LINCOLNIA PLANNING DISTRICT STUDY

TASK FORCE MEETING

August 1, 2017
Statement on Proffers

• Before we begin the presentation and discussion today, I would like to take this opportunity to acknowledge that I understand that the development that we are here to discuss a proposed plan amendment to the County’s Comprehensive Plan which may be subject to the restrictions contained in Virginia Code Section 15.2-2303.4, which was enacted into law by the Virginia General Assembly in 2016. One consequence of this law is that it significantly restricts the ability of a locality to discuss proffers because the law states that the mere discussion of certain proffers may lead to significant liability for the County. Of course, any such liability would be paid with taxpayer funds.

• Therefore, in an abundance of caution to avoid any County liability - and in anticipation of your questions and comments at this meeting - I would like to make clear that, because of this law and its potential consequences, we will discuss and consider only the impacts of the proposed development today. None of us will discuss or consider any suggestions or requests for proffers, including any proffers that might address the impacts of the development on the community. Indeed, nothing in our discussion tonight should be construed as a request or suggestion for any proffer.

• To be clear, we are happy to help identify the development’s expected impacts. We are also happy to listen to the developer’s suggestions to mitigate these impacts. Although in the past, the County has had open, collaborative discussions about proffers with developers and the community, Virginia Code Section 15.2-2303.4 now places even our suggestions of proffers at a community meeting like this one in jeopardy of causing significant legal liability for the County. Therefore, we can discuss impacts, but not proffers.

• If anyone would like more information or has any questions about Virginia Code Section 15.2-2303.4, County staff is happy to help you to find the new statute on the Commonwealth of Virginia’s website so that you may read it for yourself. Thank you.
1. Land Use
2. Transportation
3. Next Steps
TWO SIDES TO EVERY COIN

...THREE IF YOU COUNT THE EDGE
HOW TO BALANCE OR RECONCILE CONFLICTING DESIRES
LAND USE
“Mainstreet feel”/Local village atmosphere

Greater sense of community, creating a neighborhood destination that serves as a social center

Desire for improved pedestrian/bike/transit connectivity, access, safety and service

Desire for design that focuses on pedestrians, bicyclists and patrons having comfort and convenience in an outdoor setting

Expressed desire to not be ‘left behind’ by Alexandria’s widespread redevelopment

Getting in and out of our communities and the shopping areas [by car] is challenging

Residents and patrons in Lincolnia currently and likely in the future will continue to mainly rely on cars

Traffic queuing is the primary concern

More people means more drivers

Desire to retain the existing retail and services while simply tweaking transportation such as parking lot design or ingress/egress

To transform the area, redevelopment is required, do we want change?
Higher quality retail & dining options

‘Healthier’ mix of retail, services and amenities

Physically attractive area

Entertainment options, including for families

Increased property values

Redevelopment to bring in ‘quality’ retail, dining and entertainment options may result in increases in rents for current tenants – may lead to less local businesses and more chains

Serves current residents, especially apartment residents

Affordable for many residents

Provides for everyday living and needs rather than boutique/specialty/recreational shopping

About half the businesses are local rather than large chains

Many businesses seem to cater to the local ethnically diverse/immigrant community

Should the existing retail and dining options give way to different options?
NEW ENVIRONMENT

Redevelopment would likely mean more residents

Design would respect pedestrians, bicyclists and transit users, in addition to drivers

Road design may change to accommodate multiple modes of transport

Public infrastructure, such as parks, may look and function differently in a more urban setting

FAMILIAR ENVIRONMENT

Car-oriented design maximizes convenience for drivers

Existing buildings and site design allows for rents to remain low due to older design and amenities

With current development (businesses and residents), any change is expected to be more gradual and market-based

Current infrastructure (roads, schools, parks, etc) would likely continue to function and ‘look’ the same as it always has

Are we okay with more people & infrastructure changes in Lincolnia that redevelopment would bring?
**PROPERTY VALUE**

- Expressed desire for bringing higher **quality retail & dining options**
- Expressed interest in the potential for increased property values; greater **return on investment** for residential and commercial property owners
- One way to increase, or at least maintain, property values is to create a **sense of place** or an identifiable neighborhood **destination** or neighborhood **brand**
- Expressed desire to create a **unique Lincolnia** version of Shirlington, Mosaic, Fairfax Corner, etc. These locations may have higher values due to site and building design and land uses
- Redevelopment may **increase rents** charged to local small businesses

**NEIGHBORHOOD AFFORDABILITY**

- Maintaining affordability including **retail** and **dining options**
- Lincolnia’s affordability has been cited as a **strength** and was noted as an important factor for residents choosing to live in the area
- Current apartments are **market rate affordable** (or less expensive than recently built apartments) due to older design and less amenities
- Affordable housing is a major **regional issue** and has been identified by the county as an important issue needing **special attention**
- Current commercial space allows **lower threshold** for small entrepreneur costs

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*How do we prioritize increasing (or maintaining) property values and maintaining affordability?*
TRANSPORTATION
**M U L T I M O D A L**

Desire for improved pedestrian/bike/transit **connectivity, access, and safety**

**Strike a balance** between pedestrians/bicyclists and vehicle throughput at intersections and crosswalks

Find ways to make it **safer and more convenient** for pedestrians/bicyclists to **cross** Route 236 and N. Bearegard

Enhanced public **transit service**

**A U T O M O B I L E**

Continue to prioritize cars because **currently most people** in Lincolnia **use cars** for transportation

Maintain intersection Level of Service in order to **reduce vehicle delay**

Route 236 and N. Beauregard will **continue** to be arterials, mainly **serving ‘through’ traffic** unrelated to Lincolnia

Enhance vehicle flow (cars) by **removing bus stops** from travel lanes and placing them in ‘pull outs’ which negatively affects bus service

Getting in and out of our communities and the shopping areas [by car] is challenging

If the space they share is limited, **who gets the priority**, the pedestrian or the automobile?
Residents and patrons in Lincolnia currently and likely in the future will continue to mainly rely on cars. Surface parking that is directly in front of a business/apartment building allowing for the most obvious and shortest walk between car and building. Providing enough parking to rarely have a shortage of empty parking spaces. Direct access allowing the shortest route.

Desire for design that focuses on pedestrians, bicyclists and patrons having comfort and convenience in an outdoor setting. Parking structures that may be less convenient for users than surface parking lots, but that hide parking to create an attractive area.

Reduce parking requirements or even establish parking maximums. New transportation network/grid may change the network to make someone take a less direct route to reach a destination.

How far should policies go to strike a balance between how people travel today vs how we want them to travel in the future?
QUESTIONS / DISCUSSION
NEXT MEETING

TUESDAY AUGUST 29th @ HOLMES MIDDLE SCHOOL LIBRARY 7pm

- Potential CBC Boundary adjustments
- 3.0 FAR for proffer law exemption