LINCOLNIA PLANNING DISTRICT OVERVIEW

The Lincolnia Planning District is bounded by Lincolnia Road and Old Columbia Pike to the north; the City of Alexandria to the east; the Norfolk Southern Railway/Virginia Railway Express right-of-way to the south; Little River Turnpike (Route 236), Braddock Road, Indian Run Stream Valley, and Interstate 395 (I-395) to the west (see Figure 1). The planning district is approximately 2,056 acres in size and comprises approximately one percent of the county's land area. The district contains a portion of the Beltway South Industrial Area. Plan recommendations for this portion are included in the Beltway South Industrial Area located in the Annandale Planning District, Area I volume of the Comprehensive Plan.

The Lincolnia Planning District is one of the older and more developed areas of Fairfax County, and is strongly influenced by the neighboring City of Alexandria and the intensive development along I-395. The Planning District has three distinct community planning sectors:

- The area to the north of Little River Turnpike (Route 236) and below Lincolnia Road (L1 Pinecrest Community Planning Sector);
- The area north of Indian Run and west of I-395 (L2 Lincolnia Community Planning Sector); and
- The area southeast of I-395, bounded by the Norfolk Southern Railway right-of-way on the south and the City of Alexandria on the east (L3 Bren Mar Park Community Planning Sector).

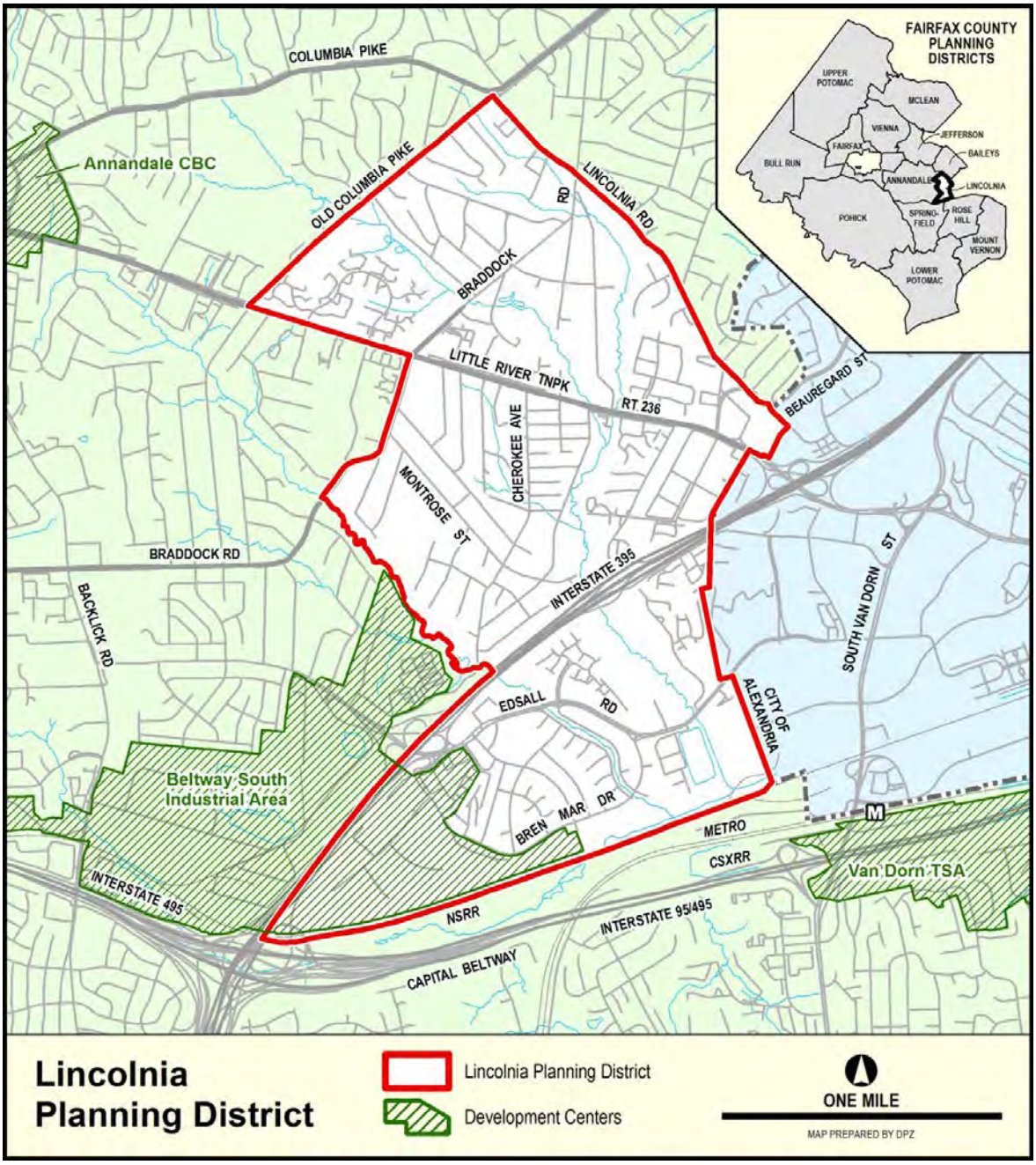
These three planning sectors are characterized primarily by single-family detached residential development. Townhouse, garden apartment and low rise condominium developments are found along the major thoroughfares and collector streets in proximity to commercial and industrial uses. The planning sector also contains Green Spring Gardens.

The Lincolnia Planning District is divided by several major transportation corridors, including Little River Turnpike and I-395. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares. Some commercial and light industrial uses are located in the eastern and western portions of Bren Mar Park.

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 and character 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.

In the context of the Concept, the majority of the Lincolnia Planning District has been designated as Suburban Neighborhoods. This category emphasizes the predominantly residential character of the area and suggests guidelines which will help maintain this character by restricting potentially incompatible land uses and/or land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between



LINCOLNIA PLANNING DISTRICT **FIGURE 1**

adjoining land uses, access control, environmental protection and other appropriate public facility and transportation guidelines.

The Beltway South Industrial Area as shown by the Concept spans both sides of the I-395, generally in the vicinity of I-395, Interstate 495/Capital Beltway (I-495), Backlick Road and Edsall Road. The portion of the Beltway South Industrial Area contained within the Lincolnia Planning District is located in the Bren Mar Park Community Planning Sector (Sector L3). The Plan calls for maintaining this area's predominantly industrial character, with appropriate guidelines for use, intensity and transitions.

Planning objectives in the Lincolnia Planning District are:

- Preserve stable residential areas through infill development of a character and intensity/ 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 areas;
- Encourage the creation of additional parks, open space and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program; and
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.

DISTRICT-WIDE RECOMMENDATIONS

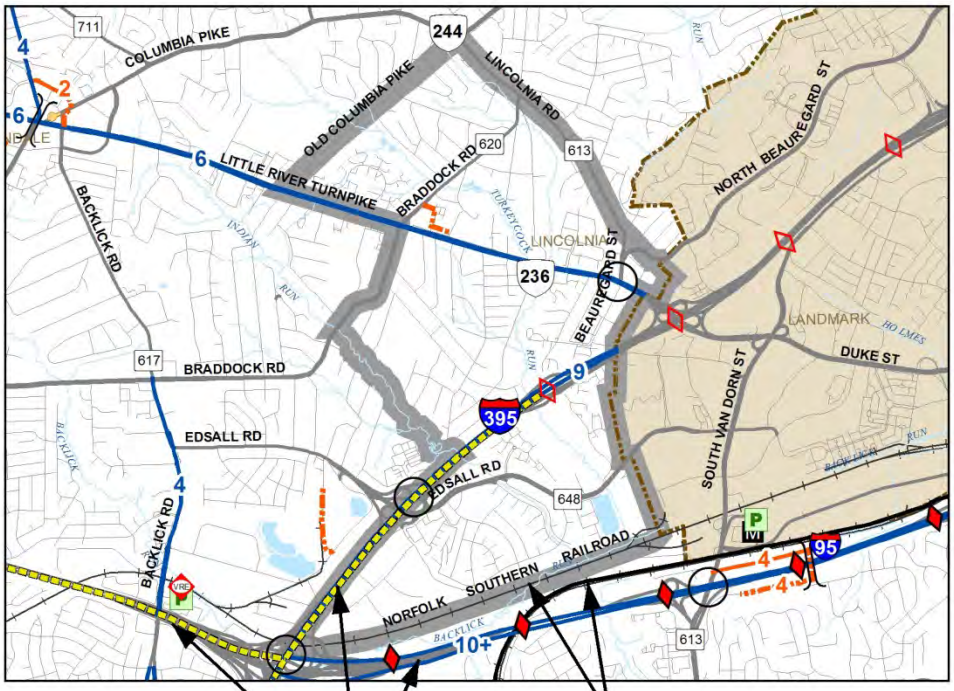
Transportation

Travel within and through the Lincolnia 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 planning 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 planning district are shown on Figure 2. Other countywide Transportation elements are also depicted.

The Little River Turnpike/Beauregard Street intersection is one of the area's most congested due to a combination of large shopping centers, high density residential development, proximity to the I-395 interchange, and the role Little River Turnpike serves as the major thoroughfare between Annandale and West End Alexandria with its high-rise apartments, the Plaza at Landmark Shopping Center, and other commercial establishments that serve the entire region.

The Transportation Plan calls for grade separating this intersection to relieve congestion; however, the cost of this improvement is a major impediment to implementation. Therefore, any development proposal in the vicinity of this intersection or in the surrounding area should provide transportation improvements necessary to mitigate adverse impacts associated with that development proposal.

LINCOLNIA PLANNING DISTRICT OVERVIEW



COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)

N
Miles
0 0.5 1

TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL — COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING — PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

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.

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
LINCOLNIA PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

FIGURE 3
LINCOLNIA PLANNING DISTRICT
EXISTING ASSISTED HOUSING
(Updated May 2015)

Rental	**Planning Sector**	**Number of Beds or Dwelling Units**	**Type of Program and Ownership**
Lincolnia Residences	L1	26 dwelling units	Fairfax County Rental (Elderly)
		52 beds	Senior Center/Adult Care Residence
Strawbridge Square	L2	128 dwelling units	Private/Section 8
Edsall Station	L3	135 dwelling units	Private/Section 8
Sullivan Place	L3	17 dwelling units	Affordable Dwelling Unit (ADU) rental program – privately owned units

Homeownership	**Planning Sector**	**Number of Beds or Dwelling Units**	**Type of Program and Ownership**
	District-wide	34 dwelling units	MIDS, First Time Home Buyers, or Affordable Dwelling Units

Housing

A list of existing assisted housing for the Lincolnia Planning District is shown in Figure 3. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs that limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from federal, state, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure. Assisted housing programs include:

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local 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 nonprofit groups for emergency housing;

- Federal Section 8 project based rental subsidy units, which are usually privately owned;

- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/Virginia Housing Development Authority (VHDA) financed projects with Low Income Housing Tax Credits and/or VHDA financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- 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;

- Homebuyer Equity Loan Program (HELP) and Silver Lining Initiative are loan programs using federal funds to help moderate income families purchase market rate homes in the county. Financing is both down payment and gap financing in the form

of a second deed of trust. The Silver Lining Initiative applies only to the purchase of homes in foreclosure. Both programs are currently unavailable;

- Work Force Housing (WDU) units are created through the Board of Supervisors WDU Policy, which was adopted in 2007, to provide affordable housing in mid and high-rise buildings which are exempt from the requirements of the Affordable Dwelling Unit (ADU) ordinance. The WDU policy is a proffer-based incentive system designed to encourage voluntary development of new housing affordable to a range of moderate income households earning up to 120% of the Area Median Income (AMI)l; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

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 only 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 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move.

Environment

The Lincolnia Planning District has wide floodplains, steep slopes and slippage prone soils over an area that is important to groundwater quality. Much of the water that falls in the Lincolnia area filters into the aquifer directly, making the risk of groundwater contamination greater here than in many other parts of the county.

Although the majority of Lincolnia has been developed, there are still some sizable areas that remain largely vacant. Most of these areas have significant stands of hardwood forest. Parcels were bypassed during earlier stages of growth due to constraints such as steep slopes and slippage prone soils.

Older, developed portions of the county often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment and hydrocarbons. Older suburban areas such as Lincolnia do not have the benefit of state-of-the-art water quality control practices. Therefore, they are a particular challenge to the county's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act. In addition to surface water, the Lincolnia Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, particularly commercial and industrial development, hazardous materials storage and underground storage tanks, need special attention.

Extensive environmental quality corridors, large areas of hardwood forest and some undisturbed headwaters areas present an opportunity to re-establish some of the ecological resources lost to development in this area.

Heritage Resources

The Lincolnia Planning District contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is shown on Figure 4, and a map of those resources is shown on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Green Spring Farm/Moss House – Originally built in 1784, this house is significant for its 1942 restoration and landscape redesign. It is listed in the National Register of Historic Places.

Large portions of the Lincolnia Planning District have not been surveyed to determine the presence or absence of heritage resources. It is important that these areas be examined before they are developed and appropriate action taken to record, preserve and/or recover the significant resources. Of special note is the potential for significant historic and prehistoric archaeological resources in the yards of older residential neighborhoods where cutting and filling were a minor element in their construction.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National or Virginia Landmarks Register, may be identified in the text and recommendations sections.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. 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 historic, architectural or archaeological 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. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register for Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

The county's 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.

FIGURE 4
INVENTORY OF HISTORIC SITES
LINCOLNIA PLANNING DISTRICT
(Inventory as of 2015)

Name	Location	Planning Sector	Parcel Number	Date
Green Spring Farm/Moss House N, V	4601 Green Spring Road Alexandria	L1	72-1 ((1)) 24	1784-1786
Mount Pleasant Baptist Church Cemetery	4111 Old Columbia Pike Annandale	L1	61-3 ((1)) 4A	1867
Tobey House*	6482 Little River Turnpike Alexandria (formerly)	L1	72-1 ((1)) 23, 23A	1954

* indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

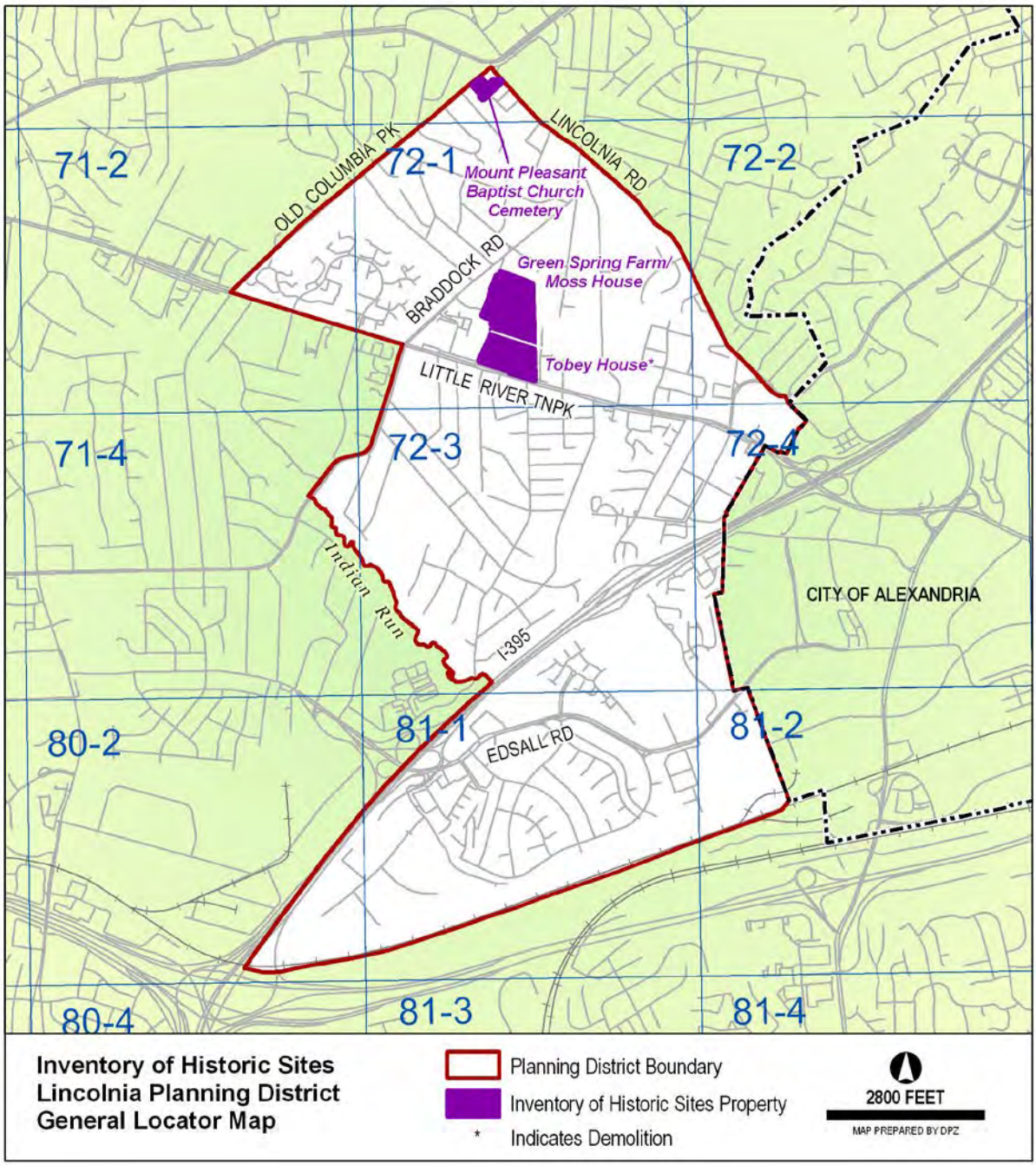

71-2
72-1
72-2
71-4
72-3
72-4
80-2
81-1
81-2
80-4
81-3
81-4
OLD COLUMBIA PK
LINCOLNIA RD
BRADDOCK RD
LITTLE RIVER TNPK
EDSALL RD
I-395
Indian Run
Mount Pleasant Baptist Church Cemetery
Green Spring Farm/ Moss House
Tobey House*
CITY OF ALEXANDRIA
Inventory of Historic Sites
Lincolnia Planning District
General Locator Map
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
2800 FEET
MAP PREPARED BY DPZ

FIGURE 5

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

Public Facilities

Existing public facilities located within the Lincolnia Planning District have been identified are included on Figure 6. 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 15.2-2232 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.

Two public facilities projects have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require review under Section 15.2 -2232 prior to being established. The following public facilities are identified as future needs in the Lincolnia Planning District:

1. Installation of a sewer line along a segment of Edwards Street between Little River Turnpike and Fairland Street.

2. Installation of a transmission water main along the Braddock Road corridor from Columbia Pike to south of Lincolnia Road.

Parks and Recreation

Existing public parks located in the Lincolnia Planning District are identified on Figure 7 and shown in Figure 8. About half of the public park acreage in the planning district is Resource-based Parks that help protect both the natural and cultural resources and provide trail access, resource interpretation and education. Cultural resource sites within parks include the Joseph F. Barnes Battery and Green Spring Farm/Moss House. Natural resources include stream valley areas associated with the Indian Run and Turkeycock Run waterways, which are designated as Environmental Quality Corridors. The remainder of the parks in the district are classified as Local, District and Countywide parks.

The two most visited parks in the district are Green Spring Gardens and Pinecrest Golf Course. Green Spring Gardens is Fairfax County's premiere horticultural park with several thematic demonstration gardens, a horticultural center with library and greenhouse, educational programming, as well as wooded trails, ponds, and magnolia bogs. Pinecrest Golf Course is a 9-hole par 35 executive golf course, offering a clubhouse with indoor golf simulation, snack bar,

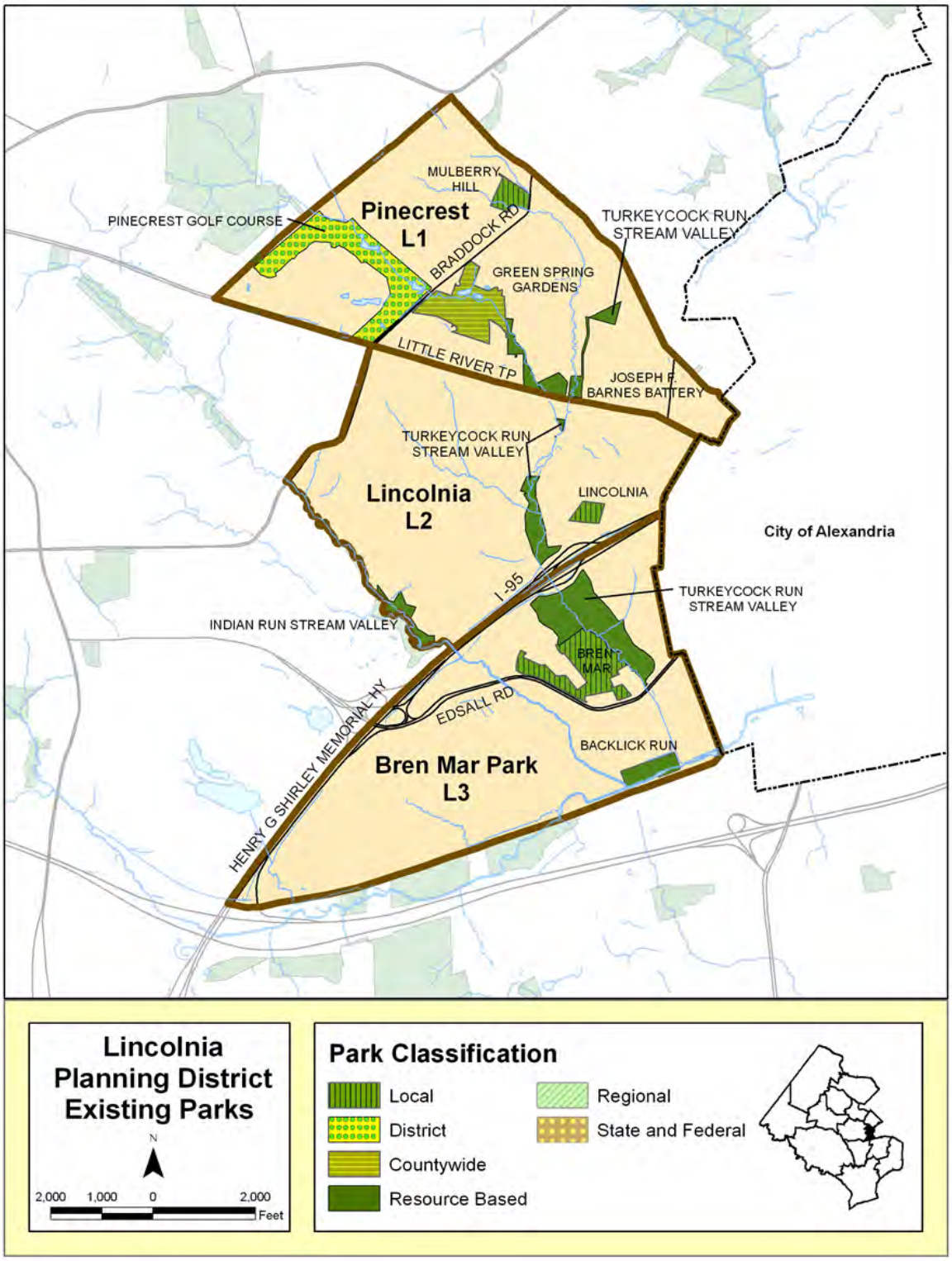
FIGURE 6
LINCOLNIA PLANNING DISTRICT
EXISTING PUBLIC FACILITIES
(As of July 2015)

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
L1				Lincolnia Adult Day Health, Senior Center and Senior Housing		County Indigent Cemetery
L2	Holmes Middle					
L3	Bren Mar Park Elementary					

* Federal and state facilities are not subject to the 2232 review process

FIGURE 7
LINCOLNIA PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of July 2015)

Planning Sector	Local	District	Countywide	Resource-Based	Regional, State & Federal
L1	Mulberry Hill	Pinecrest Golf Course	Green Spring Gardens	Turkeycock Run Stream valley (S.V.) Joseph F.Barnes Battery	
L2	Lincolnia			Turkeycock Run Stream Valley Indian Run Stream Valley	
L3	Bren Mar Park			Backlick Run S.V. Turkeycock Run S.V. Indian Run S.V.	



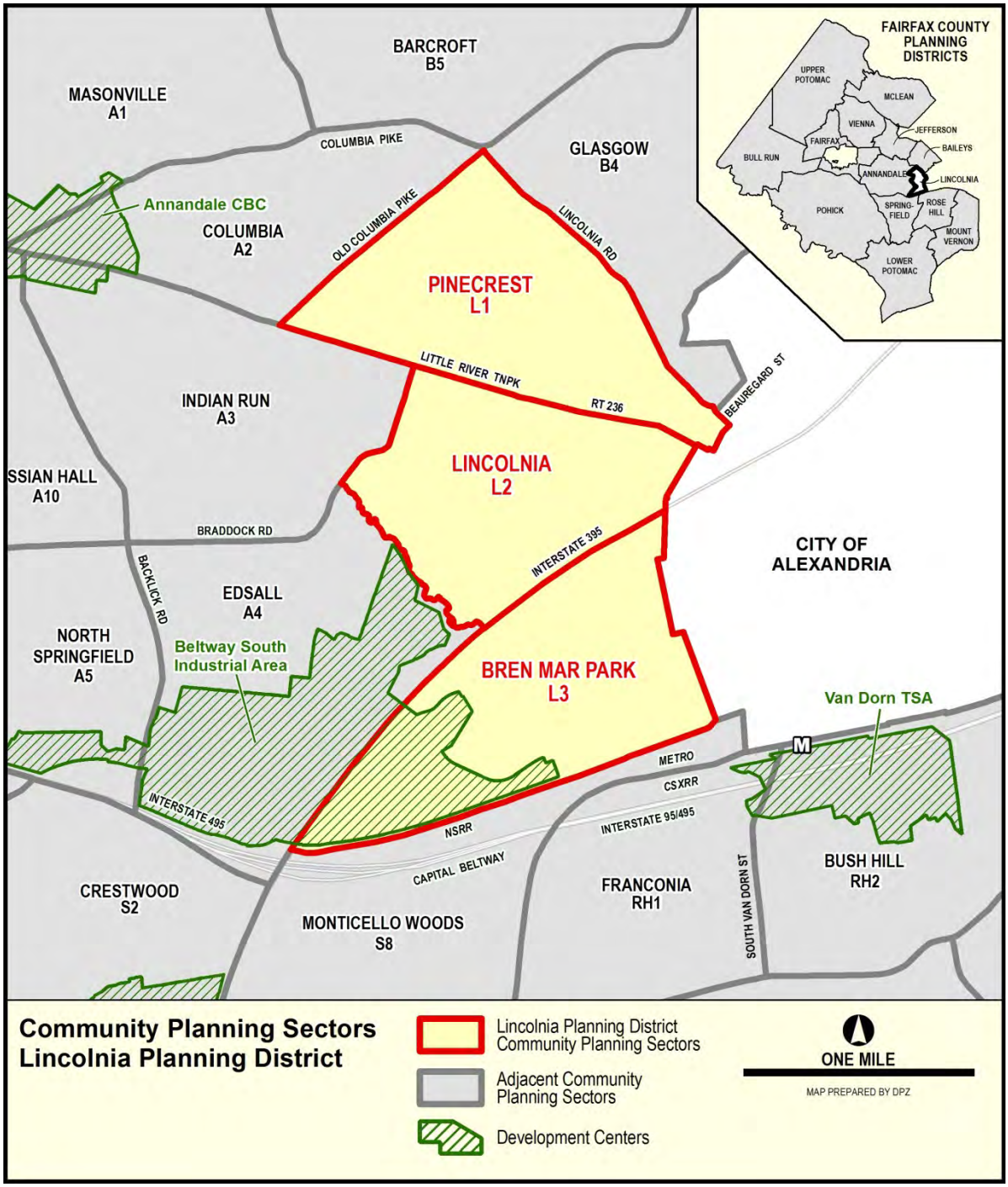
LINCOLNIA PLANNING DISTRICT **FIGURE 8**
PUBLIC PARKS BY CLASSIFICATION

pro shop and golf lessons. These two facilities draw visitors from throughout Fairfax County and the larger region.

The few local parks in Lincolnia are predominantly located in the southern half of the district. There is a deficiency of Local and District parkland and a deficiency of active recreational opportunities in the planning district. Additional recreation facilities are provided at public school sites and outside the Lincolnia Planning District. At least one additional Local park is needed in the southern portion of the planning district. The Lincolnia Planning District is served by Mason, Lee and Wakefield District Parks located outside the planning district boundaries.

Each of the community planning sectors contains park and recreation guidelines. Principal park and recreation guidelines for the entire Lincolnia Planning District are listed below:

- Complete and implement master plans for parks in the planning district;
- Improve non-motorized access to parks from commercial and residential areas and increase connectivity to countywide trail and bike networks;
- Use adopted service level standards and land acquisition criteria to guide parkland acquisition suitable for active recreation;
- Protect and improve connectivity for wildlife through corridors, linkages and watersheds;
- Offset park deficiencies by creating opportunities for new publicly accessible active recreation through the development process;
- Seek to acquire and/or protect remaining natural areas in the district, especially large tracts connecting to other natural areas and those containing unique or significant natural resources through purchase, donation, development dedications, or conservation easements; and
- Seek opportunities to provide publicly accessible recreation facilities by using other public lands, non-profit organizations and private partnerships to improve the park service level deficiencies in the Lincolnia Planning District.



COMMUNITY PLANNING SECTORS **FIGURE 9**
LINCOLNIA PLANNING DISTRICT

L1 PINECREST COMMUNITY PLANNING SECTOR

CHARACTER

The Pinecrest Community Planning Sector is generally bounded by Lincolnia Road, the City of Alexandria line, Little River Turnpike (Route 236), and Old Columbia Pike.

The planning sector is characterized by older, stable neighborhoods of single-family detached houses. Single-family detached residential developments include Mt. Pleasant, Autumn Cove, and Ridges of Alexandria. Single-family attached or townhouse developments include Linmar, Autumn Glen, Stonegate, and Barcroft Square. Multifamily developments include the Arbor Park complex of garden apartments and townhouses. The Pinecrest, a large planned residential development, includes single-family detached dwellings, townhouses and garden apartments. Higher density residential areas tend to be located along the major thoroughfares. Commercial uses are situated on the north side of Little River, east of Braddock Road and include Pinecrest Plaza and the Plaza at Landmark shopping centers.

Turkeycock Run, an element of the countywide Environmental Quality Corridor (EQC) system, runs through both public parkland and private residential yards. Investigations in Turkeycock Run and excavations at the Elliott site in a nearby planning sector have indicated the presence of potentially undisturbed prehistoric and historic archaeological resources in this planning sector and have demonstrated the potential for significant archaeological resources surviving in early and mid- 20th century residential neighborhoods. The undeveloped portions of the Turkeycock Run Watershed, in particular, are environmentally sensitive.

Green Spring Farm/Moss House owned by the Park Authority, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Lincolnia Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the areas of Pinecrest Community Planning Sector as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Pinecrest sector is largely developed as stable residential neighborhoods. Infill development within this sector needs to be for a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, the resulting projects need to function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 10 indicates the geographic locations of the following land use recommendations for this sector.

1. Maintain the character of the low density single-family residential neighborhoods south of Lincolnia Road and east of Old Columbia Pike through infill development at a density of 1-2 dwelling units per acre.

2. The area north of Arbor Park apartments and Linmar townhouses, and south of Grace Baptist Church west to Turkeycock Run is planned for residential use at 1-2 dwelling units per acre and is developed with the Ridges of Alexandria single-family detached residential neighborhood.

3. Parcel 72-1((1))59 in the southwestern quadrant of the intersection of Braddock Road and Lincolnia Road is planned for residential use at 1-2 dwelling units per acre and developed with an institutional use. Conditions for any future changes or redevelopment proposed for this site are as follows:

   - Site development and provide screening and buffering to minimize the impact on adjacent areas planned for low density residential use; and

   - Design the development to be sensitive to the environmental constraints of the property, especially so as not to increase off-site storm drainage problems.

4. Limit commercial development on the north side of Little River Turnpike to the area between Braddock Road and the Autumn Glen townhouse development at Merritt Road and to the existing development in the vicinity of Beauregard Street. As redevelopment occurs, provide pedestrian access to and from residential neighborhoods.

5. Parcel 72-2((16))A, south of the Lincolnia Senior Center, is planned for multifamily residential development at 12-16 dwelling units per acre or single-family attached residential development not to exceed 12 dwelling units per acre, and is developed with the Stonegate townhouse development. Development of this site should not preclude roadway improvements planned for Beauregard Street and Lincolnia Road and access to the site should be oriented to take into account the approved interchange concept for the Little River Turnpike/Beauregard Street flyover. Since access to Beauregard Street may become more limited with the future construction of the interchange, additional inter-parcel access should be encouraged to the west or south, to supplement the approved inter-parcel access through the Lincolnia Senior Center property. In lieu of on-site recreational facilities, consideration may be given to the enhancement of the recreational area behind the Lincolnia Senior Center, in order to better utilize and maintain this existing community recreational resource.

6. Parcels 72-1((1))27, 28, 29, 29A, 31, 32 and 34 on Merritt Road north of Autumn Glen townhouses are planned for and developed with residential use at 1-2 dwelling units per acre. With consolidation of all parcels, residential development up to 5 dwelling units per acre to continue the existing pattern of development is appropriate, provided that the project includes substantial open space along the perimeter of the tract, adjacent to the Turkeycock Run Stream Valley Park.

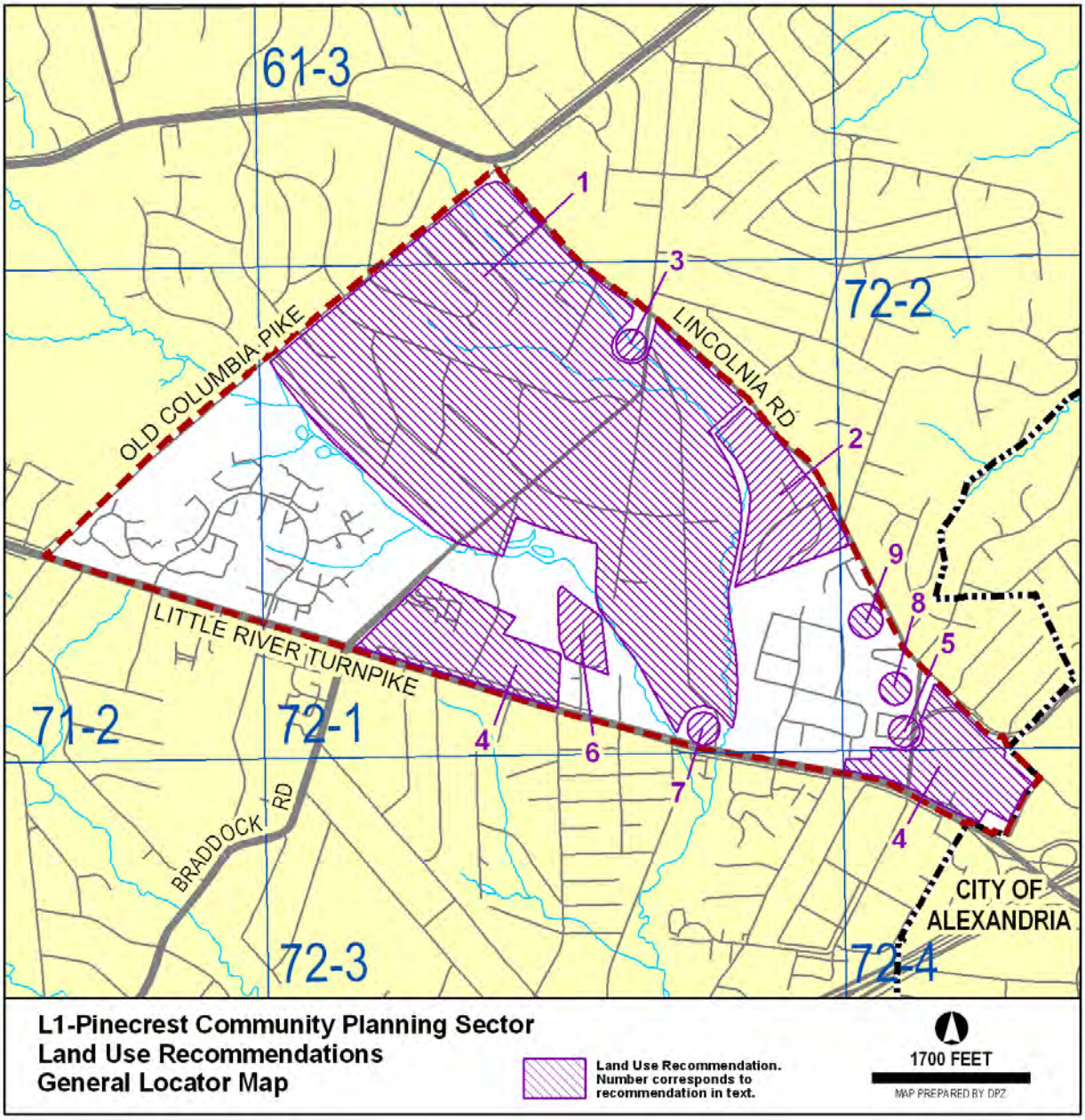

61-3
72-2
71-2
72-1
72-3
72-4
OLD COLUMBIA PIKE
LINCOLNIA RD
LITTLE RIVER TURNPIKE
BRADDOCK RD
CITY OF ALEXANDRIA
1
2
3
4
5
6
7
8
9
L1-Pinecrest Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1700 FEET
MAP PREPARED BY DPZ

FIGURE 10

7. Parcel 72-1((6))36 located in the northwest quadrant of the intersection of Brookside Drive and Little River Turnpike, across from Turkeycock Run Park, is planned for and developed with a public park.

8. Retain the Lincolnia Senior Center for public facilities use and in public ownership for school, local community and recreational use.

9. Parcels 72-2((1))35 and 38 are planned for residential use at 5-8 du/ac. Parcel 72-2((1))39 is planned for institutional use and contains a cemetery. As an option, Parcels 72-2((1))35, 38 and 39, may be appropriate for up to a total of 12 units with full parcel consolidation, if the following conditions are met:

   - Residential development should be located on parcels 72-2((1))35 and 38 with parcel 72-2((1))39 to be maintained for cemetery use and open space.

   - The existing cemetery use is preserved and enhanced with landscaped buffering and monument signs to better demarcate the boundary of the cemetery and parking is provided at the cemetery for cemetery visitors.

   - Storm water management infrastructure may be appropriate for the cemetery property (Parcel 72-2((1))39) provided that it is designed and located in a manner that does not adversely impact the cemetery.

Transportation

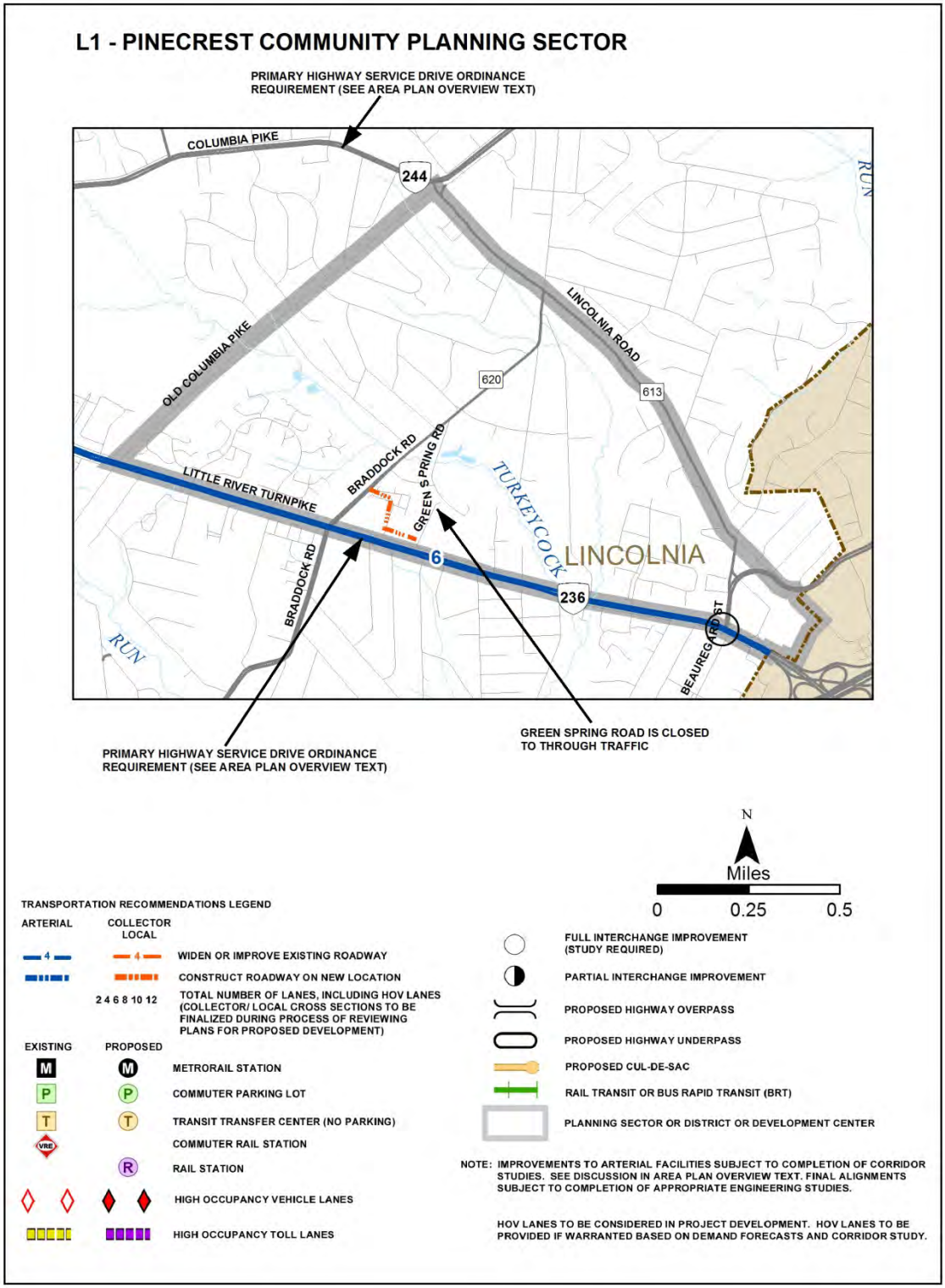
Transportation recommendations for this sector are shown on Figure 11. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are contained in the district-wide and land use recommendations sections in addition to those listed below. Prior to developing parkland, the Fairfax County Park Authority manages long range planning efforts and initiates a master planning process to determine countywide needs and the appropriate uses, facilities and



TRANSPORTATION RECOMMENDATIONS **FIGURE 11**

design for a specific park. These processes involve extensive citizen review and participation and provide additional guidance for park development and resource protection.

Park recommendations for the L1-Pinecrest Community Planning Sector are provided below:

- Consider using the Lincolnia Senior Center site for local serving recreation uses in consultation with Neighborhood and Community Services (NCS) and other stakeholders; and

- Ensure protection of Environmental Quality Corridors and public access to stream valley parks through acquisition and/or dedication of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Trails on parkland not shown on the Countywide Trails Plan Map may supplement the planned trail system and should be coordinated to enhance trial connectivity. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

L2 LINCOLNIA COMMUNITY PLANNING SECTOR

CHARACTER

The Lincolnia Community Planning Sector is located west of the City of Alexandria and is generally bounded by Little River Turnpike (Route 236), Stutz Road, Interstate 395 (I-395), the Indian Run Stream Valley and Braddock Road.

The portion of the Lincolnia Community Planning Sector west of the Turkeycock Run Stream Valley is primarily developed with single-family detached units. These stable subdivisions include Fairland, Indian Run Park, and Lincolnia Park. East of the stream valley lies a mixture of housing types with sizable concentrations of townhouse and garden apartment units. These include Little River Village, Lincolnia Mews, Morningside Towers, Strawbridge Square, Duke Street Station and Virginia Village. These higher density developments are generally located in proximity to the commercial areas along Little River Turnpike and around Brighton Mall/the Grand Mart plaza.

The Brighton Mall/Grand Mart Plaza, the Home Depot Plaza at the Little River Turnpike/Braddock Road intersection, and the commercial strip along Little River Turnpike between the two shopping centers constitute Lincolnia's commercial-retail and office areas. These commercial areas are characterized by neighborhood-serving retail and office uses. Halifax Office Park, a small office complex, is located at the southern end of Cherokee Avenue across from Navaho Drive.

Two stream valleys with sizable floodplains, Indian Run and Turkeycock Run, are the principal ecological assets of this planning sector. Excavations in an adjacent sector have demonstrated that in older neighborhoods, significant undisturbed historic and prehistoric archaeological resources have survived in sufficient amounts to be meaningful. This planning sector contains large older residential neighborhoods. Therefore, significant archaeological resources are possible in the planning sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the areas of the Lincolnia Community Planning Sector as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Lincolnia sector is largely developed as stable single-family residential neighborhoods. Infill development within this sector needs to be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial consolidation is specified, the resulting projects need to function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The Plan calls for 1) limiting commercial development on the south side of Little River Turnpike to the area between Braddock Road and Cherokee Avenue to prevent further strip commercial development and encroachment on residential neighborhoods; 2) limiting future development to low-rise office/retail uses, preferably townhouse style, up to .25 FAR; 3) providing pedestrian access to and from the residential neighborhoods as redevelopment occurs. The apartment complex adjacent to the Brighton Mall/Grand Mart Plaza shopping center and Beauregard Square office development complex currently serves as an effective transition zone between the commercial activity area and the single-family community to the west.

Figure 12 indicates the geographic location of the following land use recommendations in this sector.

1. The area between Chowan Avenue and Virginia Street is developed with detached, single-family residential units at approximately 2 dwelling units per acre and planned for residential development at 1-2 dwelling units per acre. Infill residential development should be limited to a type and intensity similar to the existing uses. Within this area are narrow "railroad" lots. Reduction in yard requirements are inappropriate since they have resulted in incompatible infill development and spot densities greater than the planned density.

2. Parcels in the southwest quadrant of the intersection of Little River Turnpike and Cherokee Avenue are planned for townhouse or low-rise office use up to .25 FAR to provide an effective transition between existing retail activity to the west and north and stable residential areas to the east and south. Conditions for any development in this area are:

    - Consolidate Parcels 72-1((24))6489A, 6489B, 6591 and 72-1((1))19;

    - Provide a brick wall six feet in height with effective landscaping along the entire southern periphery of the site;

    - Provide lighting in a manner which is visually unobtrusive upon nearby residences; and

    - Provide trash collection containers within the commercial structure.

3. Parcels fronting the south side of Little River Turnpike between Virginia Street and Valley Street are planned for townhouse or low-rise office use up to .25 FAR. Conditions for any development in this area are:

    - Consolidate all parcels;

    - Provide a brick wall six feet in height with effective landscaping along the entire southern periphery of the tract where it is adjacent to a planned low density residential community;

    - Provide lighting in a manner which is visually unobtrusive upon nearby residences; and

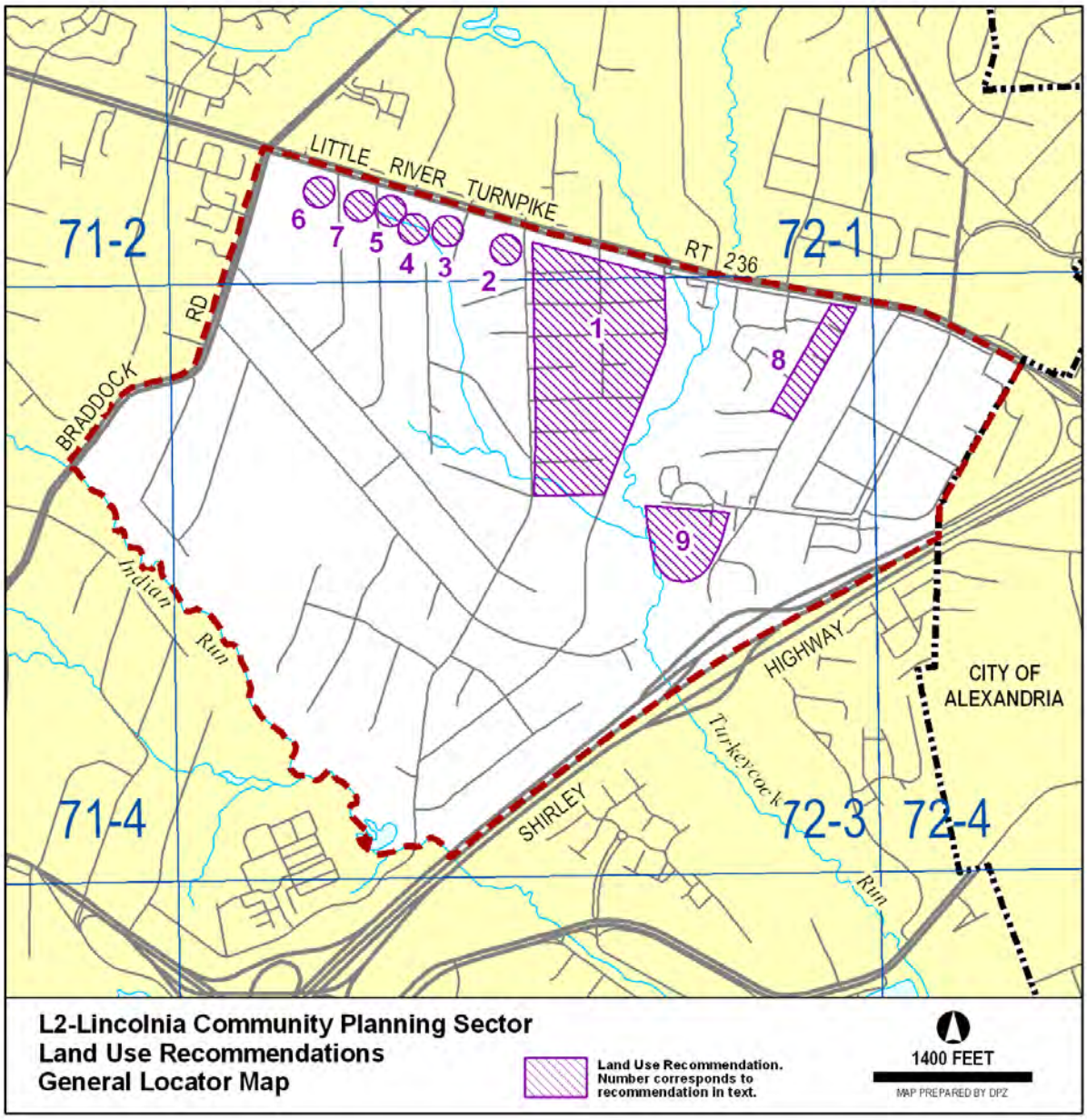

LITTLE RIVER TURNPIKE
RT 236
71-2
72-1
71-4
72-3
72-4
BRADDOCK RD
Indian Run
Turkeycock Run
SHIRLEY HIGHWAY
CITY OF ALEXANDRIA
1
2
3
4
5
6
7
8
9
L2-Lincolnia Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1400 FEET
MAP PREPARED BY DPZ

FIGURE 12

- Provide trash collection containers within the commercial structure.

4. Parcel 72-1((10))1 on the block west of Virginia Street is planned for townhouse or low-rise office uses up to .25 FAR. Conditions for any development on this parcel are:

   - Provide a brick wall six feet in height with effective landscaping along the southern periphery, along the southern periphery of the site to protect the adjacent single-family neighborhood;

   - Provide lighting in a manner which is visually unobtrusive to nearby residences; and

   - Provide trash collection containers within the commercial structure.

5. Parcel 72-1((11))19 in the southeast quadrant of the intersection of Little River Turnpike and Martin Street is planned for low-rise office use up to .25 FAR. Conditions for any development on the parcel are:

   - Provide a brick wall six feet in height with effective landscaping along the southern edge of the parcel where it is adjacent to an established, low density residential community;

   - Provide lighting in a manner which is visually unobtrusive to nearby residences; and

   - Provide trash collection containers within the commercial structure.

6. Parcels 72-1((12))5 and 6 along Edwards Street, south of Little River Turnpike, are planned for transitional low-rise townhouse offices up to .25 FAR. Conditions for any development in this area are:

   - Maintain that portion of parcel 5 south of the commercial/residential boundary line (set back approximately 60 feet) from the boundary of the property as an undeveloped, landscaped open space buffer to protect the residential community to the south;

   - Construct a visually compatible brick wall, six feet in height, along the entire length of the line marking the southern extent of permitted retail development on parcel 5, with effective landscaping provided along the south side of the brick wall;

   - Locate lighting to serve the retail activity in a manner which renders it visually unobtrusive to existing residences along Edwards Street; and

   - Provide trash collection containers within the commercial structure.

7. Those portions of Parcels 72-1((12))7A and 7, and 72-1((11))1 which are zoned for commercial use, along the south side of Little River Turnpike between Edwards Street and Martin Street, are planned for retail or townhouse-style office development up to .25 FAR. Conditions for any development in this area are:

   - Provide adequate screening and buffering to the adjacent residential neighborhood;

   - Provide a six-foot brick wall along the southern periphery of the tract; and

- Provide trash collection containers within the commercial structure.

8. The parcels located in the southwest quadrant of the intersection of Little River Turnpike and Lincoln Avenue are planned for and developed with residential development at 2-3 dwelling units per acre.

9. The area east of Turkeycock Run, south of 8th Street and northwest of Strawbridge Square Apartments (Parcels 72-3((1))45, 45A, 45B, and 48) is planned for residential development at 1-2 dwelling units per acre. As an option, residential development at 4-5 dwelling units per acre may be appropriate subject to the following conditions:

   - Consolidate all parcels to allow for a well-designed project that is compatible with the adjacent townhouse development;
   - Provide access from 8th Street;
   - Dedicate land along Turkeycock Run Stream Valley to the Fairfax County Park Authority;
   - Design the project to be sensitive to the topography of the site; and
   - Cluster development of either attached or detached units may be appropriate provided that the resulting effective density does not exceed that of the adjacent Little River Village townhouses.

Transportation

Transportation recommendations for this sector are shown on Figure 13. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are contained in the district-wide and land use recommendations sections in addition to those listed below. Prior to developing

parkland, the Fairfax County Park Authority manages long range planning efforts and initiates a master planning process to determine countywide needs and the appropriate uses, facilities and design for a specific park. These processes involve extensive citizen review and participation and provide additional guidance for park development and resource protection.

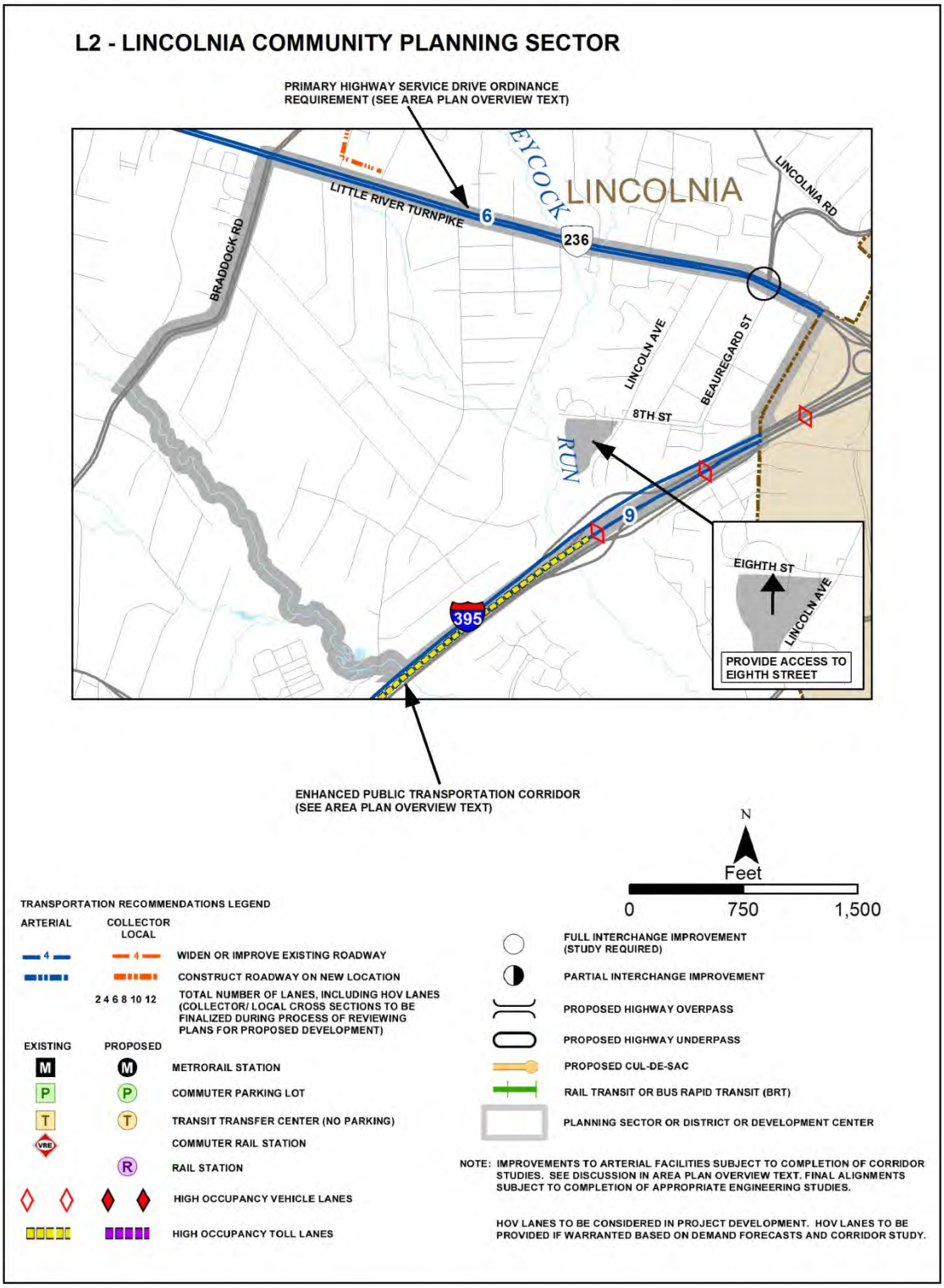
Park recommendations for the L2-Lincolnia Community Planning Sector are provided below:

- Add a local-serving park and/or public recreation facilities in this sector; and
- Ensure protection of Turkeycock Run and Indian Run Environmental Quality Corridors and public access to stream valley parks through acquisition and/or dedication of privately owned land in accordance with Fairfax County Park Authority stream valley policy.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Trails on parkland not shown on the Countywide Trails Plan Map may supplement the planned trail system and should be coordinated to enhance trail connectivity. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.



TRANSPORTATION RECOMMENDATIONS **FIGURE 13**

L3 BREN MAR PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Bren Mar Park Community Planning Sector is located adjacent to the Edsall Road/Van Dorn Street area in the City of Alexandria and is generally bounded by Interstate 395 (I-395), the City of Alexandria and the Norfolk Southern Railway/Virginia Railway Express right-of-way. The Bren Mar Park Community Planning Sector contains a portion of the Beltway South Industrial Area. Recommendations for the Beltway South Industrial Area can be found in the Area I volume of the Comprehensive Plan, Annandale Planning District, Beltway South Industrial Area.

The planning sector contains residential, commercial and industrial uses. The Bren Mar Park subdivision, a stable single-family detached neighborhood, constitutes the central residential area. Higher density residential uses include townhouses such as Jefferson Green, Landmark Mews and The Ridges at Edsall; garden apartments such as Edsall Station, Edsall Garden Apartments, and Bren Mar Apartments; and midrise condominium buildings, such as Valley Park and Sullivan Place located around the Bren Mar Park neighborhood and on outlying tracts, particularly along Edsall Road and Bren Mar Drive.

Nonresidential uses, including retail, office, and industrial uses, are located along Edsall Road and in the Beltway South Industrial Area. The retail shopping component includes a small shopping center on Edsall Road and adjacent parcels and several uses in the Beltway South Industrial Area. Industrial uses are found primarily in the Beltway South Industrial Area. These uses include warehousing/distribution, light manufacturing and several satellite/communication facilities. An industrially planned and developed warehousing facility that also includes office uses is located at the eastern end of Edsall Road, adjacent to the Alexandria City line.

Indian Run and Turkeycock Run Stream Valleys traverse the entire length of the planning sector. The Backlick Run floodplain is broad along the southern edge of the planning sector. The large tract in the northern portion of the planning sector has a high potential for both historic and prehistoric archaeological resources. Preliminary archaeological investigations in adjoining planning sectors indicate the possibility of the presence of undisturbed, significant prehistoric archaeological resources. The slopes and adjacent floodplains of Backlick Run also have potential for such resources.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the areas of the Bren Mar Park Planning Sector as predominately Suburban Neighborhoods. Portions of this planning sector are also planned and developed as Industrial Areas. The Suburban Neighborhoods are stable. The Industrial Areas are primarily developed with light manufacturing, assembly and warehousing/distribution activities but also contain office and retail uses which provide support services.

RECOMMENDATIONS

Land Use

The Bren Mar Park sector contains stable residential neighborhoods. Infill development within this sector needs to be of a compatible use, type and intensity in accordance with the guidance in the Policy Plan under Land Use Objectives 8 and 14.

Where substantial consolidation is specified, the resulting projects need to function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 14 indicates the geographic location of the following land use recommendations for this sector.

1. The southwestern part of Bren Mar Park is developed as the Shell Oil Park and is planned primarily for industrial uses which minimize transportation impacts on Edsall Road. The Shell Oil Park comprises Land Unit E of the Beltway South Industrial Area (Figure 15). Guidance for Land Unit E is located in the Beltway South Industrial Area, Annandale Planning District, Area I volume of the Comprehensive Plan.

2. Commercial development near I-395 needs to be limited to the existing commercially-zoned parcels that are located along Edsall Road between Bren Mar Drive and Indian Run Parkway. The portion that is near the intersection of Bren Mar Drive and Edsall Road, Parcels 81-1((1))A and 7H1, is a part of the Beltway South Industrial Area and is identified as Land Unit F. Guidance for Land Unit F is located in the Beltway South Industrial Area, Annandale Planning District, Area I volume of the Comprehensive Plan.

3. The vacant tract south of the Bren Mar Park Subdivision, between Indian Run and the industrially-zoned tract to the west, Parcel 81-1((1))9C, is zoned for industrial use. An approximately ten acre portion of the tract is in floodplain, which may present significant environmental constraints to development. This portion of the tract is planned to be left in a natural state. Active recreational uses would be suitable on the remaining acreage.

4. The tract of land north of Edsall Road, west of the City of Alexandria and south of I-395, is planned for and developed with residential development at 3 to 4 dwelling units per acre. Conditions for redevelopment included:

    - Parcels remain substantially consolidated;

    - The project is well designed, has a mix of housing types that is sensitive to the environmental constraints of the site is provided;

    - Preserve heritage resources;

    - Maximize environmental protection of slopes and floodplains; minimize the visual impact on the Bren Mar Park and Landmark Mews communities; and

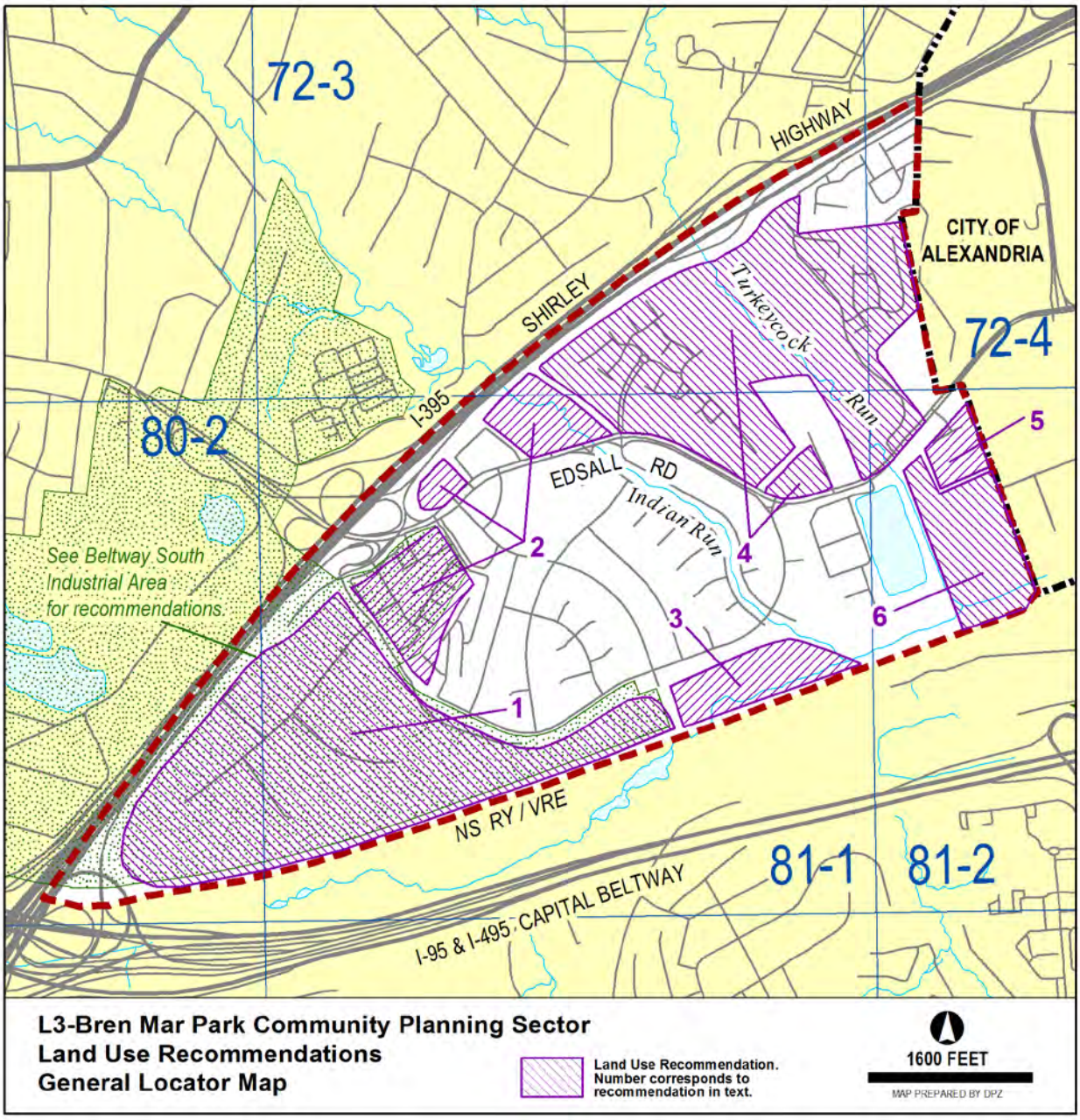

72-3
HIGHWAY
CITY OF
ALEXANDRIA
SHIRLEY
Turkeycock
Run
72-4
I-395
80-2
5
EDSALL RD
Indian Run
2
4
See Beltway South
Industrial Area
for recommendations.
3
6
1
NS RY / VRE
81-1
81-2
I-95 & I-495 CAPITAL BELTWAY
L3-Bren Mar Park Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation.
Number corresponds to
recommendation in text.
1600 FEET
MAP PREPARED BY DPZ

FIGURE 14

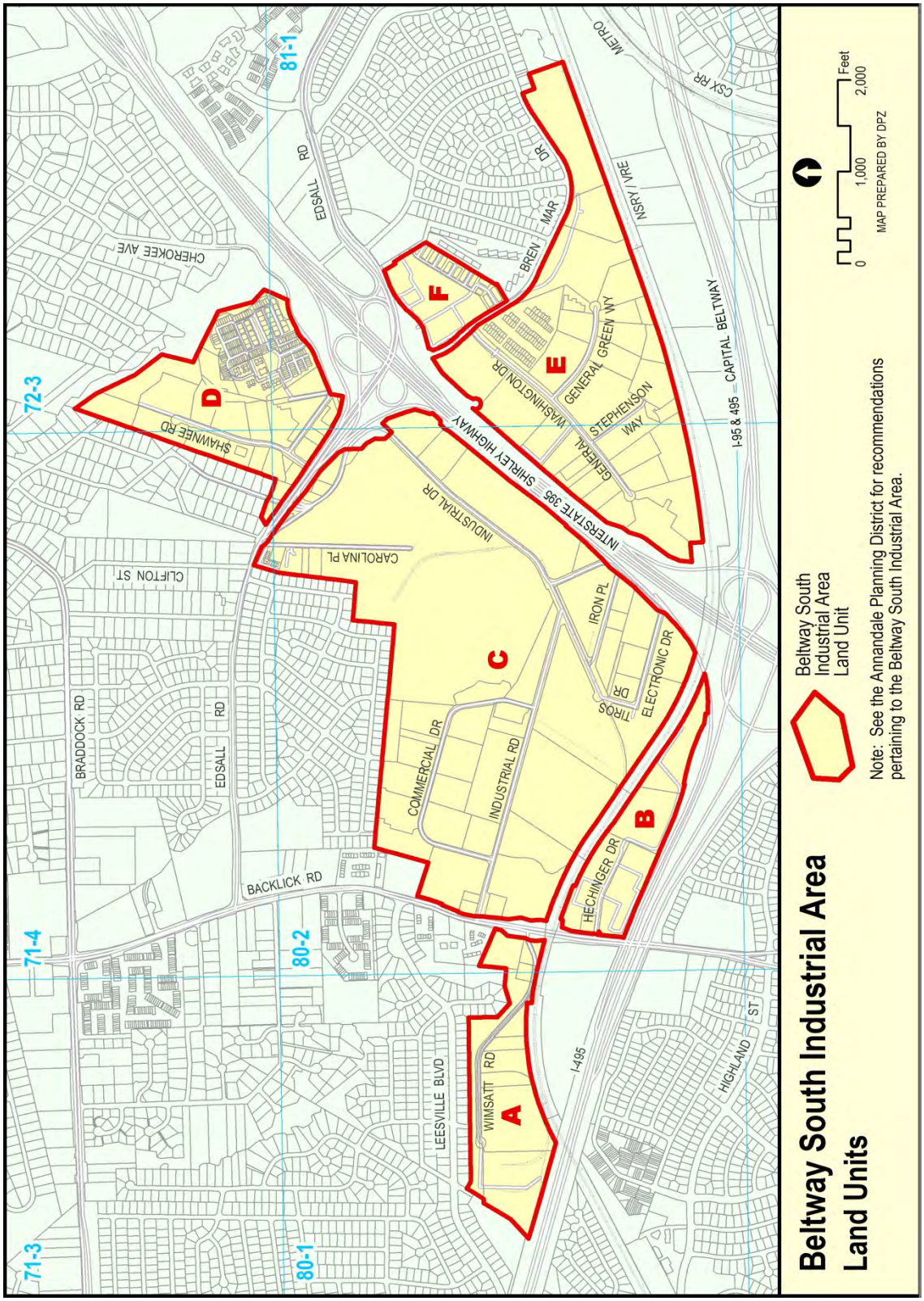

Beltway South Industrial Area Land Units
Beltway South Industrial Area Land Unit
Note: See the Annandale Planning District for recommendations pertaining to the Beltway South Industrial Area.
0
1,000
2,000
Feet
MAP PREPARED BY DPZ
A
B
C
D
E
F
71-3
71-4
72-3
80-1
80-2
81-1
BACKLICK RD
WIMSATT RD
LEESVILLE BLVD
I-495
HIGHLAND ST
BRADDOCK RD
EDSALL RD
CLIFTON ST
CHEROKEE AVE
SHAWNEE RD
CAROLINA PL
INDUSTRIAL DR
COMMERCIAL DR
INDUSTRIAL RD
HECHINGER DR
IRON PL
TROS DR
ELECTRONIC DR
INTERSTATE 395 — SHIRLEY HIGHWAY
WASHINGTON DR
GENERAL GREEN WY
GENERAL STEPHENSON WAY
BREN MAR DR
I-95 & 495 — CAPITAL BELTWAY
NSRY / VRE
METRO
CSX RR

FIGURE 15

- Dedicate approximately 70 acres of undisturbed land along Turkeycock Run, and other areas adjacent to the residential development, to the Fairfax County Park Authority to develop a community park with passive and active recreation facilities. That portion of Parcel 81-1((16))B4D adjacent to Bren Mar Park is to be included in the dedication.

5. The tract along the south side of Edsall Road, immediately west of the Alexandria City line, is planned for and developed with residential use at 5-8 du/ac at the Option level. Conditions for redevelopment included:

   - Full consolidation of Parcels 81-2((2))4, 5, and 6;

   - Provision of appropriate screening/buffering to adjacent nonresidential uses; and

   - Height of structures not to exceed 45 feet.

6. The 34-acre Plaza 500 tract on Edsall Road is planned for and developed with light industrial and warehousing uses up to .50 FAR.

Transportation

Transportation recommendations for this sector are shown on Figure 16. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show 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.

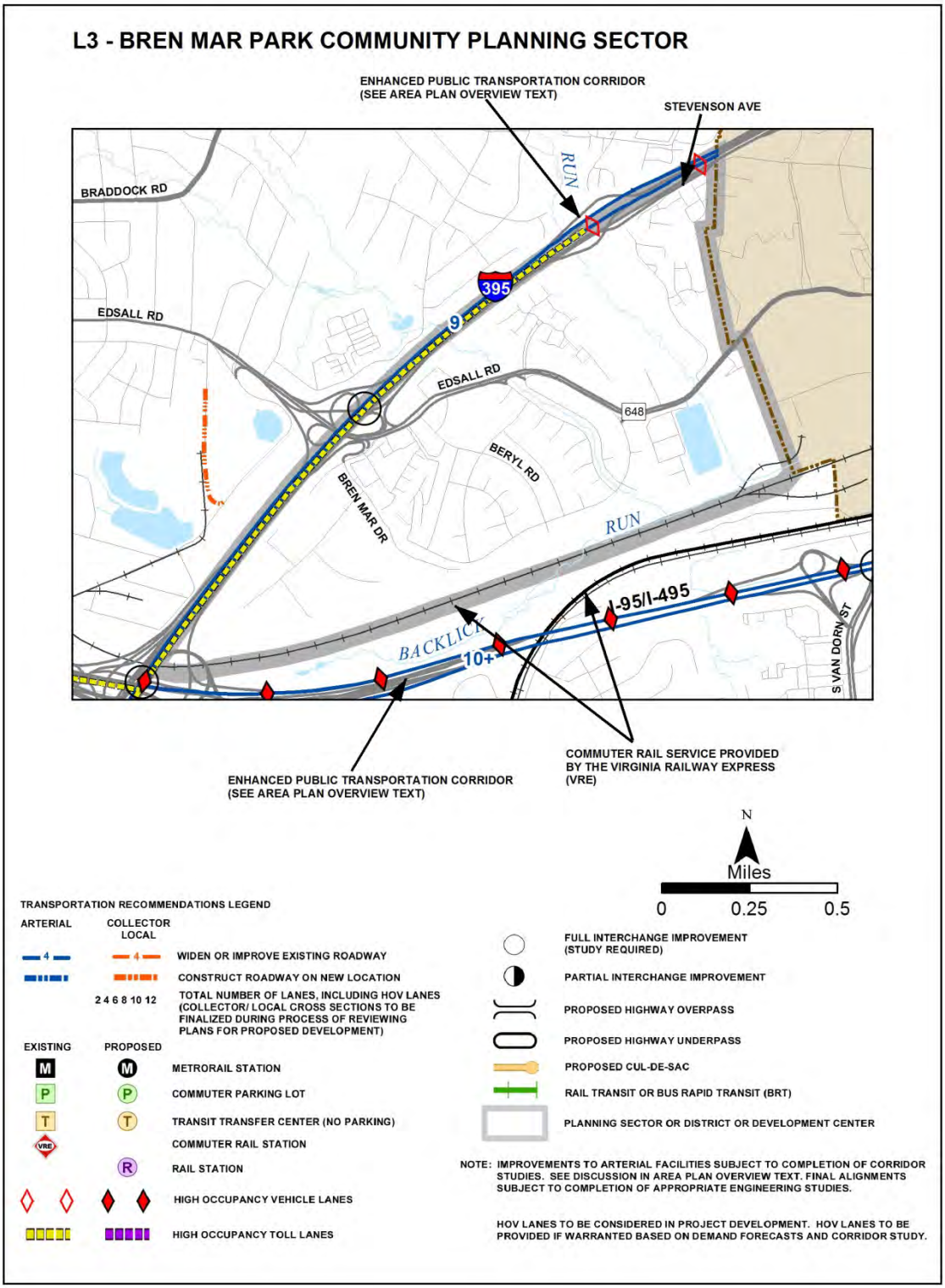
Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are contained in the district-wide and land use recommendations sections in addition to those listed below. Prior to developing parkland, the Fairfax County Park Authority manages long range planning efforts and initiates a master planning process to determine countywide needs and the appropriate uses, facilities and design for a specific park. These processes involve extensive citizen review and participation and provide additional guidance for park development and resource protection.

Specific park recommendations for the L3-Bren Mar Park Community Planning Sector are provided below:



TRANSPORTATION RECOMMENDATIONS **FIGURE 16**

- Construct a planned neighborhood-scale off-leash dog area at Bren Mar Park, identified in the approved Bren Mar Park master plan.

- Ensure protection of Turkeycock Run and Indian Run Environmental Quality Corridors and public access to stream valley parks through acquisition and/or dedication of privately owned land in accordance with Fairfax County Park Authority stream valley policy.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Trails on parkland not shown on the Countywide Trails Plan Map may supplement the planned trail system and should be coordinated to enhance trail connectivity. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.