LINCOLNIA PLANNING DISTRICT

OVERVIEW

The Lincolnia Planning District is bounded by Lincolnia Road on the northeast, the Alexandria City line on the east, the Southern Railroad right-of-way on the south, and I-395, Indian Run, Braddock Road and Old Columbia Pike on the west. (See Figure 1.)

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

- The area to the north of Route 236 and below Lincolnia Road (L1 Pinecrest);
- The area north of Indian Run and west of I-395 (L2 Lincolnia); and
- The area southeast of I-395, bounded by the Southern Railroad on the south and the City of Alexandria on the east (L3 Bren Mar Park).

These three sectors are characterized primarily by low density, single-family 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.

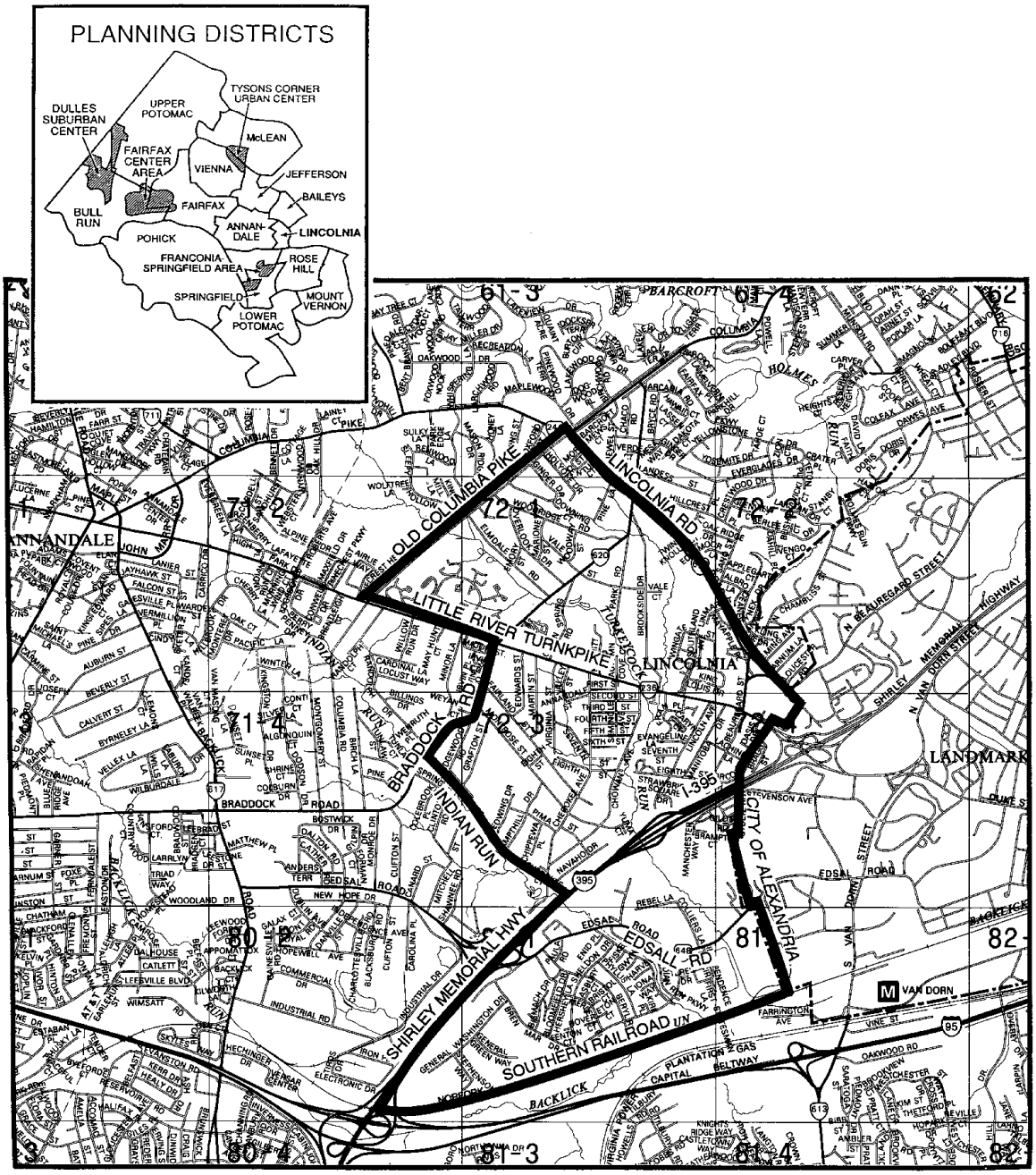
The District is divided by several major transportation corridors, including Route 236 and I-395. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares. Some commercial and light industrial uses are located in the eastern and western portions of Bren Mar Park.

The population of Lincolnia in 1970 was 11,123. Since that time the population level has increased slowly, with 14,112 persons living in Lincolnia as of January 1995. The relative stability is indicative of the developed nature of the planning district.

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.

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


PLANNING DISTRICTS
DULLES SUBURBAN CENTER
UPPER POTOMAC
TYSONS CORNER URBAN CENTER
McLEAN
FAIRFAX CENTER AREA
VIENNA
JEFFERSON
BAILEYS
BULL RUN
FAIRFAX
ANNAN-DALE
LINCOLNIA
POHICK
FRANCONIA-SPRINGFIELD AREA
ROSE HILL
SPRINGFIELD
MOUNT VERNON
LOWER POTOMAC
OLD COLUMBIA PIKE
LINCOLNIA RD
LITTLE RIVER TURNPIKE
BRADDOCK RD
INDIAN RUN
SHIRLEY MEMORIAL HWY
EDSALL RD
SOUTHERN RAILROAD
CITY OF ALEXANDRIA
LANDMARK
VAN DORN
ANNANDALE
0
4000 FT
SCALE

The Beltway South Industrial Area as shown by the Concept spans both sides of the Shirley Highway (I-395), generally in the vicinity of I-395, 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
- Preserve significant heritage resources.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

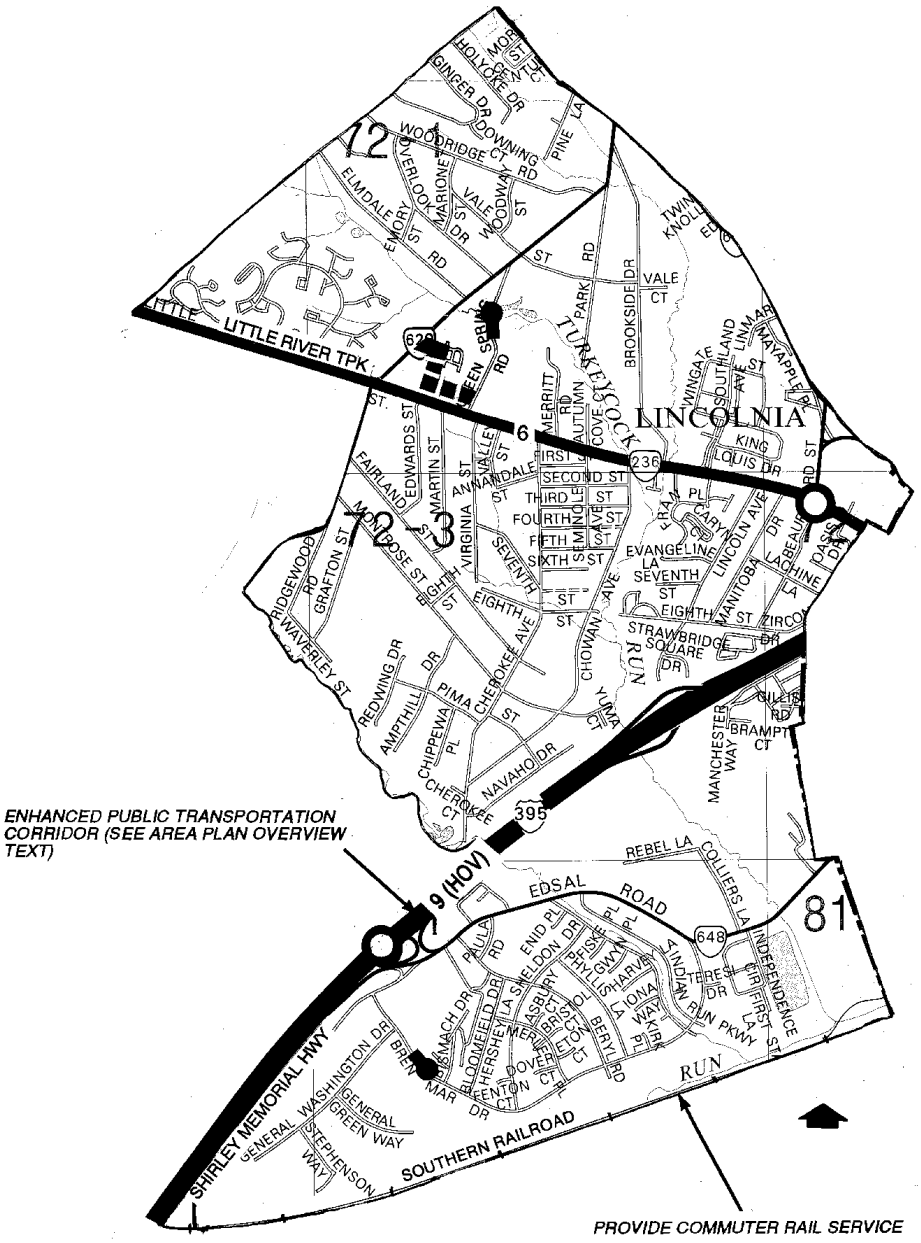
Travel within and through the Lincolnia Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate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

Housing

A list of existing, under construction, and proposed assisted housing for the Lincolnia Planning District is shown in Figure 3. This list includes housing developments which, to the



REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND WHICH APPEARS ON THE ADJACENT PAGE.

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

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (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)

T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION

TRANSPORTATION RECOMMENDATIONS LEGEND FIGURE 2

FIGURE 3
LINCOLNIA PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Lincolnia Residences North Chambliss Street	L1	26 units 52 beds	Fairfax County Rental (Elderly)/ Senior Center/Adult Care Residence
Strawbridge Square Lincoln Avenue	L2	128	Private/Section 8
Edsall Station Edsall Road	L3	135	Private/Section 8
Homeownership		34*	MIDS, First Time Home Buyers, or Affordable Dwelling Units

*Scattered Units

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 which 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.

- 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/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (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; 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. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. 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 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 on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Office of Comprehensive Planning.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register, are also shown on Figure 4, and may be identified in the text and recommendations sections.

FIGURE 4
INVENTORY OF HISTORIC SITES
LINCOLNIA PLANNING DISTRICT
(Inventory as of 1994)

Name	Address	Parcel Number	Date
Green Spring Farm (Moss House)	4601 Green Spring Road Alexandria	72-1((1))24	C.1760 + 1840
Mount Pleasant Baptist Church Cemetery	4111 Old Columbia Pike Falls Church	61-3((1))4A	1867
Tobey House*	6500 Little River Turnpike Alexandria	72-1((1))23A	

* Indicates demolition: potential remains for archaeological site.

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 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 Landmarks Register and the 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.

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.

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.

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.

Public Facilities

Existing public facilities located within the Lincolnia Planning District and those for which a future need has been identified are included on Figure 5. 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.

FIGURE 5
LINCOLNIA PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

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

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

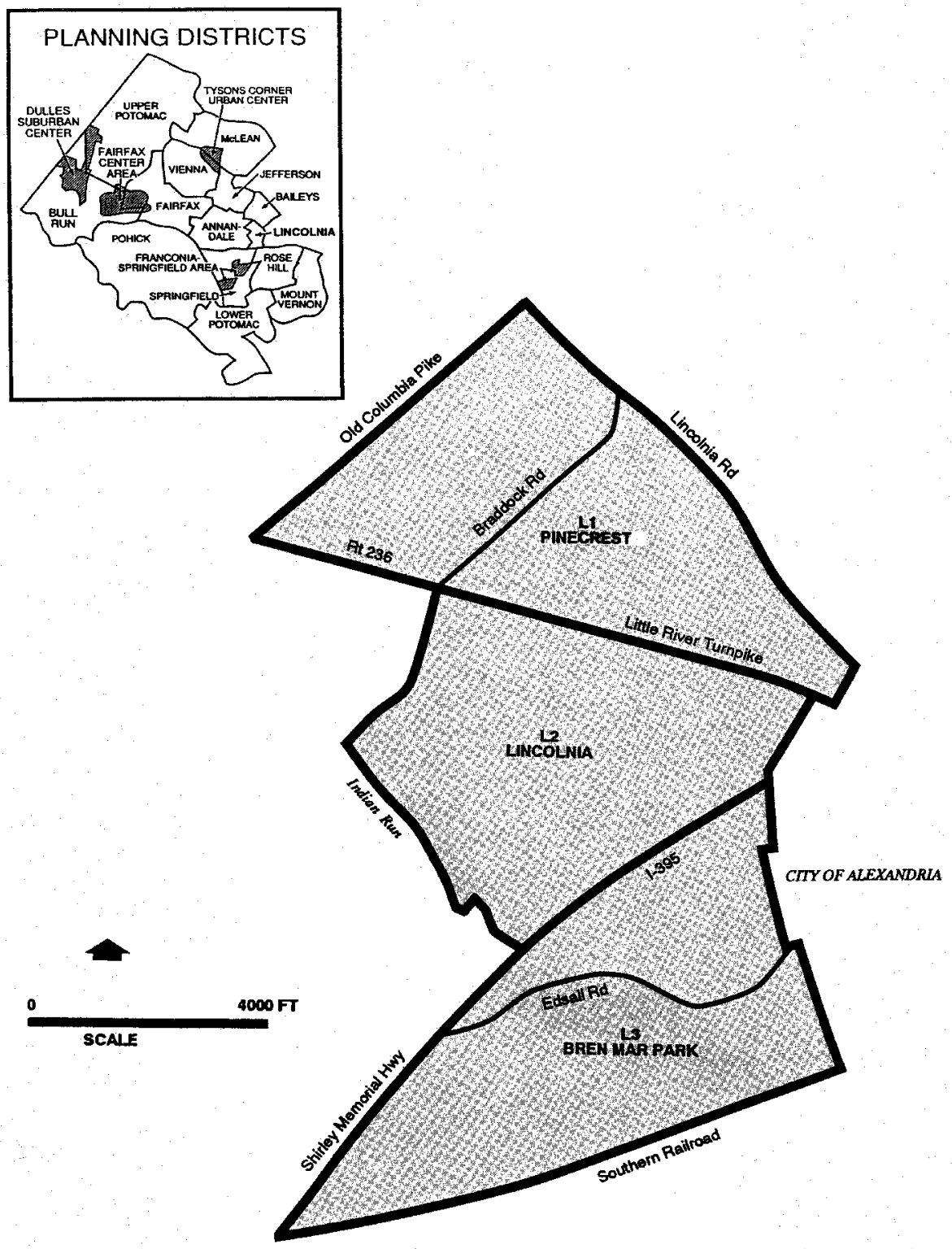
Parks and Recreation

Public Parks located within Lincolnia are identified on Figure 6. Additional recreation facilities are provided at public school sites. The majority of parkland in the Lincolnia Planning District is concentrated in Countywide Parks. Green Spring Gardens and Pinecrest Golf Course contain cultural and environmentally sensitive resources. Intrusion of non-recreational development therefore needs to be restricted or prohibited to mitigate environmental or visual impacts from adjacent development. Although the Indian Run and Turkeycock Run Stream Valleys are designated as Environmental Quality Corridors, only fragmented portions of this land have been acquired for incorporation into the Fairfax County Park Authority stream valley park system. Consequently, with the exception of a segment of the Turkeycock Run Stream Valley trail linking Mason District Park, Pinecrest Golf Course and Green Spring Gardens, there has been no opportunity to develop the planned countywide trails in this district.

Also of concern is the deficiency of Neighborhood and Community Parks and an absence of active recreation facilities. Provision of both active and passive park and recreation land and facilities need to be a high priority where redevelopment may occur. At least one additional Community Park is needed for the northern and southern portions of the Planning District.

FIGURE 6
LINCOLNIA PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
L1	Lincolnia School Site			Green Spring Gardens (Special Purpose Park) Turkeycock Run S.V. Pinecrest Golf Course	
L2	Lincolnia			Turkeycock Run Stream Valley Indian Run Stream Valley	
L3		Bren Mar		Turkeycock Run Stream Valley Indian Run Stream Valley	



COMMUNITY PLANNING SECTORS **FIGURE 7**
LINCOLNIA PLANNING DISTRICT

L1 PINECREST COMMUNITY PLANNING SECTOR

CHARACTER

The Pinecrest Community Planning Sector is characterized by older, stable neighborhoods of low density, single-family detached houses. The more recent residential development includes single-family detached units -- Mt. Pleasant and Autumn Cove, townhouses -- Linmar, Autumn Glen and Barcroft Square, and the Orleans Village complex of garden apartments and townhouses. The Pinecrest, a large planned residential development, includes single-family detached dwellings, townhouses and garden apartments. Higher density residential areas tend to be located along the major thoroughfares.

A variety of commercial retail uses are located along Route 236 near the sector's boundary with the City of Alexandria. Other commercial uses are situated on the north side of Route 236, east of Braddock Road.

Turkeycock Run, an element of the countywide Environmental Quality Corridor system, runs through both public parkland and private residential yards, making linear pedestrian movement difficult. Investigations in Turkeycock Run and excavations at the Elliott site in a nearby sector have indicated the presence of potentially undisturbed prehistoric and historic archaeological resources in this sector and have demonstrated the potential for significant archaeological resources surviving in older residential neighborhoods. The undeveloped portions of the Turkeycock Run watershed, in particular, are environmentally sensitive.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

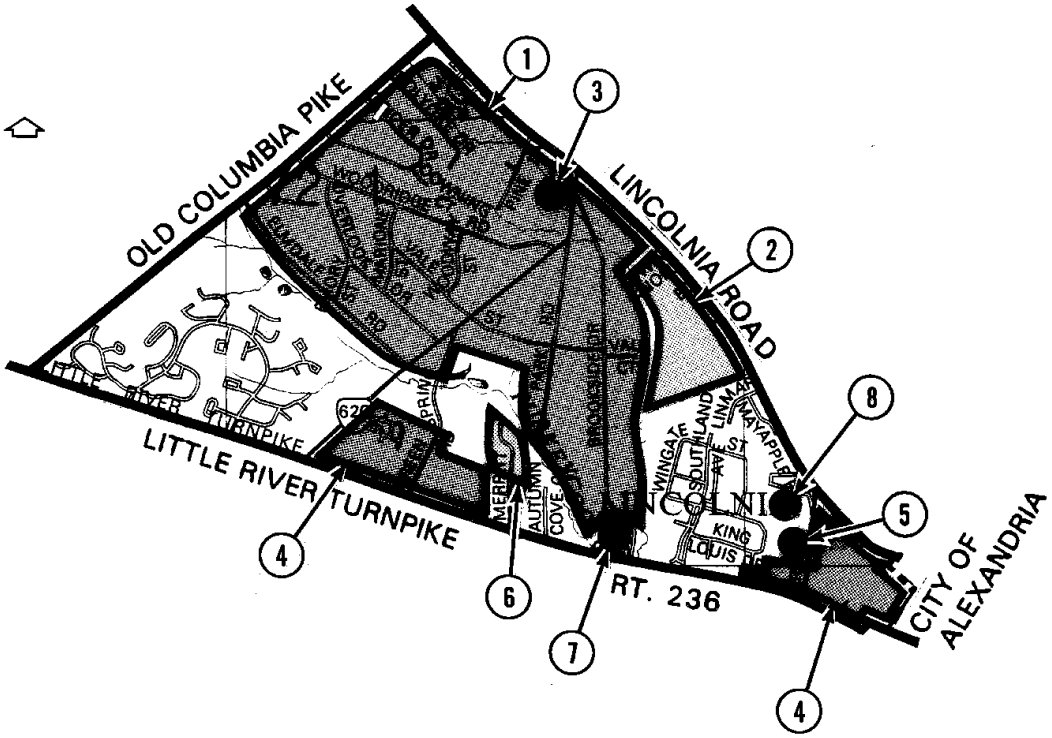
Land Use

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 8 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.



LAND USE RECOMMENDATIONS **FIGURE 8**
GENERAL LOCATOR MAP

2. The area north of Orleans Village 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.

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 for institutional uses. As conditions for any future changes or redevelopment proposed for this site:

   - 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.

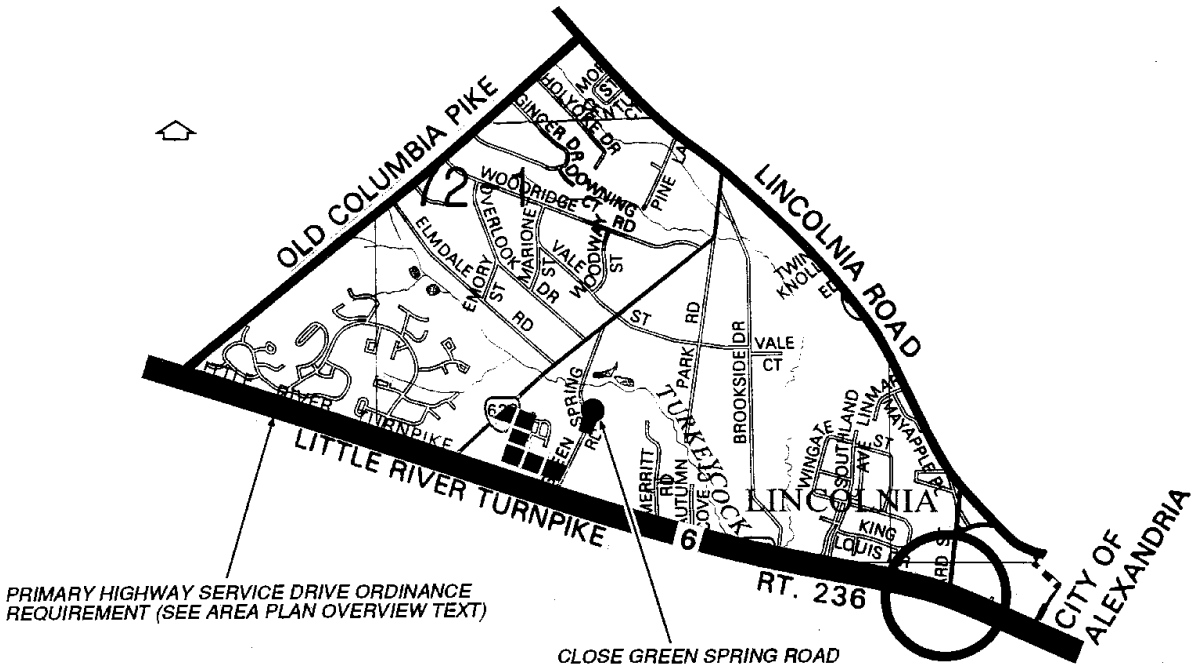
4. Limit commercial development on the north side of Route 236 to the area between Braddock Road and the Autumn Glen townhouse development at Merritt Road and to the existing development in the vicinity of Beauregard Street. As redevelopment occurs, provide pedestrian access to and from residential neighborhoods.

5. Parcel 72-2((1))44B, south of the Lincolnia Senior Center, is planned for multi-family residential development at 12-16 dwelling units per acre or single family attached residential development not to exceed 12 dwelling units per acre provided that 1) development of this site does not preclude roadway improvements planned for Beauregard Street and Lincolnia Road; 2) access to the site should be oriented to take into account the approved interchange concept for the Route 236/Beauregard Street flyover; 3) 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; and 4) 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 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.

7. The vacant parcels located in the northwest quadrant of the intersection of Brookside Drive and Route 236, across from Turkeycock Run Park, are planned for residential development at 1-2 dwelling units per acre to be compatible with the adjacent single-family neighborhood. Dedicate portions of the tract to the Park Authority for inclusion in the Turkeycock Run Stream Valley Park.

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



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (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.

TRANSPORTATION RECOMMENDATIONS **FIGURE 9**

Transportation

Transportation recommendations for this sector are shown on Figure 9. 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.

Parks and Recreation

Figure 10 addresses park and recreation recommendations for this sector. 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 11 and 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 at the Maps and Publications Sales Desk. 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. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 10
PARKS AND RECREATION RECOMMENDATIONS
SECTOR L1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lincolnia School Site	Incorporate development of a neighborhood park in conjunction with development of the parcel adjacent to the former Lincolnia Elementary School. Depending on the proposed use, these park facilities may be designed as either a residential neighborhood park or an urban park.
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
Green Spring Gardens (Special Purpose Park)	Complete development in accordance with the master plan.
Pinecrest Golf Course	
Turkeycock Run Stream Valley	Ensure protection of EQC and public access to stream valley park through acquisition and/or dedication of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. (Also noted in Land Use recommendations.)

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 11**

L2 LINCOLNIA COMMUNITY PLANNING SECTOR

CHARACTER

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

Brighton Mall, Hechinger's Plaza at the Little River Turnpike/Braddock Road intersection and the commercial strip along Little River Turnpike between the two shopping centers constitute Lincolnia's commercial-retail and office areas. These commercial areas are characterized by neighborhood-serving retail and office uses. Indian Run Office Park, a small office complex, has been developed at the southern end of Cherokee Avenue.

Two stream valleys with sizable floodplains, Indian Run and Turkeycock Run, are the principal ecological assets of this sector. Excavations at the Elliott site 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 residential neighborhoods of the same age as that containing the Elliott site. Therefore, significant archaeological resources are possible in the sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the areas of the Lincolnia 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 Route 236 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 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 units per acre and planned for residential development at 1-2 dwelling units per acre. Limit infill residential development 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 southwestern quadrant of Route 236 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. As conditions for any development in this area:

   - Consolidate Parcels 72-1((24)) 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 along the south side of Route 236 between Valley Street and Virginia Street are planned for townhouse or low-rise office use up to .25 FAR. As conditions for any development in this area:

   - Consolidate Parcels 72-1((10))6, 6A, 7, 8, 9 and 10;

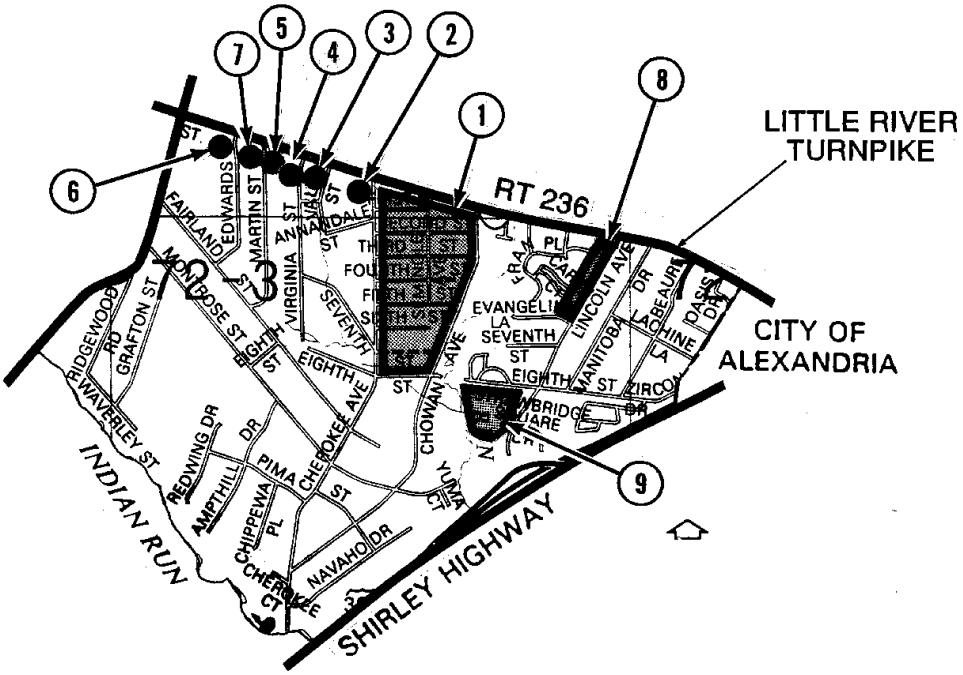
   - Provide a brick wall six feet in height with effective landscaping along the entire southern periphery of the tract where it is adjacent to a planned low density residential community;

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

   - Provide trash collection containers within the commercial structure.

4. Parcels 72-1((10))1-5A on the block west of Virginia Street are appropriate for townhouse or low-rise office uses up to .25 FAR. As conditions for any development in this area:

   - Consolidate all parcels;



LAND USE RECOMMENDATIONS **FIGURE 12**
GENERAL LOCATOR MAP

- 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 southeastern quadrant of the intersection of Route 236 and Martin Street is planned for low-rise office use up to .25 FAR. As conditions for any development in this area:

   - 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 Route 236, are planned for transitional low-rise townhouse offices up to .25 FAR. As conditions for any development in this area:

   - 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 Route 236 between Edwards Street and Martin Street, are planned for retail or townhouse-style office development up to .25 FAR. As conditions for any development:

   - 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 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 (Tax Map 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

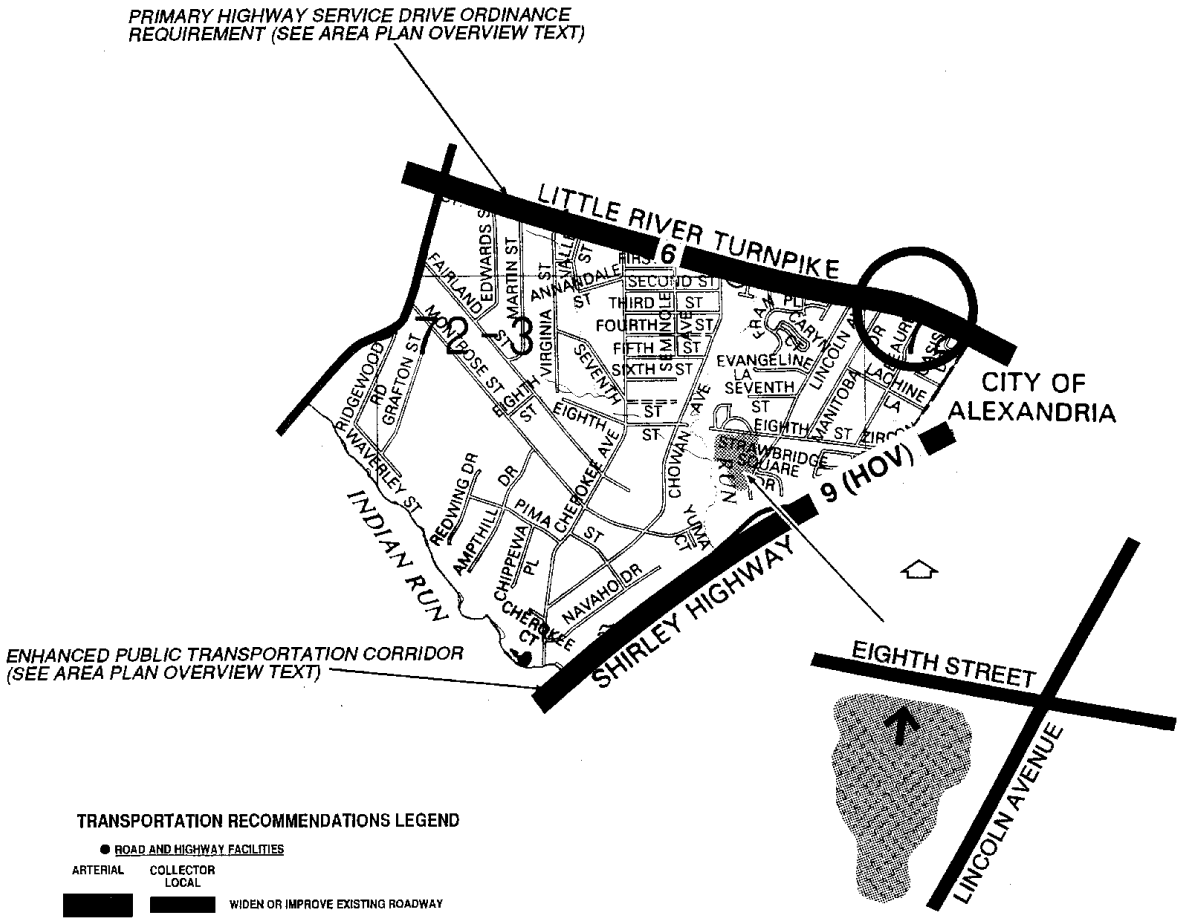
Transportation recommendations for this sector are shown on Figure 13. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

Parks and Recreation

Figure 14 addresses park and recreation recommendations for this sector. 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 15 and 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 at the Maps and Publications Sales Desk. 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. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (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.

TRANSPORTATION RECOMMENDATIONS **FIGURE 13**

FIGURE 14
PARKS AND RECREATION RECOMMENDATIONS
SECTOR L2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Turkeycock Run Area	Develop neighborhood park facilities on existing parkland adjacent to Brookside Office Park.
Lincolnia	
COMMUNITY PARKS:	This sector is not served by a Community Park.
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
Turkeycock Run Stream Valley Indian Run Stream Valley	Ensure protection of Turkeycock Run and Indian Run EQCs 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. (Also noted in Land Use recommendations.) Complete development of countywide stream valley trails.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 15**

L3 BREN MAR PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Bren Mar Park Community Planning Sector contains residential, commercial and industrial uses. The Bren Mar Park subdivision, a stable low density, single-family detached neighborhood, constitutes the central residential area. Higher density residential uses include townhouses-- Jefferson Green and Landmark Mews, garden apartments--Edsall Station and Edsall Gardens, and midrise condominium buildings--Valley Park, located around the Bren Mar Park neighborhood and on outlying tracts, particularly along Edsall Road and Bren Mar Drive.

Non-residential uses--commercial-retail and office uses and industrial uses--are located along Edsall Road and in the Shell Oil Industrial Park. The retail shopping component includes a small shopping center on Edsall Road and adjacent parcels and several uses in the Shell Industrial Park. Industrial uses are found primarily in the Shell Oil Park. These uses include warehousing/distribution, light manufacturing and several satellite/communication facilities. An industrially planned and developed warehousing facility is located at the eastern end of Edsall Road, adjacent to the Alexandria City line.

Indian Run and Turkeycock Run transect the entire length of Sector L3. The Backlick Run floodplain is broad along the southern edge of the sector. The large tract in the northern portion of the sector has a high potential for both historic and prehistoric archaeological resources. Preliminary archaeological investigations in adjoining 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 16 indicates the geographic location of the following land use recommendations for this sector.

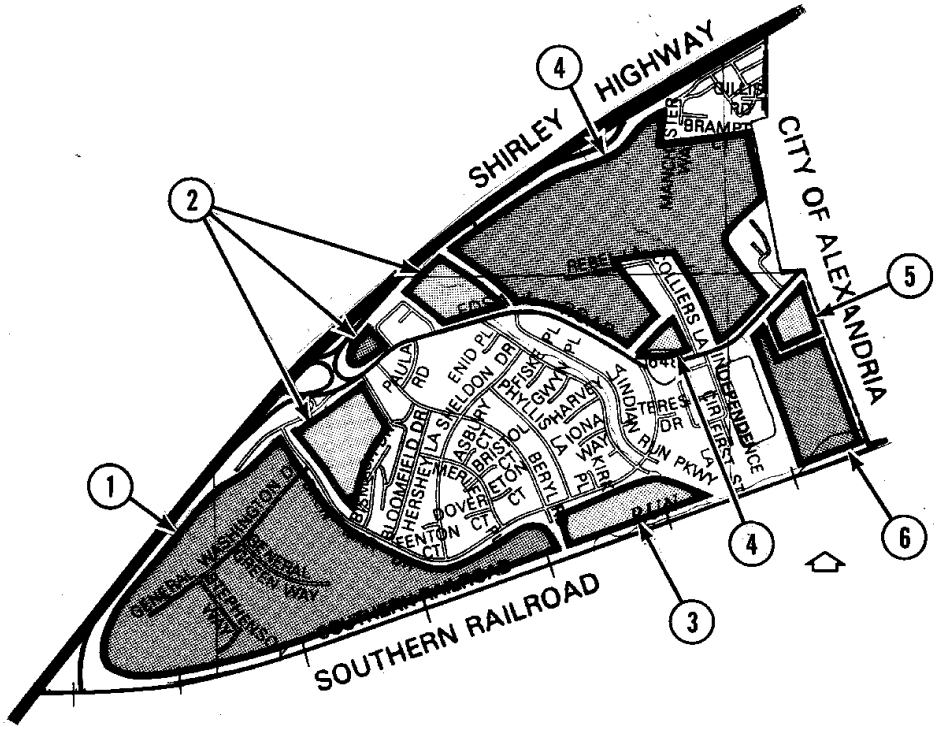
1. The southwestern part of Bren Mar Park is developed as the Shell Oil Park and is planned primarily for industrial uses which minimize transportation impacts on Edsall Road. The Shell Oil Park comprises Land Unit E of the Beltway South Industrial Area (Figure 17). Present uses within this land unit include light industrial, office and retail uses. Industrial uses and retail uses, which are compatible with the area's industrial character, such as large furniture stores, are planned for intensities up to 0.50 FAR. Additional office use should be limited within the area due to the area's single point of access to Edsall Road. Any future development or use of existing buildings should: 1) retain an industrial scale and character; 2) have relatively low trip generation characteristics; 3) maintain adequate vehicular access and safety within this area; and 4) future development should be designed in a manner that inhibits cut-through traffic in the adjacent residential community. If future development is located adjacent to residential areas, substantial screening and buffering should be provided to minimize any visual impacts. As an option, higher intensities up to 0.60 FAR may be appropriate for consideration if the development improves or maintains adequate vehicular access, circulation and safety within the area, and provides adequate parking on-site.

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))7A and 7D, is a part of the Beltway South Industrial Area and is identified as Land Unit F. Land Unit F is planned for retail use and has an option for residential use up to 30-40 du/ac, as shown in the Land Unit F specific language in the Beltway South Industrial Area section of the Annandale Planning District.

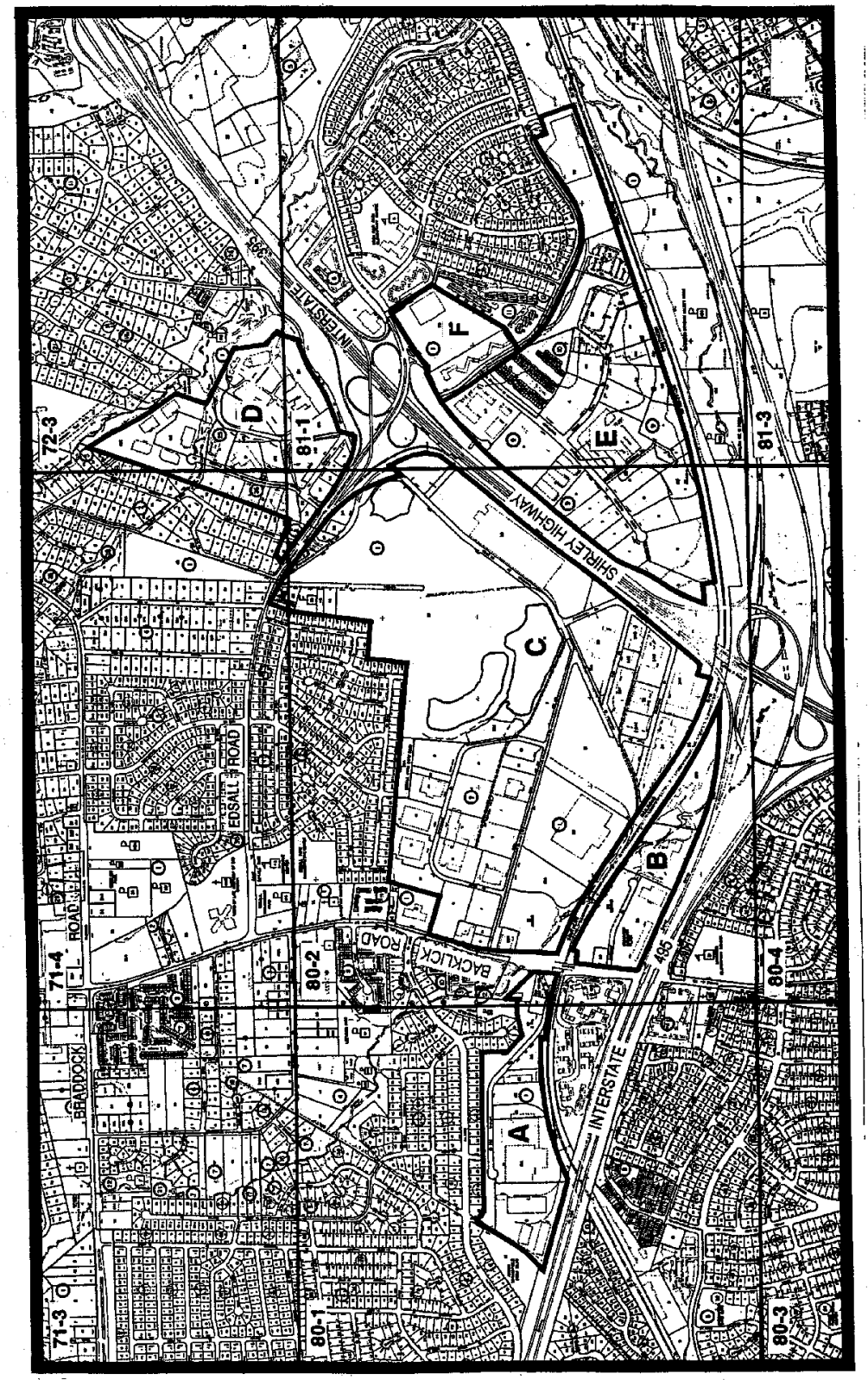
3. The vacant tract south of the Bren Mar Subdivision, between Indian Run and the industrially-zoned tract to the west, (Tax Map 81-1((1))9, is zoned for industrial use. Approximately ten acres of the tract is in floodplain, which may present significant environmental constraints to development. This 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 residential development at 2 to 2.5 dwelling units per acre to be compatible with the adjacent Bren Mar Park neighborhood and in recognition of environmental and access constraints. As an option, residential development at a density of 2.5 to 5 units per acre may be appropriate if the following conditions are met:

   - 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
   - Dedicate approximately 70 acres of undisturbed land along Turkeycock Run, and other areas adjacent to the residential development, to the Fairfax County Park.



LAND USE RECOMMENDATIONS **FIGURE 16**
GENERAL LOCATOR MAP



BELTWAY SOUTH INDUSTRIAL AREA
LAND UNITS

Note: See the Annandale Planning District for recommendations pertaining to Land Units A-D of the Beltway South Industrial Area.

FIGURE 17

Authority to develop a community park with passive and active recreation facilities. That portion of Parcel 17 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 office use up to .25 FAR and building heights not to exceed 45 feet to minimize the visual impact on adjacent residential areas. As an option, this area may develop as residential use at 5-8 du/ac if the following conditions are met:

   - Full consolidation of Parcels 81-2((2))4, 5, and 6;
   - Provision of appropriate screening/buffering to adjacent non-residential uses; and
   - Height of structures not to exceed 45 feet.

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

Transportation

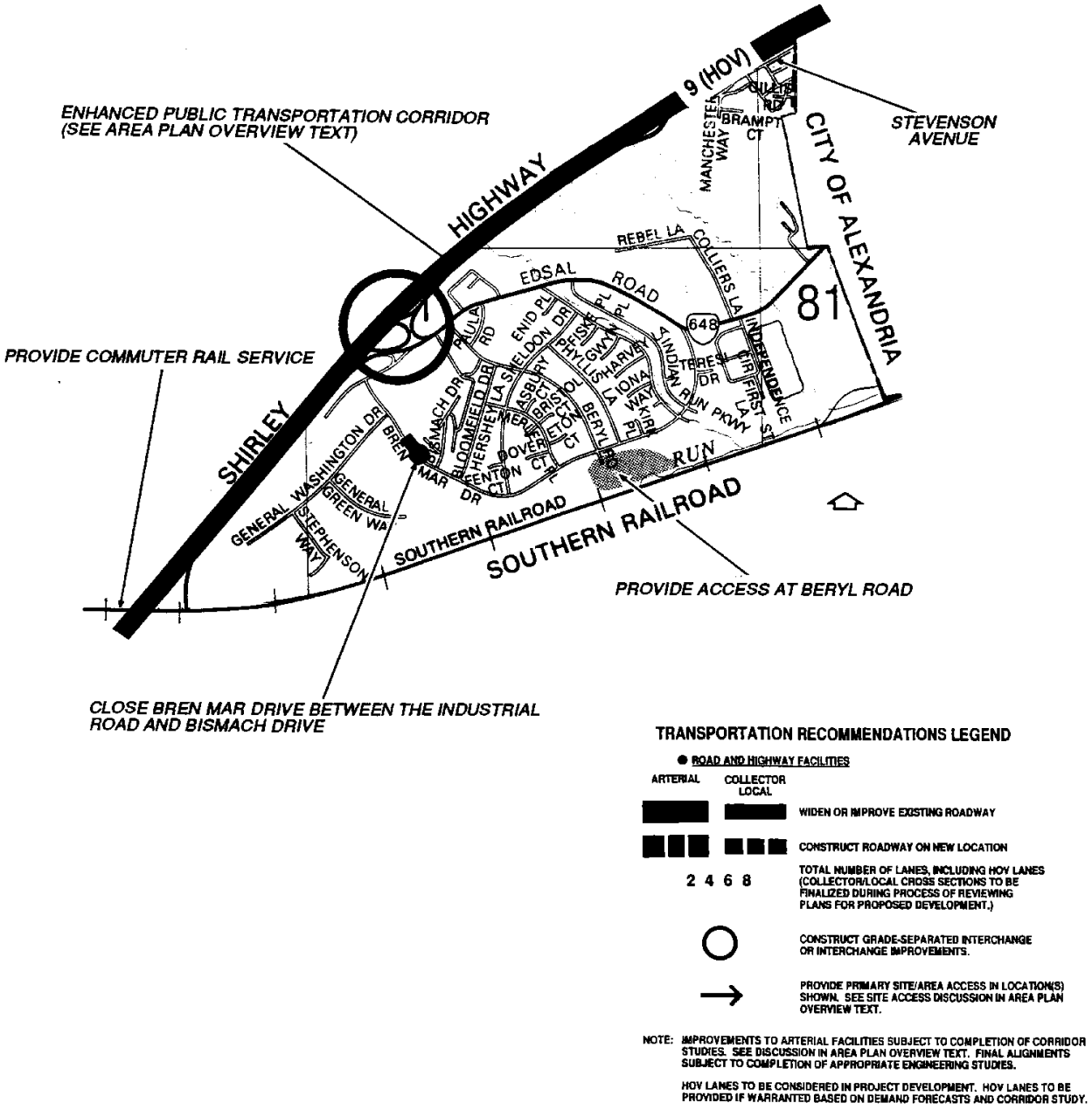
Transportation recommendations for this sector are shown on Figure 18. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

Parks and Recreation

Figure 19 addresses park and recreation recommendations for this sector. 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 20 and 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 at the Maps and Publications Sales Desk. 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. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

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TRANSPORTATION RECOMMENDATIONS **FIGURE 18**

FIGURE 19
PARKS AND RECREATION RECOMMENDATIONS
SECTOR L3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Vicinity of Jefferson Green Townhomes	The publicly owned open space south of Jefferson Green Townhomes should be developed as a Neighborhood Park with trail connections through Indian Run Stream Valley. Pedestrian access is currently available from Edsall Road.
COMMUNITY PARKS:	
Bren Mar	Expand Bren Mar Park dedication in conjunction with development to provide for development of additional active recreation/athletic fields facilities and improved access. (Also noted in Land Use recommendations.)
DISTRICT PARKS:	This sector lies within the service area of Lee District Park.
COUNTYWIDE PARKS:	
Turkeycock Run Stream Valley Indian Run Stream Valley	Ensure protection of EQCs and public access to stream valley parks through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with Fairfax County Park Authority stream valley policy. (Also noted in Land Use recommendations.) Complete development of countywide stream valley trails.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 20**