

LOWER POTOMAC PLANNING DISTRICT

OVERVIEW

The Lower Potomac Planning District is generally bounded on the north by the northern property lines of the District of Columbia (D.C.) Department of Corrections site and Fort Belvoir, portions of Pohick Road and Accotink Creek; on the east by the eastern property line of Fort Belvoir, Dogue Creek and the Potomac River; on the south by the Potomac and Occoquan Rivers; and on the west by the western property line of the District of Columbia Department of Corrections site as shown on Figure 4.

The Lower Potomac Planning District contains a variety of land uses. Large institutional land areas include Fort Belvoir and the District of Columbia Department of Corrections site, which consist of approximately 8,300 and 3,000 acres, respectively. Parkland, open space and very low density residential uses characterize the Mason Neck area. Industrial uses are located along portions of the Richmond, Fredericksburg and Potomac (RF & P) Railroad tracks, Lockport Place and Route 1 south of Gunston and Gunston Cove Roads. Townhouses, garden apartments, single-family detached homes and community-serving retail uses, including Gunston Plaza, are found along Route 1 between Telegraph and Gunston Roads.

Population growth decreased in the Lower Potomac Planning District from 21,500 in 1970 to 16,300 in 1980. The population was 24,371 in 1990.

The major transportation corridors of I-95, Route 1 and the Richmond, Fredericksburg and Potomac Railroad provide good regional access to the Lower Potomac Planning District, limited somewhat by the design and physical condition of interchanges and connecting roads.

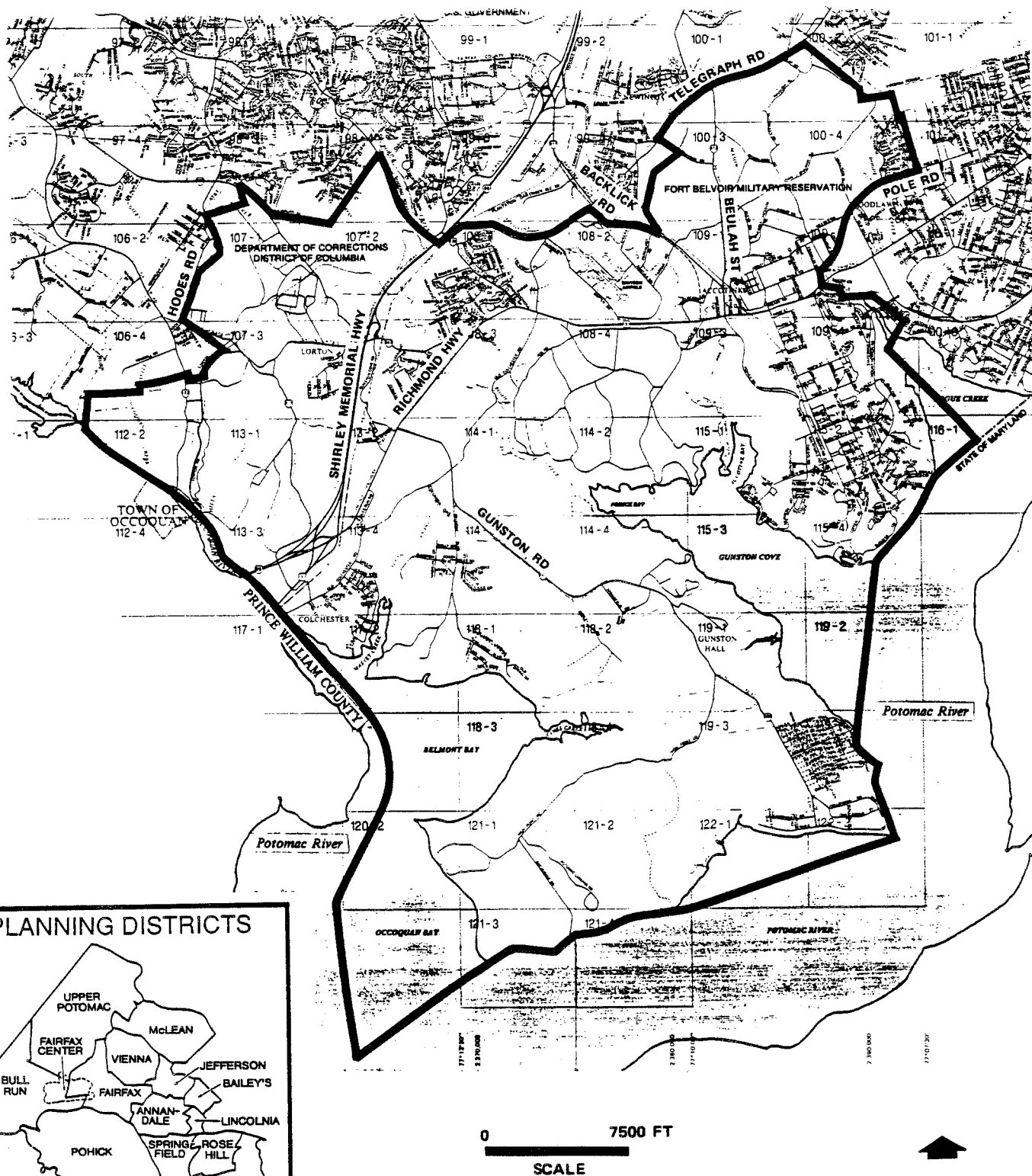
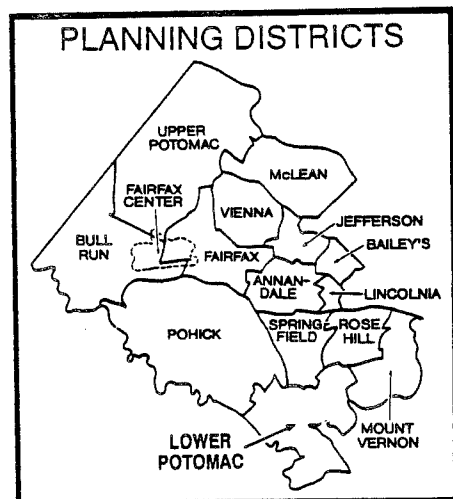
Regional-serving public facilities located in the Lower Potomac Planning District include the I-95 Landfill/Energy Resource Recovery Facility, Lower Potomac Pollution Control Plant and Occoquan Water Treatment Facility.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use, character and intensity envisioned for land areas within each planning district although within the planning district, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

As envisioned in the Concept for Future Development, the Lower Potomac Planning District includes the Lorton-South Route 1 Study Area, two large institutional areas and a low density residential area.

The Lorton-South Route 1 Study Area is generally bounded by Accotink Creek on the north; Old Colchester Road on the east; the eastern boundary of the D.C. Department of Corrections site on the west; and the Fairfax/Prince William County line on the south.



Large institutional land areas in the Lower Potomac Planning District include the District of Columbia Department of Corrections site, approximately 3,000 acres, generally bounded by the Occoquan River to the southwest, Little Occoquan Creek and Hooes Road to the west, Silverbrook Estates, Green Ridges, Cozzo's Addition, Newington Heights, Newington Forest, Covered Bridge and Laurelwoods residential subdivisions to the north and Furnace Road (south of Lorton Road), Silverbrook Road and the RF & P Railroad tracks (north of Lorton Road) to the east. The other large institutional area is Fort Belvoir, approximately 8,300 acres, which is generally bounded by Pohick Creek to the south, Telegraph Road to the west, and the Hayfield Farm, Timothy Park, Woodlawn Acres, Pinewood Lawns, Woodlawn Mews, Olde Mill residential subdivisions and Dogue Creek to the northeast and Pohick Bay, Accotink Bay, Gunston Cove and the Potomac River to the southeast.

A large low density residential area, known as Mason Neck, is planned and located generally east of Route 1 bordered by Fort Belvoir to the northeast; Pohick Bay, Gunston Cove, and the Potomac River to the east and south; and Occoquan Bay, Belmont Bay, Massey Creek, Occoquan River and the Prince William/Fairfax County line to the south.

MAJOR OBJECTIVES

Planning objectives in the Lower Potomac Planning District are:

- Create a focal point of development or "Town Center" which includes retail businesses, office uses, cultural facilities and community services and establishes a strong "sense of place" and positive image for the Lorton-South Route 1 area;
- Preserve stable residential areas through infill development of a character and intensity or density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Encourage pedestrian access to retail and mixed-use areas;
- Encourage the creation of additional parks, open space and recreation areas and acquisition of additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program;
- Preserve significant heritage resources; and
- Provide adequate buffering and screening and appropriate transitional land uses between residential areas and non-residential uses.

Urban Design Objectives for the Route 1 Corridor

Five urban design objectives are identified for the Route 1 Corridor to implement the overall goal of improving the visual image and efficiency of the Route 1 Corridor. In addition, corresponding urban design guidelines are found after the Plan text on the Fort Belvoir (LP4) Community Planning Sector. These objectives are intended to:

- **Establish Visual Continuity** - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the Corridor. Place utilities underground in conjunction with all public and private development projects being carried out along the Route 1 Corridor. Place emphasis on signage, landscaping, intersection and service drive definition.
- **Provide User Orientation** - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the Corridor.
- **Establish a Clear Corridor Image** - Develop two well-defined vehicular entry point "gateways" to the Corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the Corridor.
- **Improve Access and Functional Amenities** - Visually improve pedestrian and vehicular traffic systems to enhance intersections, reduce curb cuts, and provide better signage and access to commercial facilities and adjacent, non-commercial uses.
- **Reduce Impact on Adjacent Residential Communities** - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Lower Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the district is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the district are shown on Figure 5. Other countywide transportation elements are also depicted.







Within the discussion for each sector of the planning district, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

Transportation Goals for the Route 1 Corridor

The following goals are intended to guide general transportation decisions in the Route 1 Corridor:






TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

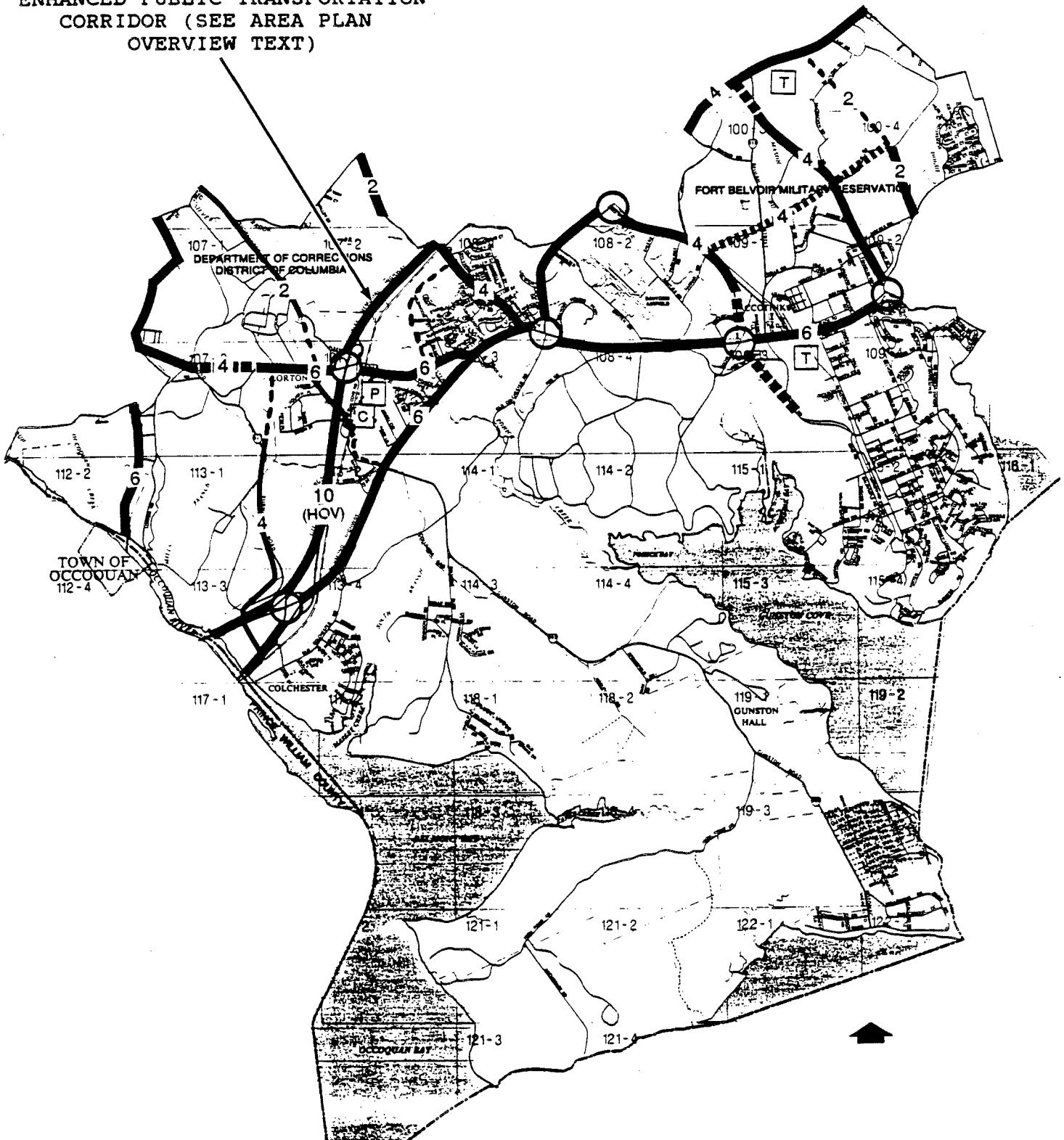
ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
X	Y	X TOTAL NUMBER OF LANES (INCLUDING HOV LANES)
		Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.
		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

-  TRANSIT TRANSFER CENTER (NO PARKING)
-  RAIL STATION
-  COMMUTER PARKING LOT
-  COMMUTER RAIL STATION
-  METRO STATION

ENHANCED PUBLIC TRANSPORTATION
CORRIDOR (SEE AREA PLAN
OVERVIEW TEXT)



REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND
WHICH APPEARS ON THE PRECEDING OR SUCCEEDING PAGE

**FAIRFAX
COUNTY**

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS
LOWER POTOMAC PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

FIGURE
5

- Route 1 needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; (3) implementing a firm policy concerning service roads along Route 1, with clear design standards for their development; (4) promoting the increased usage of ridesharing and public transportation to reduce reliance on automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

The following changes are recommended for accomplishment within the next twenty years. The changes are listed in order of their importance. Priorities for implementation should be consistent with the importance of the improvement, ease of accomplishment, and availability of funds.

- Access to/from City of Alexandria - Widen Route 1 to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening Route 1, improving Fort Hunt Road, and implementing HOV lanes south of this point.
- Service Roads - Develop and implement a Service Road Design Plan and Map for Route 1 between the Capital Beltway and the Occoquan River. In developing the Service Road Design Plan, consider the desirability of one-way versus two-way service roads. Develop a Service Road Design Plan which provides for construction of the remaining section of service road where needed to serve commercial and residential development and elimination of perpendicular curb cuts to reduce marginal friction for through traffic, construction of slip ramps between intersections, signalization, and turn prohibitions. Construct service roads which intersect cross streets as far back from the main roadway on Route 1 as practical, and connect directly with Route 1 at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on Route 1 should provide or should dedicate land for a service road, with appropriate setback of the service road from the main roadway at signalized intersections.
- Public Transportation - Establish regular shuttle bus service along Route 1 between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Route 1. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Route 1. Evaluate the long-term feasibility of using the median along Route 1 for development of a people mover or light rail mass transit system.
- Route 1 Widening and Access - Widen to six travel lanes from the Buckman Road/Route 235 intersection to the Prince William County line. Limit access to the Route 1 main roadway between the Capital Beltway and the Occoquan River to signalized intersections, grade-separated interchanges, and slip ramps from service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with Route 1.

- **Pedestrian/Bicyclist Services** - Provide trails within the public right-of-way along the length of Route 1. Provide sidewalk access to the Route 1 main roadway between the Capital Beltway and the Occoquan River, where needed, to serve adjacent residential and commercial development. Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/bicyclist safety.
- **Traffic Signalization** - Connect all traffic signals to a centrally controlled and performance monitored computer system. Minimize the addition of new traffic signals at any intersection currently without signals and encourage other alternatives for handling access to the main roadway on Route 1. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected Route 1 intersections.
- **High Occupancy Vehicle (HOV) Lanes** - Utilize the curb lanes along Route 1 as HOV lanes for buses, carpools and vanpools during the AM and PM peak hours. Consider, however, HOV operation only if it can be accomplished without adding more travel lanes, because widening the highway from six to eight lanes would be too disruptive to existing commercial and residential development. Implement the first phase of HOV operation from Fort Hunt Road to Buckman Road/Route 235 North in coordination with the widening of Route 1 over the Capital Beltway and the implementation of a Service Road Design Plan. Identify locations for commuter parking lots.
- **Reversible Lanes** - Use reversible lanes to handle peak hour traffic flows south of Fort Belvoir and study the feasibility of reversible lanes on the remainder of Route 1.
- **Interchanges** - Construct grade-separated interchanges to accommodate major turning movements onto and off of Route 1 only where such interchanges will not adversely impact on adjacent commercial or residential development and/or historic areas. Consider such interchanges, when constructed, on a north/south priority after the Fairfax County Parkway interchange is constructed.
- **Funding Mechanism** - In order to pay for the transportation improvements needed to support new development and redevelopment, create an impact fee, contribution formula, a special tax district or other mechanism to assess fees on any new commercial and residential projects along the Route 1 Corridor that involve an increase in density from present levels. South of Fort Belvoir, the creation of any funding mechanism should be coordinated with, or folded into, any Lorton Area Funding Plan being considered or adopted for that area. Develop standard formulas based upon formulas used elsewhere in Fairfax County.

Housing

A list of existing, under construction, and proposed assisted housing for the Lower Potomac Planning District is shown on Figure 6. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":

FIGURE 6
LOWER POTOMAC PLANNING DISTRICT
ASSISTED HOUSING

(Occupied or Under Construction, as of December 31, 1990)

<u>Location</u>	<u>Planning Sector</u>	<u>Number of Assisted Units</u>	<u>Type of Program</u>
Washington Square Pohick Road	LP2	10	MIDS
Sheffield Village Sheffield Village Lane	LP2	11	8 Public Housing 3 MIDS
Woods of Fairfax II Lorton Road and Route 1	LP2	60	Section 8 and IDB Financing
Fairfax Affordable Housing	LP2	6**	Non-profit Rental

** Scattered Sites

- Housing units owned by the Fairfax County Redevelopment and Housing Authority (FCRHA) and managed by the Department of Housing and Community Development under the federal Public Housing program or the locally funded Fairfax County Rental Program;
- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to non-profit groups for emergency housing. Also, privately owned group homes assisted by grants or loans from the County's Community Development Block Grant or Housing Trust Fund;
- Federal Section 8 project based rent subsidy units;
- Units subsidized under federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or non-profit entities;
- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received;
- Non-profit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and,
- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the Figure. Also, the housing listed as part of the Section 8 program is that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Lower Potomac Planning District is located within several major watersheds. The stream valleys and floodplains of Accotink Creek, Pohick Creek, Mill Branch, Kane Creek, and High Point watersheds lace the area. The district is bordered by the Potomac River, and associated tidal wetlands and estuaries are found in Accotink Bay, Pohick Bay, Massey Creek, Kane Creek, Thompson Creek and along the southern edge of Mason Neck.

Because of its location in the Coastal Plain geologic province, part of the district (Sectors LP1 and LP2) is in a sensitive aquifer recharge zone. Most of the district lies in an area of slippage-prone swelling clays, and soils are only marginal or poor for septic tanks. The western edge of the district is located in the Piedmont geologic province. Soils in the Piedmont have a high erodibility potential.

Accotink Creek, Pohick Creek, Giles Run, and Mason Neck Environmental Quality Corridors are found in the Lower Potomac Planning District. Open space in the district includes the floodplains, stream influence zones, and tidal wetlands associated with major water courses, including the Potomac River. Large portions of Mason Neck are held in public ownership and serve to protect the endangered southern bald eagles of the area as well as many species of fauna and flora. In addition, there are smaller areas of dense vegetation with diverse animal communities that merit protection. The open space network also includes a number of historic sites and resources identified in a survey by residents.

Heritage Resources

The Lower Potomac Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of historic Sites as of March 1991 is shown on Figure 7. The Inventory is open-ended and continues to grow. For information about these and other Historic sites, consult the Fairfax County Heritage Resources Office.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Register of Historic Places are also shown on Figure 7, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the National and Virginia Registers of Historic Places, and Historic Overlay Districts promote the recognition of architecturally or historically significant property. Designation confers public recognition and can offer incentives for preservation to the property owner.

The County Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the County's History Commission. In addition to architectural or historic significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the County's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Designation does not preclude demolition.

The Virginia Register of Historic Places and National Register of Historic Places also officially recognize properties meeting appropriate criteria. Like the County Inventory, recognition does not prohibit demolition. Inclusion on the respective register does, however, require that any state or federally funded or sanctioned action that would have an adverse effect on a listed property be reviewed by the appropriate state or federal preservation agency.

FIGURE 7
INVENTORY OF HISTORIC SITES
LOWER POTOMAC PLANNING DISTRICT

Name	Address	Parcel Number	Date
Arch Hall	10814 Belmont Bay Lorton	117-2 ((1)) 7	c. 1790 + 1940
Belmont (Cocke- Washington House)	10913 Belmont Boulevard Lorton	118-1 ((2)) 126	c. 1730
Belvoir Ruins N,V	Fort Belvoir	115-2 ((1)) 1	c. 1741
Colchester Town Archaeological Site	Old Colchester Road Colchester	113-3	1753
Cranford Memorial Methodist Church	9912 Old Colchester Lorton	114-1 ((1)) 1	1900
Fairfax Arms N,V (Colchester Inn)	10712 Old Colchester Lorton	113-3 ((1)) 25	c. 1760
Gunston Hall N,V	10709 Gunston Road Lorton	119-1 ((1)) 1	1755-58
Indian Spring Farm	9829 Gunston Road Lorton	113-2 ((1)) 11A	c. 1810
LaGrange*	9501 Old Colchester Lorton	108-3 ((1)) 21	c. 1867
Laurel Hill	D.C. Correctional Facility Lorton	106-4 ((1)) 54	c. 1766
Lebanon	10301 Gunston Road Lorton	114-1 ((1)) 16	c. 1850 + 1942
Mason Boundary Stone (A)	10809 Harley Road Lorton	118-2 ((1)) 5	1783
Mason Boundary Stone (B)	10816 Harley Road Lorton	118-2 ((1)) 6	1783

* indicates demolition: potential remains for archeological site.

N National Register of Historic Places
V Virginia Register of Historic Places

FIGURE 7
INVENTORY OF HISTORIC SITES
LOWER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Metzger House	10720 Old Colchester Lorton	113-3 ((1)) 27	1759 + c. 1920
Occoquan Iron Bridge*	Rt. 123 & Occoquan River Occoquan	112-2 ((1)) 4	1878
Overlook (Benvenue)	10711 Gunston Road Lorton	119-1 ((1)) 2	c. 1850
Pohick Church N,V,H	9315 Richmond Highway Lorton	108-1 ((1)) 27	1769-1774
Springfield-Cockburn	10650 Gunston Road Lorton	114-4 ((3)) 01-1	
Woodlawn Friends H Meeting House	Franklin Road Fort Belvoir	109-2 ((1)) 38	c. 1853

* indicates demolition: potential remains for archeological site.

N National Register of Historic Places
V Virginia Register of Historic Places
H Historic Overlay District

The Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the County's Architectural Review Board.

The earliest known political capital of Fairfax County, the 1608 Dogue Indian Village of Tauxenent, was located along the north shore of the lower Occoquan River, possibly near the Town of Colchester. The identification, investigation, and preservation of this resource are essential elements of the County's Heritage Resource Management Policy.

The Lower Potomac Planning District contains some of the better preserved Indian sites covering the last 8,500 years. Of particular importance are the areas adjacent to the Potomac River and nearby bays. Interior watersheds, particularly along lower Accotink, Pohick and Kane Creeks, contain other important resources.

During the 1600s, the first permanent non-Indian settlements in the County were most likely established in this district. The relatively undeveloped nature of much of the district has helped preserve important evidence of all periods of the area's history. Undeveloped areas in the district have the potential for important heritage resources.

The major heritage resource preservation guidelines for the Lower Potomac Planning District are:

- Consider heritage resources at the earliest planning stages of development;
- Continue dedication of undeveloped land as open space (e.g., environmental quality corridors, Agricultural and Forestal Districts, parks) to preserve important heritage resources and maintain visual and cultural evidence of the County's past; and
- Preserve significant resources.

Public Facilities

Existing public facilities located within the Lower Potomac Planning District and those for which a future need has already been identified are included on Figure 8. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities has been identified as future needs in this planning district. These projects are included for informational purposes and in most cases will require a 456 Review public hearing before the County Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector recommendations and are considered a feature and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 456 Review public hearing. The following public facilities are identified as future needs in the Lower Potomac Planning District.

FIGURE 8
LOWER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
LP1					FCWA Water Treatment Plant I-95 Landfill I-95 Resource Recovery Facility Recycling Drop-off	*D.C. Department of Corrections
LP2	Lorton Admin. Center	Lorton Community	Lorton Fire Station Co. 19	Lorton Community Action	Lower Potomac Pollution Control Plant	*Lorton P.O.
LP3	Gunston Elementary		Gunston Fire Station Co. 20			
LP4	*Markham, *Cheney and *Barden Elementary Schools		*Ft. Belvoir Fire Stations *Davison Crash & Rescue Station *Ft. Belvoir Military Police Station	Eleanor U. Kennedy Shelter for the Homeless	Va. Power Belvoir Substation Sewage Pumping Station	*DeWitt Army Hospital *Ft. Belvoir P.O.

*Federal and State facilities are not subject to the 456 review process.

1. In order to meet the growing need for public utilities, additional electrical sub-stations and transmission lines will be required by Virginia Power in Sectors LP1 and LP2.
2. Locate an electrical sub-station by Virginia Power on tax map 107-2((1))8 in Sector LP2.
3. Construct a methane electric generator facility at the I-95 Landfill in Sector LP1.
4. Locate a senior center and relocate the Lorton Community Action Center to be part of the senior center on tax map 107-4((1))34 in Sector LP2.
5. Locate a permanent site for the South County's Visitors' Center, which is currently in leased space.
6. Locate a police station in the vicinity of the Lorton Fire Station.

Parks and Recreation

Public parks located within the Lower Potomac Planning District are listed on Figure 9. Additional recreational facilities are provided at County public school sites. The Lower Potomac Planning District contains major parklands encompassing nationally significant natural and cultural resources and providing diversified recreational opportunities.

Federal, state and regional agencies all have holdings concentrated in Mason Neck. The Mason Neck National Wildlife Refuge, State Park and Regional Park Authority land holdings on the southern and western portions of the peninsula are primarily managed for the protection of critical wildlife habitats and wetlands, with public recreation as a secondary use.

The Fairfax County Park Authority is responsible for upstream public parklands in the Pohick, Accotink, Dogue Creek and South Run stream valleys in addition to four smaller parks intended to serve local residents.

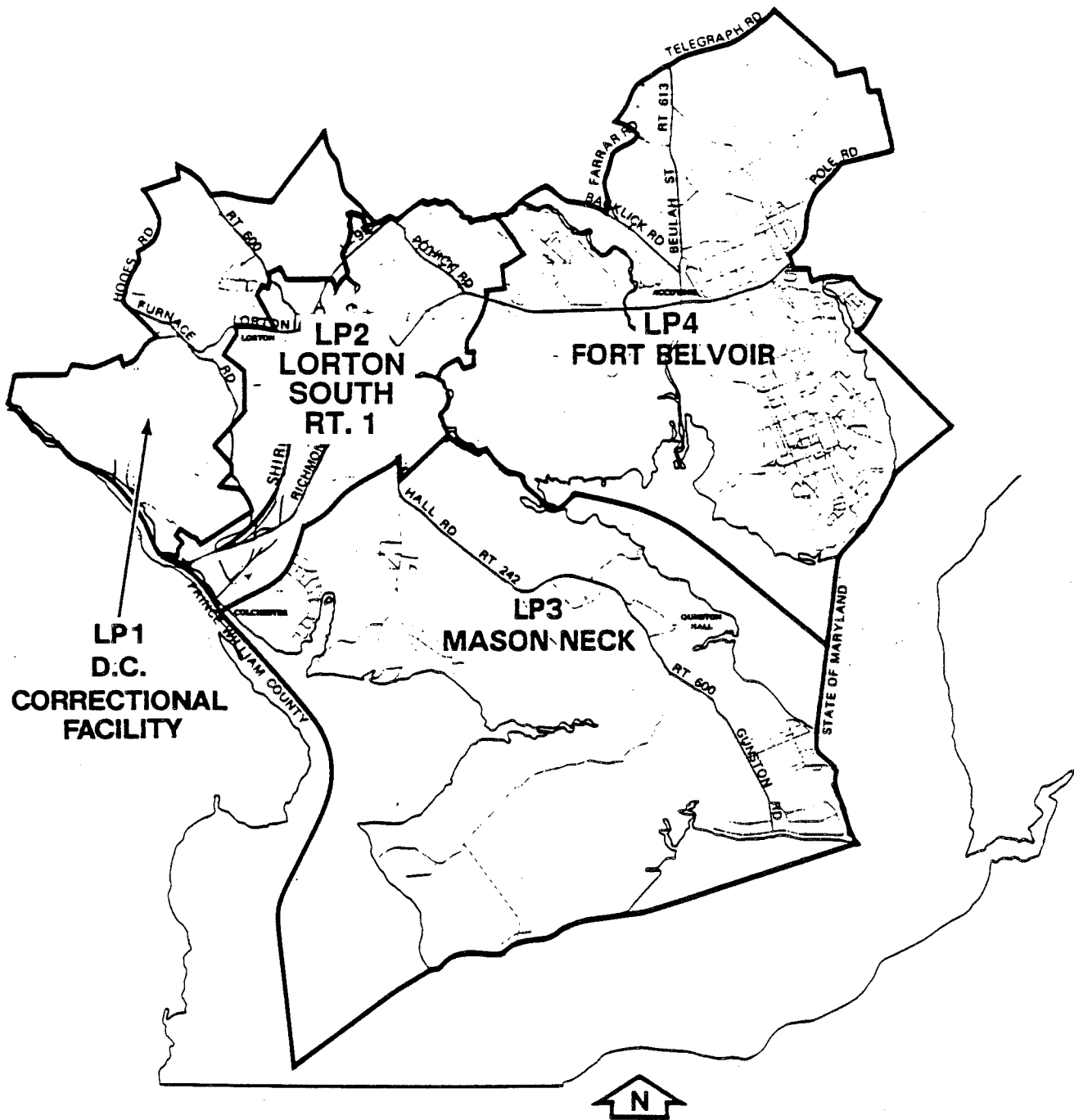
Pohick Bay Regional Park on Gunston Cove offers a variety of water-oriented and other developed recreational facilities which attract users from the entire Northern Virginia and Washington D. C. areas.

A combination of land acquisition methods including dedication, donation of conservation, trail and scenic easements, and purchase should be pursued to provide continuity of bicycle and pedestrian public access to link the significant park and recreation resources of the Planning District. Preservation easements should also be sought for selected sites. Local, regional, state and federal governmental agencies should coordinate their resource management planning to ensure maximum protection of natural resources.

There is also an unmet demand for additional active recreation facilities, especially athletic fields, to serve local residents.

FIGURE 9
LOWER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC PARKS

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL	STATE/FEDERAL
LP1				South Run Stream Valley	Occoquan	
LP2	Lorton Southgate	Mason Neck West Pohick Estates		Accotink Stream Valley Pohick Stream Valley		
LP3				Pohick Stream Valley	Pohick Bay Mason Neck	Mason Neck State Park Mason Neck Wildlife Refuge (USFWS)
LP4				Accotink Stream Valley Dogue Stream Valley Pohick Stream Valley		Jackson Niles Abbott Wetlands Wildlife Refuge (USA) Accotink Bay Wildlife Refuge (USA)



**FAIRFAX
COUNTY**

**COMMUNITY PLANNING SECTORS
LOWER POTOMAC PLANNING DISTRICT**

FIGURE
10

LP1 DISTRICT OF COLUMBIA CORRECTIONAL FACILITY COMMUNITY PLANNING SECTOR

CHARACTER

Sector LP1 contains approximately 3,200 acres. It is generally bounded by the Occoquan River to the south and the D.C. Department of Corrections property lines to the north, east and west.

Most of the area in the sector is utilized by the D.C. Department of Corrections. Besides the correctional facility, the D.C. Department of Corrections property contains the I-95 Landfill and the Energy/Resource Recovery Facility. Other land uses in the sector include an active rock quarry, the Fairfax County Water Authority Occoquan Water Treatment Facility and the Occoquan Regional Park.

Ox Road, Lorton Road, Furnace Road, Silverbrook Road, and Hooes Road are the major roads traversing Sector LP1. Other roads are private roads associated with the D.C. Correctional Facility. The D.C. City Council has stated its intention to build a perimeter road around the prison to improve security.

Fire and Rescue Services to Sector LP1 have been provided by the Lorton Station, Company #19, and in the future may be based on a contractual agreement between Fairfax County and the District of Columbia.

Particularly significant heritage resources are located along the north bank of the Occoquan River and Reservoir and can be expected in the area northeast of Silverbrook Road. Similar quality resources can be expected in undisturbed areas in the southeastern portion of the sector, northeast of the Occoquan River.

Heritage resources located on the D.C. Department of Corrections site are protected by the National Historic Preservation Act and appropriate implementing federal regulations.

CONCEPT FOR FUTURE DEVELOPMENT

The D.C. Correctional Facility Community Planning Sector is defined in the Concept for Future Development as a Large Institutional Land Area. The boundaries of the designation of the Large Institutional Land Area are coincidental with the planning sector boundaries. The Concept recommends that the federal government develop or redevelop these areas only when plans are coordinated with the County and consistent with the County goals and the Comprehensive Plan.

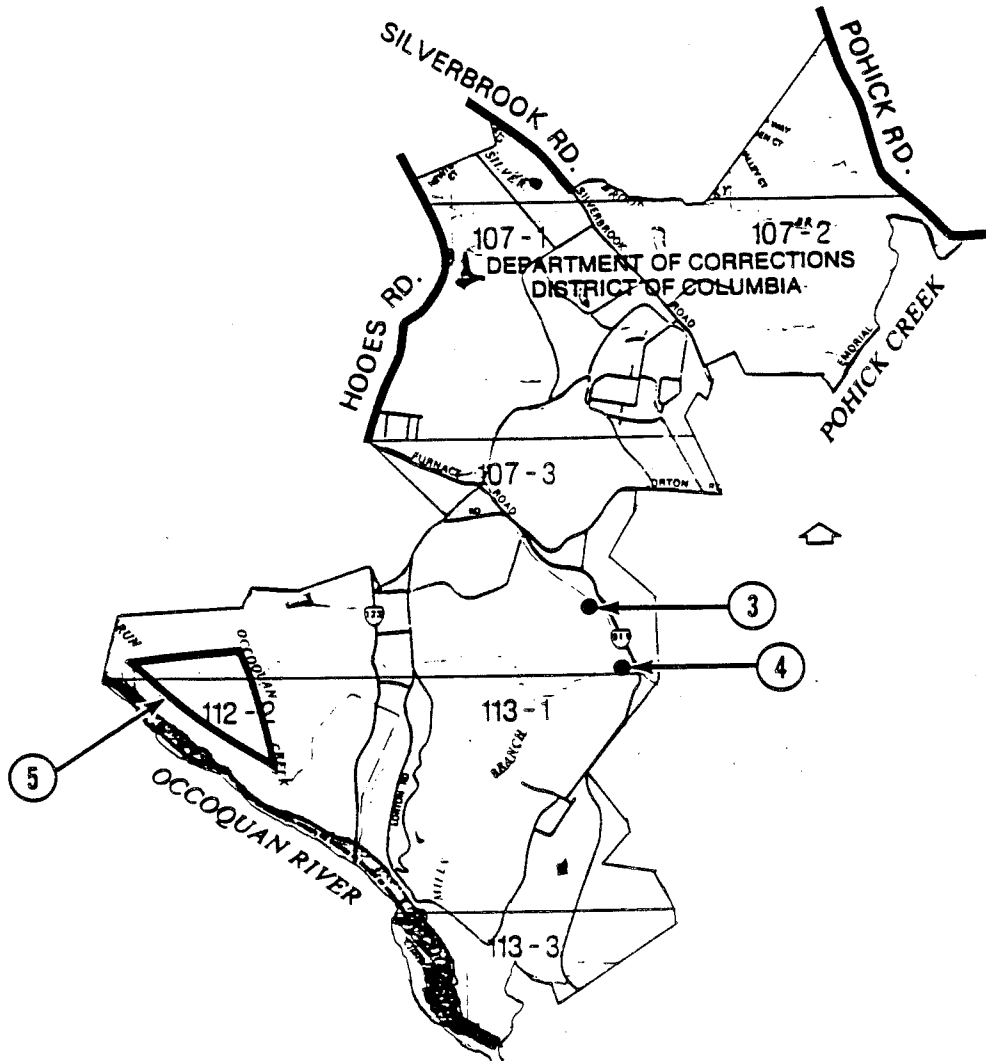
RECOMMENDATIONS

Land Use

Figure 11 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

LP1

D.C. CORRECTIONAL FACILITY COMMUNITY PLANNING SECTOR



1. Any development within the I-95 and Ox Road corridors along the southern boundary to Fairfax County should contribute to an attractive "Gateway to Fairfax County." All future development should be located, designed, accessed, buffered, and screened, where necessary, to help further the attainment of the "gateway" concept. Well-designed private and public development should be sought and encouraged. Special emphasis should be placed on preserving or restoring landscaped or natural treed open space along major roadways. [Not mapped]
2. If, in the future, the D.C. Department of Corrections facility is relocated and the site is available for redevelopment, a citizens' task force with representation from the adjacent community should be established to work with the County to study alternative uses for this site. The re-use of the site should be planned as a unit. Development or redevelopment of the site should provide a planned mixed-use residential, educational, employment, recreational community with a variety of housing and employment opportunities, sufficient off-site transportation improvements including mass transportation to insure a zero or minimal transportation impact on the adjacent region (including primary arteries, but in any event, creating an impact no worse than Level of Service D) environmental safeguards, sufficient recreation, and significant participation by the adjacent community in further development planning and implementation. Efforts should be made to secure dedication to the County's open space system for land which is owned by the federal government that is at a distance of approximately 500 feet from the edge of privately held parcels. Additionally, in any development proposal, adequate transportation and public facilities improvements, recreation and open space must be provided, and sensitivity to the environment ensured. [Not mapped]
3. The I-95 Energy/Resource Recovery Facility is located in this community planning sector. Also located in proximity to this sector are a primary source of water, and one of the more fragile wildlife sanctuaries on the eastern coast, the bald eagle refuge on Mason Neck. The County should continue to monitor the facility to ensure the highest feasible level of toxic pollutant removal using proven technology. The project should provide for continuous monitoring of technology updates on:
 - The use of scrubbers, filters, and similar physical means to remove ash particulates and solid pollutants from the stack prior to discharge into the environment.
 - State-of-the-art stack monitoring equipment to detect excessive levels of any toxic pollutants prior to their discharge.
 - Physical separation of certain materials such as paper, heavy metals and polychlorinated vinyl from the waste stream prior to combustion.
 - The means to maintain optimal temperatures and pressures throughout the combustion process.

The results of such monitoring should be periodically reported to the Board of Supervisors for further action.

Traffic volumes should not exceed acceptable levels of service. Methods to effectively mitigate traffic impacts should include emphasizing off-peak use of the facility and providing for appropriate roadway improvements in the area. In order to maximize the aesthetic value of the facility, landscaping should be provided and maintained on the site.

4. The County is encouraged to construct and lease a convenience food store/delicatessen at the entrance of the I-95 Landfill provided such a facility is determined to be economically feasible. The use would be intended to serve employees and users of the I-95 Landfill and minimize vehicle trips resulting from traveling to similar establishments in the surrounding area.
5. If extraction continues to be permitted on the property west of Ox Road near the Occoquan River (presently the Vulcan Quarry), extraction should be predicated on the assumption that severe slopes, especially adjacent to swales and streams, will not be disturbed so as to pose a direct threat to stream water quality. Consequently, limits of clearing for proposed extraction sites should not encroach on severe slopes in such a manner as to render impossible sediment control and/or visual buffering for nearby residents. Further, sediment control measures should be adequate to control sheet, rill, or gully erosion in conformance with the guidelines of the County sediment and erosion control inspectors and/or ordinance, whichever measures are more stringent. A natural buffer of at least one hundred feet along the southwest line of the property parallel to the Occoquan Creek should be maintained.

Within six months of final fill grade, or as soon thereafter as possible, the visual berm areas along the southwesterly property line, the northwest and southern corners of the property and at the creek entrance to the property along the northern property line should be planted. The plantings should consist of ground cover and evergreen trees. Upon completion of operations, the land should be left in a safe and stabilized condition so that the area can be developed for public park or private recreation uses as shown on the Comprehensive Plan map.

Transportation

Transportation recommendations for this sector are shown on Figure 12. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Direct access should be provided from I-95 to the landfill and incinerator subject to the availability of funds and approval from State and Federal transportation authorities.

Public Facilities

The most up-to-date technology should be used at the I-95 Landfill to assure that the waste management system does not endanger the County's environmental quality. Areas of environmental sensitivity should be avoided for ash landfill operations and all ash fill disposal areas should be separated at a minimum of 500 feet from areas planned for residential development or public parks.

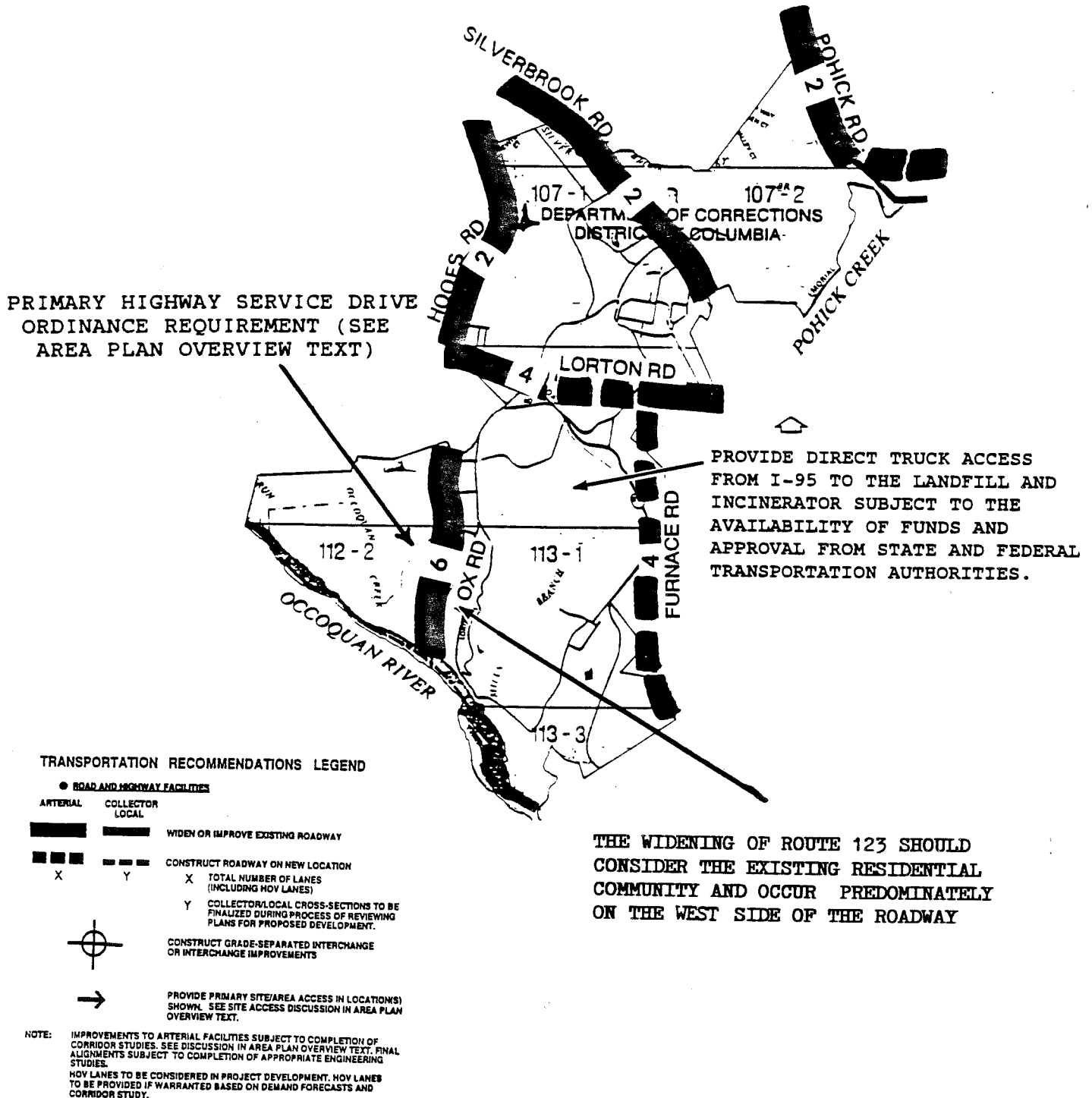
The following public facilities are identified as future needs in the LP1 Community Planning Sector:

- In order to meet the growing needs for public utilities, additional electrical sub-stations and transmission lines will be required by Virginia Power in Sector LP1.
- Construct a methane electric generator facility at the I-95 Landfill.

LP1

D.C. CORRECTIONAL FACILITY

COMMUNITY PLANNING SECTOR



**FAIRFAX
COUNTY**

TRANSPORTATION RECOMMENDATIONS

FIGURE
12

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 13. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 14 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 13
PARK AND RECREATION RECOMMENDATIONS
SECTOR LP1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	Community Park facilities are available in adjacent sectors at Lorton and Mason Neck West Parks.
DISTRICT PARKS:	<p>This sector lies on the perimeter of the South Run District Park service area.</p> <p>If the Newington Heights Park is expanded as proposed in the Pohick Planning District, it would serve this sector.</p> <p>In the future when private landfill operations cease, the area should be developed with active recreation uses.</p>
COUNTYWIDE PARKS:	
South Run Stream Valley	<p>Ensure protection of the Environmental Quality Corridor and public access to stream valley park through acquisition and/or donation/dedication of land or open space easements to Fairfax County Park Authority. Complete development of countywide stream valley trail.</p> <p>If the D.C. Department of Corrections site is ever developed by the private sector, land should be dedicated to the Fairfax County Park Authority for Environmental Quality Corridor protection and continuity of trail access.</p>

FIGURE 13

PARK AND RECREATION RECOMMENDATIONS

SECTOR LP1
(continued)

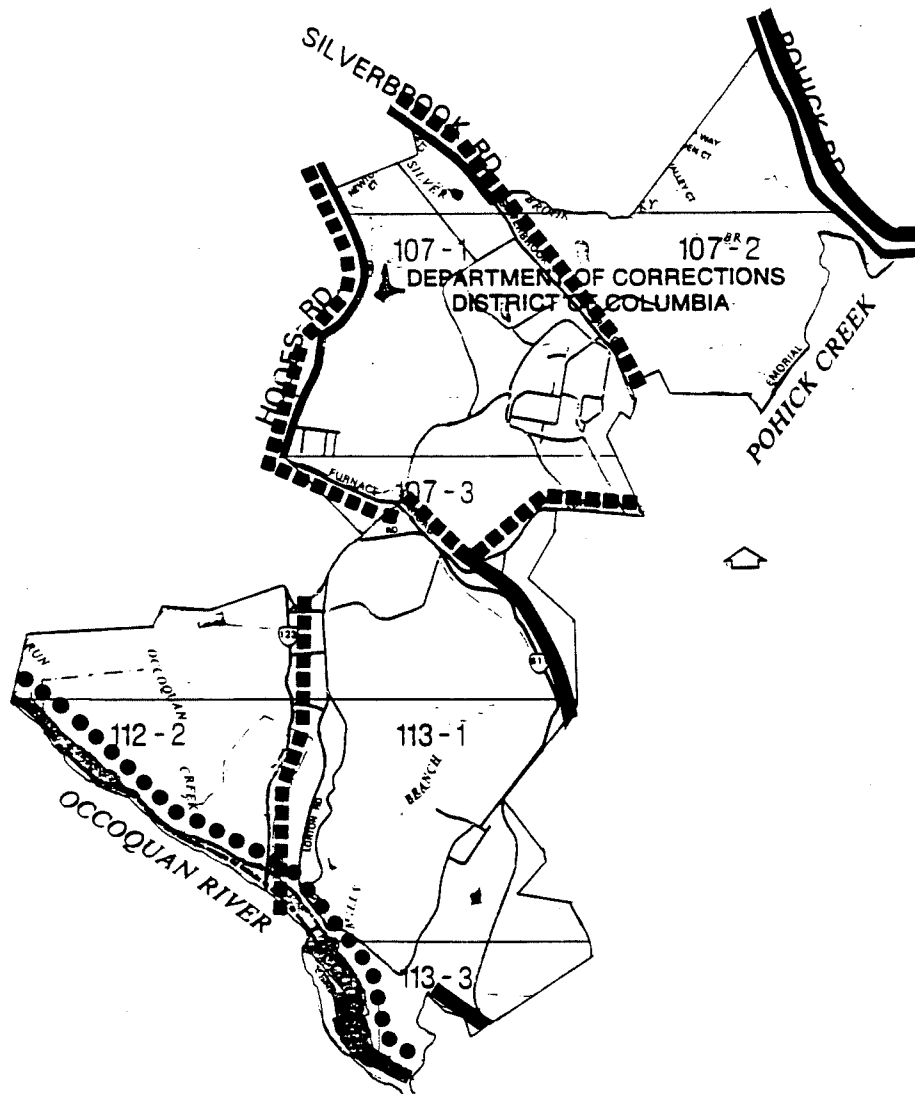
REGIONAL PARKS:

Occoquan

Complete development in accordance with approved master plan. In the future, when the adjacent I-95 Landfill operations cease, that area should be restored for public park use and operated by the Northern Virginia Regional Park Authority.

LP1

D.C. CORRECTIONAL FACILITY COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

PEDESTRIAN
 BICYCLE
 EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

**FAIRFAX
COUNTY**

PLANNED TRAIL SYSTEM

FIGURE

14

LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR (LP2)

Please note that the Lorton-South Route 1 Community Planning Sector (LP2) is the subject of Plan Amendment Item S91-IV-MV1. The Board of Supervisors deferred action on this Plan Amendment to September 23, 1991. Copies of the proposed Plan Amendment may be obtained at the Office of Comprehensive Planning, 7th Floor, Centerpointe I Building, 4050 Legato Road, Fairfax, Virginia.

Until the Board takes action on this Plan Amendment, the current Plan text on the area proposed as the Lorton-South Route 1 Community Planning Sector (LP2) is contained in the Shirley Community Planning Sector (LP2), Lorton Community Planning Sector (LP4) and a portion of the Fort Belvoir Community Planning Sector (LP5). Maps and other figures that accompany this text are referenced alphabetically in order to differentiate these items from other figures contained in this Area Plan. Please note that the text, maps and figures for this sector may be outdated in some instances.

LP2 SHIRLEY COMMUNITY PLANNING SECTOR

Land Use

This sector lies between I-95 and the eastern boundary of the District of Columbia Department of Corrections institution. The southern tip of the area borders the Occoquan River. (See Figure A.) The area is largely undeveloped, although there are some scattered, low density, single-family dwellings and institutional/public facilities uses. The general character of the area is rural and isolated. Along Lorton Road there are parcels zoned for shopping centers or motels.

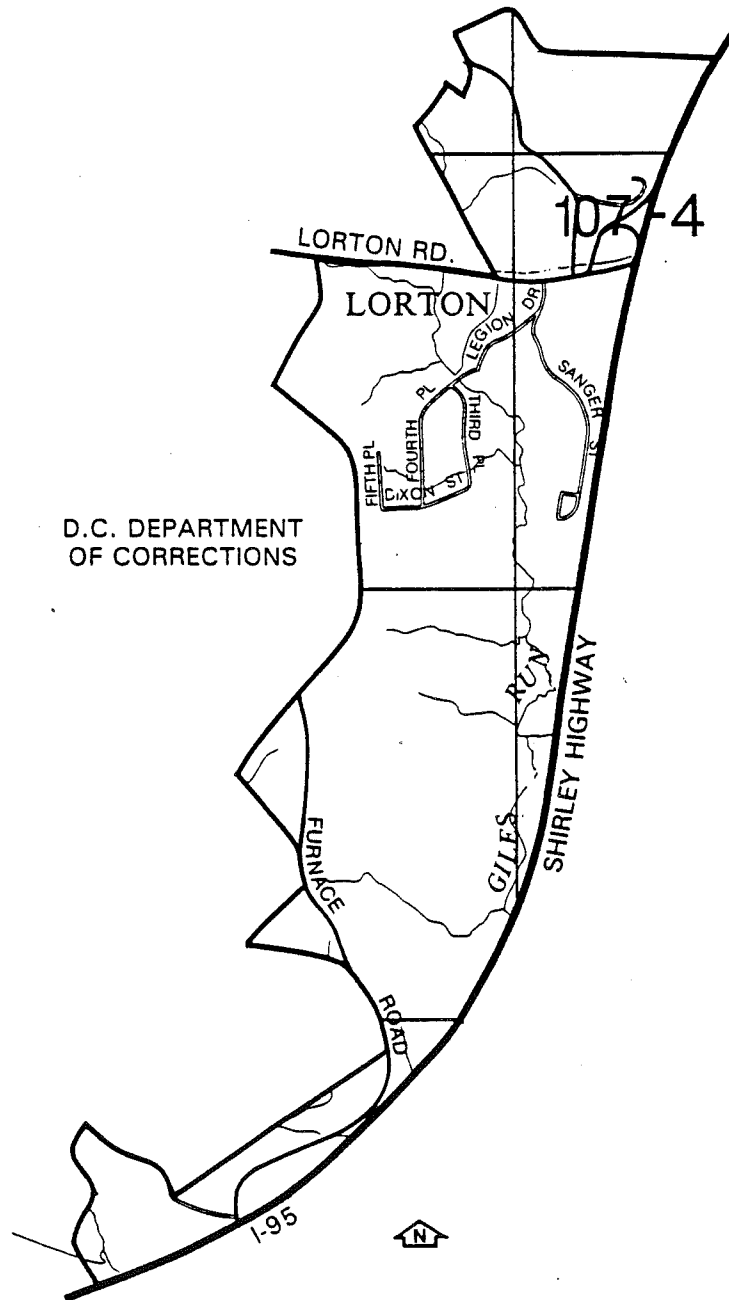
Occoquan/Furnace Road Area

This area has a number of locational and other features which limit its development potentials:

- The Lorton penal institution property on the west and I-95 on the east and south effectively block the area from surrounding areas.
- Good road access to the area is lacking.
- The area has severe topographic contours and stream valley areas which limit the attractiveness of the areas for industrial uses which require relatively level ground.
- The area is not sewered and has marginal soils for septic tank type sewage treatment.
- The residential attractiveness potentials of the area are limited by the area's locational features and lack of roads and sewers.
- Environmental considerations indicate a sensitive area and proposed development should be assessed for potential environmental impact.

FIGURE A

LP2 SHIRLEY COMMUNITY PLANNING SECTOR



Transportation

The dominant feature of transportation in this planning sector is I-95, which provides excellent access via the Lorton interchange to points north and south of this sector. East-west access is provided along Lorton Road and Silverbrook Road. Sanger Street provides the only entrance off Lorton Road into the sector's predominant residential area, southwest of the interchange. Road access to the southernmost part of the sector is limited to Furnace Road that traverses the sector north to south. On the north, Furnace Road intersects Lorton Road. On the south, Furnace Road meets Route 1 just before Route 1 crosses the Occoquan into Prince William County. While I-95 comes through the southern tip of this area, there is access only to the northbound lanes of I-95 at this location.

Environment

This area is located in the Mill Branch watershed and, specifically, contains Giles Run and its floodplains at the eastern edge; the stream valleys of this channel, including extensive steep slopes (15 percent), affect the entire area. Because of its location in the Coastal Plain Geologic province, the area lies in a zone of sensitive aquifer recharge; marginal soils for septic tanks also exist here.

Giles Run floodplain and stream influence zone begin northwest of Lorton and continue through the north and southeastern edge of this area forming the basis of the Giles Run Environmental Quality Corridor.

Shopping

The nearest shopping centers are across the Occoquan River in Woodbridge or north on I-95 at Springfield.

Housing

Existing housing is low density, single-family residential. Many of the families who live in Sector LP2 are long-time residents of the Lorton area.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Public Facilities

Schools

Lorton Elementary School is located within the sector.

Parks, Recreation and Open Space

There is no public parkland within the sector. Sector residents will be within close proximity of the 400-acre recreational complex being reclaimed as part of the regional landfill project in the southern part of the Lorton complex. However, neighborhood recreation areas will still be needed.

RECOMMENDATIONS

General

Any development within the I-95 corridor along its southern entrance to Fairfax County should contribute to the maintenance of an attractive "Gateway to Fairfax County." All future development should be located, designed, accessed, buffered, and screened, where necessary, to help further the attainment of the County's "Gateway" concept. High quality, well-designed private and public development which can serve the needs of the expanding residential areas, visitors and campers will be sought and encouraged.

Area North of Lorton Road

The area bounded by the D.C. corrections facilities on the west and north, Shirley Highway on the east, and Lorton Road on the south is zoned for multi-family and commercial uses in its southern half and for residential densities of 1-2 dwelling units per acre on the remainder. The Plan recommendation acknowledges and continues the present zoning.

No additional higher intensity uses are planned for the area and none should even be considered until adequate access has been assured and it has become apparent that higher intensity uses rather than low-residential densities are a desirable approach to the development of the area. Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook/Lorton Road intersection at an adequate distance from the Shirley Highway ramps, and allow easy access to the realigned Silverbrook Road.

The filing of any new rezoning cases on the tracts presently zoned for commercial or multi-family should be used as an opportunity to reconsider the densities planned for the area. No new rezoning application should be granted intensities inconsistent with topography, access, and distance to shopping facilities, even though that means lowering the zoned densities in the area.

Given the present and proposed land uses and the development constraints of the area, the introduction of industrial uses, especially heavy industrial uses on a small-scale basis, would be very undesirable.

Under special use permit procedures, the County is enforcing tight performance standards on sand and gravel operations.

Continued easy and economical availability of sand and gravel products is an important resource. This site should be assessed as to the public cost and benefits associated with extraction uses.

Under the circumstances, it would be appropriate to allow the natural-resource-extraction permit process to determine whether an extraction operation could take advantage of the materials on this site with accompanying benefits to the County, without accelerating deterioration of Silverbrook Road, increasing danger to users of that road, impacting adversely on the surrounding Lorton community or increasing noise and danger to the Lorton School population. The stability and livability of the Lorton area will suffer if there is any nuisance associated with the extraction of materials from this site.

If extraction is eventually permitted, proper development of the site must reflect land use suitability consistent with environmental constraints. It is imperative that steep slopes and drainageways be retained in their natural state. These restricted areas would serve as buffer zones, inhibiting off-site erosion and associated water quality impacts. To insure environmental compatibility within the remaining acreage, strong adherence to sediment control measures, especially with field maintenance, is compulsory for mitigating increased runoff and related sediment rates. Failure to consider these potential environmental effects could disrupt the site's physical system and seriously affect contiguous natural communities. Furthermore, any extraction would need to be predicated on the assumption that the site would be restored in such a condition that a use within the adopted Comprehensive Plan could be accommodated easily and inexpensively.

Lorton Special Area

Environmental Overview

Development within this sector involves several environmental issues and factors. These include an extensive floodplain associated with the Giles Run stream valley, difficult slopes and land form configuration, widely distributed quality vegetation resources, a substantial highway noise impact zone associated with I-95, numerous visual concern or opportunity features, and mixed development assets and liabilities because of indigenous soil/geologic characteristics and man-made development hazards. Related transportation and land use concerns center around the accomplishment of adequate ingress/egress for development proposals and topographic complications which might frustrate that objective; protection of existing stable single-family detached residents from visual, highway or hydrologic impacts resulting from additional development; and allocation of reasonable and buildable uses for the more difficult portions of the study area.

The environmental analysis follows the sequence found in the Project Impact Evaluation System/Environment, i.e., geology, topography, hydrology, soils, vegetation, wildlife, open space resources, visual impacts, noise pollution and air pollution. This methodology operates as a continuum from inventory to analysis to land use suitability. (More detailed or supportive information is available from the Office of Comprehensive Planning.) The Sensitive Environmental Factors map shown as Figure B, defines the constraints or open space network (conservation area) for the area. The Land Use, Open Space and Circulation Recommendations map shown as Figure C, gives recommendations regarding those features which are environmentally acceptable for the area.

The rationale behind the Recommendations map can be summarized as follows:

1. Potentially unstable or severely disturbed areas are planned for complementary low-bearing-load land uses which can more readily deal with these limitations. For example, given proper siting, extremely low density residential uses are more adaptable to difficult site conditions such as slippage clay than heavy commercial or industrial land uses. Likewise, a major open area recreation facility like a golf course could be constructed over the inert landfill without risking extensive damage from consolidation of the underlying materials.
2. Areas underlain by more stable sand and gravel or saprolite (weathered bedrock) are designated for residential uses at an intensity suitable for site conditions - topographic, soil, vegetation and noise - and adjacent land uses.

FIGURE B

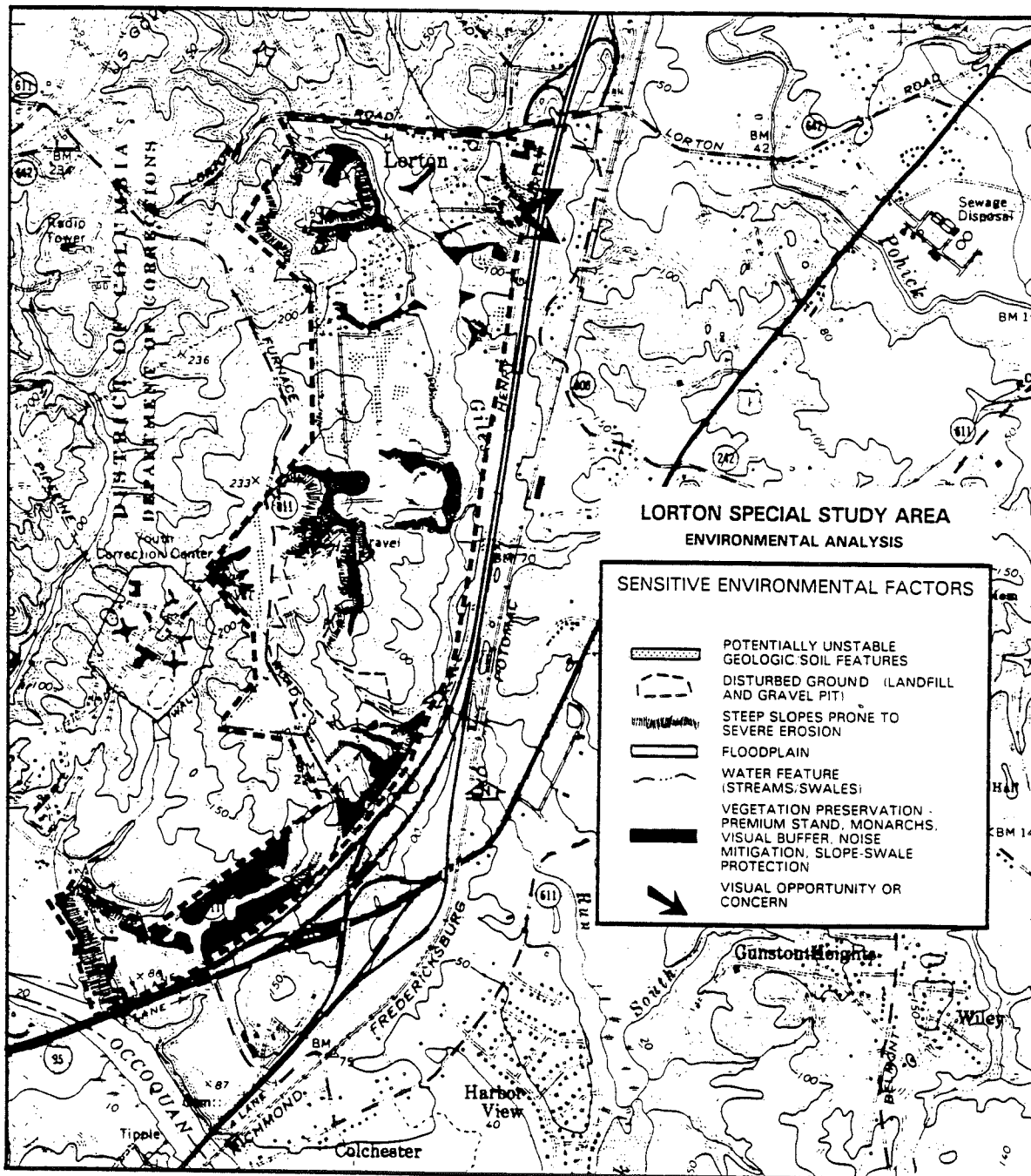
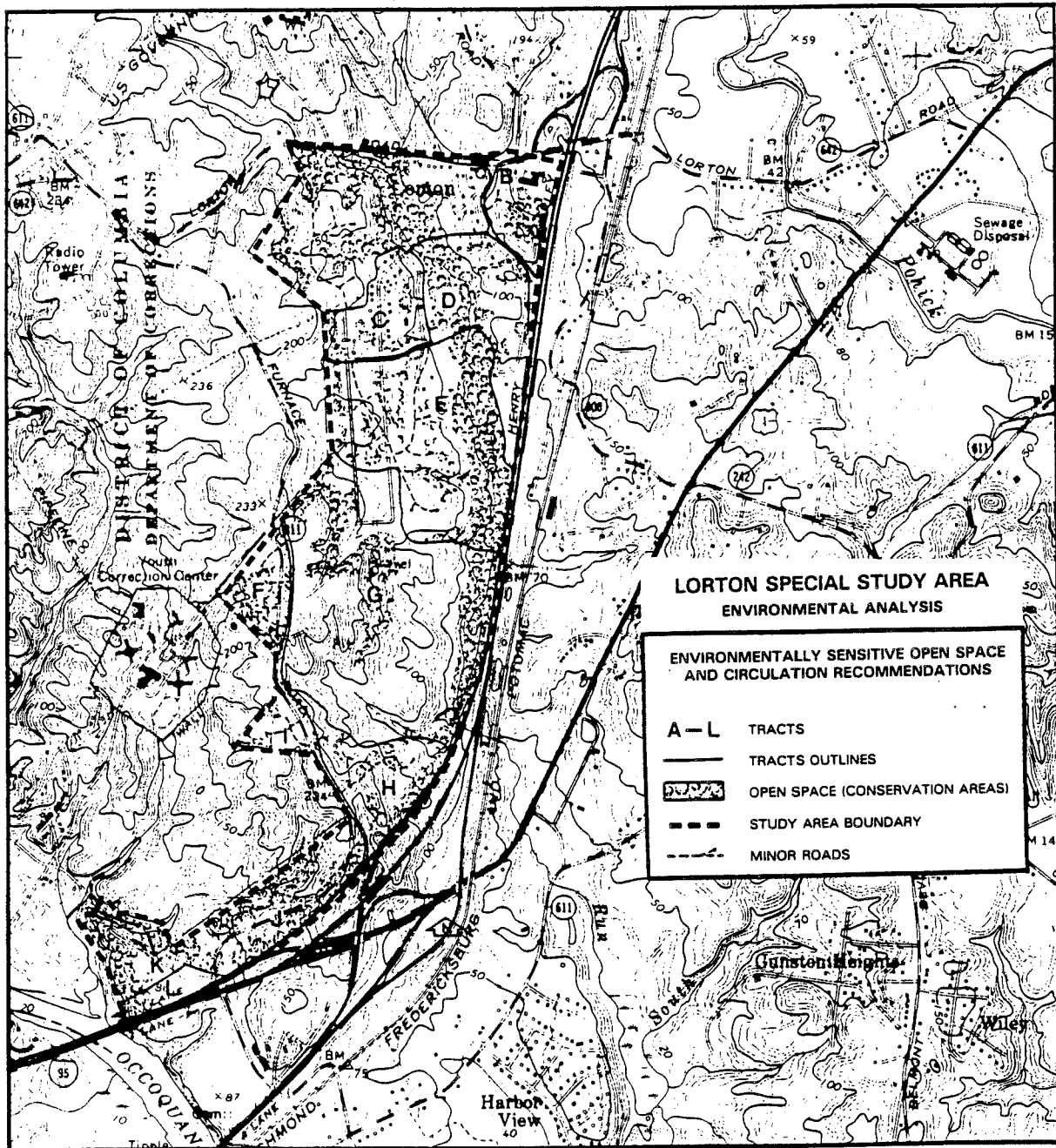


FIGURE C



3. Severe slopes and/or limiting landforms are generally planned for low density residential uses. In most cases, these areas could not accept moderate-density residential uses without extensive, disastrous site clearing and grading.
4. Floodplain, poor-bearing and severe slopes are delineated as open space or wildlife habitat areas. Clearing is not recommended in these areas although lot lines may extend into the open space system.
5. Minimal or no clearing is generally recommended for erosive valley wall soils.
6. Areas with characteristically poor soils for septic fields are treated with larger lot zoning in order to facilitate location of a suitable field.
7. Specimen trees are almost universally retained as open space elements.
8. Visually lower quality woodlands are recommended for greater clearing to accommodate development vis-a-vis high-quality forested areas. Visually prominent landforms are recommended as focal points for new development.
9. Highway noise zones are treated with a larger lot plan approach so that the unit and yard area can be located outside of the impact zone.
10. Circulation is designed to provide an overall ingress/egress plan which minimizes stream crossings and impacts on existing neighborhoods, and sites roads in conformity with the slope and shape of the topography.

General Recommendations

Assuming general adherence to this Plan by future development, specific recommendations and guidelines are also necessary.

- A. Where favorable soil conditions permit, future development should incorporate on-site stormwater management systems for quantity regulation and quality improvement. For residential uses, these systems include:
 1. sumps to the low side of individual unit for infiltration of roof, patio and driveway runoff (care is necessary to avoid impacting septic fields);
 2. perimeter dikes or rock filters along the cleared portion of all lots, especially at the top of valley walls or slope landforms, to intercept and infiltrate overland flow before it can concentrate and erode the valley walls;
 3. rock pooling of all road culvert outfalls for that distance necessary to reduce runoff below critically erosive velocities; and if needed,
 4. the installation of check weirs at appropriate intervals down sloping swales to reduce runoff below critical velocities.

In order to maintain pre-development infiltration rates and hence avoid an adverse impact on domestic well performance, infiltration systems should be designed to accommodate approximately one acre-foot of rainfall per disturbed acre per year. (This is an average infiltration value for the Coastal Plain geologic province where this sector is situated.)

For extensively altered areas, a detention/retention pond system may be more desirable than infiltration systems. For example, one large pond in the Giles Run stream valley, serving both flood control and recreation purposes, might be the most acceptable method to accommodate changes to the natural coefficient of runoff. An additional benefit of the pond would be control of sediment and the suspended load which might otherwise adversely impact the Massey Creek wetlands and estuary. Soil/geologic conditions will dictate the acceptable design and nature of such systems.

- B. Given the irregular and sometimes unpredictable slippage clay distribution within the Coastal Plain, it is recommended that all sector development proposals require only minimal site work (i.e., cut and fill). If necessary, parcel consolidation should occur to accomplish topographically sensitive ingress/egress. On-site borings should accompany all development programs; review by the Geotechnical Board will also be necessary for much of the area, especially concerning drainage methodologies.
- C. As a corollary to Recommendation B, circulation and unit siting should occur in concert with the slope and shape of the land forms.
- D. Where quality vegetation and/or specimen trees have been mapped, sensitivity to and hence minimal clearing of these resources is expected. Again, parcel consolidation is recommended rather than clearing areas to achieve balanced cut and fill on topographically difficult sites.
- E. Larger lot residential uses are proposed for the I-95 noise impact envelope so that units and yards can be set outside or near the edge of the impact zone. In some situations micro-topographic variations may produce either noise-protected areas or funneling of excessive noise levels. In such areas, residential development should consider these effects in unit and/or yard siting.
- F. Any recommendations for the following tracts which allow subdivisions with lot sizes of less than 80,000 square feet are contingent upon the provision of public water supply.
- G. Recommendations for pipestem lots or private driveways are contingent upon adequate compliance with the Fairfax County Public Facilities Manual.
- H. Recommendations for groundwater recharge are made where that would be significant in maintaining a water table which supplies local wells.
- I. Hardpan is pointed out because it can interfere with septic systems and because infiltration, where desirable, will have to penetrate the hardpan.

Land Use, Open Space and Circulation Recommendations

Where appropriate residential densities are not specified in the text, the Plan map must be consulted for the recommended density range. The text is meant to be read with frequent references to the maps in the text and the Area IV Plan map.

Tract A

- A. Residential uses are appropriate for the "buildable" portion of the tract.
- B. Placement of homes should recognize that a noise impact zone may develop from the widening of Lorton Road to a four-lane facility and that the septic rating is variable due to high-percolation (infiltration) rates on sand and gravel.
- C. Development should also take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development, and should preserve the excellent quality young beech forest which is located in swales, along valley walls, and in a portion of the upland.
- D. East of the extensive Giles Run floodplain (which contains an aesthetically high-quality stream and leads into steeply sloping swales cutting the plateau and valley wall), development densities should be compatible with the existing community and comply with septic field regulations.
 - 1. Given the proposal for the widening of Lorton Road, additional driveways are discouraged. Access should be by internal subdivision streets.
- E. West of the floodplain, the plateau and slopes up to 35 percent (which contain erosive soils) require more sensitive treatment.
 - 1. For a limited portion of the plateau, 1-2 dwelling units per acre is appropriate.
 - 2. For the rest of the primary plateau, however, given the steepness of the slopes, septic requirements and the quality of existing vegetation, development at .5-1 dwelling unit per acre is more acceptable.
 - 3. Access should be to 5th Place and Lorton Road improved. A public road can be constructed from the tract to Lorton Road along the westernmost border of the study area. This will be out of the floodplain and, upon widening of Lorton Road, free of any sight distance problems. Internal cul-de-sacs or pipestems should match the topography.
 - 4. Clearing should be restricted to that necessary for the units, roads, driveways and septic fields. All monarch trees such as those along the valley wall should be protected.
- F. The westernmost slope and plateau is a difficult area. If access must be internal to the tract, only development at .2-.5 dwelling unit per acre seems possible with units restricted to the plateau top. The valley walls must be kept in existing vegetative cover.

Tract B

- A. A variety of land uses could be accommodated on this property. All the uses should provide groundwater recharge.
- B. Limited commercial development could occur along Lorton Road where slopes are acceptable, vegetation resources limited and traffic levels high. Buffering and design considerations relative to height, lighting and sound levels are of paramount importance, however, in order to protect adjacent residential uses.

- C. On the remainder of the tract, low density residential uses are suitable. Severe slopes and the plateau top, which has a view of Gunston Cove, could be developed conventionally at .2-.5 dwelling unit per acre and accessed via private driveways or pipestems. Development at .5-1 dwelling unit per acre is desirable at the base of the slope and in the I-95 noise zone, which substantially impacts the southern one-third of the property. The ridgeline partially mitigates the noise impact zone. Where the ridge ends, noise penetrates roughly 300 feet into the tract. Development at 1-2 dwelling units per acre could be accommodated on the more gentle slopes towards the north and western edge of the tract south of the commercial area. Because of the severe slopes, which approach 40 percent and 100 percent in localized areas, strict limitations should be placed on clearing.
- D. Development should be consistent with infiltration rates, which may be too high for septic fields; not overload steeply sloping swales, as erosion is a concern; recognize that the slopes and swales afford unique opportunities for innovative housing types (pole and beam); and honor the excellent quality hardwoods and scattered beech in the northern two-thirds of the tract.
- E. Existing commercial zoning south of that immediately adjacent to Lorton Road should not be implemented because it would likely physically alter the site to the extent that adjacent residential properties would be impacted by neon lights and commercial traffic levels. Use of the property should be as shown on the Area IV Plan map.
- F. Additional development, at this time, of the area immediately west of I-95 at Lorton Road is not recommended. The present access is not readily attractive to development and improved access may alter the orientation of some parcels to the interchange. At such time as the redesigned interchange is determined, the staff can evaluate the design and recommend the appropriate relationship of uses to the interchange. If the present Lorton School is vacated before such improvement is made, the structure should remain in public ownership, with only temporary interim uses permitted, until the interchange area is replanned.

Tract C

- A. Residential infill development, using existing streets, is appropriate.
- B. Existing development densities (1 dwelling unit per acre) are appropriate except in the small swale area along the southern border where parcel consolidation to create two-acre lots may be necessary for proper septic field operation because of floodplain soils.
- C. Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge.
- D. Development should retain the wooded appearance which will be maintained in part by trees preserved along property lines and adjacent to individual homes.
- E. Extension of 3rd, 4th and/or 5th Place streets must be accomplished at the time the tract develops.

Tract D

- A. Residential uses are appropriate; noise impacts, micro-topography, floodplain and vegetation resources suggest varying densities. Development should provide for groundwater recharge. Locally steep areas in the vicinity of small swales should be treated sensitively to minimize soils erosion.
- B. Unit orientation should use the topography for noise buffering and site enhancement. A view orientation towards Giles Run and the small swales appears desirable. Noise buffering is also accomplished by siting on the reverse slope from I-95.
- C. Along 3rd Place, development at 1-2 dwelling units per acre is appropriate provided that septic systems can be accommodated on less than two-acre lots.
- D. In the area immediately south of Cooper Drive and west of Sanger Street, development at 1-2 dwelling units per acre would be compatible with existing development.
- E. For the high-quality vegetation area farther south, development at .5-1 dwelling unit per acre would be more protective. Units should focus on the small wooded swale between this area and that to the north of the Giles Run floodplain. Very selective clearing should be attempted in order to preserve the high-quality woodland appearance. No specimen trees, which include scattered monarchs in the northern part of the area, should be cleared.
- F. Farther south, the vegetation deteriorates in quality, highway noise impact is greater, and swale soils and clay deposits may limit usable septic fields. Therefore, development at .5-1 dwelling unit per acre is recommended with development set well back from I-95.
- G. The southern extension is limited by floodplain on the west and noise on the east; if any additional residential development occurs here, it should be kept as far from I-95 and as close as possible to the floodplain limit and occur at a very low density (.2-.5 dwelling unit per acre).
- H. The open space areas shown for retention are swales, steep slopes, quality trees, monarchs and plateau tops where noise impact is great.
- I. Circulation throughout should be to Sanger Street from topographically responsive pipestems or cul-de-sacs.

Tract E

- A. Low density residential uses are appropriate on this tract, which may have clay on the upland portions. The clay can limit septic operation, and could be slippage clay.
- B. Development at 1-2 dwelling units per acre is suitable for the upland. The topography, which can lead to substantial erosion unless development is sensitive to landforms, and the quality vegetation should be recognized as an opportunity for sensitive development. Care is needed to avoid a massive monotonous design on the upland portion of the site.

- C. Slopes with quality vegetation should be developed at a lower density, i.e., .5-1 dwelling unit per acre; however, extensive limits of clearing will still be necessary. Two steep stream swales, which are distinct site amenities, run easterly across the tract and empty into Giles Run. Adjacent to the swales, two quality vegetated areas coincide with plateau edges and severe slopes (approaching 30 percent in places) and contain scattered beech trees. The streams and swales should be used for unit orientation.
- D. Circulation should be through 5th Place, and probably 3rd Place, to Lorton Road improved. Alternate access through Tract G along an existing gravel road alignment would be desirable if the road were improved slightly and used for emergency purposes only.

Tract F

- A. Residential development at 1-2 dwelling units per acre can be accommodated on the uplands.
- B. The slopes in the western corner, which approach 35 percent along the sharp valley walls that descend into the swale, should be kept in natural cover. A similar buffer along Furnace Road is appropriate. Clearing of the wooded tract with its high-quality mixed hardwoods should be carefully restricted and controlled.
- C. The prison facility which is immediately west and downhill of the tract will be buffered by retention of the natural cover on the slopes in the western corner.
- D. Units should use the swale that those slopes descend into as a focal point and be accessed by common driveways onto Furnace Road.
- E. No on-site disposal of cut materials should occur at the expense of the existing cover.
- F. On-site infiltration should be employed.
- G. Any development of the area must accommodate the hardpan soil conditions.

Tract G

From west to east, the tract is an upland plateau, steep valley wall (50 percent slopes), gentle undulating ridges and swales and floodplain. The sharp points and ridges offer spectacular views of the woods and floodplain. Unstable slippage clay is mapped for steep slope areas in the center and southern portions. Rough topography to the east suggests additional slippage clay there. Gravel caps the uplands and has been mined in the past. An inert landfill occupies the massive southern swale on the tract and presents nearly insurmountable development difficulties, as consolidation of tree stumps, limbs, etc. will take decades. Steep slopes and ridgelines border the landfill site on the north and south.

Quality hardwoods coincide with the uplands and slopes at the northwestern corner and exist along the clay slopes in the center of the tract. The majority of the site has marginal quality mixed hardwoods and pine. The pine are being cut from the area immediately north of the landfill. The active portion of the landfill is totally unvegetated, although some reseedling has been attempted in the old gravel pit areas on the plateau top.

- A. All of the factors stated above demand an imaginative plan for an ultimate use of this site. Consequently, it is recommended that a golf course (public or private) be designated as the ultimate use for the tract. Approximately 150 acres have been included in this tract, with the natural limits of the clay and quality vegetation to the north and slopes to the south serving as logical breaklines.
- B. Any development plan for the use of this tract should recognize that slope stability problems and erosion potentials must be overcome.
- C. A pond or lake in the Giles Run floodplain should be seriously considered for stormwater control in view of the unstable clay hazard of the area.

Tract H

- A. Development should respect the specimen willow oak (36" diameter) west of Furnace Road and the mostly good quality mixed hardwoods on the tract. If Tract G is ultimately developed as a recreation facility, the spectacular focal point afforded by the facility should be used to advantage.
- B. Conventional development should avoid the steep and irregularly shaped slopes (25 percent) which bound the plateau and fall mainly towards the north and east, the small but steep-sided swale which cuts the upland near the south corner, the I-95 noise zone, and the slippage clay present on some slopes. Cutting on slopes, especially those with clay, should be restricted. Development and drainage proposals must be carefully designed to avoid destabilization of the slopes and subsequent erosion.
- C. Development should take into consideration the hardpan soils on the uplands. Excessive infiltration on slopes may also be a problem.
- D. Residential infill at 1-2 dwelling units per acre is acceptable on that portion of the gravel cap outside the noise zone. Only limited clearing is recommended.
- E. Although five-acre lots would be best in the northeastern portion of the tract, development at .5-1 dwelling units per acre is possible with sufficient attention to environmental constraints.
- F. Land grading for access should be limited.

Tract I

- A. Development at 1-2 dwelling units per acre is suitable on this tract, which presents relatively few development difficulties.
- B. Clearing should not take place on the steepest portion of the swales or on the portion of the tract adjacent to the Lorton facility which is the only area left in hardwoods.
- C. Development should take into consideration the hardpan soils.

Tract J

- A. Low density residential development is appropriate because of the I-95 noise zone which is especially pronounced east of Furnace Road, severe slopes (up to 30 percent), slippage clays, poor soils, shallow rock, and quality hardwoods throughout the tract.
- B. A severe swale (shown as an open space area separating the northern and southern portions of the tract on the recommendations map) starts adjacent to Furnace Road and extends west into the Lorton facility. This swale should definitely be used as a design element, as should the other attractive slopes and swales in this tract.
- C. Development should recognize the extensive soils problems of the tract. The soil type found in the southern portion has an extremely poor record for septic field operation. Infiltration on the swales and slopes throughout the tract may be excessive, and the presence of clay in a portion of the tract argues against on-site infiltration systems for stormwater. Development should be especially concerned with erosion and slopes stability on the steeper portions of the tract.
- D. North of the severe swale, a density greater than .5-1 dwelling unit per acre should not be attempted. Access should be a pipestem, private drive, etc. to the ridgetop for sight-distance purposes and also to avoid a costly and environmentally disruptive crossing of the swale adjacent to Furnace Road.
- E. South of the swale, noise and soil problems suggest that .5-1 dwelling unit per acre is appropriate; this allows for a greater opportunity to find suitable areas for septic fields. If any units are proposed for the area east of Furnace Road, they should attempt to use local topography as a shield from I-95. Care will be needed to access these units to Furnace Road at a suitable sight distance location.

Tract K

- A. Development or redevelopment at 1-2 dwelling units per acre is suitable for the plateau top. Development should take into consideration the hardpan soils.
- B. The severe slopes which bound the plateau top on the north and east and which contain excellent quality hardwoods, should not be cleared. The slopes and swales provide obvious focal points for new development.
- C. Access should be by the existing private road.

Tract L

- A. Development at .5-1 dwelling units per acre is acceptable on this property which consists of a plateau that may have a hardpan and is bounded on the south by severe slopes containing quality hardwoods. Since I-95 is in full view and places the complete tract in a noise impact zone, a zero lot line type of unit should be considered if septic limitations do not rule this out. Unit siting within the treeline on the upper portion of the valley wall would be acceptable and desirable.

Transportation

- A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

LP4 LORTON COMMUNITY PLANNING SECTOR

The sector contains the major portion of the Route 1/I-95 Industrial Corridor Area, which is depicted by the largest shaded area on the sector map. (See Figure D.) The sector also contains a portion of the Colchester Area, which is indicated by the smaller shaded area near the intersection of Gunston Road and Old Colchester Road.

Land Use

Route 1/I-95 Industrial Corridor Area

The Route 1/I-95 Industrial Corridor Area is located in a generally triangular area bounded by Route 1, I-95, and Pohick Road. Part of the area also extends east of Route 1. Along the I-95 (western) boundary of the area the RF&P railroad lies parallel to the interstate highway and just east of it. This description serves to illustrate the potential industrial accessibility of the area. A small portion of the area extends north of Route 1 west of Telegraph Road, while another part extends across Pohick Road between the RF&P and the Pohick Estates subdivision. A small portion of the area extends west of I-95 bounded on three sides by the meandering Pohick Creek. The portion of the area located within Sector LP4, the major portion of the area, is designated by the shading on the sector map.

This area has an unrelated mix of rural residential, detached single-family homes, townhouses, a PDH development, garden apartments, industrial uses and scattered commercial uses.

This mix of uses contradicts an overall Plan recommendation to provide clearly definable locations for basic employment activities which do not intrude upon, or are not intruded upon by, conflicting land uses. There is little or no identifiable relationship or pattern between the various land uses in this area except that they exist in the same area.

Remainder of Sector

The remaining portion of the sector which is north of Pohick Road includes the Pohick Estates single-family subdivision, the Southgate Woods townhouses, and a few scattered single-family homes. To the rear of Pohick Estates, buffered by Pohick Estates Park, there is a developing industrial park.

The remaining portion of the sector which is located south and east of Route 1 along Old Colchester Road includes the Pohick Episcopal Church and its adopted historic district, the Lower Potomac treatment plant and scattered single-family homes.

The floodplains of Accotink Creek and Pohick Creek are major factors in the sector.

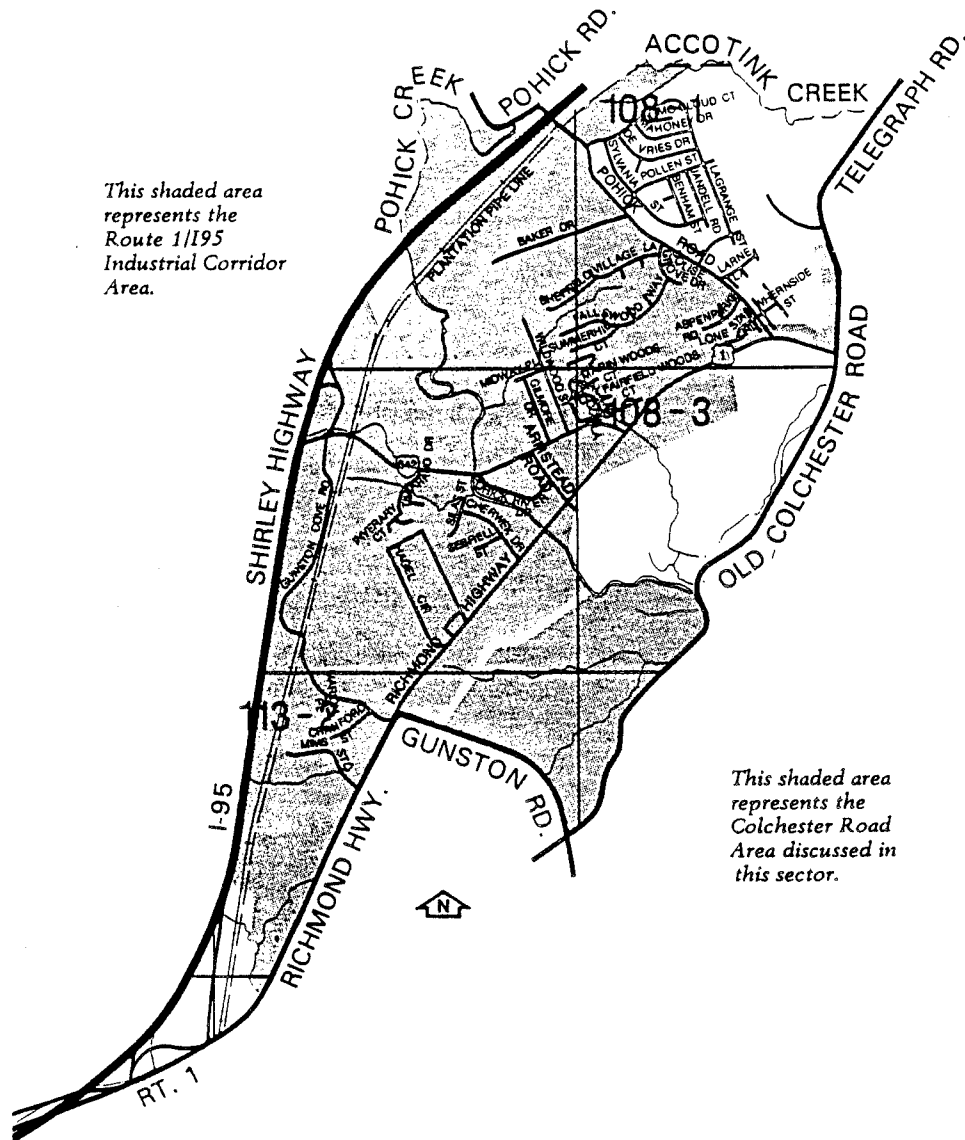
Transportation

Entire Sector

Shirley Highway, Richmond Highway, Lorton Road, and Pohick Road are the major roadways traversing this sector. No bus service is offered to residents of this area.

FIGURE D

LP4 LORTON COMMUNITY PLANNING SECTOR



Route 1/I-95 Industrial Corridor Area

Potentially, accessibility to the area is excellent in that it has a major interstate highway that services through-traffic traveling the east coast, a rail line that provides transportation for weights and volumes not carried by truck, and a major arterial highway that provides for heavy volumes of regionally oriented traffic. At the present time, there is no good connector to the triangle from I-95 or from Route 1, especially for heavy-duty truck traffic. The present one-lane passage under the railroad on Lorton Road is only slightly better than the bridge across the tracks at Gunston Cove Road. There is no satisfactory access from one side of the tracks to the other.

The D.C. Department of Correction facility (Lorton) owns a small parcel within the area, containing a railroad spur leading to the prison from the RF&P line for delivery of bulk supplies and equipment.

Environment

Route 1/I-95 Industrial Corridor Area

This area is located in the Pohick Creek and Mill Branch watersheds and, specifically, contains the main channel and lateral streams of Pohick Creek. The extensive floodplains of this channel bisect the area, and the entire area is affected by stream valleys. Because of its location in the Coastal Plain geologic province, this area is in a zone of slippage-prone swelling clays (the eastern third contains the most extensive deposits) and a critical aquifer recharge area, which means its surface use is critical to the groundwater supply in the County and in areas to the east and south. These same factors also indicate poor soils for septic tanks.

The Pohick Creek Environmental Quality Corridor (EQC) is located in this area. The extensive vegetation in the north portion serves as a wildlife habitat and is part of the EQC system.

Finally, major grading and surface changes would be necessary - at considerable environmental cost - to make some of the area suitable for industrial development.

Both the industrial and residential uses of the site must be weighed against environmental limitations on the site.

Public Facilities

Parks, Recreation and Open Space

The Lorton, Pohick Estates, Southgate and Accotink Stream Valley parks are located within the sector.

Other Public Facilities

The following other public facilities are located within the sector: Lorton Library, Lorton Fire Station, Lower Potomac Pollution Control Plant, Lorton Community Action Center/Library Site.

Housing

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Route 1/I-95 Industrial Corridor Area Land Use and Transportation Considerations

The industrial corridor is a corridor, not between parallel roads, but between converging ones. The convergence, at the southern end of the area, is the interchange area of Route 1 and I-95 just north of the Occoquan River. Much of the land is low and in floodplain, although development has already occurred in some cases.

Within or along the corridor, I-95 is crossed by Pohick Road just below the Newington Road interchange and there are I-95 interchanges at Lorton Road and Route 1. The Pohick Road crossing of I-95 is on a narrow bridge, and the approach roads leading to the bridge, Pohick Road from the northwest and Rolling Road from the north, must make rather abrupt turns to align with the bridge. In the case of Pohick Road an additional bridge across Pohick Creek itself further limits the use of Pohick Road as an industrial arterial.

In the case of the Lorton Road interchange, the interchange is a full four-way connection although not of cloverleaf design. It is limited on the west by the circuitousness of Lorton Road in coming into the area.

The tunnel of Lorton Road under I-95 also limits the interchange, as does the proximity of the RF&P Railroad right-of-way to the Interstate corridor. At the Route 1/I-95 interchange near the Occoquan, turning movements are less abrupt and dangerous. However, several over- and under-ramps and a number of turning movement possibilities exist, and the overall result is one of confusion if not outright hazard.

The conflict arises in the uses found in the corridor between Route 1 and I-95. At its northeastern tip, the corridor begins at the west edge of Fort Belvoir immediately adjacent to the Pohick Church Historic District. Within the corridor, there is already residential development of mixed density, some limited commercial activity, a lot of scattered industrial activity mostly oriented to rail uses, and a lot of vacant land. Much of the area is in floodplain along Giles Run, Pohick Creek or Accotink Creek.

Telegraph Road intersects Route 1 at the northeast tip of the area, directly opposite the Pohick Church property.

In proposing the future development of the corridor, one must take into consideration the industrial potential represented by the rail-highway access, and the residential potential indicated by the already established pattern of residences and the recognized general need for low-cost residential land in the County. The area lacks justification for a major use other than residential or industrial.

RECOMMENDATIONS

Land Use

General

Any development within the I-95 corridor along its southern entrance to Fairfax County and along Route 1 from the Occoquan River to Fort Belvoir should contribute to the maintenance of an attractive "Gateway to Fairfax County." Route 1 and its adjoining land areas from the Occoquan River to Fort Belvoir require particular attention and remedial action. All future development should be located, designed, accessed, buffered, and screened, where necessary to help further the attainment of the County's "Gateway" concept. High-quality, well-designed private and public development which can serve the needs of the expanding residential areas, visitors and campers will be sought and encouraged.

Colchester Road Area

The general recommendations for the area presented in the Sector LP3 text also apply to that portion of the area in this sector.

Entire Route 1/I-95 Industrial Corridor Area

The general recommendations listed below also apply to the portions of the area in other sectors, i.e., Sectors LP3 and LP5.

- A. Both residential and industrial use of the area are recommended but with safeguards to eliminate unnecessary use conflict and protect sensitive environmental areas. Industrial uses involving quantity usage of water and/or chemical processes should be prohibited or carefully restricted, in order to prevent pollution of the aquifer.
- B. Industrial development should be of a type appropriate to specific sites in the areas; i.e., rail-using industries adjacent to rail siding tracts, vehicular-oriented industrial parks adjacent to the Route 1 side of the area. Industries adjacent to residential and other nonindustrial uses should be enclosed, buffered, set back, and performance regulated to minimize if not prevent use conflicts.
- C. Both the residential and nonresidential growth recommended will call for increased fire and rescue services from the Lorton Station. Recommended improvements to the transportation system of the area should be seen as having safety as well as convenience implications.

Route 1/I-95 Industrial Corridor Area Segment in the Sector

- A. In general, the recommendation is that the northeastern and east-central portions of the area should be reserved for residential uses. The main residential development concept in this area is that every effort should be made to provide reasonably priced housing with adequate public facilities, oriented to industrial workers in or near the several employment centers in the south part of the County.
- B. The strip directly in front of Pohick Estates subdivision should be reserved for realignment and improvement of Pohick Road to provide a feasible access to the subdivision on the north side of the road.

- C. Parcels 108-3((1))2 and 3 and ((2))5 and 6 are planned for limited low-rise office use but could be allowed to develop in retail commercial uses if developed as integral parts of a planned shopping center development also covering the western portion of the triangle, with coordinated parking and access points.
- D. The area generally bounded by the RF&P Railroad on the west, industrially-zoned land on the north, Terrace Towne Homes of Gunston on the northeast, Route 1 on the southeast, and Lorton Valley subdivision on the south should be developed residentially at 8-12 dwelling units per acre. Because of the increasing industrial use of Gunston Cove Road, and because the proposed Lorton collector will carry considerable industrial traffic, new residential development along both those roads should be well buffered from them. As new development takes place next to Lorton Valley subdivision, special care should be taken to protect this stable residential area, which is planned for densities of 1-2 dwelling units per acre.
- E. Parcel 32, adjacent to those in the previous recommendation, should be developed in residential uses at 5-8 dwelling units per acre conforming with the standards of the revised historic district of Pohick Church. Ultimate density on the tract should be conditioned by:
 - 1. The degree of sensitivity to the naturally limiting and severe topography, or conversely the minimization of environmentally disruptive cut and fill;
 - 2. The degree of protection shown for high-quality vegetation on the central ridgeline, in the northwest corner, and for scattered monarchs near the intersection of Route 1 and Pohick Road;
 - 3. The extent to which technically valid highway noise mitigation measures are incorporated into the project design.

Because of these complex factors, the inherent environmental capacity of this tract would appear to be towards the lower end of the Plan density range for single-family detached or attached structures. However, more concentrated development types could be sited on the less critical portion of the site and thereby extend the density towards the higher end of the Plan range.

In addition to the requirements of the Zoning Ordinance and historic district, additional recommendations proposed for this parcel include a requirement for an internal circulation plan and restrictions on project access. Access to parcels north and west of this tract should:

- 1. occur at locations responsive and sensitive to the topography,
- 2. allow for eventual connection with the internal circulation plan devised for adjacent development, and
- 3. assure multiple points of ingress-egress.

The parcel should have no more than two entrances on Pohick Road and no direct access to Route 1; residences developed in the parcel should have reverse frontage along both Pohick Road and Route 1.

- F. North of the above parcels, residential uses at 5-8 dwelling units per acre are recommended for parcels 108-1((1))35-42 and 46. Every attempt should be made to develop those parcels in such a way as to allow and facilitate eventual major access via Cullum Street and one other street. A coordinated development approach is necessary for parcels 107-2((1))11, 12 and 108-1((1))43, 44 and 45 to ensure a desirable townhouse layout even at the low end of the range and adequate access for the proposed development, which requires the eventual realignment of Baker Drive to form a common intersection with Pollen Drive. Residential development is preferable to industrial development for the Baker Drive parcels because of the difficulty of adequately buffering industrial development on these long narrow parcels and achieving satisfactory access for industrial uses other than via Pohick Road. Development at higher than the low end of the range for either of the two areas indicated above should be predicated on satisfactory progress being made towards providing an adequate integrated internal circulation system and access for the area.

- G. Industrial uses with access limited to Lorton Road west of Pohick Creek are recommended for parcels 107-2((1))8, 9, 10 and 40. Such uses would have minimum visibility from and no frontage along Pohick Road. Uses in such industrial area would relate generally to the available rail siding and would be heavily buffered along the tract's eastern and southern edges to prevent off-site industrial impacts.

- H. A neighborhood shopping center should be developed in the quadrangle of Lorton Road, Armistead Road, and Route 1, with the following guidelines:
 - 1. The center should be buffered at its southwestern edge with Green Pines and Pohick River Pines subdivisions.
 - 2. If a service station is provided within the center, it should be located along the Route 1 edge of the center with access both from that highway and a commercial service drive from Lorton Road to Route 1 parallel to the center's southwest edge.
 - 3. Parking should be provided along both the Lorton Road and Armistead Road frontages of the center, but not along the Route 1 side. No points of access to the center should be permitted near Route 1 intersections in order to avoid congestion and interference with arterial traffic.
 - 4. Pedestrian/bicyclist access to the center should be provided both from the southwest and northwest (across Lorton Road).
 - 5. Future shopping center development should be integrated with the Lorton Post Office facility to provide for convenient pedestrian access. A development plan proposing the relocation of the Lorton postal service into the shopping center facility is preferred.
 - 6. Parcel consolidation and a coordinated development plan should be an important element of any proposal to construct a shopping center in this area. Access to Route 1 should be restricted in order to limit traffic problems.

- I. Areas east of Route 1 should develop according to the following guidelines:
 1. Medium-density uses should be developed across from the shopping center.
 2. The parcels on the east side of Route 1, south of Pohick Creek, shown for office use on the Area IV Plan map, should be developed as a well-designed office park with landscaped screening along Route 1 and coordinated access.
 3. The parcels fronting on the east side of Route 1 north of Gunston Road, for purposes of compatibility, should be developed residentially at 4-5 dwelling units per acre, with sufficient parcel consolidation:
 - to provide attractive, well-designed development;
 - to coordinate vehicular access to Route 1 at safe locations; and
 - to provide buffering along the eastern and southern boundaries adequate to establish an effective transition to the adjacent, planned low density residential areas.
- J. Further development immediately east of the interchange, between I-95 and the RF&P right-of-way, should not occur which would interfere with the reconstruction of the interchange.
- K. Representatives of the RF&P Railroad have discussed an interest in developing their property north of Lorton Road, east of their tracks, for a truck/rail "piggyback" operation, warehousing, and industrial park. The Area IV Plan, while embracing rail-oriented uses in the area, must insist on the following provisions concerning that proposed use:
 1. Development of a truck/rail facility and warehouse uses similar to that described above should be phased in accordance with the improvement of Lorton Road and the commitment by VDH&T to build a new Lorton overpass. Development should be in phase with the improvement of Lorton Road to a four-lane facility. This would accommodate large trailer trucks that would use Lorton Road and traverse the I-95 interchange. Development should also be in conjunction with the new overpass on Lorton Road. The scheduling of construction of such a truck/rail facility should reflect VDH&T programming for the recommended improvements.
 2. As a portion of the site involved is floodplain, the County must ensure that any development, including site grading or channeling of Pohick Creek, meets all environmental standards and guidelines for protection of the Pohick Creek Environmental Quality Corridor and the stream valley in the vicinity.
 3. The proposed industrial use should be buffered to provide effective visual, noise, and traffic impact protection for the existing and planned residential areas to the north, east, and south of the site.
 4. Vehicular access to and from the site, including that portion northeast of Pohick Creek, should be limited to the improved Lorton Road, utilizing that road's improved interchange with I-95 for distribution of industrial traffic into and from the community.

5. A 14-acre site dedication for the relocation of the Lorton Elementary School has been proposed by the RF&P Railroad as part of the development of its property. The school site is suitably located for safe access and has adequate buffering from adjacent uses.
 6. Access should be provided through the RF&P site, if feasible, to serve parcel 13 at the end of Baker Drive so that industrial traffic does not have to use a residential street. Special care must be taken to buffer the Baker Drive properties well because of the difficulty of providing on-site buffering on these narrow parcels for new residential development.
- L. The northern parcels west of I-95, bounded by Pohick Creek and the Lorton institution, should remain undeveloped at this time as there is no good road access to the site that would not involve provision of one or more bridges.

Transportation

- A. Access to Route 1-oriented industrial areas should be at key entrance points to an internal street system within the area. There should be no individual plant entrances to Route 1. This area should be developed as a well-designed industrial park rather than in unrelated industrial uses.
- B. Other transportation recommendations for this sector are included in the Transportation section of the Plan.

Public Facilities

Lower Potomac Pollution Control Plant

- A. In the event that additional treatment is needed in connection with the Lower Potomac Pollution Control Plant, that such treatment would be most appropriately carried out in the immediate vicinity of the existing plant, and that the best location next to the existing facility from the standpoint of plant efficiency and community impact were south of Pohick Creek, then a plant expansion into that area would be appropriate provided that the following concerns were met:
 1. Since a portion of the site involved is floodplain, the County must be assured that any development, including site grading or channeling of Pohick Creek, meets appropriate environmental standards and guidelines for protection of the Pohick Creek Environmental Quality Corridor and the stream valley in the vicinity, and adequately responds to the general County policy that such a valley contain a major trail.
 2. There should be no additional access to Old Colchester Road, which, south of Pohick Creek, serves no land planned for commercial or industrial uses. There should be a heavily landscaped buffer next to that road, and also next to Route 1 if the plant expansion utilizes parcels fronting on Route 1.
 3. The plant expansion should be sufficiently buffered to minimize off-site odor, visual, noise and traffic impacts and should ensure that the plant does not hinder development of surrounding areas in accord with the Plan.

4. If heavy truck traffic between the existing plant and the expansion is required, the traffic should be accommodated entirely on-site.

Parks, Recreation and Open Space

- A. The Park Authority should complete development of the Pohick Estates Park and Southgate Park.
- B. Parcels 107-4((1))34 and 107-4((5))4 have been acquired by the County for public use to serve the Lorton area. The property should be developed with such facilities as, but not limited to, (1) a library, (2) headquarters for the Lorton Community Action Center and (3) public park facilities.

Environment

- A. Stream valleys of the Accotink Creek and Pohick Creek should be acquired when development takes place along the streams. The amenities associated with Pohick Creek should be provided in the environmental quality corridor system.

History and Archaeology

Pohick Church Historic District

- A. In accordance with the regulations of the Pohick Church Historic District (Appendix 1, A1-100 of the Zoning Ordinance), the area should remain residential in character except for parcels 108-1((1))22, 23, 24, 25, 26, 28, and 29. These may eventually be developed or redeveloped for local serving and tourist oriented uses such as libraries, professional offices, craft shops, restaurants, antique shops, etc. Uses that are not visually and functionally compatible with the church, such as facilities for the service and repair of motor vehicles and convenience food stores, should not be permitted.
- B. Excepting those properties described in the paragraph above, development north of Richmond Highway and west of Telegraph Road should be residential not to exceed 5-8 dwelling units per acre. Should any federally owned land located within the Pohick Church Historic District become surplus, such land should be developed to residential densities of 4-5 dwelling units per acre, and provide for substantial landscape buffers along Route 1, Old Colchester and Telegraph Roads by using as much existing vegetation as possible. Housing for the elderly would also be appropriate within this area. There should be continued contact with members of the Pohick Church to assure the adequacy of the protection of this historic site. In order to further protect the Pohick Church Historic District, substantial screening should be provided adjacent to the treatment plant storage facility, which is located on Old Colchester Road.
- C. Industrial zoning should be prohibited and parcels 108-3((1))18 and 20 should be utilized primarily as a buffer for the Lower Potomac Pollution Control Plant.

- D. Buildings taller than Pohick Church (39.5 feet) should be prohibited and freestanding signs should not exceed 10 feet in height.
- E. All improvements, to include public facilities, parking lots, structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed and installed to be compatible with the Pohick Church in terms of mass, scale, height, color, type of material and visual impact. Any widening of Route 1 should be accomplished only by taking land on the north side of the existing roadway. All development within the historic district will be reviewed by the Architectural Review Board. No incompatible development should encroach upon the district.

LP5 FORT BELVOIR COMMUNITY PLANNING SECTOR

This sector is geographically depicted on Figure E.

RECOMMENDATIONS

Land Use

- A. The general recommendations for the Route 1/I-95 Industrial Corridor Area, which are presented in the Sector LP4 text, also apply to that portion of the area in this sector.
- B. Development in the area planned industrial on the east side of Telegraph Road should provide substantial buffering and/or screening along its southern boundary to protect the planned residential community to the south. Industrial development fronting on Telegraph Road should be of a high quality, consistent with the existence of planned residential communities and the Pohick Church to the south. Any access to the industrial area from Telegraph Road should be located in such a way as to minimize its potentially adverse impact on any residential area.
- C. The existing low density, detached single-family residential area on the east side of Telegraph Road near its intersection with Route 1 is appropriate for development at 5-8 dwelling units per acre. Development should be only in detached residential units at the low end of the density range unless consolidated development provides coordinated and safe access and a design which ensures that the new development is compatible with the existing residential area and with Fort Belvoir.
- E. The 107-acre tract of vacant land located on the northeast corner of Route One and Telegraph Road should be residentially planned for four to five dwelling units per acre, preferably as a PDH development. Housing for the elderly is also appropriate. However, it is recognized that military-related noises originating on Fort Belvoir exist and may be incompatible with such residential use. The owner of the subject property who proposes residential development should demonstrate, through coordination with Fairfax County, Fort Belvoir and other agencies or organizations, that such on-site noise levels are considered for residential use, as established by local, State or Federal agencies. Should residential uses not be appropriate due to noise impacts, an option for low-rise low-intensity office uses is recommended. The design and nature of such activity should be compatible with the historic character of the Pohick Church.

Efforts should be made toward retaining as many trees as possible. In addition, a substantial buffer utilizing existing tree covers along Route One and Telegraph Road should be part of the site design. Vehicular access should be consolidated on Route 1 and Telegraph Road.

- H. Part of the Pohick Church Historic District lies within this area. Regulations for this area are discussed in Sector LP4.

Public Facilities

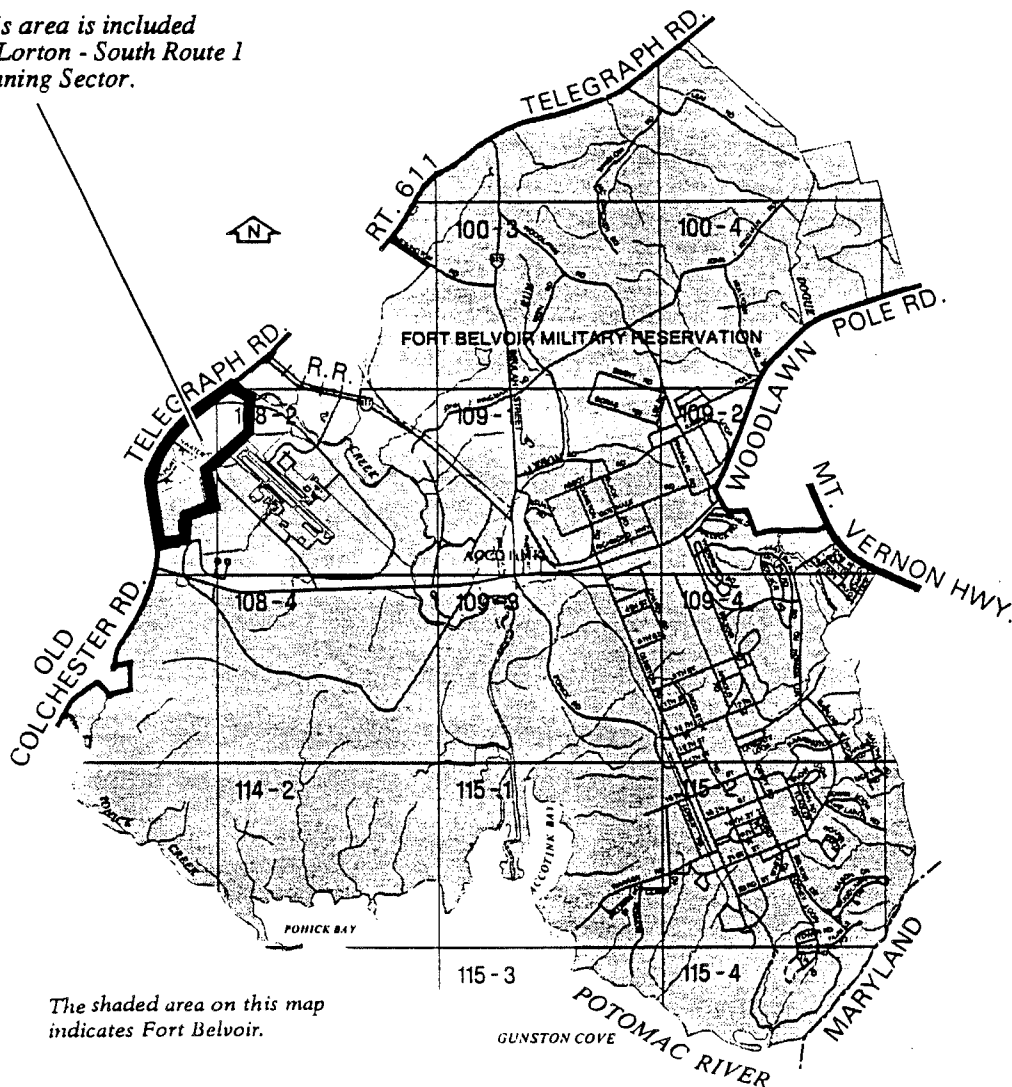
Parks, Recreation and Open Space

- C. Acquire parkland along the Accotink, Dogue Creek, and Pohick stream valleys and the Potomac shoreline in accordance with the Fairfax County Stream Valley Policy.

FIGURE E

LP5 FORT BELVOIR COMMUNITY PLANNING SECTOR

NOTE: Only this area is included in the proposed Lorton - South Route 1 Community Planning Sector.



The shaded area on this map indicates Fort Belvoir.

MASON NECK COMMUNITY PLANNING SECTOR (LP3)

Please note that the Mason Neck Community Planning Sector (LP3) is the subject of Plan Amendment Item S91-IV-MV1. The Board of Supervisors has deferred action on this Plan Amendment on September 23, 1991. Copies of the proposed Plan Amendment may be obtained at the Office of Comprehensive Planning, 7th Floor, Centerpointe I Building, 4050 Legato Road, Fairfax, Virginia.

Until the Board takes action on this Plan Amendment, the current Plan text on this area is contained in the Mason Neck Community Planning Sector (LP3) as follows:

LP3 MASON NECK COMMUNITY PLANNING SECTOR

The major portion of the Colchester Road area and minor segments of the Route 1/I-95 Industrial Corridor area and the Occoquan/Furnace Road area are contained within this sector. The large shaded area on the sector map, Figure F, which is oriented toward Gunston Road and Old Colchester Road, designates the Colchester Road area portion within the sector. The smaller shaded area to the left and the one to the far left designate the Route 1/I-95 Industrial area portion and the Occoquan/Furnace Road area portion, respectively, which are located within the sector.

Land Use

Colchester Road Area

Substantial acreage is utilized for single-family home sites but most of the area is vacant. There is no commercial or industrial usage. However, there is a landfill that has altered the terrain significantly.

The significant environmental resources and amenities of Mason Neck form attractive additions to the wooded, rolling environment of the area itself. The area serves at present, and should continue to serve, as a buffer between the high-intensity uses in the Route 1 and I-95 corridor and the very low density, environmental preservation area of Mason Neck.

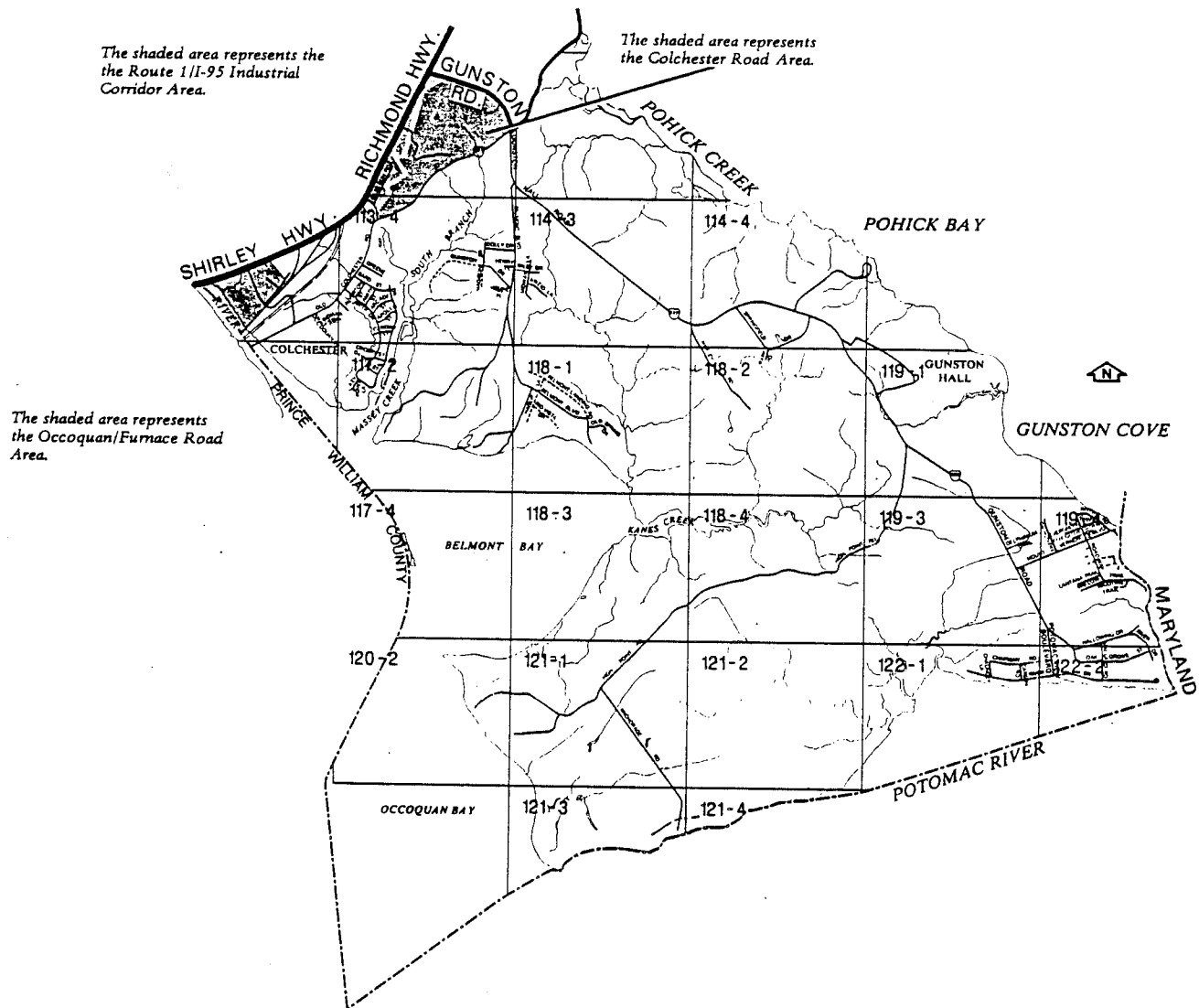
Gunston Road, the major accessway to Mason Neck, divides the area and Old Colchester Road provides a boundary with the Mason Neck area. From the standpoint of environment, the area offers significant amenities including a remarkable view of Mason Neck and the Potomac River from the top of the landfill site. The soils are not well suited to septic tank usage, indicating the desirability of sewerage to serve development in the area. The largely undeveloped character of the area presents an opportunity for an integrated, planned approach to eventual development use of the area, though the existing parcelization of land in the area makes this somewhat more difficult to achieve than would be true were the area undivided.

The area's location and frontage on Route 1 create pressures for industrial and warehousing type usages. There are existing uses of this type along Route 1. Old Colchester Road is not adequate for industrial truck traffic and any future industry should be totally oriented to Route 1. In addition, the connection between Route 1 and I-95 is not adequate to large volumes of traffic.

Housing demand in the area, as is apparent in Prince William County just to the south, is substantial. The market image of the Lorton area, the proximity to access, jobs, and open space make this location suitable for mixed income residential development.

FIGURE F

LP3 MASON NECK COMMUNITY PLANNING SECTOR



Wildlife Management Area

The U.S. Department of the Interior has established the Mason Neck National Wildlife Refuge as a natural habitat for the American bald eagle. Established under the 1966 Endangered Species Act, this National Wildlife Refuge was established expressly for the protection of the Southern bald eagle. Created to protect nature from man, and administered by the U.S. Fish and Wildlife Service, the refuge is approximately 950 acres.

Because of its unique combination of upland forest, low boggy areas and riverfront marsh, the Mason Neck Planning Sector serves as one of the important resting places for waterfowl migrating down the Atlantic flyway. The sector also has the southernmost stand of hemlock trees on the Potomac. The Mason Neck area has a long and successful history of preserving its unique environment through strong and informed citizens' resistance to development pressures.

Remainder of Sector

The most distinguishing feature of the land use in this sector is the large proportion of land committed to park or open space. The Northern Virginia Regional Park Authority has developed the Pohick Bay Regional Park with nature trails, camping and boating facilities and one of the largest public swimming pools on the east coast. During the tourist season, the regional park is one of the favorite spots for families visiting the Nation's Capital. Because of its recreational facilities and its close proximity to Washington, D.C., the park's campgrounds are in strong demand.

The State of Virginia also has a large portion of this sector dedicated to park usage. Plans for future development of these lands are yet undetermined.

The residential pattern is low density, single-family. Most of the residences are located in one of four subdivisions: Harbor View, Gunston Heights, Gunston Manor, or Hallowing Point.

There are isolated commercial uses along Route 1 in the sector, ranging from the Lazy Susan Restaurant overlooking the Occoquan to convenience stores and gasoline stations.

Public Facilities

Schools

Gunston Elementary School is located within the sector.

Parks, Recreation and Open Space

Aside from the regional and state parkland on Mason Neck, the sector lacks community park facilities.

Other Public Facilities

Gunston Fire Station is located within the sector.

Housing

The low density, single-family residential pattern is the only residential pattern in Mason Neck Sector. There are no multi-family units within Mason Neck.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Shopping

There are no major shopping facilities available to this area closer than Woodbridge in Prince William County. A few small food stores and gasoline stations are accessible on Route 1.

History and Archaeology

Another distinguishing feature of Mason Neck Planning Sector is Gunston Hall. The historic structure was the residence of George Mason, originator of the Virginia Bill of Rights, and is listed on the National Register of Historic Places.

The shoreline and inland areas of Mason Neck contain numerous prehistoric and historic archaeological sites, which are some of the better preserved remains in the County. The historic Indian 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.

Environmental

Colchester Road Area

This area is located in the Pohick Creek and Mill Branch watersheds and, specifically, contains the main channel, lateral streams, and stream valleys of Pohick Creek in the northern half of the area. Because of its location in the Coastal Plain geologic province, this area is in a zone of slippage-prone swelling clays and sensitive aquifer recharge. These same factors also indicate marginal soils for septic tanks.

The Pohick Creek and Mason Neck Environmental Quality Corridors (EQC) pass through this area. The floodplains of the Pohick are the major element of this EQC present in Colchester; and the vegetation and wildlife of Mason Neck EQC cover the southwestern half of the area.

RECOMMENDATIONS

Land Use

General

Any development within the I-95 corridor along its southern entrance to Fairfax County and along Route 1 between the Occoquan River and Fort Belvoir should contribute to the maintenance of an attractive "Gateway to Fairfax County." Route 1 and its adjoining land areas from the Occoquan River to Fort Belvoir require particular attention and remedial action. All future development should be located, designed, accessed, buffered, and screened, where necessary to help further the attainment of the County's "Gateway" concept. High quality, well-designed private and public development which can serve the needs of the expanding residential areas, visitors and campers will be sought and encouraged.

Commercial development along this portion of Route 1 should be limited to and focused around the Gunston Cove/Gunston Hall Roads, Lorton Road and Pohick Road/Telegraph Road intersections. Consolidation of parcels is encouraged to foster a coordinated development proposal to limit the number of access points. Such developments should be consistent with the predominant rural character of this region through maximum preservation of existing tree cover, and use of architectural design.

Generally, proposed densities should gradually decrease in relation to the distance from commercially-oriented intersections, as identified above.

The planned industrial area on both sides of Route 1 north of the RF&P railroad overpass and south of Mims Street should not expand beyond its currently planned area and should provide substantial landscape treatment where adjacent to planned residential areas.

Route 1/I-95 Industrial Corridor Area

The general recommendations for the area presented in the Sector LP4 text also apply to that portion of the area in this sector.

Colchester Road Area

A portion of the Colchester Road area is located within Sector LP4. The general recommendations for the area given below also apply to that portion of the area in Sector LP4.

- A. The area should be developed primarily as a planned residential community at a relatively low density to provide a stable, transition zone between the Route 1 corridor and Mason Neck. A density of 1-2 dwelling units per acre is appropriate to effect this transition, as the area is not planned for service by public sewer. Planned (PDH) development encompassing an integrated plan for the area and a variety of housing types and incomes should be sought.
- B. Planned residential uses in the area should be well buffered from surrounding industrial/office development to the west, which will be oriented to Route 1. Industrial or highway oriented uses if allowed to spread into the area would narrow or eliminate the transitional buffer which the area can provide.
- C. A coordinated development plan for the total area is recommended; consistent development plans for the portions on either side of Gunston Road should be sought, at a minimum, to best realize the potentials for creating an effective and attractive residential community.
- D. Residential access should be provided to Gunston Road and Old Colchester Road, not directly to Route 1.
- E. The residential development should be oriented away from Route 1 and well buffered from Route 1-oriented uses.
- F. Maximum efforts should be made to retain the natural features and vegetation of the area; the major environmental amenities should be protected in an environmental quality corridor.

Remainder of Sector

In order to preserve the natural resources of Mason Neck as a unique and sensitive environmental area in Fairfax County:

- A. The portion of Mason Neck lying southeast of Old Colchester Road, south and west of Giles Run, and west of Massey Creek, is planned for 2-acre development (.5-1 dwelling units per acre).
- B. The portion of Mason Neck lying southeast of Old Colchester Road and east of Giles Run and Massey Creek, except where planned for public uses, is planned for 5-acre development (.2-.5 dwelling units per acre).
- C. The planned residential portion of Mason Neck northwest of Old Colchester Road, between the Occoquan River and the Pohick Creek floodplain, is planned for 1-acre development (1-2 dwelling units per acre), preferably in a unified PDH format.
- D. In conjunction with the recommendations for the Route 1/I-95 Industrial Corridor Area and the Old Colchester Road Area, nonresidential land uses should be provided in the Route 1 corridor that serve Mason Neck shopping and service needs and relieve pressure for nonresidential uses on Mason Neck.
- E. Parcels on the north side of the state-owned land along Kane Creek have poor access, fragmented ownership and wetlands. The preferred use of such lands would be as permanent open space.
- F. Any residential development in this sector between Gunston Road and Gunston Cove or the Potomac River should be permitted only on large acreage lots.
- G. Infill in existing subdivisions in the northern portion of this sector should be no greater than current subdivision densities.
- H. Heritage resources should be taken into consideration in the earliest planning stages of development.

Public Facilities

- A. Land should be acquired for one or more community parks to serve the present and future population of the sector.
 - 1. Mason Park West should be developed.
 - 2. Another should be located in the Gunston Manor subdivision. The County should acquire the site in Gunston Manor formerly occupied by the Gunston Fire Station (119-4 ((2)) A1) as well as parcels 119-4((2))(8), (9), (11), (12), and (13) for such a park. The proposed parcels total 11.3 acres, and include 3.75 acres currently owned by the Gunston Manor Property Owners Association.
- B. The Northern Virginia Regional Park Authority should coordinate its development plans for the area with those of the State of Virginia.

Environment

- A. Pohick Creek, Kane Creek and Thompsons Creek should be protected through dedication of sensitive areas where development occurs adjacent to the streams.

- B. Critical environmental areas such as floodplains and wetlands should be preserved.
- C. A critical environmental corridor designation should be enacted for Mason Neck south of Old Colchester Road.
- D. Acquire parkland along the Potomac shoreline in accordance with the Fairfax County Stream Valley Policy.
- E. No utility easements should be approved across this sector if their installation or maintenance will cause any adverse environmental effects within the sector.
- F. Recommendations should be prepared for establishment of a historic district to protect Gunston Hall and its environs.

Transportation

- A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

Most of the land in Sector LP4, approximately 8,300 acres, consists of Fort Belvoir and the Humphreys Engineer Center. The sector is located between Accotink Creek and Old Colchester Road and between Telegraph Road and Pole Road and is generally coincidental with Fort Belvoir property lines and Humphreys Engineer Center property.

Fort Belvoir is one of the largest employers in Fairfax County. The current work force at the fort totals approximately 12,000 employees, including both civilian and military personnel. About 5,000 military personnel live in on-post housing, although some are employed at other military facilities within the metropolitan area. Military facilities at Fort Belvoir include a hospital and a commissary. The Belvoir Research, Development and Engineering Command, the U.S. Army Intelligence and Security Command, the Defense Systems Management College, the Defense Mapping School, and the John S. Mosby U.S. Army Reserve Center are tenant organizations on the fort.

With the departure of the United States Army Engineer School in 1988, Fort Belvoir began to evolve from a training center to an administrative and support center for Army activities in the National Capital Area. The Base Realignment and Closure Act of 1988 directed the Defense Logistics Agency, the Criminal Investigation Division Command and several small agencies to relocate to Fort Belvoir. The Army Community and Family Support Center, the Department of the Army Inspector General School and the Army Management Staff College are relocating to the facilities vacated by the departure of the U.S. Army Engineer School. Agencies already at the Humphreys Engineer Center include the Engineer Studies Center, the Engineering and Housing Support Center, the Engineer Topographic Laboratories and the U.S. Army Force Integration Support Agency.

Sector LP4 includes the Village of Accotink which has a wide variety of land uses: single-family homes, garden apartments, commercial and institutional uses. It is located at the juncture of Backlick Road and Route 1.

Fort Belvoir is one of the major traffic generators within the Lower Potomac Planning District. Route 1, Telegraph Road, Backlick Road, Beulah Street, and Woodlawn Road are the major roadways traversing this sector.

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 its heritage resources which is consistent with County policy.

Numerous locally and nationally significant heritage resources are recorded from this 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 Districts: Pohick Church, Woodlawn, and Mount Air.

Sector LP4 contains Cheney, Barden and Markham Elementary Schools. These three schools were constructed by the Department of Health, Education and Welfare on Fort Belvoir property, but are operated by the County under a special agreement between Fort Belvoir and the 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 the fort and the County provide for police and fire support to be provided to each other in times of emergency.

Fort Belvoir has designated two sites as wildlife preserves for a total of approximately 1,250 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.

CONCEPT FOR FUTURE DEVELOPMENT

The Fort Belvoir Community Planning Sector is recommended in the Concept for Future Development as a Large Institutional Land Area. The boundaries of the designation of Large Institutional Land Area is coincidental with the planning sector boundaries. The Concept recommends that the federal government develop or redevelop these areas only when plans are coordinated with the County and consistent with the County goals and the Comprehensive Plan.

RECOMMENDATIONS

Land Use

Figure 15 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

1. Proposed development or redevelopment on Fort Belvoir should be undertaken in cooperation with the County. Development or redevelopment plans should be supported only if they are consistent with the County goals and Comprehensive Plan. [Not mapped]
2. In the event that parts or all of the land area now owned by the federal government should be declared excess, a task force should be formed that includes federal government representatives to comprehensively plan for future uses, and to preclude piecemeal consideration of new land uses. Some portions should be considered for acquisition and conversion to park use, possibly by the Fairfax County Park Authority. It is recommended that, prior to any disturbance or improvement to the historic site, the Fairfax County historic preservationist and archaeologist be consulted and provide comments regarding the protection of existing historic materials and artifacts. [Not mapped]
3. The Fairfax County Board of Supervisors approved in principle the use of a 15-acre site on Fort Belvoir near Cheney Elementary School for the purpose of building a new elementary school.
4. Consideration should be given to the construction of on-post housing to meet the needs of military families in southern Fairfax County. On-post housing for military families reduces the competition for affordable housing in the County. The on-post homes should be well-designed and buffered, and not located near the frontage of Route 1. [Not mapped]

LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR



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LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP

FIGURE
15

5. The 107-acre area of land located on the northeast corner of Route 1 and Telegraph Road {tax map 108-1((01))47, 47A and 47B} is planned for housing for the elderly (not to exceed 700 units), nursing care facility (limited to 93,695 square feet) and low-rise office buildings (at a maximum overall FAR of .21 or 495,000 gross square feet).

A substantial buffer utilizing existing tree cover along Route 1 and Telegraph Road should be part of the site design.

6. The non-military area known as the Village of Accotink is planned to generally maintain its current uses and densities/intensities as follows:

- A. Neighborhood-serving commercial use is planned along Route 1 {tax map 109-1((1))3, 11, 12, 32 and 40}. There should be no expansion or intensification of the existing commercial uses.
- B. Residential use at 2-3 dwelling units per acre is planned generally along Backlick Road as shown on the Plan map.
- C. Residential use at 5-8 dwelling units per acre is planned generally east of Shepherd Lane {tax map 109-1((1))35, 36, 37, 38 and 39} provided that the development achieves good design, substantial parcel consolidation, and buffering and screening along any portion of the property line adjacent to an existing commercial use or single-family detached dwelling unit.
- D. Residential use at 12-16 dwelling units per acre is planned along Route 1 and east of Shepherd Lane {tax map 109-1((1))41 and 42}. Affordable housing at 16-20 dwelling units per acre is planned east and west of Anderson Lane {tax map 109-1((1))1, 2, 8, 9 and 10} and along Route 1 west of Shepherd Lane {tax map 109-1((1))31}. These planned land uses generally reflect existing uses and densities, except for the area adjacent to Anderson Lane to the east {tax map 109-1((1))8, 9 and 10} which contains single-family dwelling units. Parcels 8, 9 and 10 may be redeveloped at 16-20 dwelling units per acre, if the development provides good design, substantial parcel consolidation and buffering and screening between any property line which is adjacent to an existing commercial use or a single-family detached dwelling unit.
- E. The Methodist Church in the Village of Accotink and environs is a local landmark and should be considered for inclusion in an historic district. Any future development or redevelopment in the area should be compatible with the church in terms of design, mass, scale, height, color, type of material and visual impact.
- F. Protective landscape buffer treatment should be utilized in those cases where commercial development could alter the residential character within the Village of Accotink.

Transportation

Transportation recommendations for this sector are shown on Figures 16, 17, 18 and 19. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

TRANSPORTATION RECOMMENDATIONS LEGEND

ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

X TOTAL NUMBER OF LANES (INCLUDING HOV LANES)
Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.

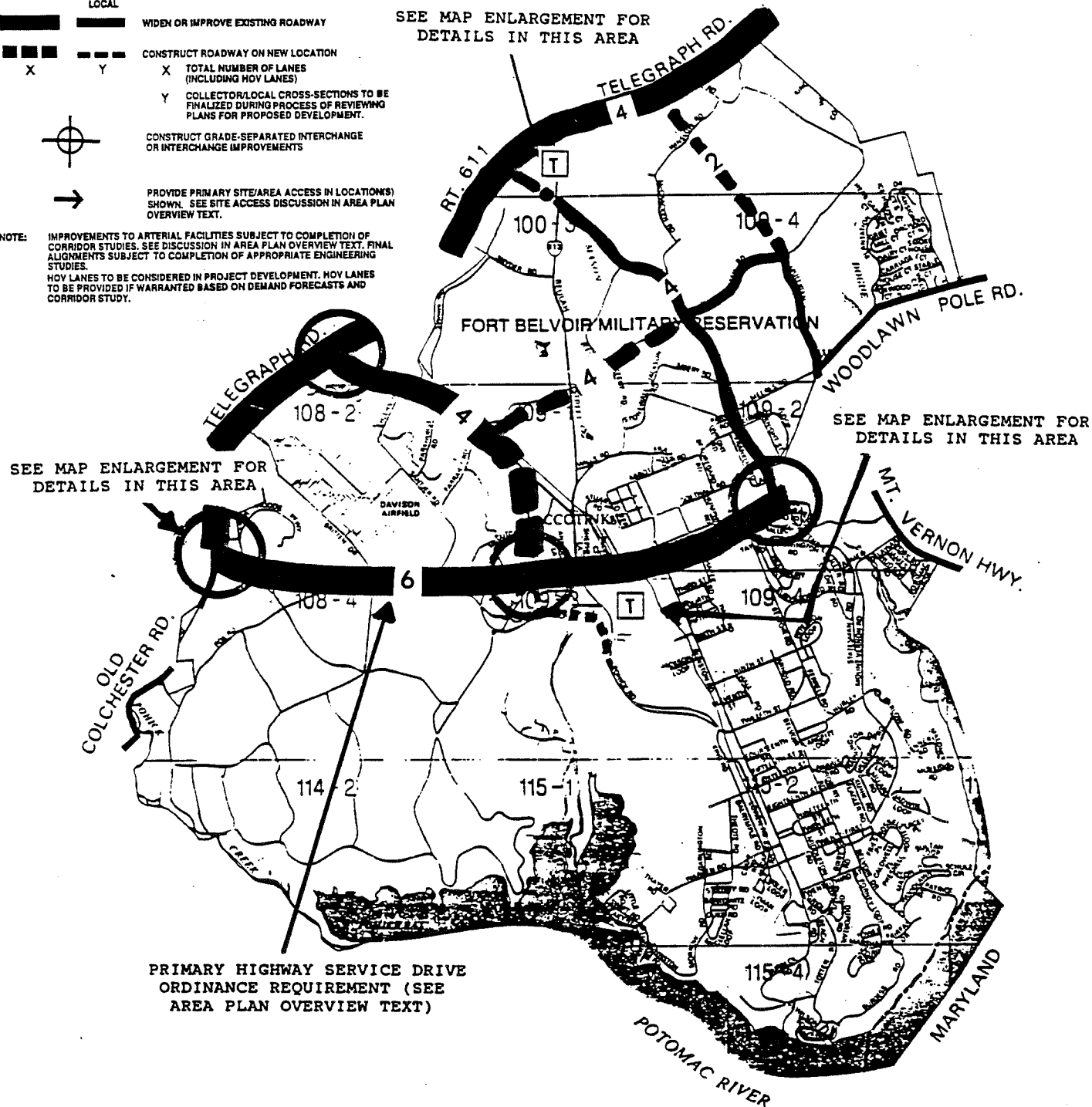


CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS



PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

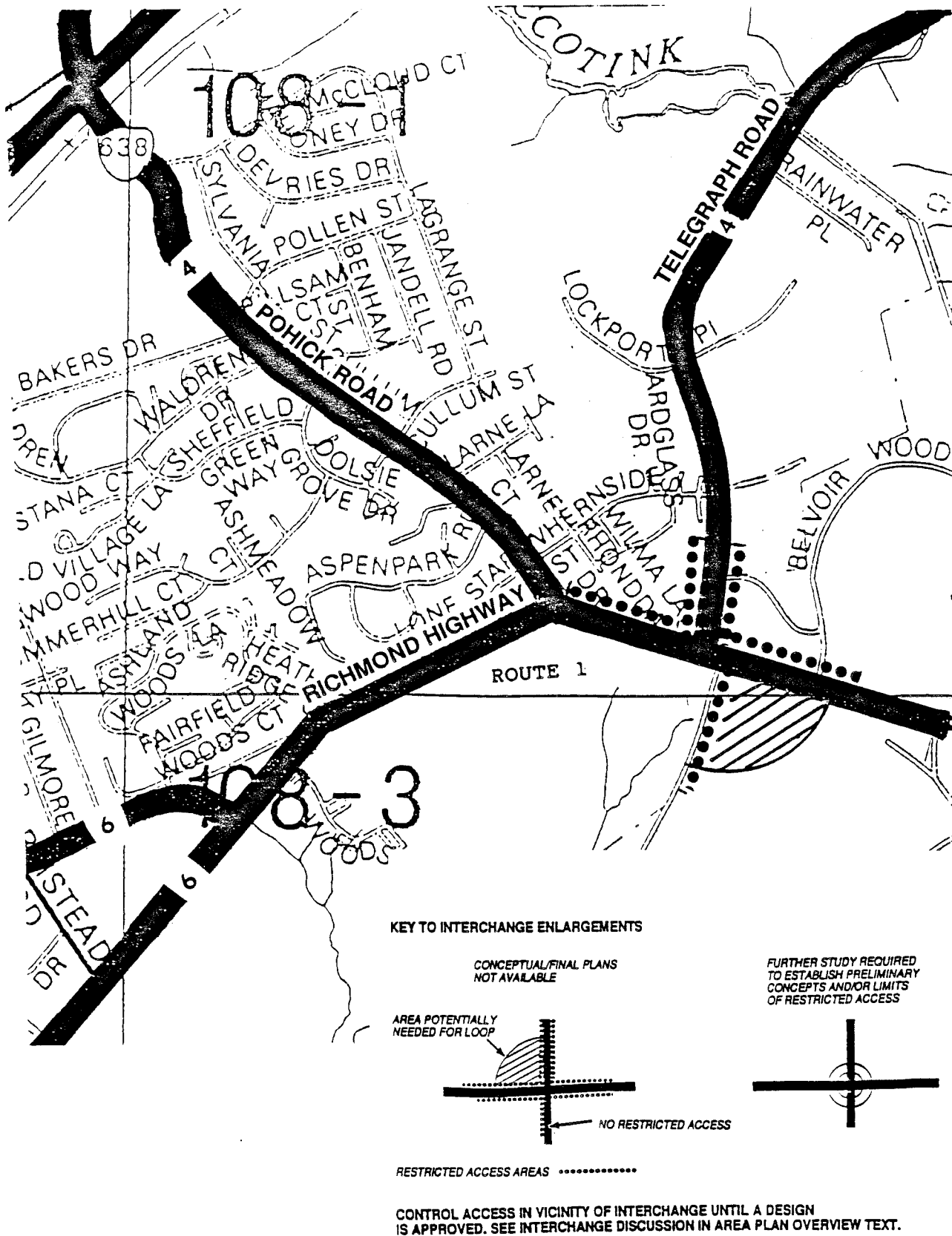


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TRANSPORTATION RECOMMENDATIONS

FIGURE

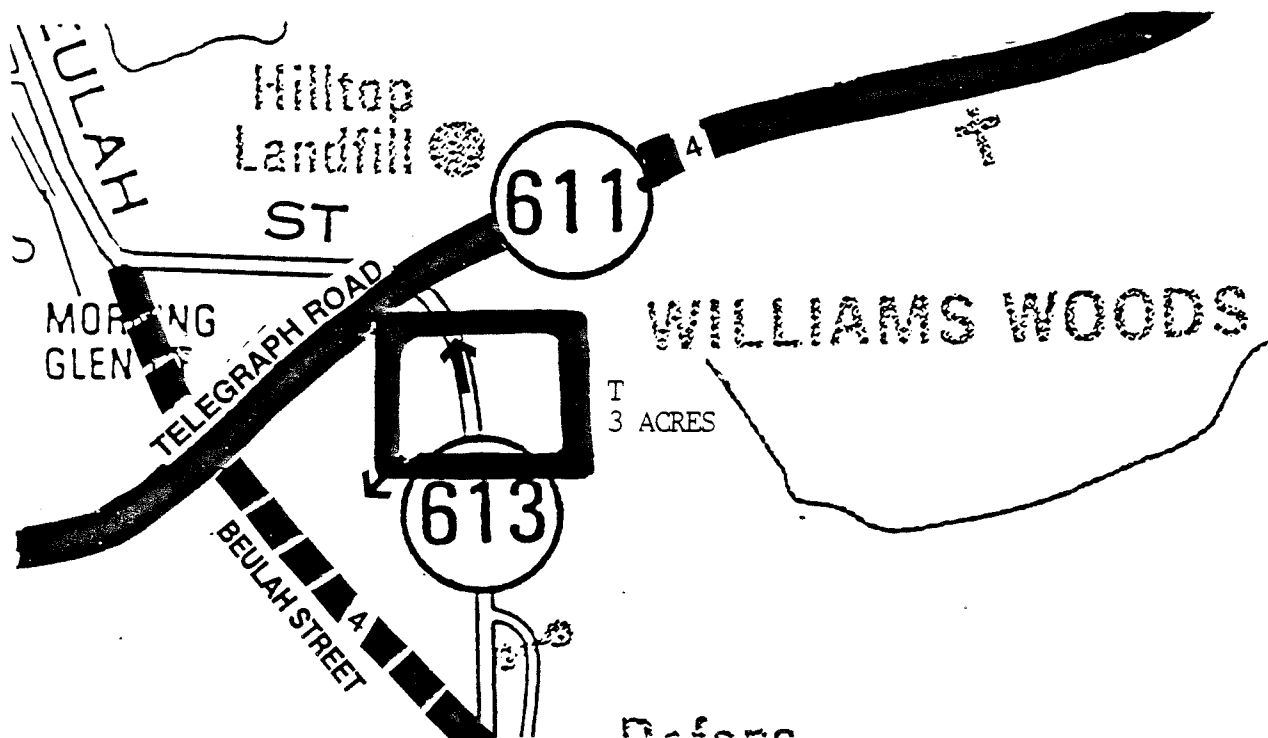
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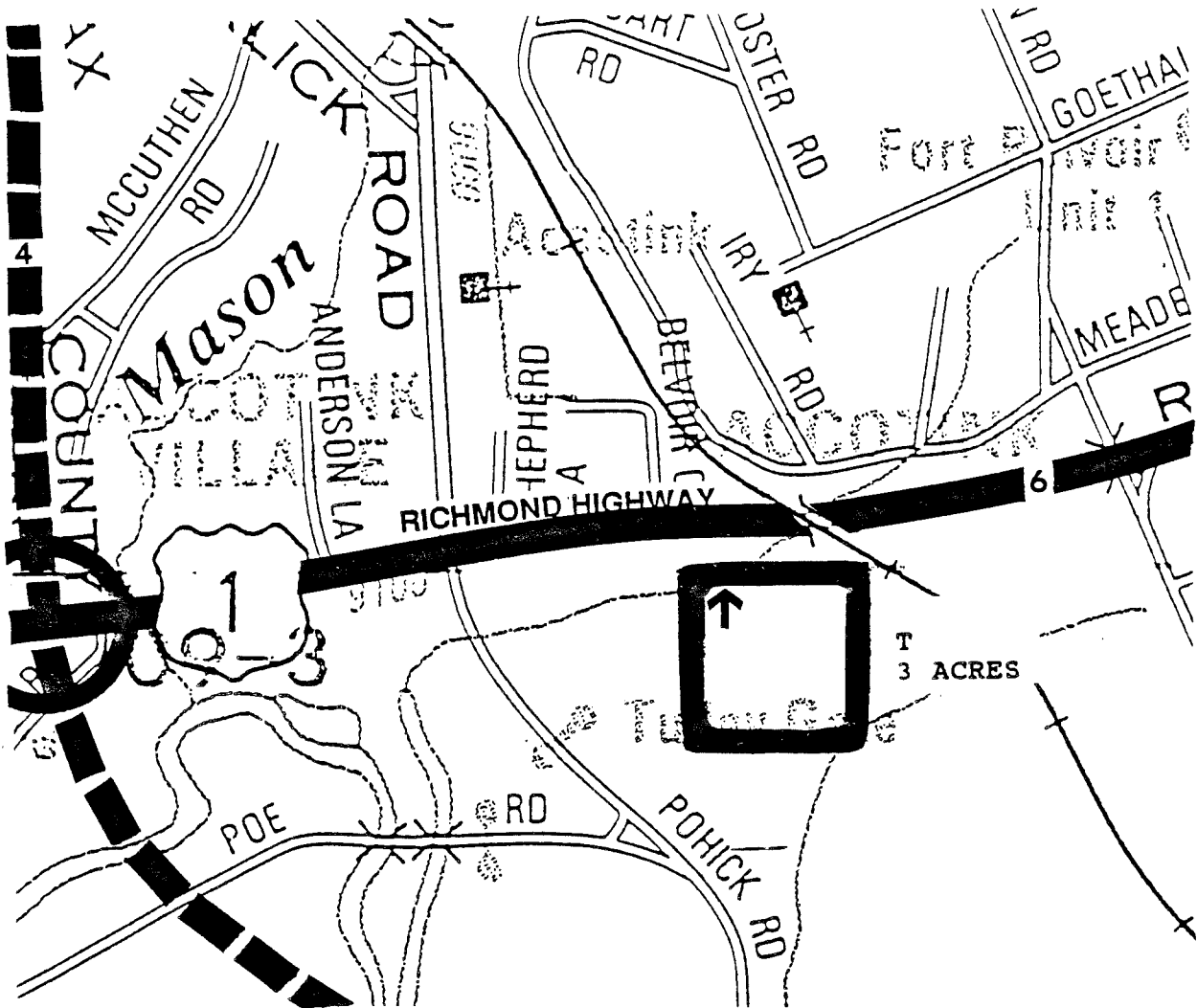
**INTERCHANGE RECOMMENDATION
LP-4 FORT BELVOIR COMMUNITY PLANNING SECTOR**

**FIGURE
17**



● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

- T TRANSIT TRANSFER CENTER (NO PARKING)
- R RAIL STATION
- P COMMUTER PARKING LOT
- C COMMUTER RAIL STATION
- M METRO STATION



● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

- T** TRANSIT TRANSFER CENTER (NO PARKING)
- R** RAIL STATION
- P** COMMUTER PARKING LOT
- C** COMMUTER RAIL STATION
- M** METRO STATION

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TRANSIT FACILITY RECOMMENDATION
LP-4 FORT BELVOIR COMMUNITY PLANNING SECTOR

FIGURE
19

The Two Transit Transfer Centers shown in Figures 18 and 19 are not site specific. Rather, they are meant to take advantage of the rail service between the fort and the Springfield Transportation Hub that Fort Belvoir is planning to establish over the existing military railroad. The Board of Supervisors should enter into agreements with the fort to establish the transit centers when the rail service is initiated.

Heritage Resources

1. Part of the Pohick Church Historic District lies within this area. Recommendations for this area are discussed in Sector LP2.
2. The remains of the Belvoir site, which is located in the southern region of Fort Belvoir near the Potomac River, continue to reflect an important element of local heritage and should be protected.
3. Pohick Church, Mount Air and Woodlawn Historic Districts abut Fort Belvoir. Protection of these historic resources should be considered in any redevelopment of the Fort Belvoir property.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 20. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 21 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 20
PARK AND RECREATION RECOMMENDATIONS
SECTOR LP4

PARK CLASSIFICATION	RECOMMENDATIONS
COMMUNITY PARKS:	Active recreation facilities are available in adjacent sectors at Mason Neck West Park and the Lower Potomac Pollution Control Plant Ballpark.
DISTRICT PARKS:	This sector lies within the service area of the Grist Mill District Park, which is in the Mount Vernon Planning District.
COUNTYWIDE PARKS:	
Accotink Stream Valley Pohick Stream Valley Dogue Creek Stream Valley	Ensure protection of the Environmental Quality Corridor and public access to stream valley park through acquisition and/or donation/dedication of land or open space easements to Fairfax County Park Authority. Complete development of countywide stream valley trail.
STATE/FEDERAL:	
	Protect the Accotink Bay shore line by developing the former float bridge training area as The Tompkins Basin National Capital Region Recreation Area. Develop the Fort Belvoir trail system in concert with the Fairfax County Trail System.

LP4 FORT BELVOIR COMMUNITY PLANNING SECTOR

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FPCA). The specific type and function of these Stream Valley Trails will be determined through the FPCA.



KEY

PRIMARY TRAIL FUNCTION:
 PEDESTRIAN —————
 BICYCLE - - - - -
 EQUESTRIAN • • • • •

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PLANNED TRAIL SYSTEM

FIGURE
21

URBAN DESIGN GUIDELINES

The following performance criteria are guidelines for the evaluation of development plans within the Route 1 Corridor. Acceptable prescriptive examples that may satisfy these performance criteria have been drafted as a dynamic report with Route 1 Urban Design Guidelines for approval and amendment by the Fairfax County Board of Supervisors from time to time.

Site Planning Checklist

- **General**
 - Integrate new development with existing and future adjacent land uses appropriately; ensure that new development provides adequate safe auto and pedestrian access.
 - Encourage type and scale of commercial office uses which will serve local area needs.
 - Utilize criteria for shared parking and open space between uses in site development, if feasible.
 - Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
 - Preserve or recover and record significant heritage resources.
- **Access/Roads/Parking**
 - Provide adequate, safe auto access.
 - Provide well-screened off-street parking areas; keep these parking lots in scale with the development and neighborhood.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive parking and building design/construction.
 - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
 - Reduce impervious surfaces as much as possible (drives, parking, buildings, etc.) through use of cluster design or other techniques.
 - Provide an attractive appearance oriented toward the street, through use of screening, landscaping and/or buffering service areas from public view.
- **Open Space/Community Facilities**
 - Integrate natural open space amenities into overall site design and utilize natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.
 - Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
 - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.).
 - Design safe pedestrian systems on-site; incorporate handicapped-access elements, such as ramps, into system design.
- **Buffers**
 - Take advantage of natural landscape edges and elements in buffering and defining neighborhoods and centers.
 - Utilize architectural and landscape elements (such as walls, buildings, berms, trees, etc.) as visual and roadway noise buffers.
- **Utility/Service Areas**
 - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.

- Place all electrical utility lines underground; screen utility substations and service areas from public view.
- Screen all service/maintenance areas from public view.

Architectural Design Checklist

- Scale/Mass/Form
 - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/office complex scale.
 - Create interest through sensitive detailing.
 - Utilize varied building facades to create interesting architectural (mass) relationships to the street.
 - Cluster buildings around courtyard-like areas to reinforce neighborhood scale, where appropriate.
- Functional Relationships/Facade Treatment
 - Site buildings with respect to natural topography.
 - Establish consistent architectural themes within CBCs or Development Centers utilizing similar architectural materials.

Landscape Architectural Checklist

- Landscaping
 - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
 - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
 - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
 - Utilize special landscape treatments to identify and reinforce entry areas.
 - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.
- Site Furnishings/Signing and Lighting/Walls
 - Provide well-designed commercial and residential development entry signs.
 - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) should have consistent signs and visible building numbers.
 - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.
 - Ensure architectural theme and light fixture style consistency.
 - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.

