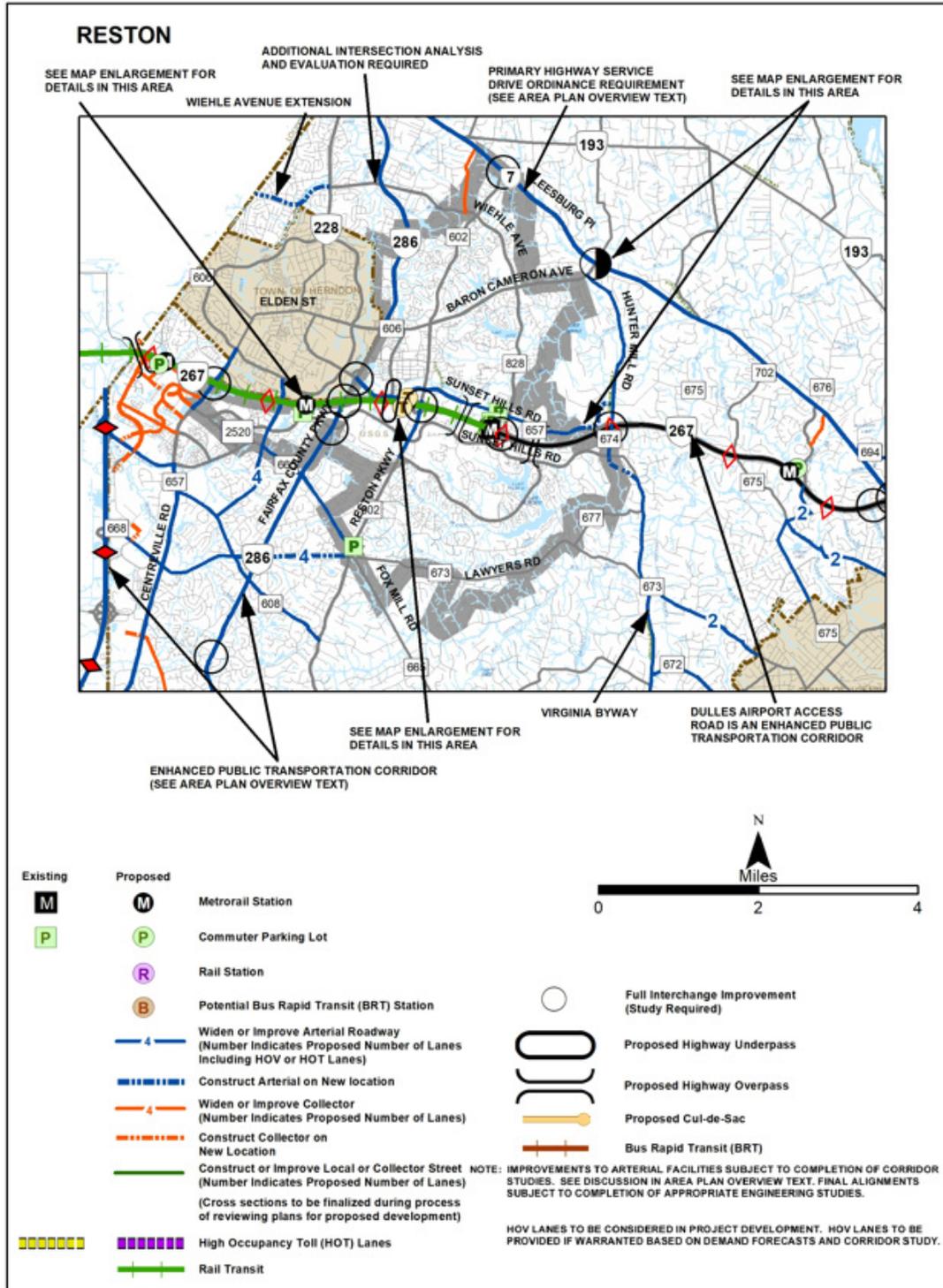
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District, as amended through September 14, 2021, P7-Burke Lake Community Planning Sector, Figure 32, "Transportation Recommendations," page 81, to incorporate updates to the corridor recommendations within the figure.



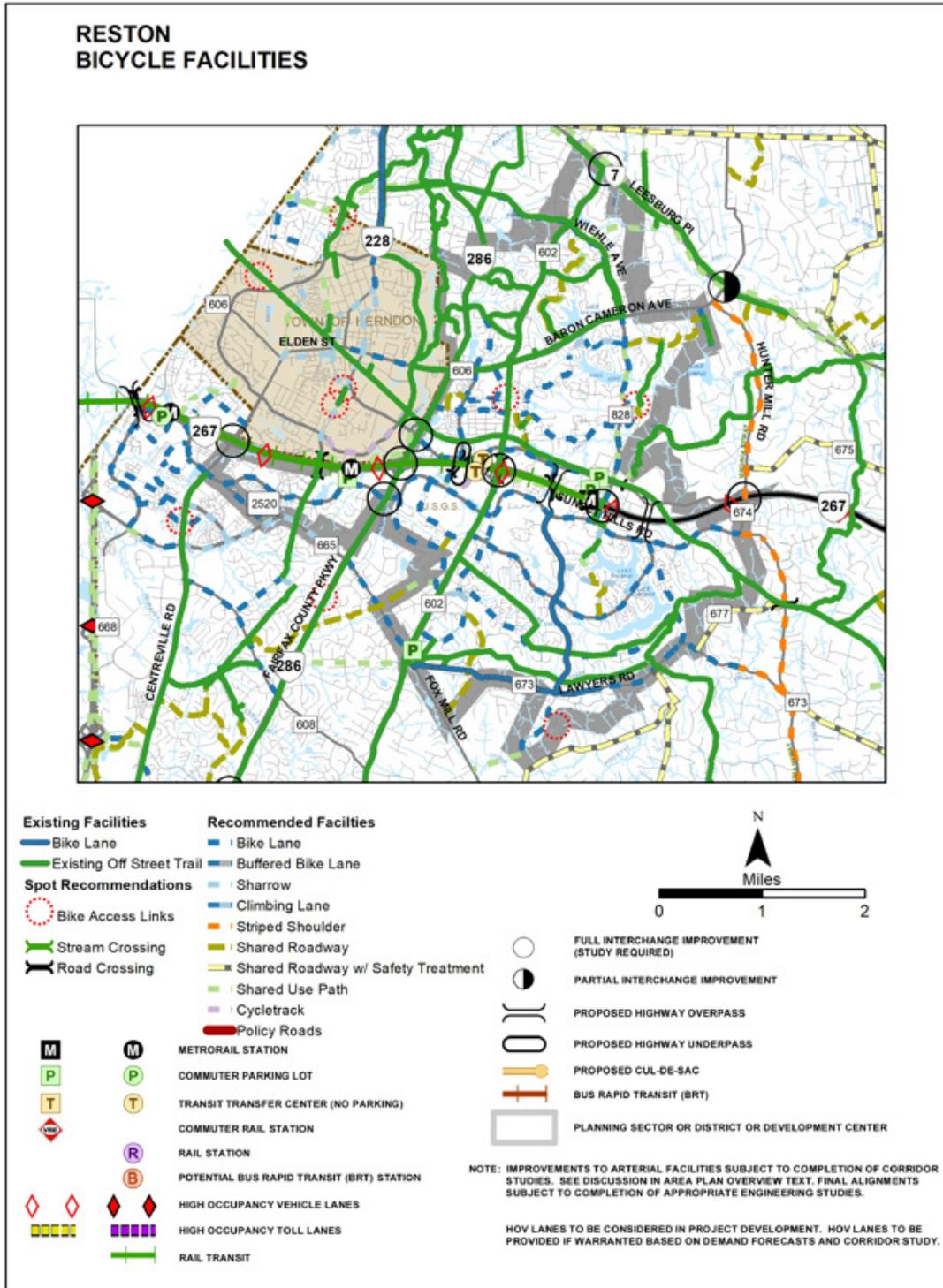
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through July 31, 2018, Figure 7, "Transportation Recommendations," page 27, to incorporate updates to the corridor recommendations within the figure.



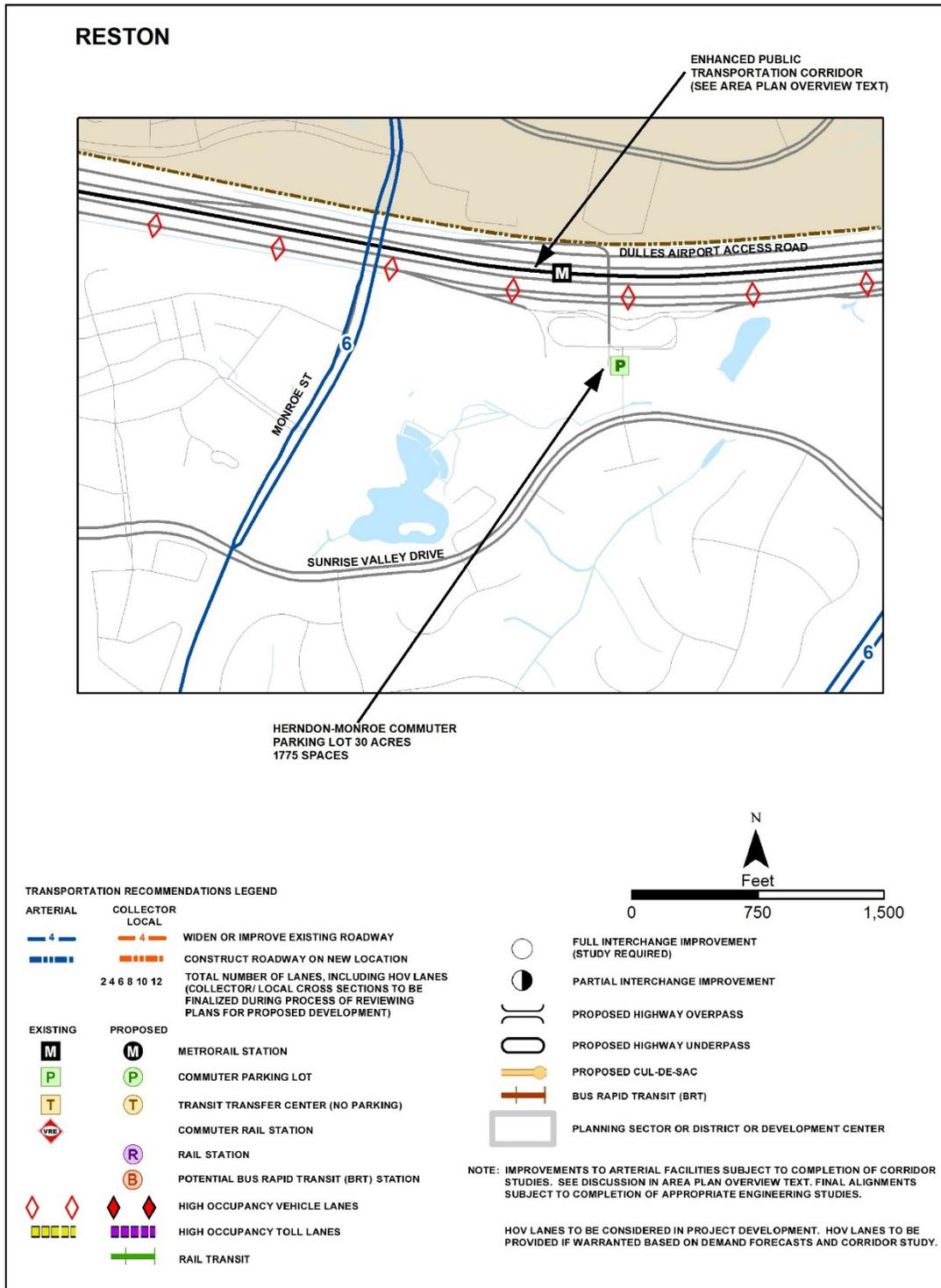
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through July 31, 2018, Figure 8, "Bicycle Facility Recommendations," page 28, to incorporate updates to the corridor recommendations within the figure.



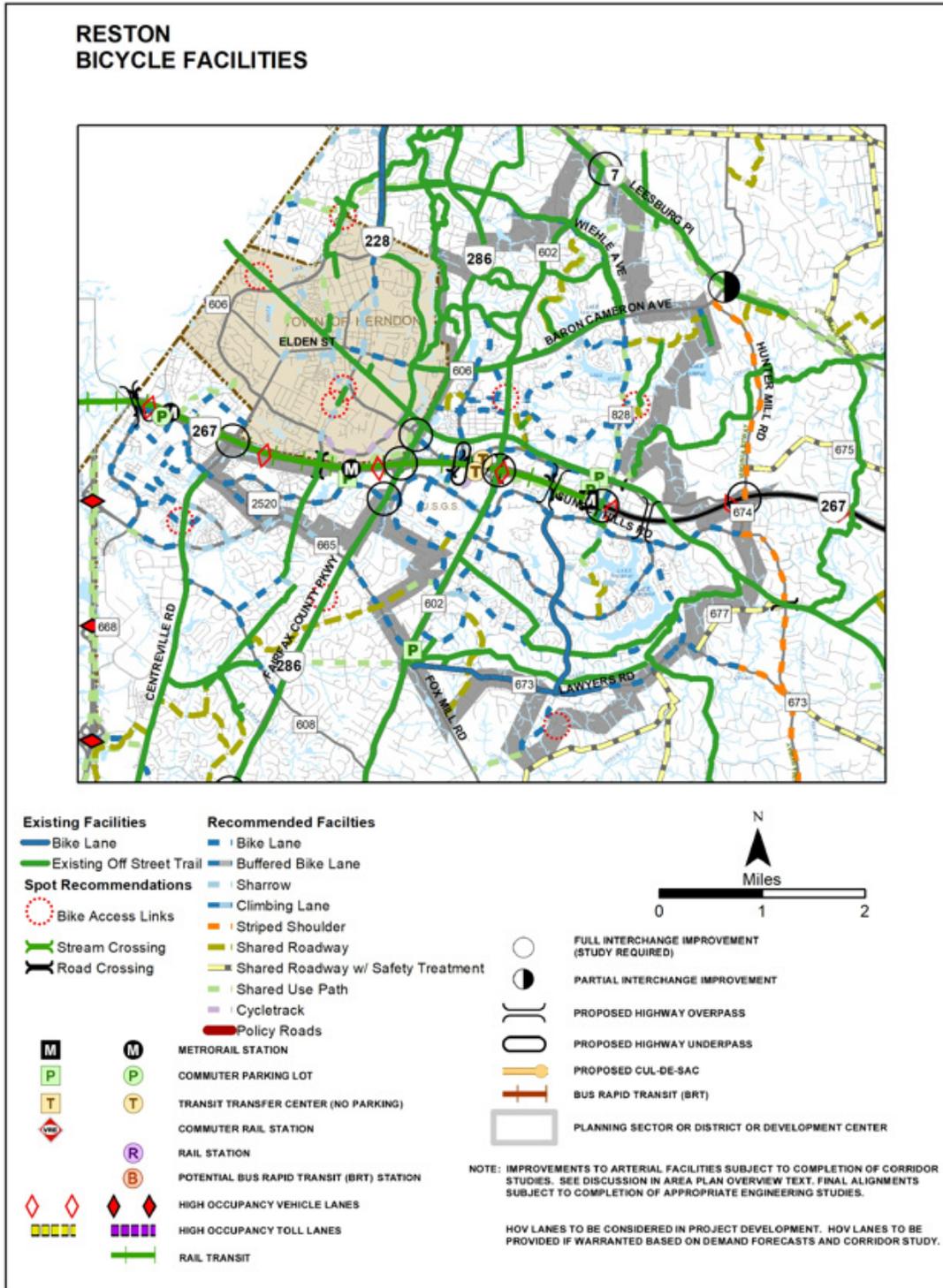
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through July 31, 2018, Figure 10, "Transit Facility Recommendations," page 32, to incorporate updates to the corridor recommendations within the figure.



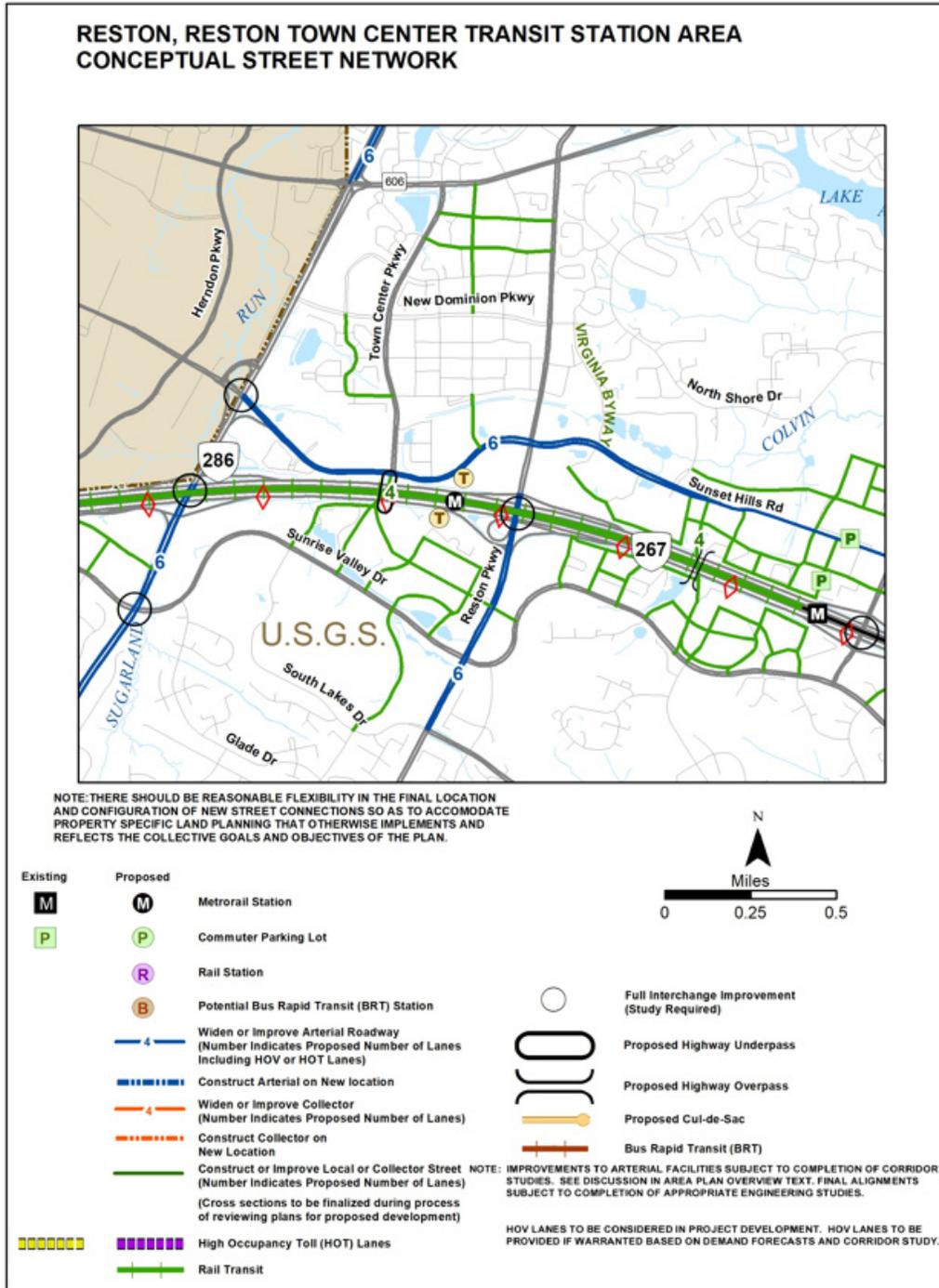
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through July 31, 2018, Figure 43, "Bicycle Facility Recommendations," page 134, to incorporate updates to the corridor recommendations within the figure.



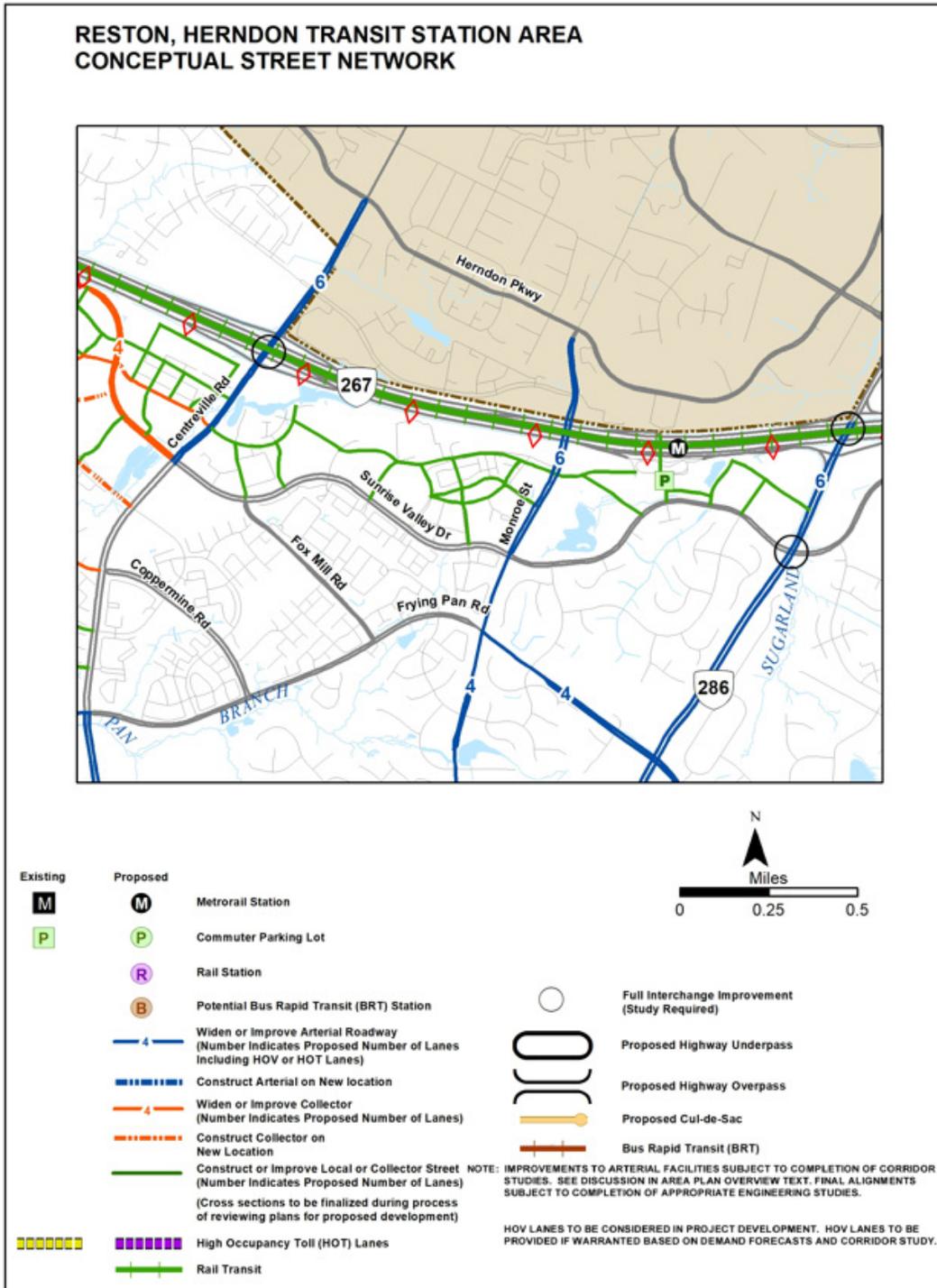
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through July 31, 2018, Figure 46, “Conceptual Enhanced Street Network: Reston Town Center Transit Station Area,” page 139, to incorporate updates to the corridor recommendations within the figure.



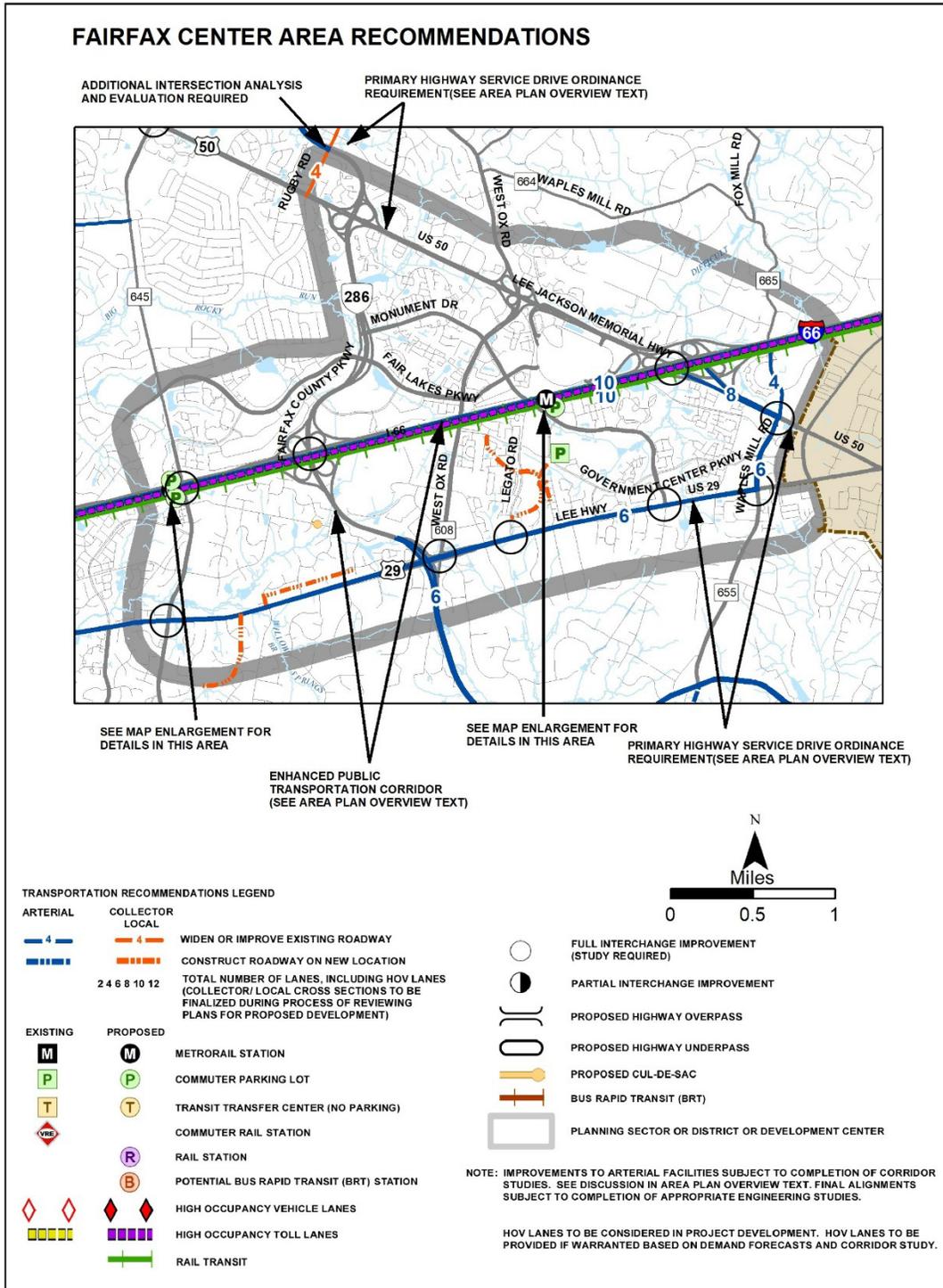
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through July 31, 2018, Figure 47, "Conceptual Enhanced Street Network: Herndon Transit Station Area," page 140, to incorporate updates to the corridor recommendations within the figure.



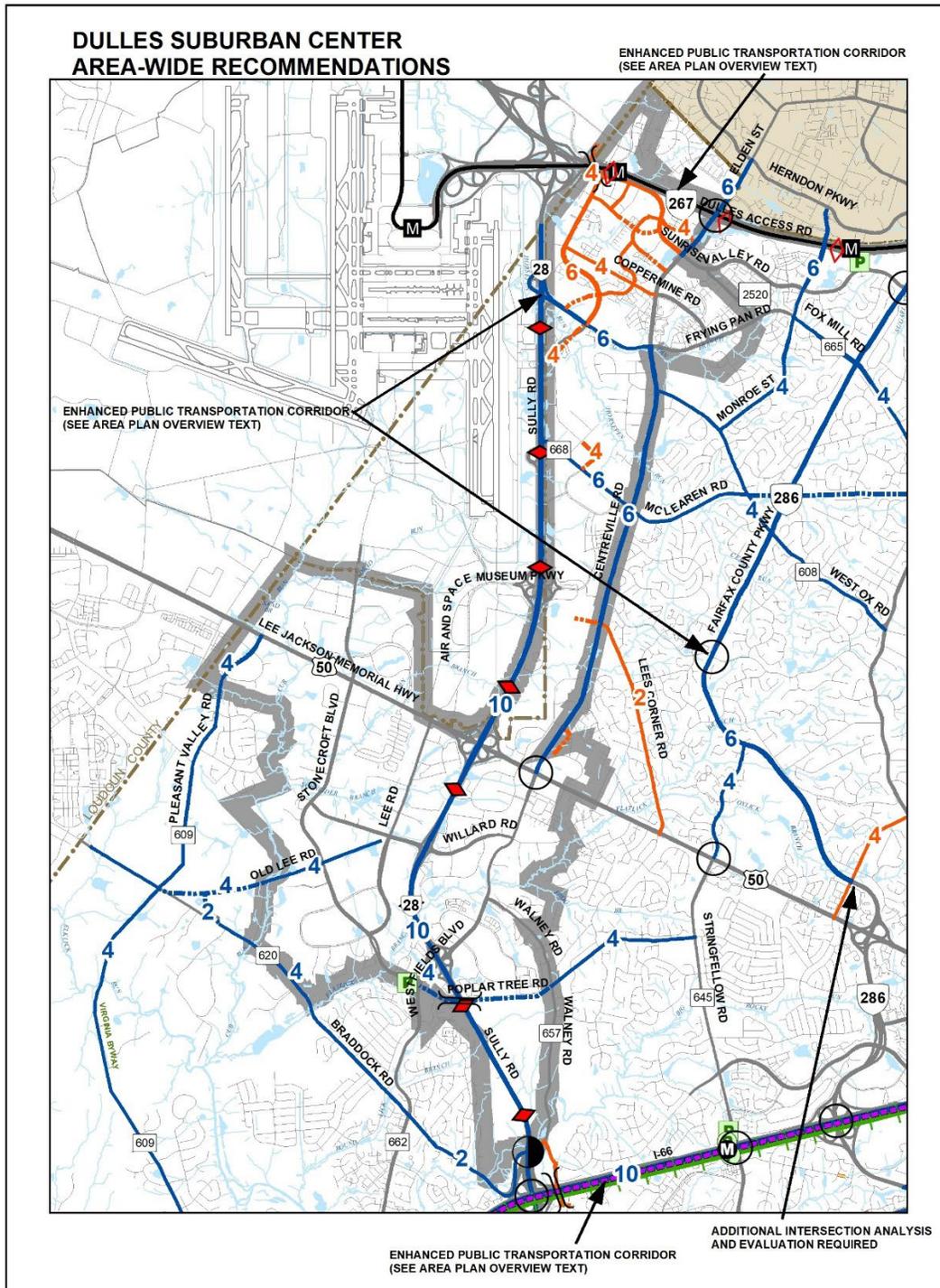
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, as amended through October 19, 2021, Areawide Recommendations, Figure 3, "Transportation Recommendations," page 11, to incorporate updates to the corridor recommendations within the figure.



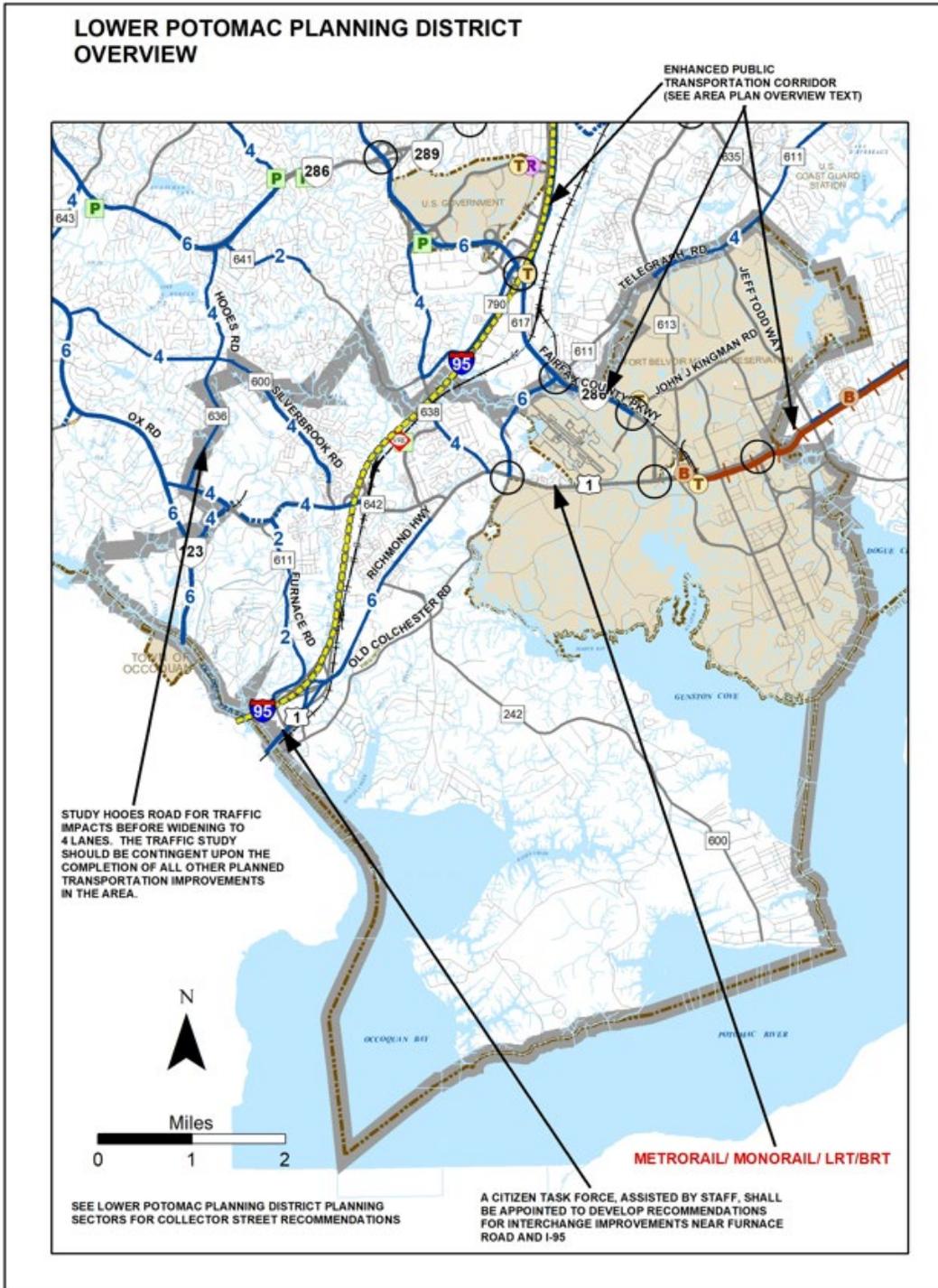
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through June 28, 2022, Areawide Recommendations, Figure 3, "Transportation Recommendations," page 22, to incorporate updates to the corridor recommendations within the figure.



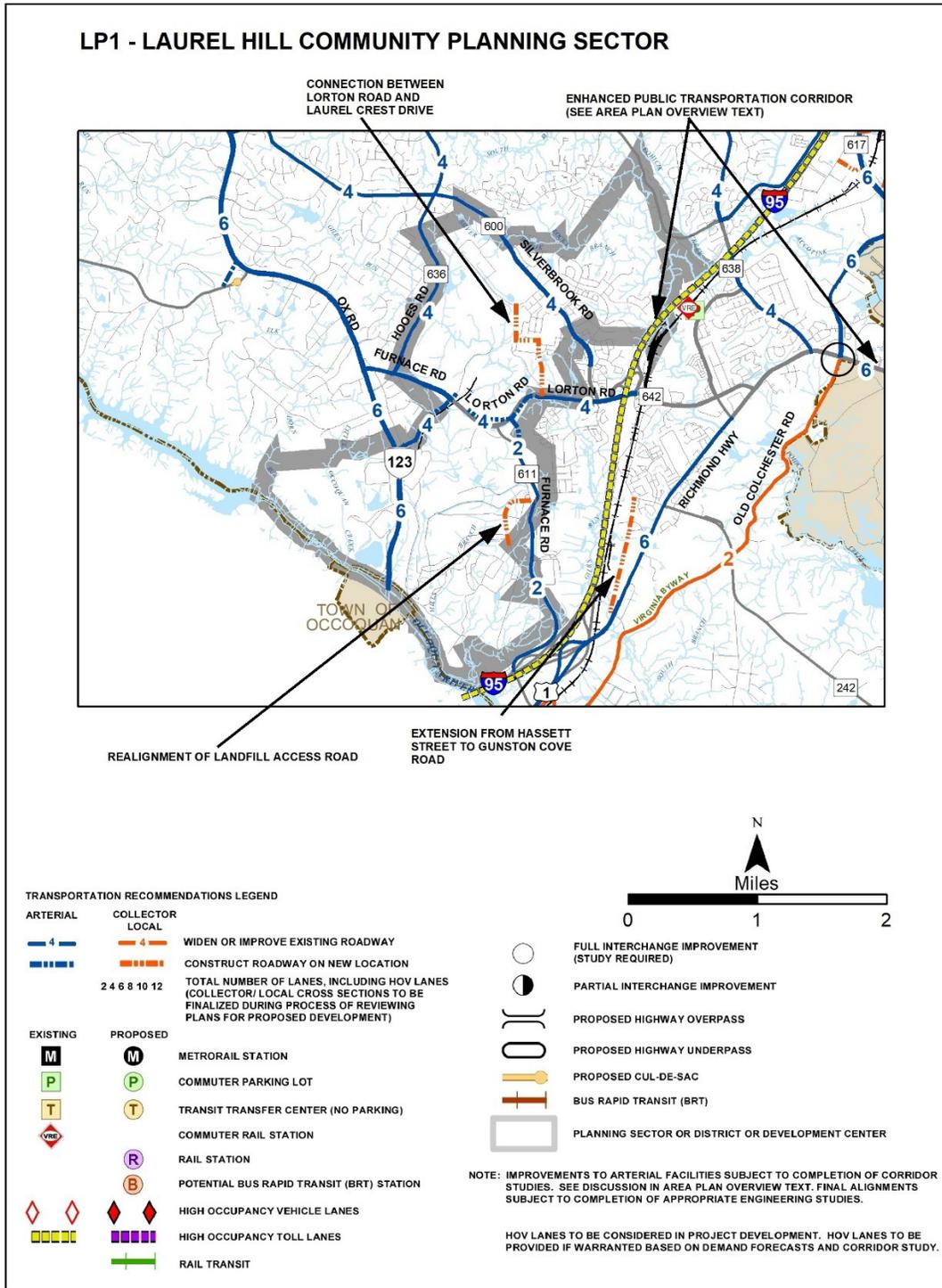
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Lower Potomac Planning District, as amended through February 23, 2021, Overview, Figure 2, “Countywide Transportation Recommendations, Lower Potomac Planning District,” page 6, to incorporate updates to the corridor recommendations within the figure.



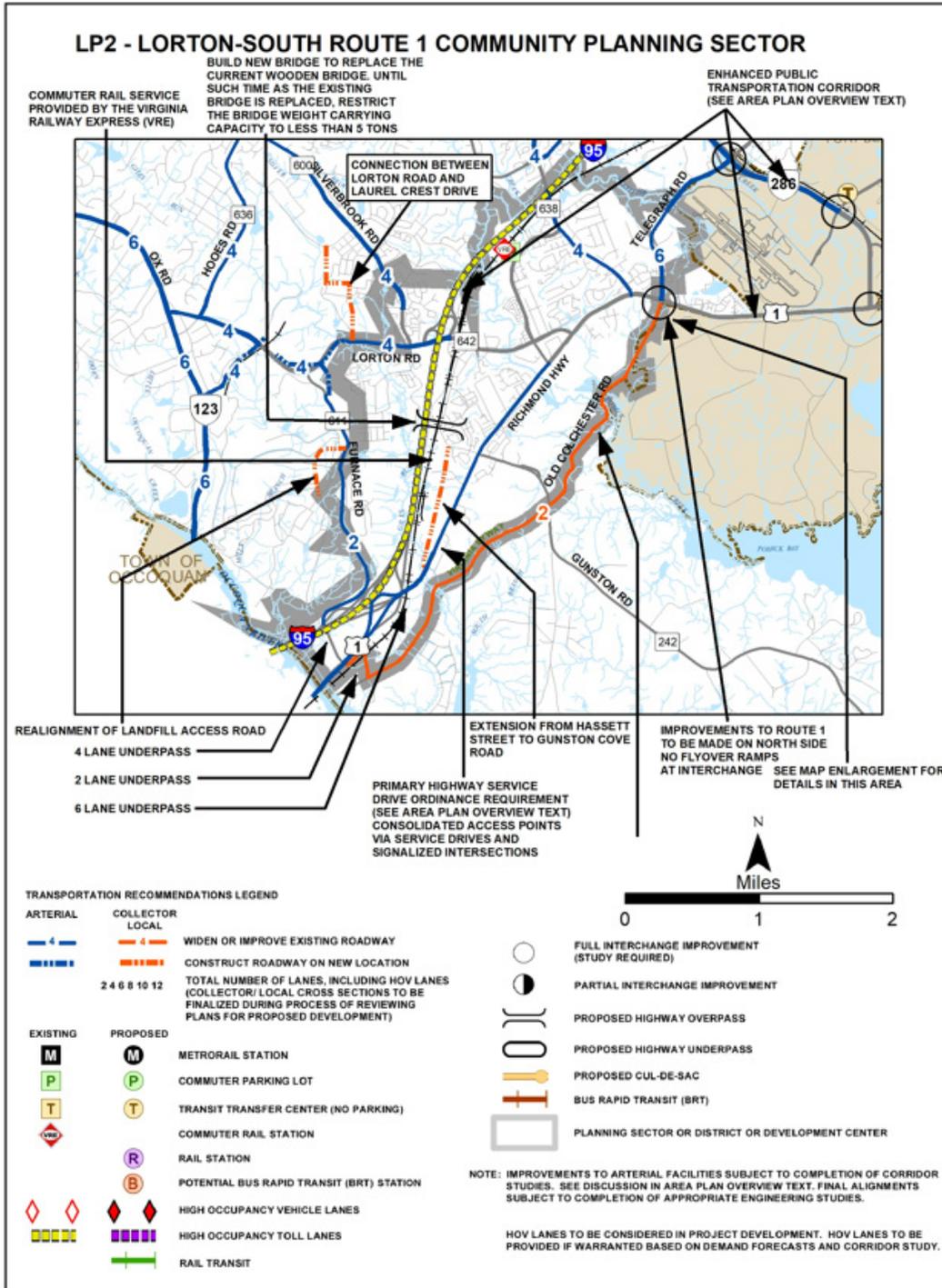
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Lower Potomac Planning District, as amended through February 23, 2021, L1-Laurel Hill Community Planning Sector, Figure 12, "Transportation Recommendations," page 31, to incorporate updates to the corridor recommendations within the figure.



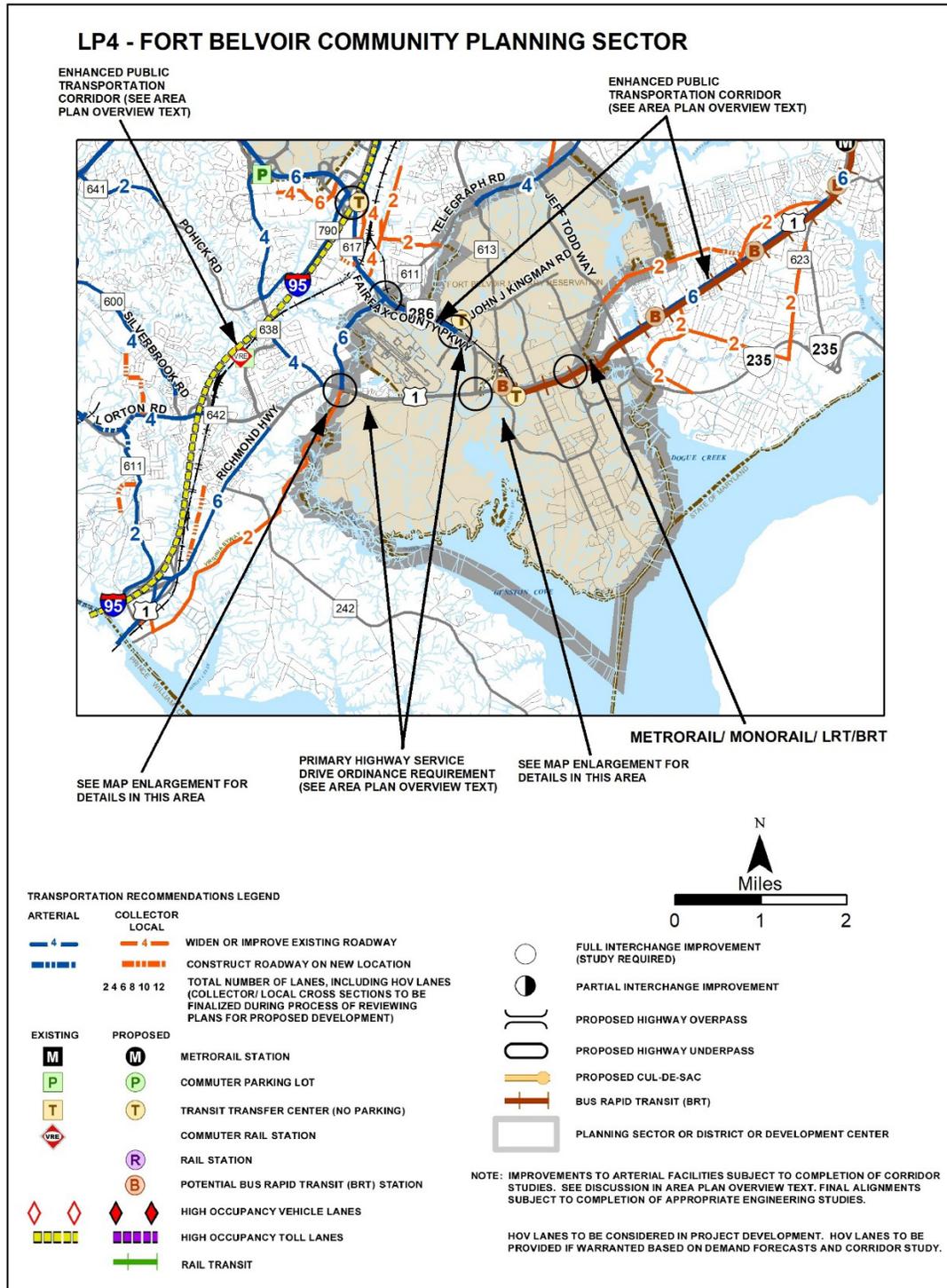
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Lower Potomac Planning District, as amended through February 23, 2021, L2-Lorton-South Route 1 Community Planning Sector, Figure 32, "Transportation Recommendations," page 100, to incorporate updates to the corridor recommendations within the figure.



**MODIFY FIGURE:**

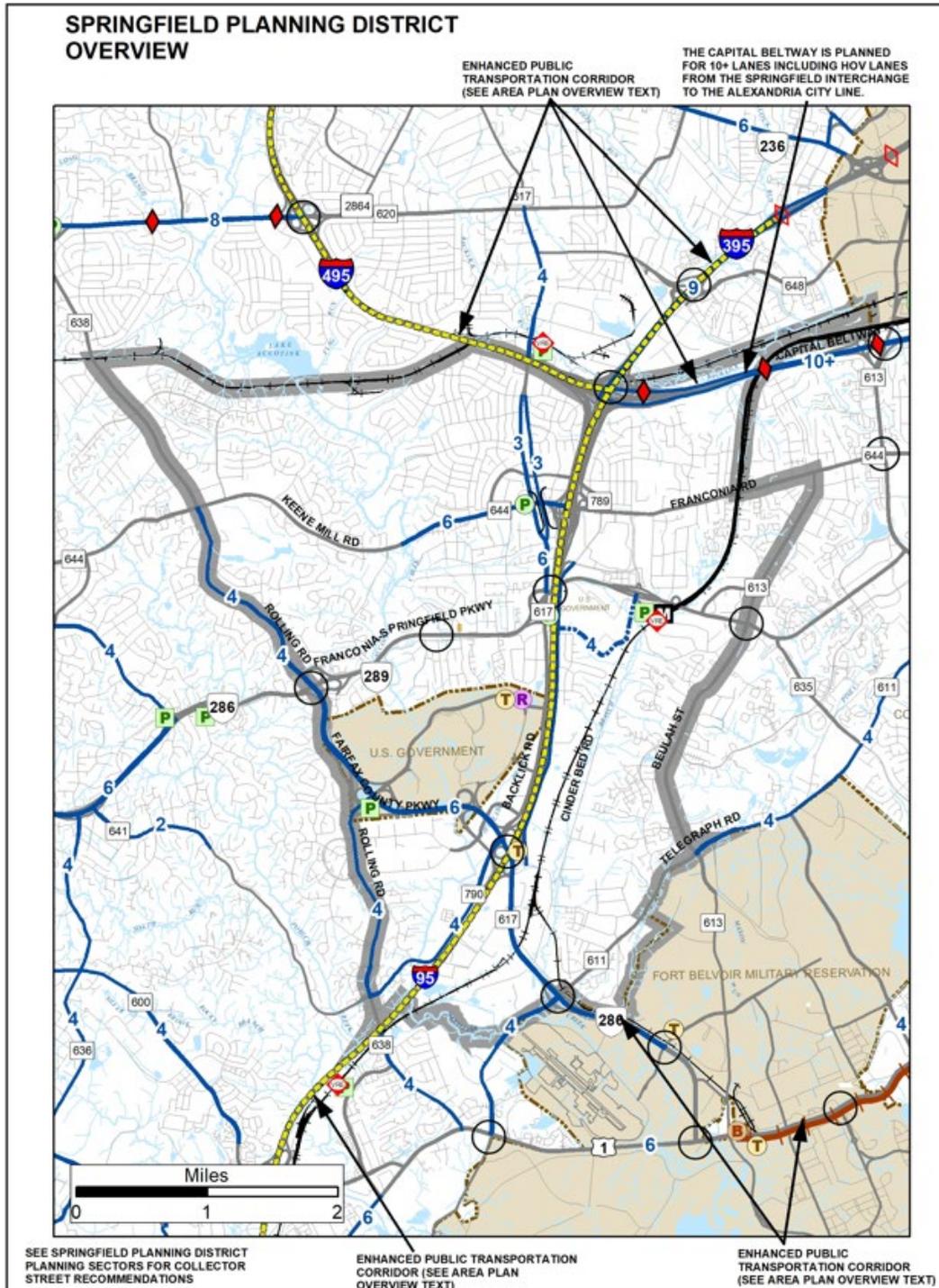
Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Lower Potomac Planning District, as amended through February 23, 2021, L4-Fort Belvoir Community Planning Sector, Figure 41, "Transportation Recommendations," page 124, to incorporate updates to the corridor recommendations within the figure.





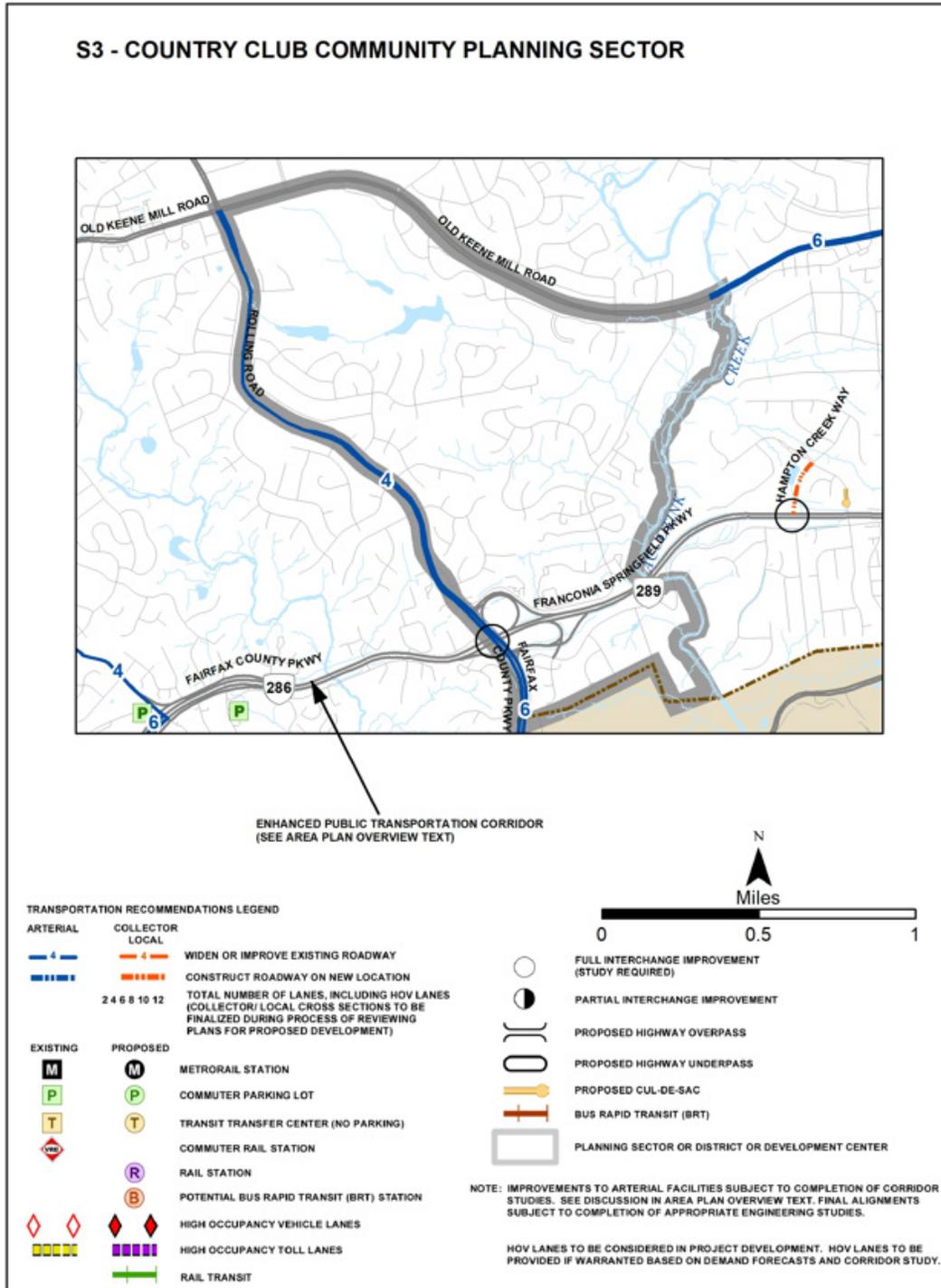
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through November 9, 2021, Overview, Figure 2, “Countywide Transportation Recommendations, Springfield Planning District,” page 5, to incorporate updates to the corridor recommendations within the figure.



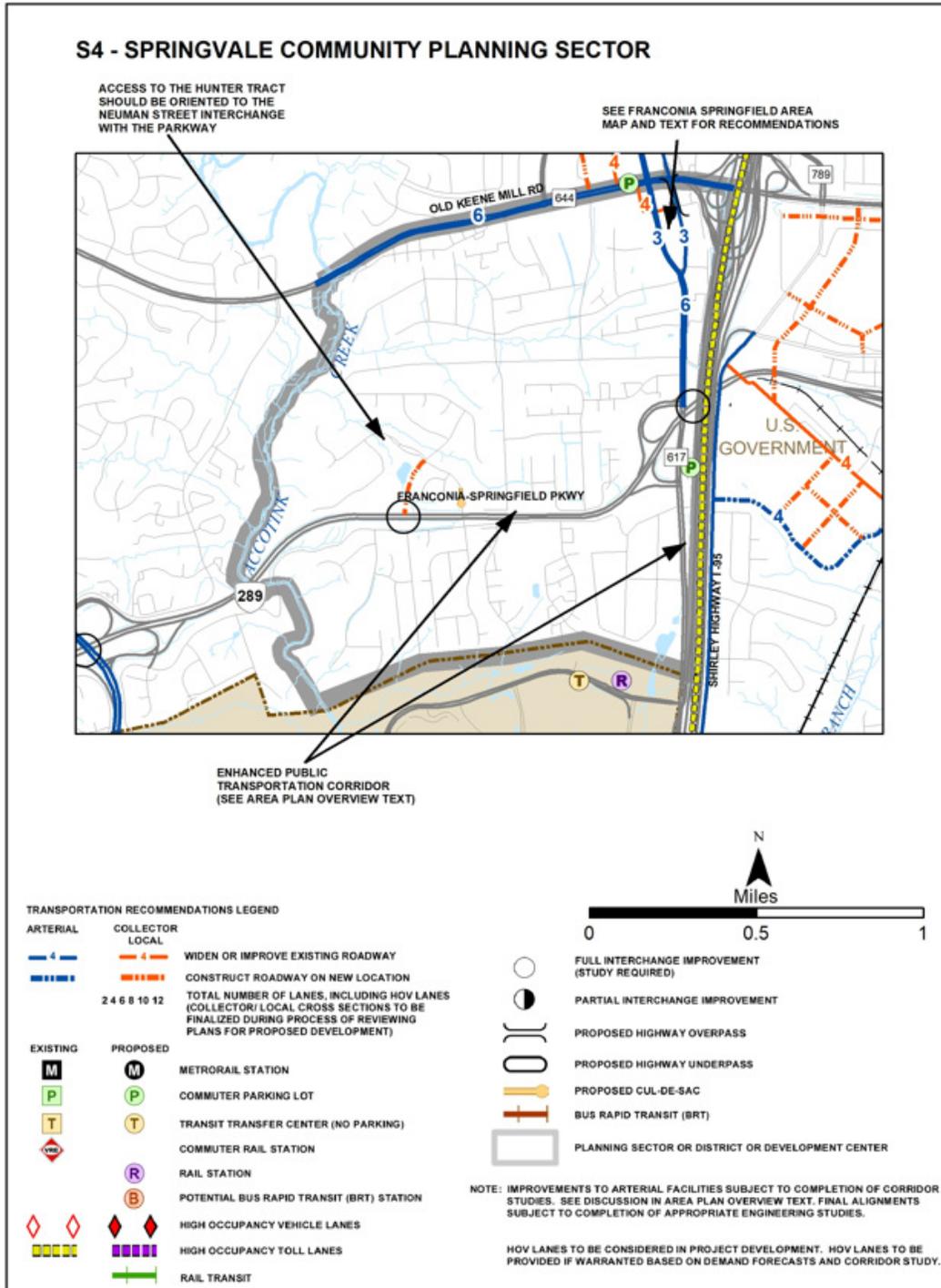
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through November 9, 2021, S3-Country Club, Figure 17, “Transportation Recommendations,” page 45, to incorporate updates to the corridor recommendations within the figure.



**MODIFY FIGURE:**

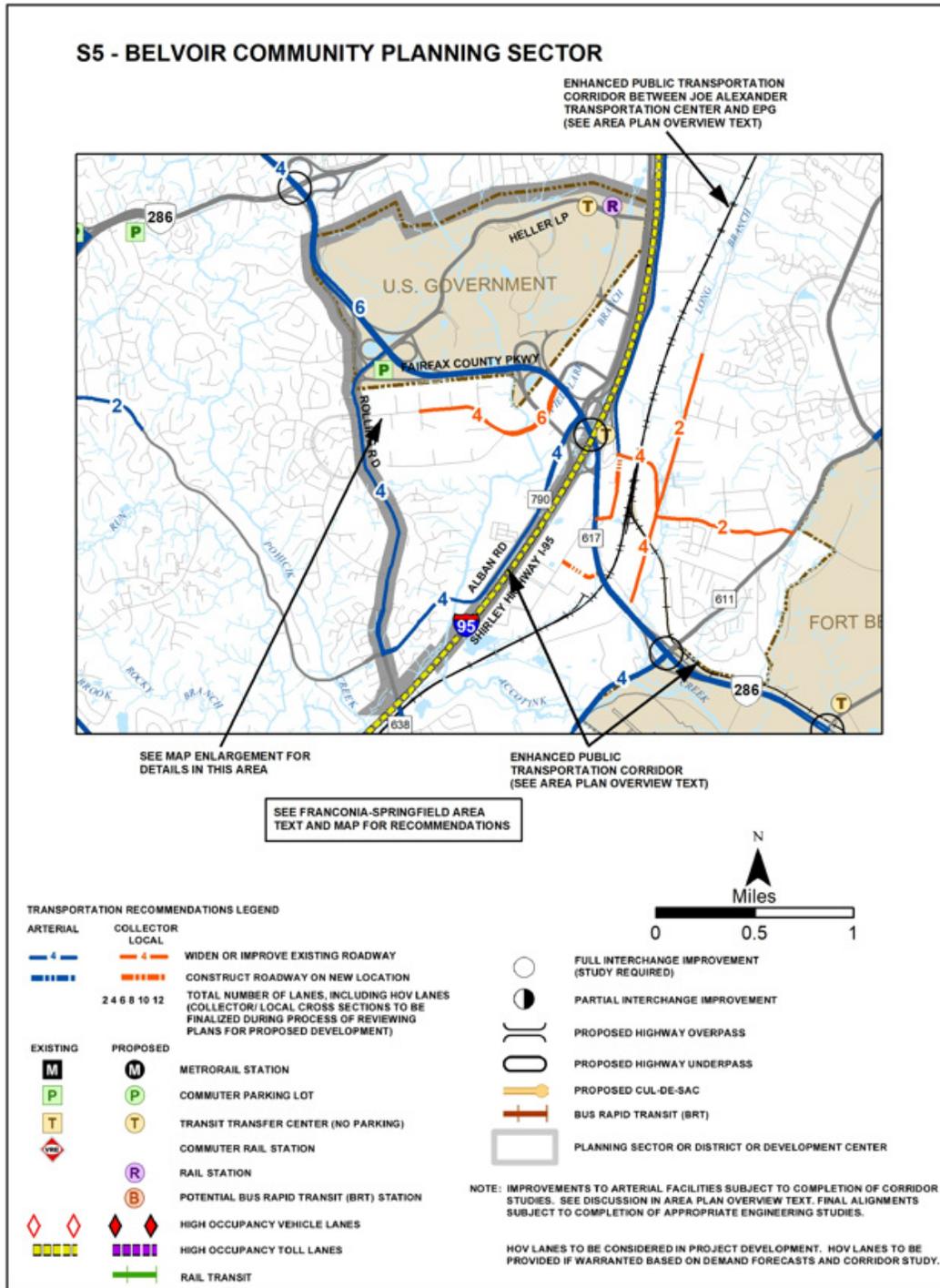
Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through November 9, 2021, S4-Springvale Community Planning Sector, Figure 20, "Transportation Recommendations," page 53, to incorporate updates to the corridor recommendations within the figure.





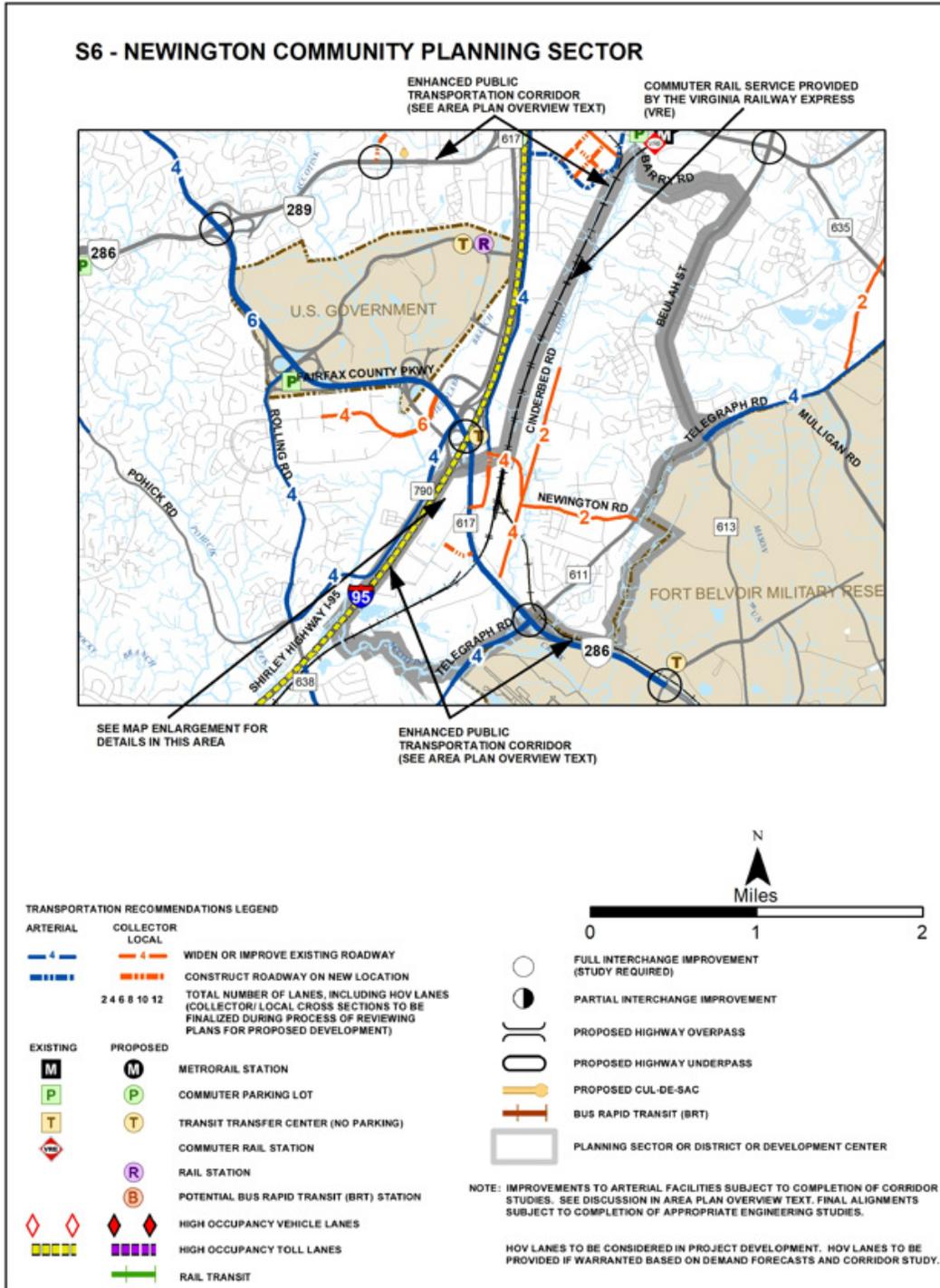
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through November 9, 2021, S5-Bevoir Community Planning Sector, Figure 24, "Transportation Recommendations," page 60, to incorporate updates to the corridor recommendations within the figure.



**MODIFY FIGURE:**

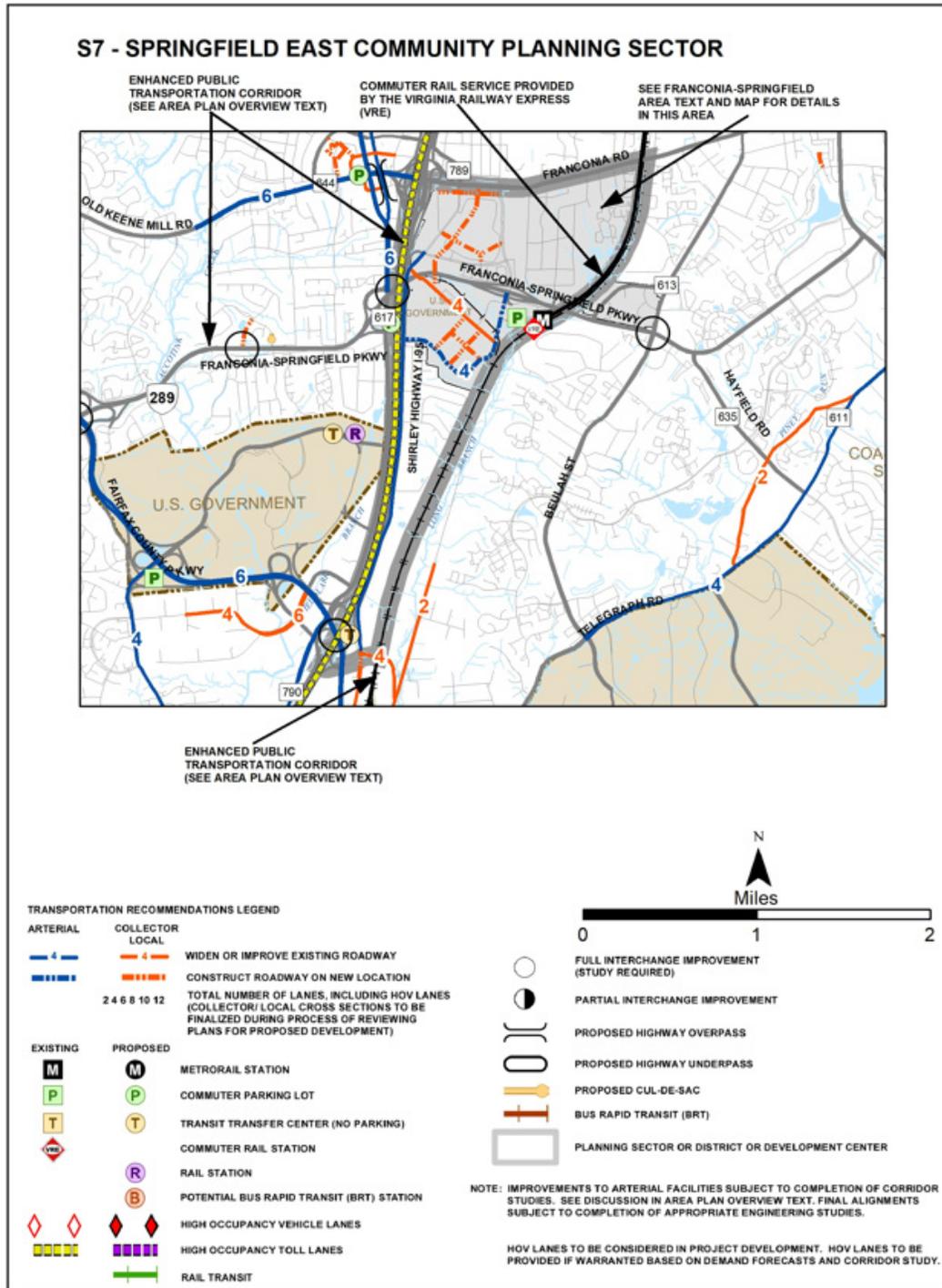
Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through November 9, 2021, S6-Newington Community Planning Sector, Figure 28, "Transportation Recommendations," page 72, to incorporate updates to the corridor recommendations within the figure.





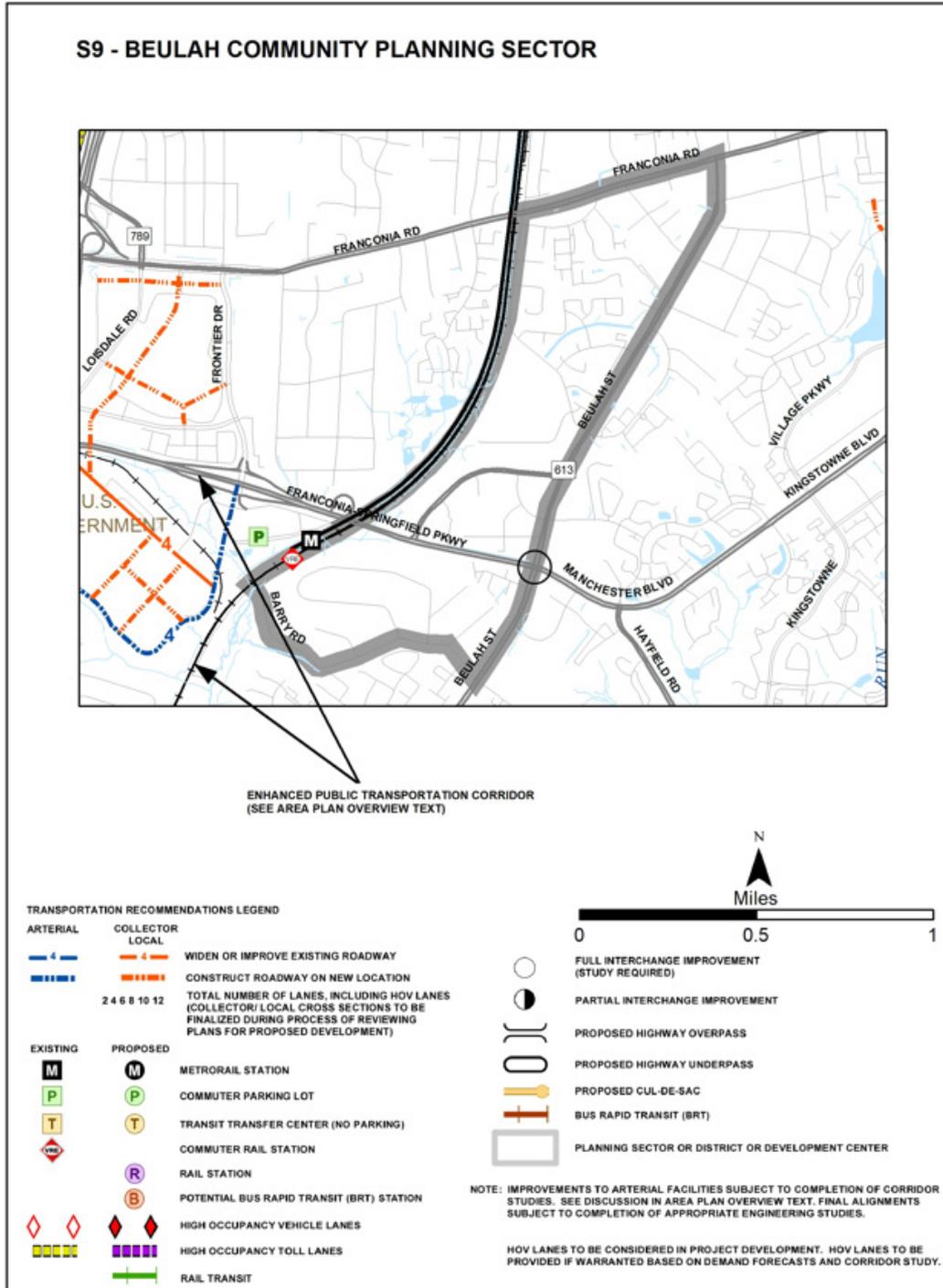
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through November 9, 2021, S7-Springfield East Community Planning Sector, Figure 32, "Transportation Recommendations," page 79, to incorporate updates to the corridor recommendations within the figure.



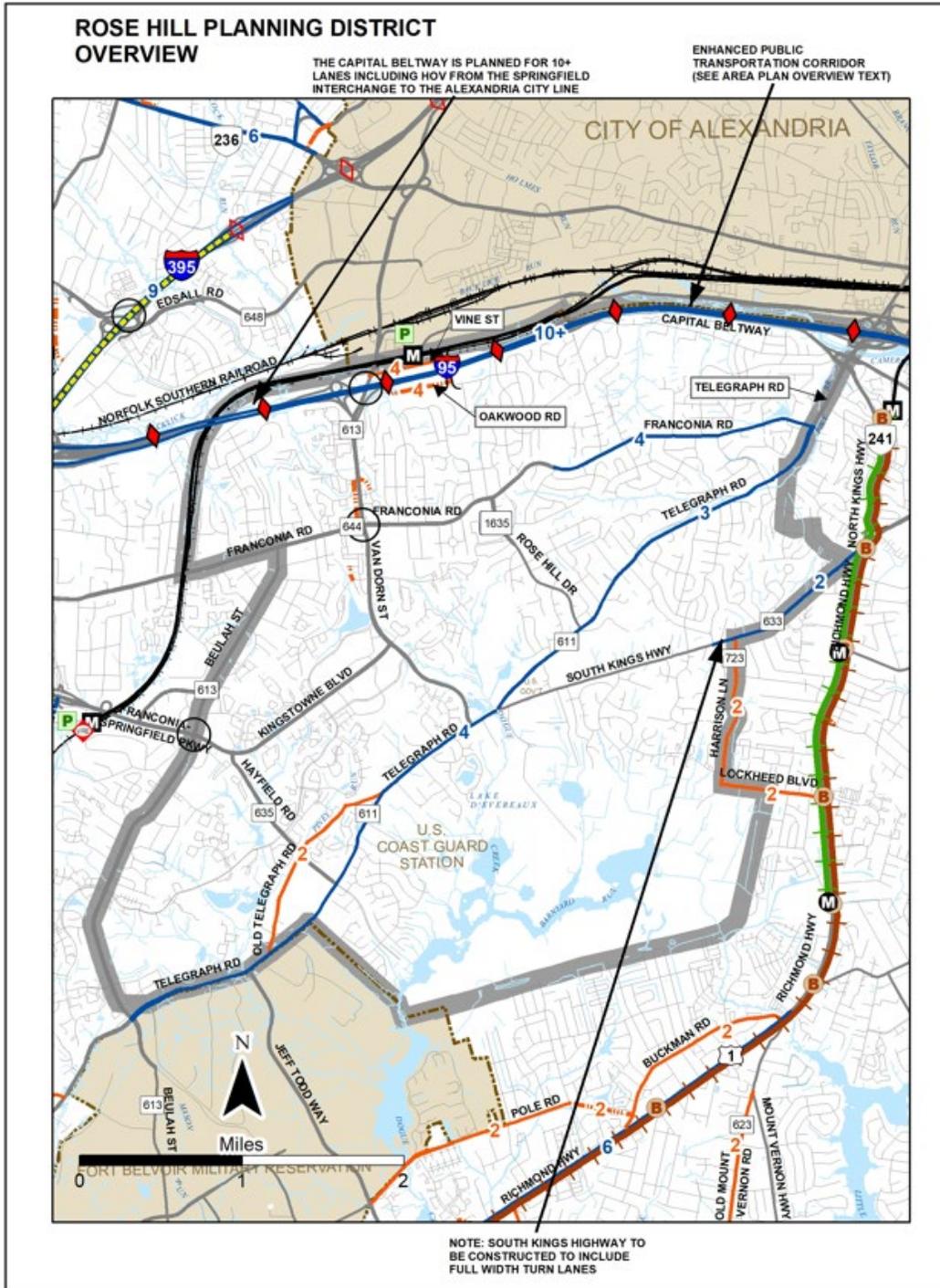
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through November 9, 2021, S9-Beulah Community Planning Sector, Figure 38, “Transportation Recommendations,” page 93, to incorporate updates to the corridor recommendations within the figure.



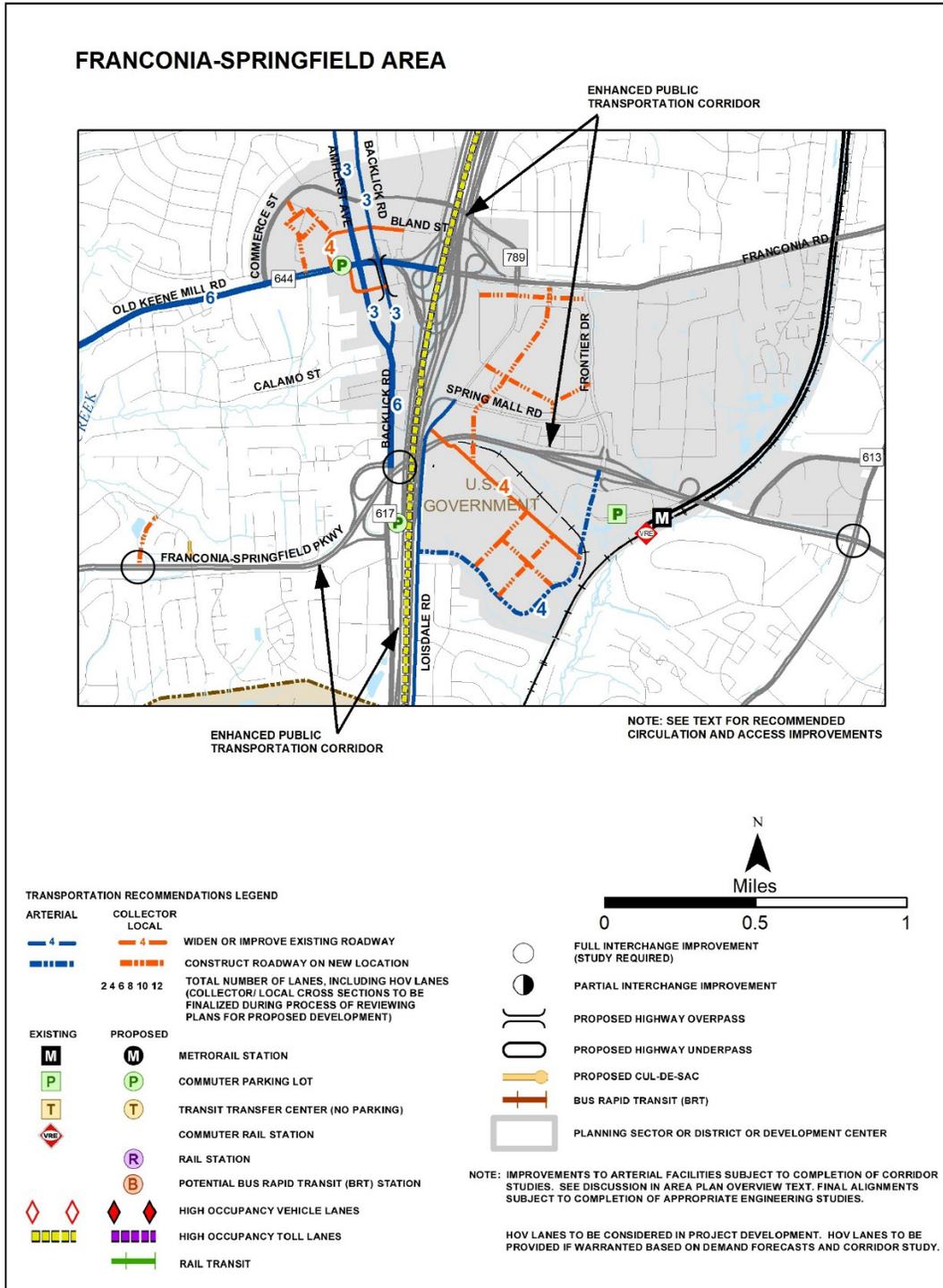
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Rose Hill Planning District, as amended through February 23, 2021, Overview, Figure 2, “Countywide Transportation Recommendations, Rose Hill Planning District,” page 4, to incorporate updates to the corridor recommendations within the figure.



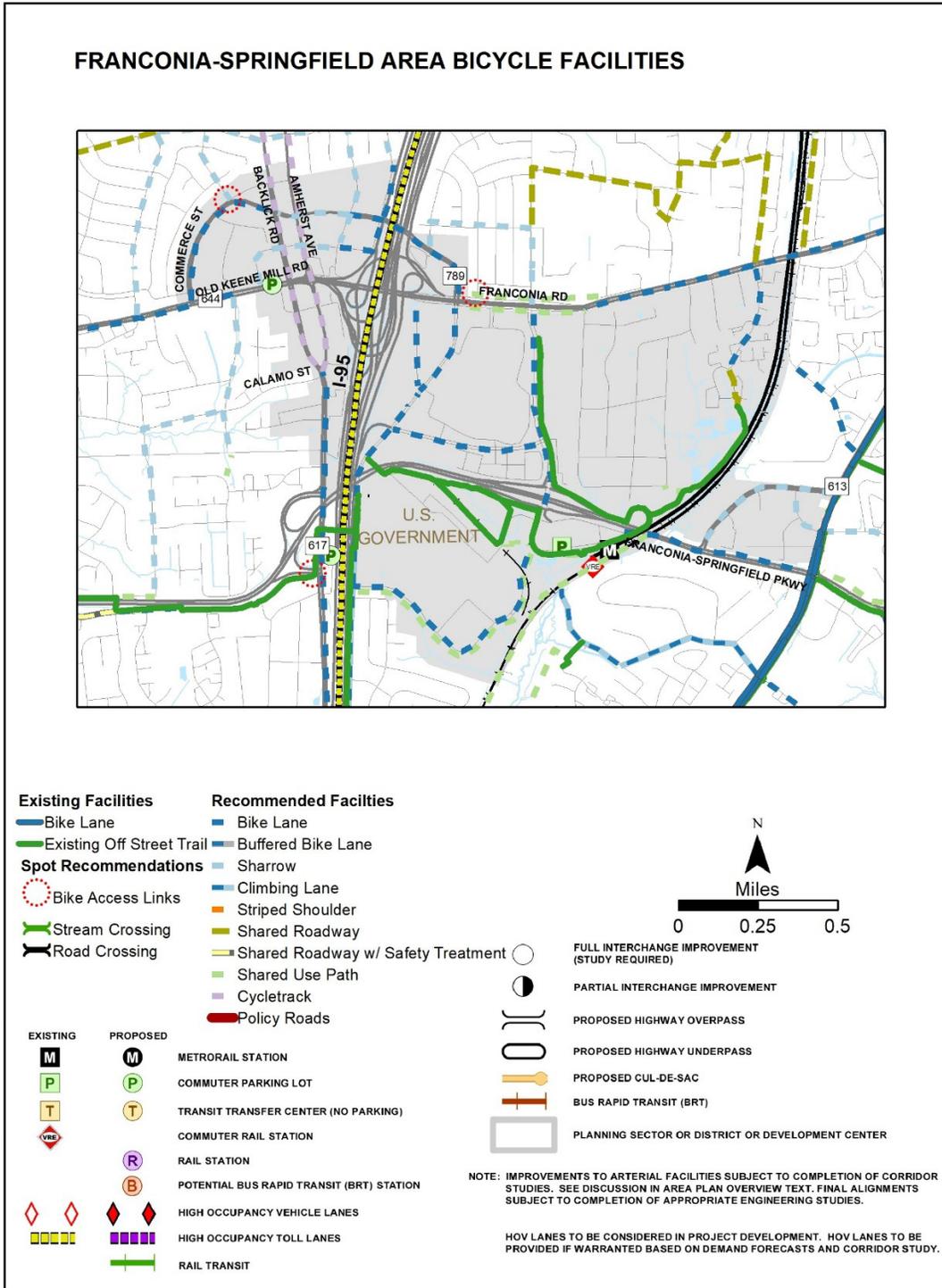
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through June 28, 2022, Figure 3, “Transportation Recommendations,” page 21, to incorporate updates to the corridor recommendations within the figure.



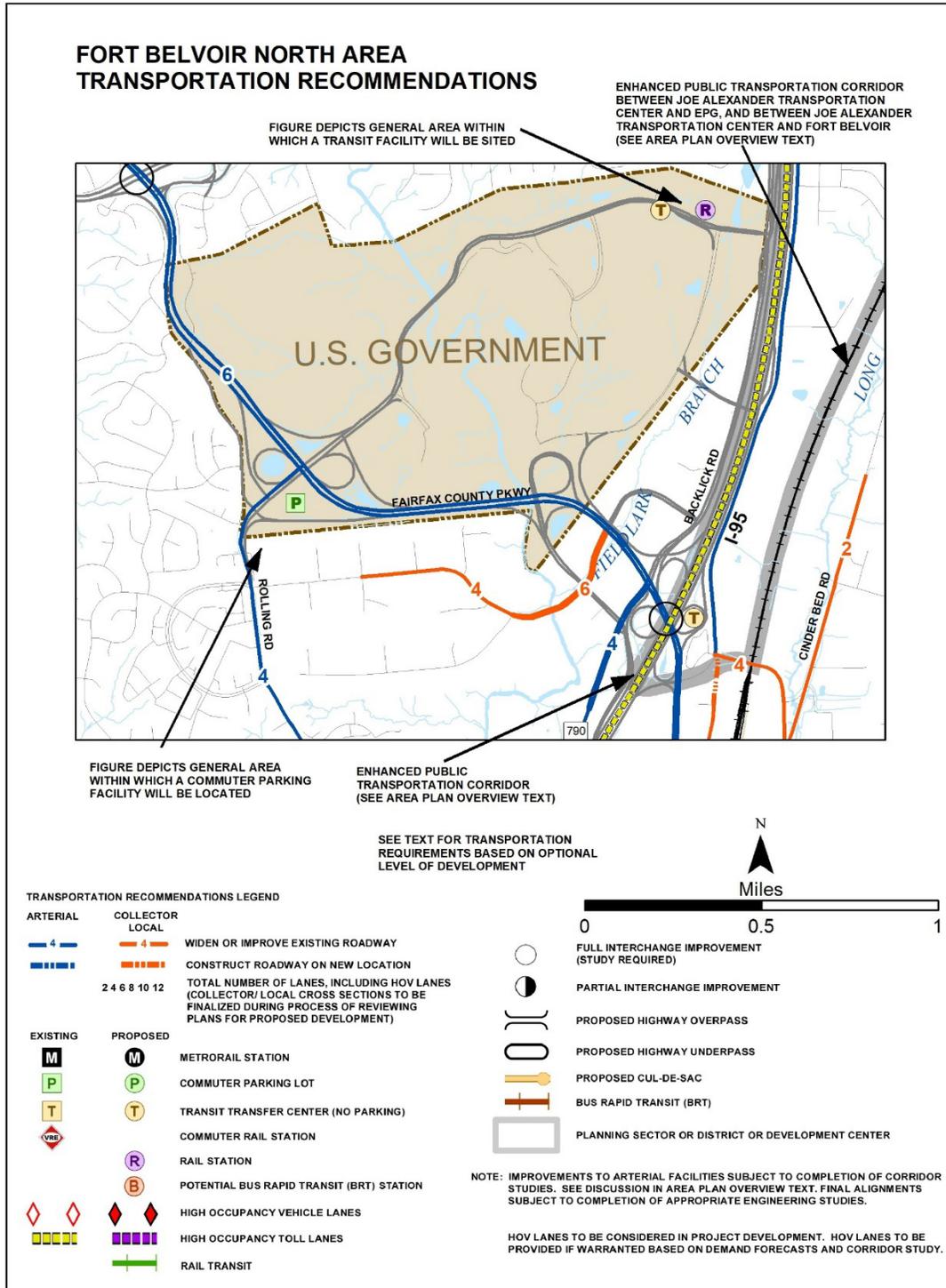
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through June 28, 2022, Figure 4, “Recommended Bicycle Facilities,” page 25, to incorporate updates to the corridor recommendations within the figure.



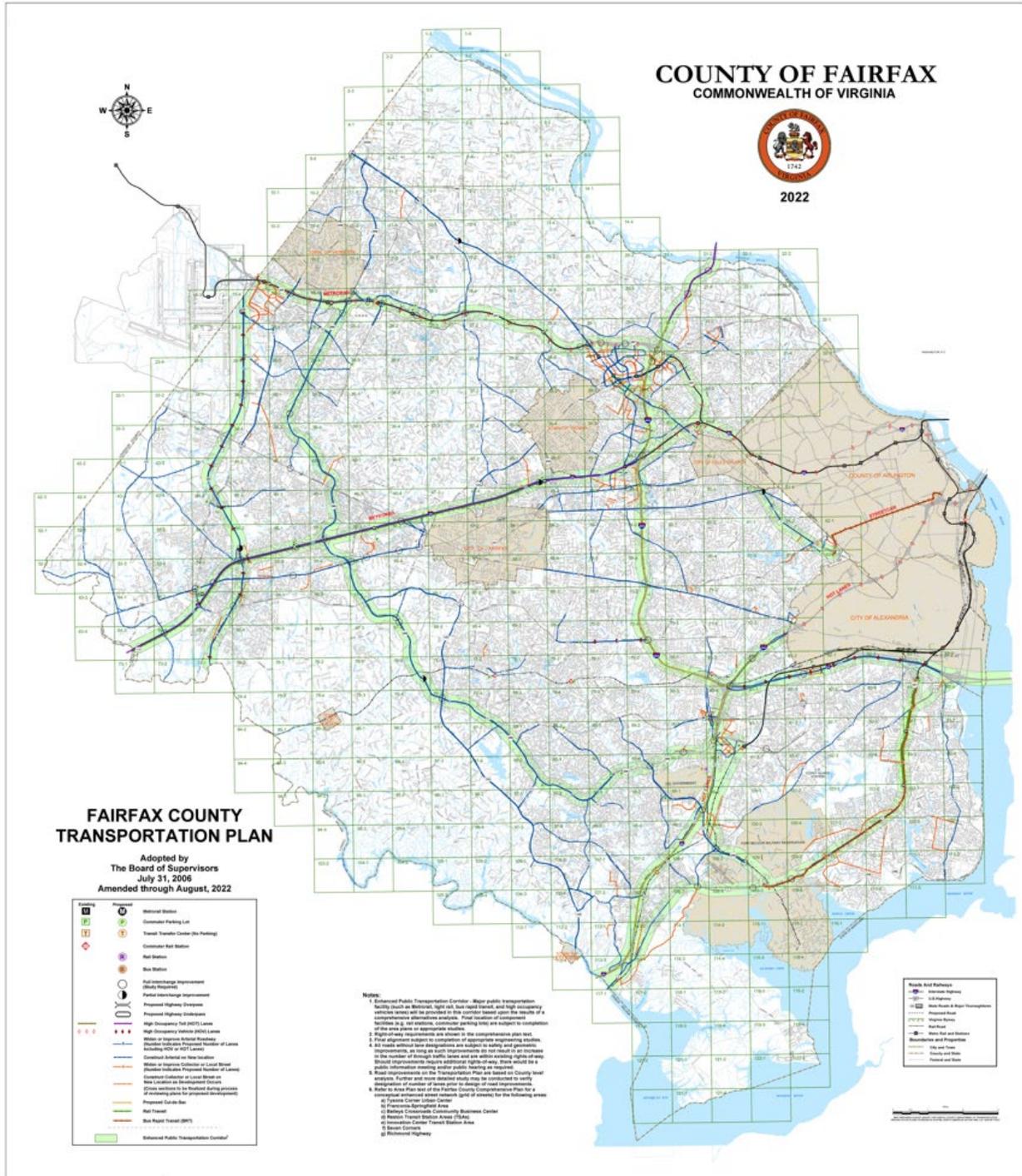
**MODIFY FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through June 28, 2022, Figure 28, “Fort Belvoir North Area Transportation Recommendations” page 99, to incorporate updates to the corridor recommendations within the figure.



# TRANSPORTATION POLICY PLAN:

Fairfax County Comprehensive Plan – Policy Plan, 2017 Edition, Transportation Element, Figure 1, “Transportation Plan Map,” Page 3, as amended through March 20, 2018, to incorporate updates to the corridor recommendations within the figure, as summarized in the Conclusions Section, starting on page 34.





# COUNTYWIDE TRANSPORTATION PLAN MAP:

Fairfax County Countywide Transportation Plan Map, as amended through September 2, 2015, to incorporate updates to the corridor recommendations within the figure, as summarized in the Conclusions Section, starting on page 34.

