

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 the Lincolnia Community Business Center and a portion of the Beltway South Industrial Area. Plan recommendations for the Beltway South Industrial Area are 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 is divided by several major transportation corridors, including Little River Turnpike and I-395, which determine the boundaries of the three component community planning sectors described below and shown in Figure 2:

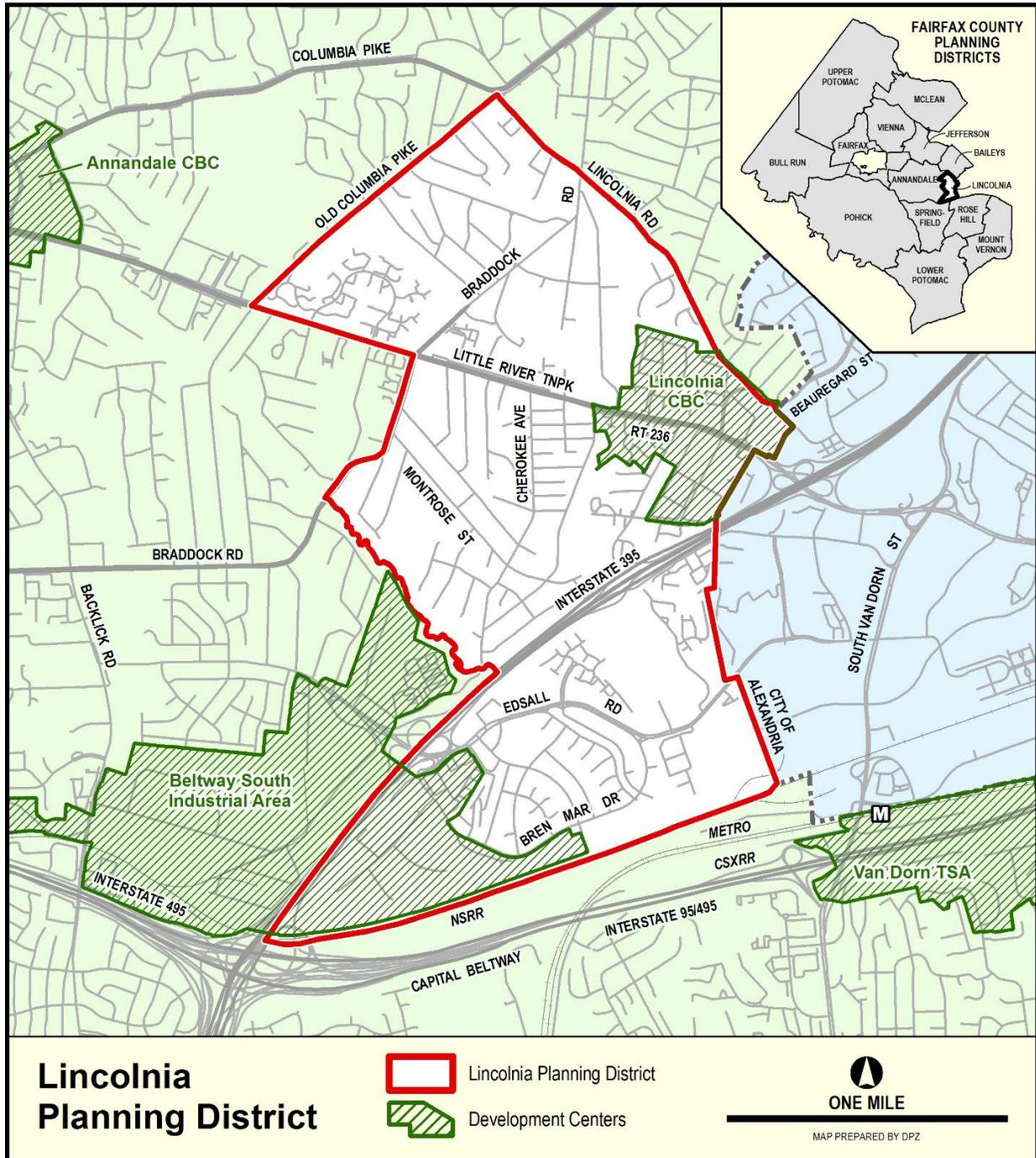
- The area to the north of Little River Turnpike (Route 236) and below Lincolnia Road (L1 Pinecrest Community Planning Sector);
- The area north of Indian Run and west of I-395 (L2 Lincolnia Community Planning Sector); and
- The area southeast of I-395, bounded by the Norfolk Southern Railway right-of-way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

These three community 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. Many commercial uses such as shopping centers, car dealerships, restaurants, and gas stations are located along Little River Turnpike, with some commercial and light industrial uses located in the eastern and western portions of Bren Mar Park. The Lincolnia Planning District also contains Green Spring Gardens, a regional public park destination.

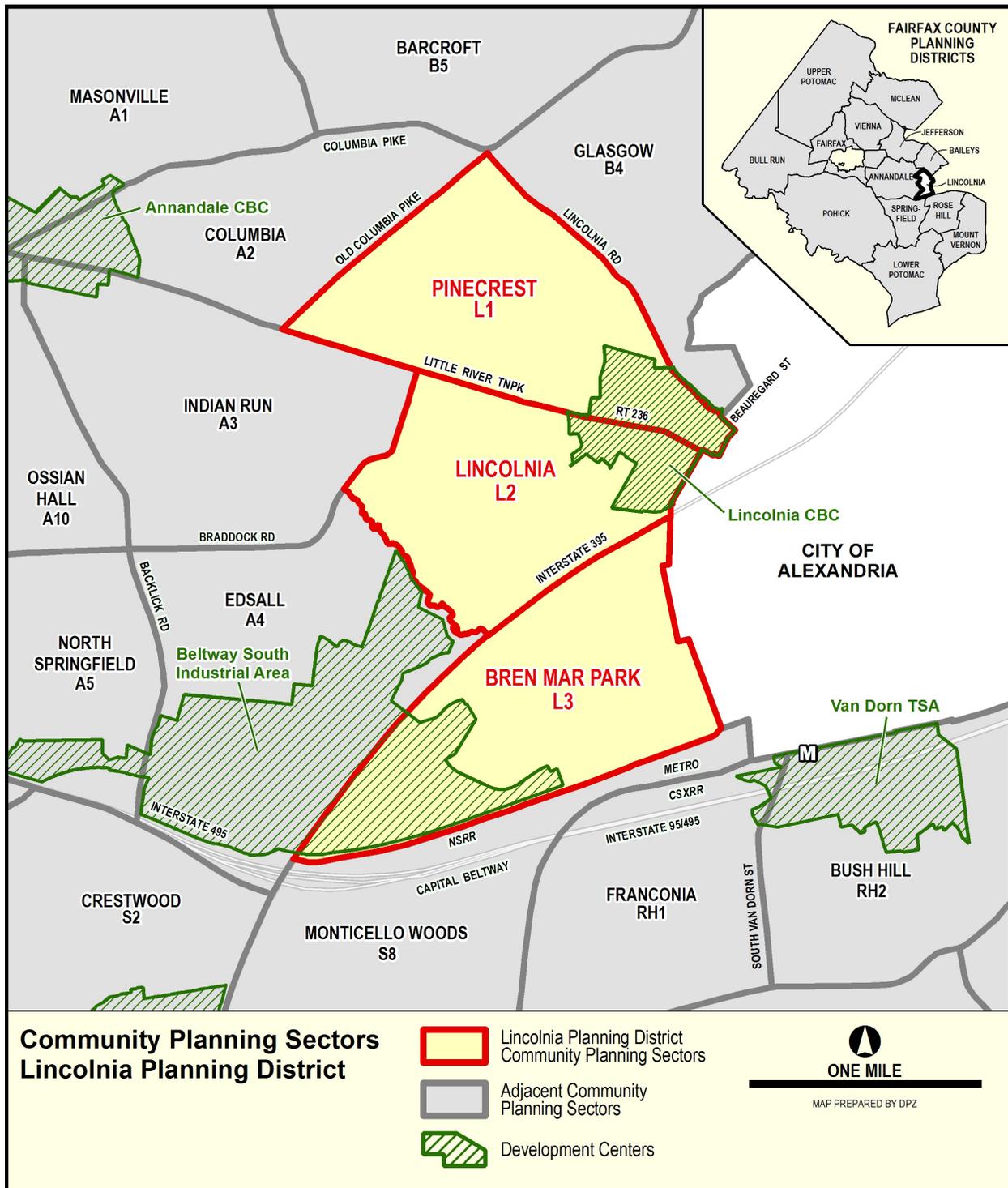
CONCEPT FOR FUTURE DEVELOPMENT

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, a Community Business Center, and an Industrial Area. The Suburban Neighborhood category emphasizes that large portions of the district are predominantly residential character, with policies that seek maintain this character encouraging compatible land uses and/or land use intensities. Neighborhood stability is further promoted



LINCOLNIA PLANNING DISTRICT **FIGURE 1**



**COMMUNITY PLANNING SECTORS
 LINCOLNIA PLANNING DISTRICT**

FIGURE 2

through sound planning principles addressing appropriate transitions between adjoining land uses, access control, environmental protection, and other appropriate public facility and transportation guidelines

The Lincolnia Community Business Center (CBC) is an approximately 169-acre area generally located in the area surrounding the intersection of Little River Turnpike (Route 236) and Beauregard Street. The Concept envisions CBCs as pedestrian-oriented places containing a higher intensity mix of uses. The pedestrian-oriented nature, related urban design elements, and mix of uses are intended to create a vibrant environment that is active throughout the day. The Concept also recommends that compatible land uses and transitions in intensity should be used to protect surrounding stable residential neighborhoods. Historically, many of the county's CBCs were primarily accessed through road networks with limited options for high-quality transit, which exacerbated transportation challenges. Over time, the vision for the Lincolnia and other CBC's is to create a vibrant neighborhood destination that strategically focuses growth and includes a multimodal approach to address transportation access and circulation.

The Beltway South Industrial Area 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). Consistent with overarching Comprehensive Plan goals, the area's predominantly industrial character is planned to be maintained, with policies regarding neighboring use intensity and transitions.

COMPREHENSIVE PLANNING HISTORY

The Lincolnia Planning District and the Community Planning Sectors within it are documented in the 1975 Edition of the Comprehensive Plan. Site-specific recommendations for various parcels were incorporated during the 1990s through the early 2000s primarily through the Area Plans Review process. The majority of the adopted recommendations added options for residential use and/or addressed compatibility between existing development and infill development.

In July 2013, the Board of Supervisors authorized the Lincolnia Planning District Study to initiate a district-wide evaluation of existing conditions and editorial corrections to outdated references. Phase I of the study resulted in a holistic existing conditions assessment and revisions to the Comprehensive Plan guidance, adopted by the Board of Supervisors in October 2015. Phase II of the study commenced in 2016, with a community Task Force convened in February 2017 to evaluate the feasibility and the community's interest in creating a Community Business Center within the Lincolnia Planning District. Resulting recommendations to designate the Lincolnia Community Business Center (CBC) and a coterminous Lincolnia Commercial Revitalization Area (CRA) were adopted by the Board of Supervisors in March 2018. Phase III of the study from 2018-2019 was a continuation of the Task Force's coordination with the county and resulted in land use and transportation alternatives for a newly created Opportunity Area within the CBC.

DISTRICT-WIDE RECOMMENDATIONS

Planning objectives in the Lincolnia Planning District are:

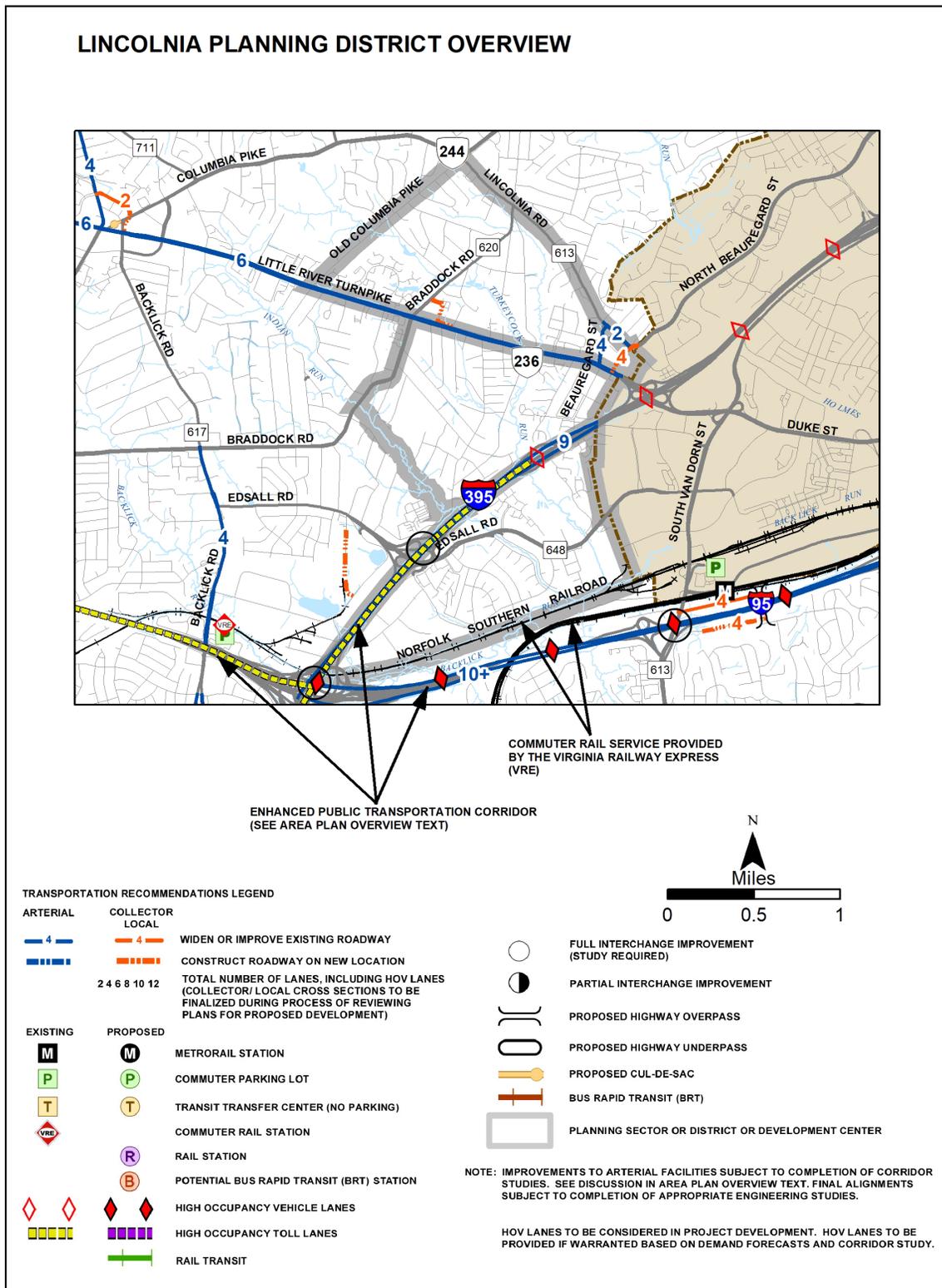
- Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Retain industrial uses in the Beltway South Industrial Area;
- Encourage pedestrian-oriented mixed-use development within the Lincolnia Community Business Center;
- Provide pedestrian access to retail and services;
- Create 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.

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 3. Other countywide Transportation elements are also depicted.

Little River Turnpike and North Beauregard Street serve as major thoroughfares that support regional and local travel. Little River Turnpike serves as the major roadway between Annandale, I-395, and the west end of Alexandria. Beauregard Street carries north-south traffic between Lincolnia and the City of Alexandria. Traffic on these roads converge at the Little River Turnpike/Beauregard Street intersection.

A grid of streets is proposed within the Lincolnia CBC to achieve a transportation system that serves both regional traffic and local needs, balances future land uses with supporting transportation infrastructure, improves circulation at the Little River Turnpike/Beauregard Street intersection, provides pedestrian and bicycling facilities, and establishes the framework for pedestrian-scaled blocks.



COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 3**
LINCOLNIA PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

Assisted Housing

Assisted Housing in the Lincolnia Planning District includes housing constructed and/or managed under programs which limit the amount of rent charged and the eligibility of occupants based on income. These limits are a condition for the provision of financial assistance from federal, state, or local sources. Assisted Housing includes units provided under the affordable dwelling unit and workforce dwelling unit programs, as well as other federal, state and local programs. In many cases, the assisted housing units represent only a portion of a larger development. Some programs have time limits, and those units would no longer be considered “assisted” after income eligibility and rent limitations have been removed. For an inventory of assisted housing programs administered by the Fairfax County Department of Housing and Community Development (DHCD) on behalf of the Fairfax County Redevelopment and Housing Authority, please contact the DHCD.

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 precipitation 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. Development of these parcels was bypassed in the past 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.

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. 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.

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, properties that serve 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 February 7, 2018)

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

- * Indicates demolition of primary source: potential intact archaeological components
- N National Register of Historic Places
- V Virginia Landmarks Register
- H Historic Overlay District

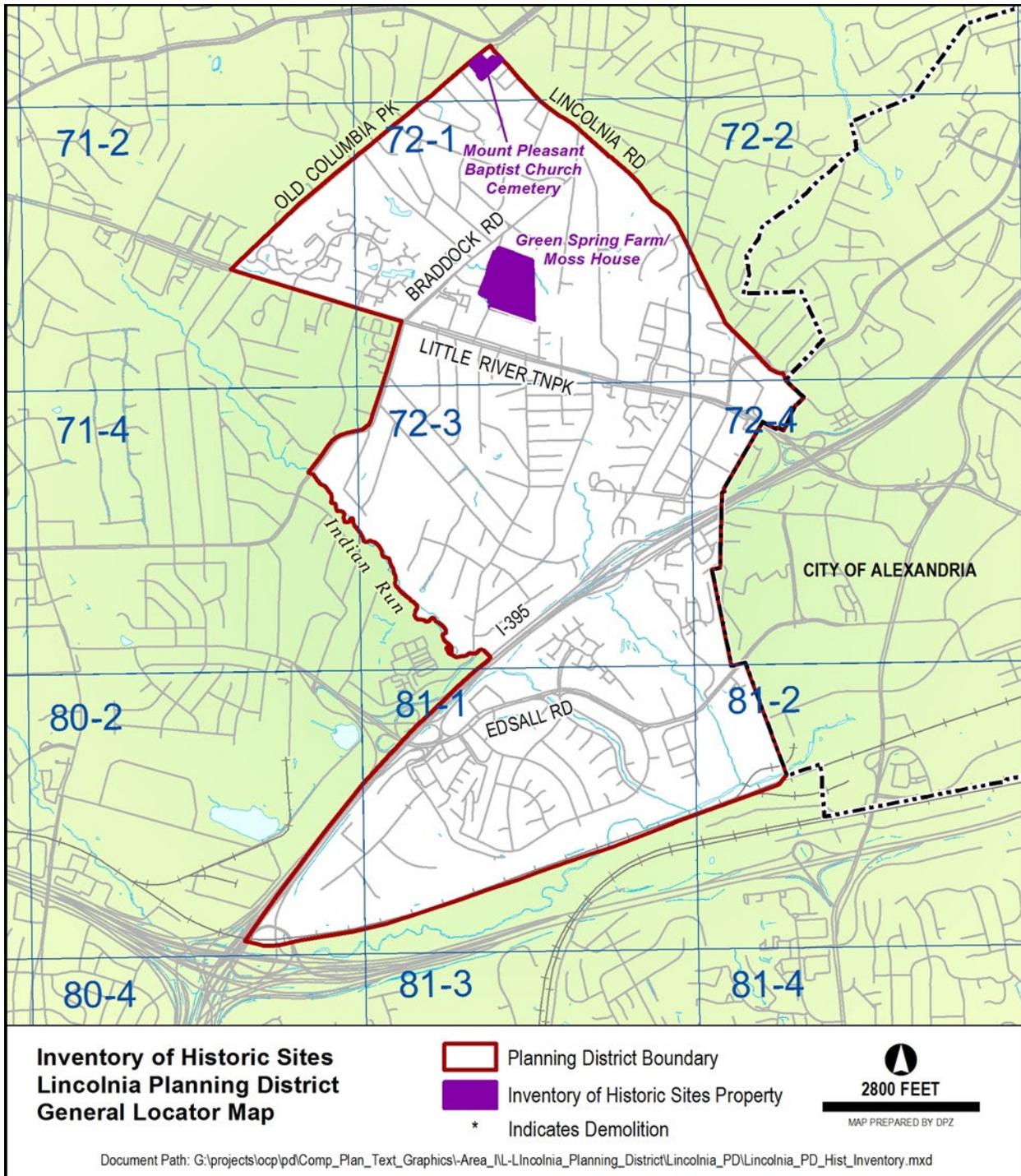


FIGURE 5

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 Development should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Archaeological staff from 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 and 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

Current Conditions

Existing public parks located in the Lincolnia Planning District are identified in Figure 7 and 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, pro shop and golf lessons. Pinecrest Golf Course is also a FootGolf facility. These two facilities draw visitors from throughout Fairfax County and the larger region.

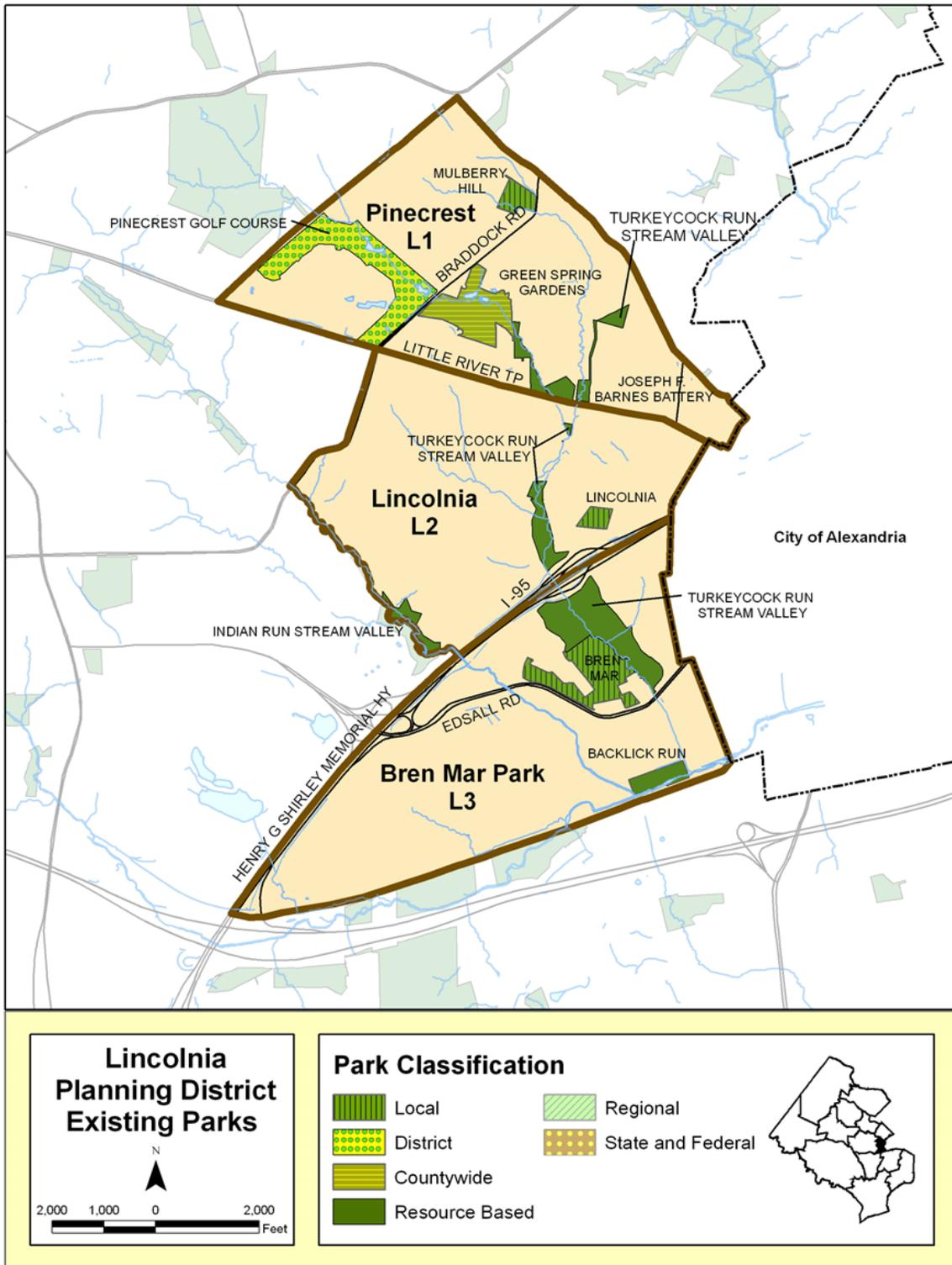
FIGURE 6
LINCOLNIA PLANNING DISTRICT
EXISTING PUBLIC FACILITIES
(As of July 2015)

	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 PUBLIC PARKS BY CLASSIFICATION **FIGURE 8**

Future Parks, Recreation, and Open Space Needs

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 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:

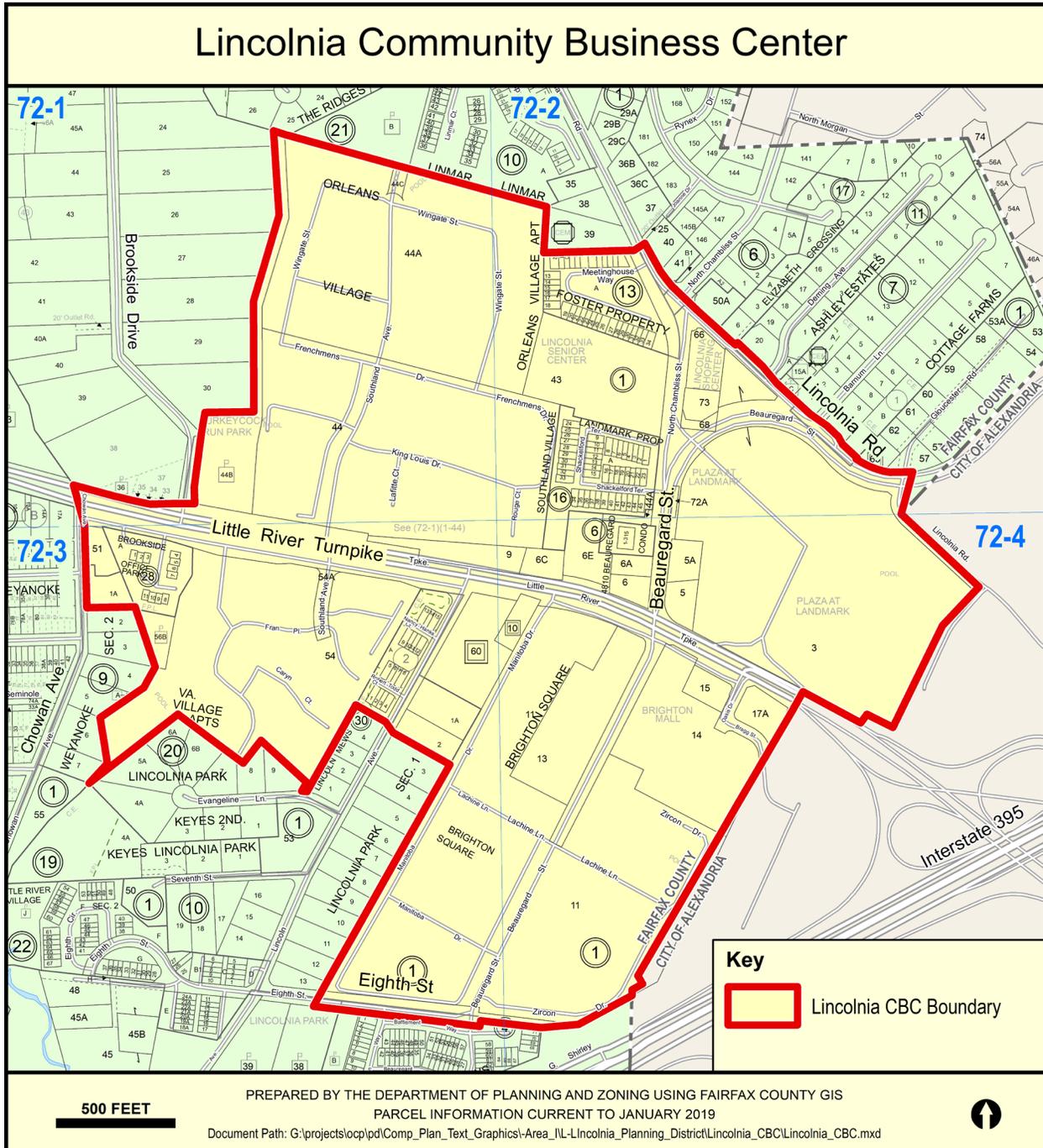
- Complete and implement master plans for parks in the planning district;
- Improve non-motorized access to parks from commercial and residential areas and increase connectivity to countywide trail and bike networks;
- Use adopted service level standards and land acquisition criteria to guide parkland 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.

LINCOLNIA COMMUNITY BUSINESS CENTER

LOCATION AND CHARACTER

The Lincolnia Community Business Center (CBC) is an approximately 169-acre area located along the eastern boundary of Fairfax County, serving as a gateway between Fairfax County and the Landmark Area of the City of Alexandria (see Figure 9). The CBC includes many older, established residential and commercial areas with much of the existing development built between 1940 and 1960. The Plaza at Landmark shopping center is a dominant feature and focal point of the CBC. A prominent institutional use within the CBC is the Lincolnia Senior Center, located on North Chambliss Street between the Charleston Square and Stonegate townhome communities.

Little River Turnpike (Route 236) is a major east – west thoroughfare bisecting the CBC. A variety of neighborhood-serving commercial and retail uses are located along this roadway. These uses are concentrated close to the Fairfax County/City of Alexandria boundary, with residential uses primarily located throughout the southern and western portions of the CBC. In general, the area is characterized by automobile-oriented uses that pose a significant challenge for vehicular, pedestrian, and bicycle mobility and hamper the ability to create a strong sense of place.



LINCOLNIA COMMUNITY BUSINESS CENTER

FIGURE 9

REVITALIZATION CONSIDERATIONS

The Lincolnia Commercial Revitalization Area (CRA) was designated by the Board of Supervisors on March 6, 2018 and coincides with the boundary of the Lincolnia CBC. The Board of Supervisors' revitalization policy supports the expedited and concurrent processing of development proposals and Comprehensive Plan amendments to generate investment activity in CRAs and Commercial Revitalization Districts.

CHARACTER OF THE SURROUNDING AREA

The Lincolnia CBC is primarily surrounded by stable residential communities. Predominately hotel and office properties in the City of Alexandria are located between Fairfax County's western boundary and Interstate 395. The properties are accessed through the Lincolnia CBC via Bragg Street, a terminus roadway.

GUIDING PLANNING PRINCIPLES

The CBC is envisioned as a vibrant and diverse focal point for the community. Area-wide recommendations for the Lincolnia CBC provide a framework to help achieve community goals such as creating an active neighborhood destination with a mix of uses, encouraging high quality urban design, expanding housing opportunities, and encouraging a multimodal approach to address transportation challenges in the area. The following planning principles are intended to establish the vision and guide land use decisions within the Lincolnia CBC.

1. Promote revitalization within the CBC by:
 - a. Encouraging redevelopment that is consistent with the vision for the Lincolnia CBC to create pedestrian-focused, mixed-use developments that provide live-work-shop urban environments.
 - b. Providing and supporting safe and attractive pedestrian spaces that invite increased pedestrian activity.
2. Ensure that the health and leisure needs of residents, visitors, and employees are well-provided for in future development by:
 - a. Incorporating urban parks and recreational opportunities consistent with the Urban Parks Framework that, in conjunction with development, contribute to creating a sense of place and enhancing the quality of life.
 - b. Offsetting impacts to parks from new development through in-kind or monetary contributions.
 - c. Enhancing pedestrian and bicycle access to parkland, where appropriate, for recreation and the enjoyment of nature.
 - d. Creating places that encourage walking and biking as part of everyday activities.
3. Provide a variety of safe, reliable, effective, and interconnected transportation modes by:

- a. Encouraging multimodal transportation use by providing a well-designed and publicly accessible network of complete streets that integrate pedestrian, bicycle, and vehicular connections within the CBC.
 - b. Facilitating public transit and Transportation Demand Management (TDM) techniques to reduce traffic congestion within and near the CBC.
 - c. Improving traffic circulation and safety by enhancing intersections, consolidating entrances, reducing curb cuts, providing better signage, and improving access to uses.
 - d. Encouraging dedication of right-of-way and repurposing existing service drives to accommodate the proposed multimodal transportation improvements to support transit riders, pedestrians, and bicyclists of all ages and abilities.
4. Encourage high-quality urban design by:
- a. Advancing excellence in the design of sites, buildings, and open spaces.
 - b. Supporting the public realm through the context-sensitive design of streetscapes and consideration of long-term maintenance needs.
 - c. Providing a walkable, multimodal transportation network within the CBC.
 - d. Achieving mixed-use developments that create a distinct sense of place and integrate the unique characteristics the area.
5. Support the economic success of the area by:
- a. Retaining and supporting the growth of a diversified workforce as part of a vibrant community that attracts a variety of job types.
 - b. Encouraging and maintaining a variety of housing types that are affordable and accessible to residents with a range of income levels, ages, and abilities.
 - c. Balancing the timing of development with supportive transportation improvements and public facilities.
 - d. Embracing the diverse population as an asset to the Lincolnia area's economic vitality and promoting fairness and equity in decision-making on public policy and publicly delivered services for residents.
6. Maintain the primarily residential nature of stable communities within and surrounding the CBC by:
- a. Planning for primarily residential, institutional and open space uses in areas abutting the CBC.
 - b. Providing a variety of residential housing types within the CBC to preserve the stability of lower-density residential neighborhoods.

- c. Establishing effective transitions to stable neighborhoods through compatible land uses, building intensity, and scale. Landscaping, public space and urban design techniques should be used to assist in reducing impacts. Adequate buffering and screening with year-round vegetation should be provided as appropriate to minimize the visual impact of redevelopment on existing single-family neighborhoods.
7. Preserve, enhance, and restore the environment by:
 - a. Minimizing the impact of development on the natural environment, including water quality.
 - b. Reducing impervious surfaces and achieving improved control over stormwater runoff. Promoting the application of context sensitive low impact development (LID/green stormwater infrastructure practices) in stormwater management (e.g., rain gardens, green roofs, vegetated swales) and the integration of LID practices within landscaping strategies
 - c. Encouraging sustainable landscape design (e.g., appropriate placement of native and non-invasive plants, biodegradable mulch, reduced lawn areas, improved soil quality) to create diverse landscapes that enhance air and water quality, improve habitat values and support resource conservation through reduced need for maintenance.
 8. Recognize and accept responsibility for the stewardship of heritage resources by:
 - a. Identifying heritage and cultural resources through surveys and research.
 - b. Protecting heritage and cultural resources by avoiding adverse impacts on or destruction of significant resources.
 - c. Undertaking appropriate actions to retain and enhance significant resources through appropriate preservation actions.
 - d. Encouraging the use of open space/conservation easements.
 - e. Providing incentives and assistance to encourage heritage resource protection and preservation.
 - f. Promoting awareness of heritage and cultural resources

LAND USE

Planning Approach within the CBC

The Lincolnia CBC contains three distinct planning areas characterized as Opportunity, Transitional, and Minimal Change Areas (Figure 10). The Opportunity Areas within the CBC are considered the priority redevelopment areas. Redevelopment is primarily recommended using a form-based approach that uses scale, design, and function to guide the implementation of the recommended intensity and mix of uses. Transitional areas include market affordable housing, and these units are strongly encouraged to be maintained. Any land use change considered in the future should be consistent with the overall goals and vision of the CBC. In addition, any redevelopment proposal in the Transitional Areas should, at a minimum, result in no net loss of

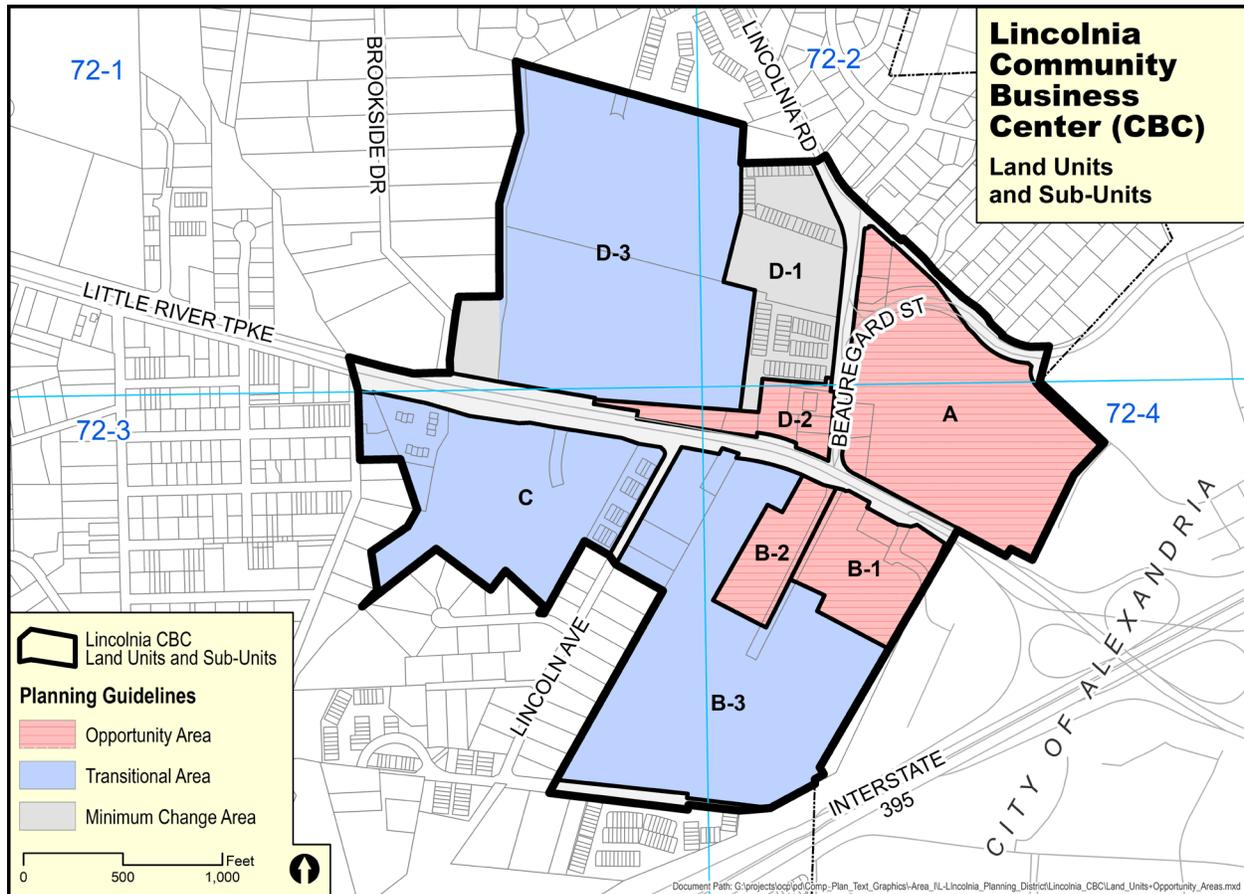
market affordable rental units. If change is supported and a Plan amendment is required, the amendment is encouraged to be considered through a concurrent Plan amendment and rezoning process. Minimal Change Areas are recommended to retain their existing uses. In both Transitional and Minimal Change Areas, a FAR or intensity-based planning approach is recommended for the baseline and optional levels.

Infill development throughout the CBC should be of a compatible use, type, and intensity in accordance with the guidance provided by the Land Use Element of the Policy Plan, Objectives 8, 9 and 14¹.

Development Potential for the CBC

Figure 11 contains the total amount of development in 2018 and the recommended Comprehensive Plan development potential inclusive of the redevelopment options. Additional details about the baseline level of development and redevelopment options are contained in the land unit recommendations.

¹ Objective 8 addresses the protection of established residential neighborhoods. Objective 9 relates to mitigating the impacts of non-residential development. Objective 14 refers to minimizing undesirable impacts through compatible land uses and other means.



LINCOLNIA PLANNING DISTRICT **FIGURE 10**
Land Units and Sub-Units

Figure 11
 Existing Land Use (2018) and Estimate of Planned Development Potential in the CBC

Land Use Category	2018 Existing Use	Comprehensive Plan Potential
<i>Residential</i>	1,930 dwelling units	3,400 dwelling units
<i>Non-residential</i>		
Office	130,800 sf	175,800 sf
Retail	586,300 sf	373,100 sf
Institutional	25,300 sf	25,300 sf
Total	742,400 sf & 1,930 dwelling units	574,180 sf & 3,400 dwelling units

Note 1: Development potential is approximate and inclusive of redevelopment options.
 Note 2: The residential development potential does not include housing bonuses allowed under the Affordable Dwelling Unit (ADU) Ordinance and Board of Supervisors' Workforce Housing Policy (WDU).
 Note 3: The Plan recommends flexibility among the types of non-residential uses as described in the section that follows.

Flexibility Among Non-Residential Uses

The distribution of non-residential land uses by square footage was developed for the purpose of the transportation analysis and assessment of public facilities capacity. Irrespective of the distribution of non-residential uses shown in Figure 11, the Plan permits flexibility among the types of non-residential uses, so long as the total non-residential square footage recommended for the entire CBC is not exceeded. This flexibility is supported to the extent that development proposals are able to adequately address multimodal transportation needs and the vision and goals for the CBC.

Future opportunities for institutional, cultural, recreational, and governmental uses which enrich community life, improve the provision of public services, and enhance the area's business competitiveness are encouraged. Accordingly, community-serving institutional uses, such as a community center, may be considered in any land unit if the use is of a similar scale and character as other planned uses.

Freestanding uses with drive-through facilities and uses that create high vehicular traffic volumes may be acceptable only when they are consistent with the envisioned form and character of the redevelopment area and are coordinated with adjacent building and site design. The location of such uses should not impede the flow of pedestrian or vehicular circulation, compromise safety, disrupt the existing and planned interior circulation system of the site, or impede the achievement of the long-term vision of the Comprehensive Plan.

Parcel Consolidation

Developments should provide parcel consolidation in conformance with any site-specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.

PARKS, RECREATION AND OPEN SPACE

Within the Lincolnia CBC, new publicly accessible parks and recreational facilities should provide opportunities for people to enjoy a range of activities and social gatherings within an urban environment. In addition to providing vital social and health benefits, parks and recreational facilities may add an economic advantage by attracting businesses, employees, and customers. Furthermore, such places can offer ecological benefits to the broader community by helping to improve air quality and capture stormwater runoff.

As the Lincolnia CBC adds a significant number of new residents over time, the need for parks and recreation facilities will increase. Since few residents will have private yards, the need for accessible and functional outdoor spaces is even more important. The Urban Parks Framework contained in Appendix 2 of the Parks and Recreation Section of the Policy Plan seeks to ensure that the county's higher density areas, such as Community Business Centers, provide spaces that contribute to a vibrant and healthy community. Based on the guidance in the Urban Parks Framework, the Comprehensive Plan potential is estimated to generate the need for approximately four acres of parkland within the CBC. The Urban Parks Framework describes five distinct types of urban parks that provide a variety of park experiences for residents and visitors: pocket parks, common greens, civic plazas, recreation-focused urban parks, and linear

parks. The urban park types span a continuum of purposes, uses, sizes, and features that can accommodate a broad spectrum of recreational and leisure pursuits. Urban parks are distinct from urban design elements such as streetscape areas, sidewalk cafes, commercial entertainment venues, and retail browsing areas.

The Lincolnia CBC has historically functioned as a retail destination centered around the Plaza at Landmark and New Grand Mart shopping centers and includes residential development established prior to the urban parks standards. As such, there is a lack of public parkland and recreational opportunities in the CBC. As the CBC redevelops, urban parks should be integrated with development to provide for the diverse needs of the community. Publicly accessible park space can be publicly owned, privately owned, or provided through public-private partnerships.

A public civic plaza, common green, or hybrid space is envisioned within Land Unit A. While the size and configuration of the space will depend on the context of surrounding land uses, desired functionality and location, it should be at a minimum one acre in size. The programming of the space is also flexible; however certain core components should be demonstrated:

- The space should be welcoming, visible from the public realm, and accessible for park users of all ages and abilities;
- Pedestrian and bicycle connectivity and circulation within the public space, and access to the public space should be supported by wayfinding signage as needed;
- A variety of seating options with tables and shade elements should be integrated;
- An area should be designed to support community gatherings such as farmer's markets, art exhibits, festivals, concerts and other events;
- Place(s) for unscheduled uses such as picnicking and unstructured play should be included; and
- Active elements for park users to engage in physical and social activity should be incorporated and may serve as organizing elements or focal points, which may include but are not limited to water features, skate parks, fitness courses, shaded picnic areas, gardens, amphitheaters, public art, and sport courts.

HOUSING

Critical to the success of the Lincolnia CBC is the provision of housing for people with a range of income levels, ages, and abilities. Affordable housing should be located close to employment opportunities. Furthermore, as an area envisioned to be served by multimodal transportation options, the Lincolnia CBC is well situated to provide a variety of housing opportunities to further the goal of creating vibrant places for a diverse community. A list of existing assisted housing in the Lincolnia Planning District is contained in the Overview section, District-Wide Recommendations, Housing, Area I Volume of the Comprehensive Plan.

In addition to providing affordable housing in mixed-use areas, the Policy Plan addresses the need to promote affordable housing opportunities in all parts of the county, particularly in areas where the existing supply is low. All projects with a residential component should provide

affordable housing in accordance with the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Housing set forth in the Policy Plan. The units should accommodate a variety of households for people of all ages and abilities.

Efforts should be made to preserve market rate housing units that are affordable to households earning below 100 percent of Area Median Income (AMI), with a special focus on Market Affordable Rental Housing units up to 60% of the AMI to the extent practicable, consistent with the Guidelines for Multifamily Affordable Housing Preservation. Landowners may meet their affordable housing objective by purchasing existing units and preserving their affordability as set forth in the Board of Supervisors' Affordable Housing Preservation Administrative Policy Guidelines.

ENVIRONMENT

Redevelopment in the Lincolnia CBC provides opportunities for significant environmental improvement, especially through improved stormwater management.

Stormwater Management

Goals

Stormwater management plays an important role in protecting water quality and the health of the county's streams. Both development and redevelopment offer opportunities to protect and support the restoration of water resources by correcting deficient situations (e.g., sites that have developed with little or no stormwater controls, or outdated stormwater management approaches that need to be updated) in an effort to protect and restore local streams and to reduce the pollutant loads entering the Potomac River and Chesapeake Bay to the extent practicable. This may be accomplished by reducing the total runoff volume and/or significantly delaying its entry into the stream system and by removing pollutants from rainfall runoff. Stormwater quantity and quality controls should be optimized for all development projects consistent with the scale of the projects, with a goal of replicating natural hydrologic conditions and reducing runoff volumes in furtherance of stream protection and/or restoration.

Low Impact Development

Low impact development (LID) practices of stormwater management (also referred to as green stormwater infrastructure) can reduce runoff volumes entering local streams by evapotranspiring water, filtering water through vegetation and/or soil, returning water into the ground, or reusing water. Such techniques can be incorporated within urban areas more easily than detention and retention ponds. LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly referred to as rain gardens), vegetated swales, porous pavement, vegetated roofs, tree box filters, the preservation or creation of forested/open space areas, and the collection and reuse of stormwater runoff through the use of cisterns, both above ground and below ground.

Stormwater Design

All proposals should incorporate stormwater management measures that further the above stormwater management goals. Environmentally-friendly stormwater design, with an emphasis on the use of LID practices, should be integral to each project, recognizing that stormwater management measures may be phased as development occurs. Stormwater and site designs should minimize the amount of impervious cover and incorporate runoff reduction strategies such as infiltration, stormwater reuse and retention to improve downstream waters. The use of appropriate native plant materials is encouraged to improve biodiversity and provide habitat benefits while reducing the use of pesticides, herbicides and fertilizers, improving the soil, and

minimizing maintenance. The use of non-native invasive plant materials is discouraged to avoid detrimental impacts to riparian plant communities, water quality, and environmental quality. Use of non-native, non-invasive species should be limited to stormwater facilities located in built or formal landscapes and when there are no suitable native plant alternatives.

The incorporation of stormwater management strategies in parks and other open space areas can support this approach while providing recreational amenities, habitat benefits, and educational opportunities (e.g., interpretive exhibits highlighting ways that the strategies benefit water and ecological resources). Stormwater management and selected LID practices should also be incorporated into new and redesigned streets where allowed and practicable. As approaches to treating stormwater continue to evolve, and as new innovative practices are identified, these evolving measures should be employed in support of stream protection and restoration.

In order to achieve stormwater management goals, stormwater controls should typically treat runoff close to its source. This may be accomplished through onsite controls or through coordination of stormwater management measures among neighboring development sites. Contributions to, or construction of, one or more projects identified in the Board of Supervisors-adopted Cameron Run Watershed Management Plan or projects that would otherwise further county stormwater goals may also be considered.

Any development proposal that result in an intensity of 1.0 FAR (or equivalent residential density) should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches to achieve the following guidelines (any one of A, B, or C below):

A. Specific Performance Targets

- Reduction in runoff volume leaving the site equivalent to one inch from impervious surfaces on the site. If this level of runoff volume reduction cannot be attained, a combination of runoff volume reduction and peak flow and velocity reduction should be provided to the extent necessary to protect downstream water resources, even where runoff would be discharged directly into a pipe or constructed channel.
- For redevelopment projects, phosphorus reduction for new impervious areas should meet the most current regulatory requirements, while the phosphorus load from existing impervious area should be reduced by at least 30 percent below predevelopment loads.
- As proposed intensities increase above 1.0 FAR, commensurate increases in the performance targets described above should be pursued.

B. Linkage to Green Building Rating Systems

- As an alternative to the targets set forth in A, stormwater management measures may be provided that are sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or Core & Shell (LEED-CS) rating system (or equivalent of this/these credit(s) based on an alternate rating system). Stormwater management practices that are applied toward this outcome should provide runoff reduction/rainfall volume retention, rather than just stormwater treatment, to the maximum extent practicable.

C. Alternative Approaches

- As an alternative to A or B, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted Cameron Run Watershed Management Plan. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals. Consideration may be given to other stormwater runoff-related factors such as downstream flooding, drainage complaints, character and condition of downstream channels, and identified stream impairments.

Residential and Other Noise-Sensitive Uses

Where residential or other noise sensitive uses are proposed near Little River Turnpike, Beauregard Street, and/or I-395, such proposals should only be considered with the provision of a noise study during the review of the development, commitments to noise mitigation measures, and potentially, commitments to the provision of disclosure statements and a post-development noise study. The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of DNL dBA; should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and projected noise levels based on a minimum 20-year traffic volume projection for the roadway and should identify differing noise levels that may affect building facades at different elevations.

In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA, design strategies should be pursued where feasible, consistent with other design goals, such that exposures of facades for noise-sensitive areas of residences will be minimized. Where such exposures cannot be avoided, and for dwelling units for which outdoor spaces including balconies are projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to potentially affected residents and users within the impacted uses or units. The disclosure statements should clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies, in addition to noise mitigation for interior space and outdoor recreational areas. When feasible, post-development noise studies should be conducted to support evaluations of the effectiveness of noise mitigation measures.

Green Building Practices

Objective 13 in the Environment Element of the Policy Plan provides guidance for green building practices and standards. Development and redevelopment should meet applicable green building standards and achieve best practices in accordance with the Policy Plan.

URBAN DESIGN

Community Revitalization Districts (CRDs) and Community Revitalization Areas (CRAs) are subject to the *Volume I Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas*. Endorsed by the Board of Supervisors on November 20, 2018, the Guidelines are a companion document to the Comprehensive Plan that provides detailed recommendations on the appearance, arrangement, and function of components of the built environment, with a particular emphasis on public spaces and streets. The Guidelines are

intended to be consulted during the review of development proposals within Fairfax County's CRDs and CRAs. In some instances, flexibility in the implementation of the Guidelines will be needed and should be evaluated on a case-by-case basis.

PUBLIC FACILITIES

The existing public facilities and those anticipated to accommodate the future growth in the CBC are described in the following section. Since growth rates will vary over time, the thresholds referenced below may be reached in different years. Actual growth levels should be monitored so that infrastructure capacity is phased with new development. Regardless of the rate of growth, commitments of the land for needed facilities and/or identification of additional resources to support the provision of public facilities should be realized in advance of the estimated need to the extent possible. Tables listing existing public facilities for the Planning District are provided in the Overview section of the Lincolnia Planning District in the Area I volume of the Comprehensive Plan.

Schools

The Lincolnia CBC is served by four public schools: Parklawn and Weyanoke Elementary Schools, Holmes Middle School, and Annandale High School using attendance areas for School Year 2017-18. Under the envisioned Comprehensive Plan buildout, approximately 1,468 additional primarily multi-family dwelling units are recommended. Using the 2018 student generation ratio, this number of units could generate approximately 169 additional students (93 elementary, 29 middle, and 47 high school).

The increase in students is not anticipated to generate a need for new school facilities to support the increased enrollment based on 2017-2018 school capacities. Accommodating the increased student yield at existing facilities should be addressed through various means that may include additions to existing facilities, interior architectural modifications, use of modular buildings, changes to programs, and/or changes to attendance areas. Additional school capacity could also be addressed through the co-location of facilities such as vocational training, academy programs and/or adult learning centers within mixed-use, office or other commercial buildings; with parks and other public facilities; or through other creative approaches provided that all access, safety, security and space requirements are met. Fairfax County Public Schools also may evaluate other possible "in-kind" school impact mitigation strategies. Traditional and/or innovative measures to mitigate the impacts of new development on school capacity should be considered by developers and the county, provided that the objectives and policies for public schools within the Public Facilities Element of the Policy Plan are followed.

The Fairfax County Public Schools' Capital Improvement Program (FCPS CIP) contains more detailed information on student membership and facilities data. The FCPS CIP is updated annually with data and contains strategies for addressing schools where capacity is needed through capital projects and other proposed solutions to alleviate a capacity need.

Libraries

There are currently no community or regional libraries in the Lincolnia Planning District. The CBC and greater Lincolnia area are served by George Mason Regional Library, Richard Byrd Community Library, and Woodrow Wilson Community Library. Woodrow Wilson

Library was renovated in 2015 and included adding capacity to multiple meeting rooms and a new children's area.

Police and Fire and Rescue

There are no police or fire and rescue stations in the CBC or greater Lincolnia Planning District. The CBC is served by the Mason District Police Station, co-located with the Mason District Board of Supervisor's Office. It is anticipated that there will continue to be sufficient police coverage provided by the Mason District station. Emergency and other fire and rescue services are primarily provided by the Edsall Road Fire and Rescue Station. Several other fire and stations provide coverage to the Lincolnia CBC area, including the Bailey's Crossroads Volunteer Fire and Rescue Station and the Annandale Volunteer Fire and Rescue Station. The Alexandria Fire Department also provides emergency support to the Lincolnia area through an automatic aide agreement with Fairfax County. It is anticipated there will continue to be sufficient fire and rescue coverage.

Wastewater Management

Wastewater is treated at the AlexRenew Plant. The treatment capacity is capable of handling the projected sewage flow through 2040. All of the trunk sewer lines have adequate capacity to handle the projected flow through 2040.

Fairfax Water

The Lincolnia Planning District is served by transmission water mains ranging in size from 16 to 36-inches in diameter. The existing facilities are sized appropriately to meet the projected increase in demand that could result from redevelopment. Water main alignment adjustments and fire flow requirements will be evaluated concurrently with the review of development proposals.

OPPORTUNITY, TRANSITIONAL, AND MINIMUM CHANGE AREAS

The Lincolnia CBC is characterized as Opportunity Areas, Transitional Areas, and Minimum Change Areas as described in the sections that follow and shown in Figure 12.

Opportunity Area

Character and Overall Concept

An urban scale mixed-use development is envisioned at the Plaza at Landmark shopping center, which is located on the north side of Little River Turnpike. Redevelopment of a similar character is envisioned for the New Grand Mart shopping center across from the Plaza at Landmark. Redevelopment is recommended to consist of predominately multifamily use and a lesser amount of single-family attached units. Retail and office uses are also recommended as part of the mixed-use environment. Compatible transitions should be established toward existing lower-scale development outside the Opportunity Area by stepping back building height, adding landscaping and other means.

A variety of strategically placed parks and open spaces are envisioned to provide active and passive recreational opportunities. A public space to support outdoor events and larger community gatherings is a key component within the Opportunity Area. A new street network will be the primary organizing component around which shops, residences and office buildings

will be oriented. The network will also provide new connections between the surrounding community and redeveloped areas.

A challenge will be ensuring that both sides of the Opportunity Area north and south of Little River Turnpike can function together and Little River Turnpike can be transformed into a multimodal environment. Approaches to achieving these goals include wider landscaped sidewalks, bicycle facilities, bus/transit shelters, and special consideration for the design of intersections and pedestrian crossings at Little River Turnpike. The design, orientation, and architecture of buildings should avoid the appearance of the backs of structures facing Little River Turnpike.

Development Potential

Figure 12 depicts the 42-acre Opportunity Area development potential inclusive of redevelopment options. Additional details about the baseline level of development and redevelopment options are contained in the land unit recommendations.

Figure 12: Existing Land Use (2018) and Estimate of Planned Development Potential in the Opportunity Area

Land Use Category	2018 Existing Use	Comprehensive Plan Potential
<i>Residential</i>	0 dwelling units	1,470 dwelling units
<i>Non-residential</i>	684,700 sf	516,500 sf
Office	98,400 sf	143,400 sf
Retail	586,300 sf	373,100 sf
Total	684,700 sf	516,500 sf & 1,470 dwelling units

Note 1: *Development potential is approximate and inclusive of redevelopment options.*

Note 2: *The residential development potential does not include housing bonuses allowed under the Affordable Dwelling Unit (ADU) Ordinance and Board of Supervisors' Workforce Housing Policy (WDU).*

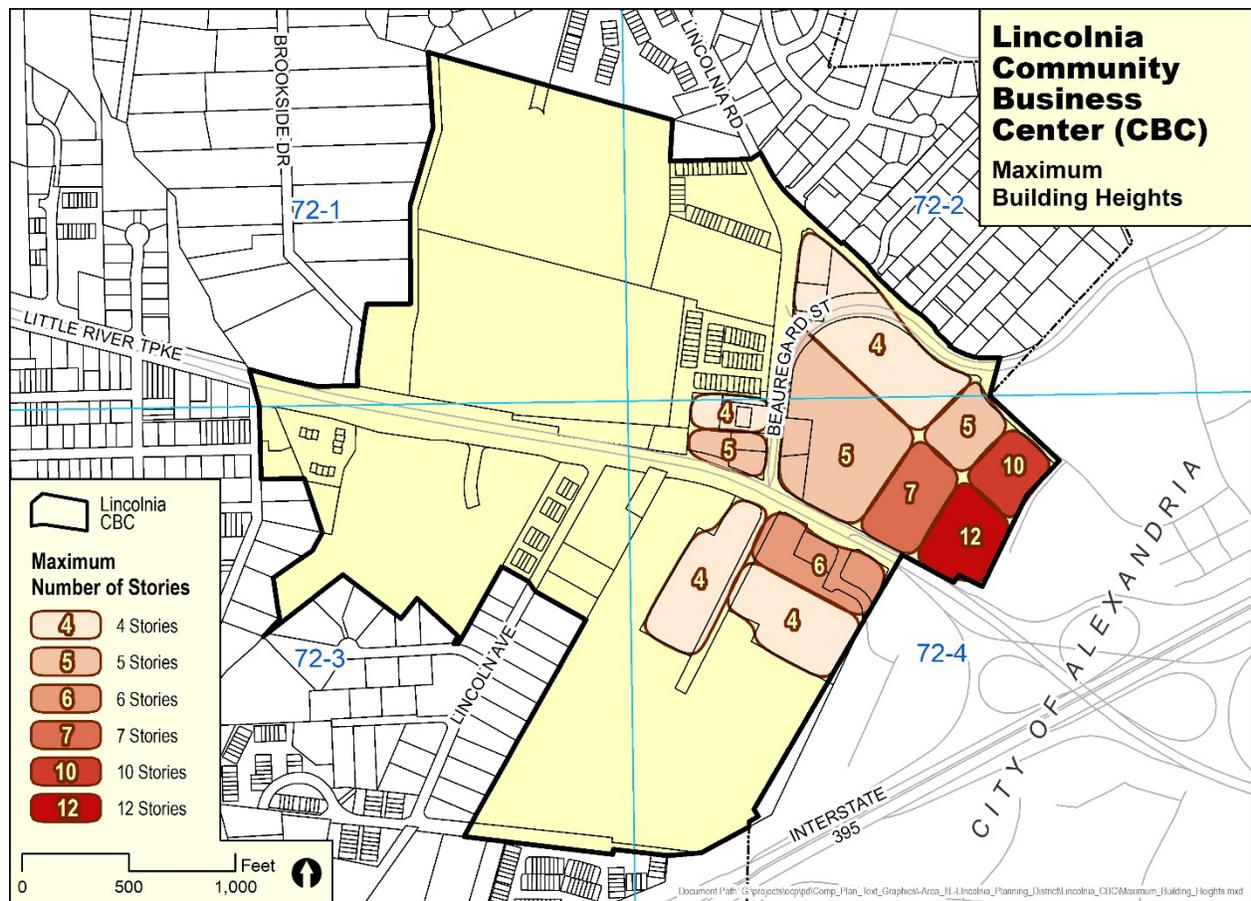
Note 3: *The Plan recommends flexibility among the types of non-residential uses as described in the section that follows.*

Planning Approach within the Opportunity Area

A form-based approach for the Plan options in the Opportunity Area is expressed through building form, design, and building height recommendations to describe the development potential of properties in lieu of more traditional FAR limitations. The amount of building area allocated to any given property or assemblage will also be established by the allotted total square footage for a sub-unit, parking needs, street connections, and other criteria which may further affect the buildable area. This approach emphasizes the importance of site design and project viability considerations. While the plan aims to maintain a variety of uses, some flexibility may be appropriate when determining the amount and type of specific nonresidential uses for each site in order to achieve Plan objectives, so long as the total square footage for the sub-unit is not exceeded and the overall character and functionality that is typically derived from a variety of uses is preserved. Any individual development will be evaluated in accordance with the criteria contained in the Comprehensive Plan and demonstrate the ability to provide high quality redevelopment of these areas.

Building Heights

Building heights within the Lincolnia CBC are arranged to focus highest intensity development along Little River Turnpike and the eastern boundary of the CBC. Building heights are expected to taper down to the lower density communities within and adjacent to the Opportunity Area. Portions of the Opportunity Area that border lower scale residential uses should transition in height consistent with Figure 13, Maximum Building Heights, to address impacts of scale.



LINCOLNIA COMMUNITY BUSINESS CENTER (CBC)
Maximum Building Heights within Opportunity Areas **FIGURE 13**

TRANSPORTATION

Grid of Streets Network

The recommended transportation network consists of new multimodal connections throughout the Opportunity Area within the CBC as shown in Figure 14. On the north side of Little River Turnpike, new proposed transportation links would be located within Land Unit A. The extension of Oasis Drive and cross streets will create the framework for pedestrian-scaled blocks. Improvements to the pedestrian and bicycle facilities on the segment of North Beauregard Street that serves the CBC are also recommended. The curved portion of Beauregard Street south of Lincolnia Road is recommended to be removed. On the south side of Little River Turnpike, a new east-west connection between Beauregard Street and Oasis Drive is recommended to create new pedestrian-scaled blocks.

The grid of streets network will provide additional multimodal capacity in the north-south direction. The network should be designed, built, and maintained to a high standard and attract users of all ages and abilities, achieve the transportation goals for the CBC, and provide residents and visitors with appealing alternatives to vehicular travel.

Pedestrian and Bicycle Facilities

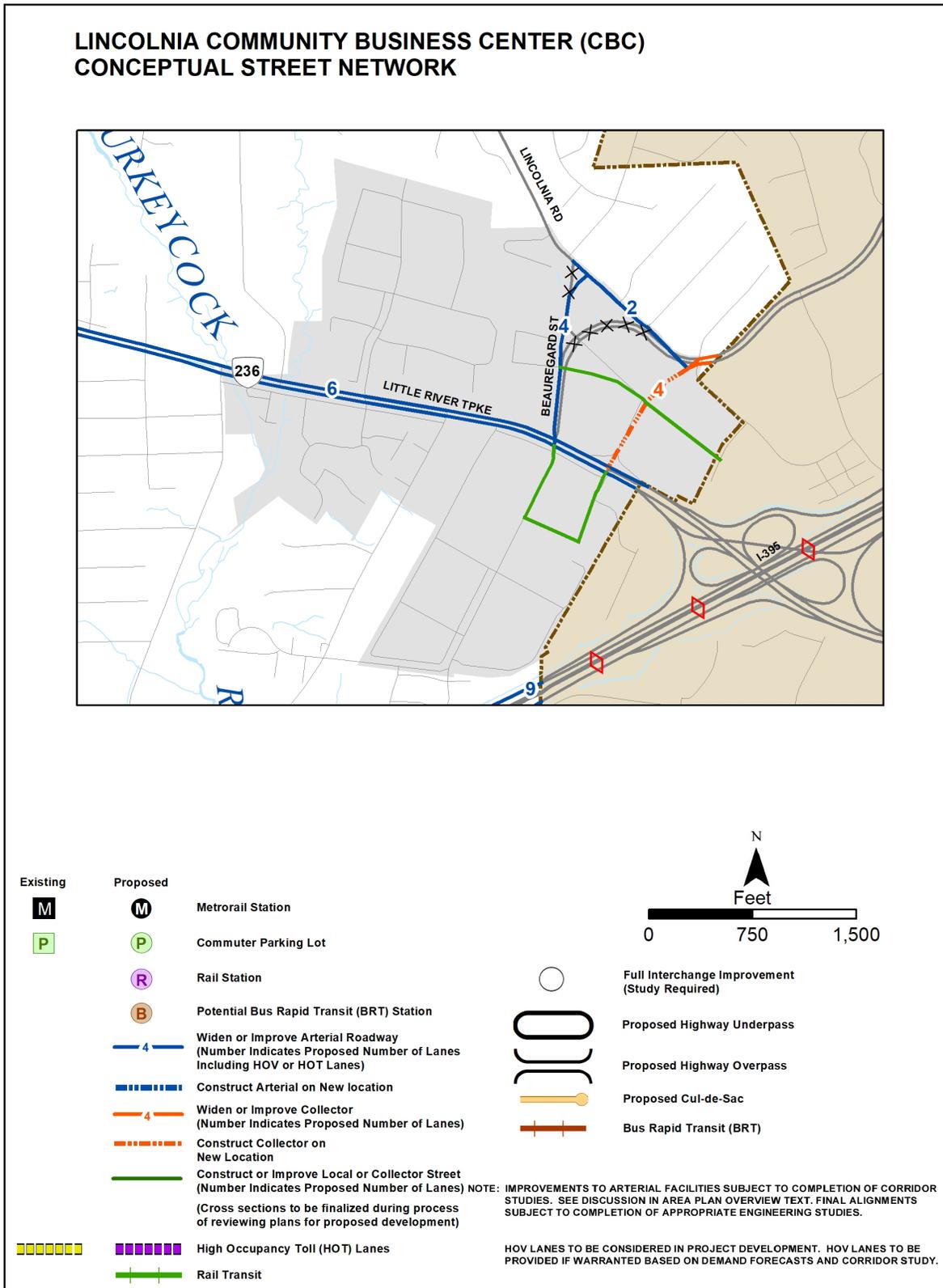
Pedestrian and bicycle facilities are recommended to connect to destinations within the CBC and contribute to improved non-motorized connectivity to areas outside of the CBC. The street network should include pedestrian crossings of all streets. In particular, it is important to include signalized crossings of Little River Turnpike to connect both sides of the Opportunity Area. Additional recommendations are described in the Urban Street Network section.

Access Management

Reducing the number of access points on Little River Turnpike is recommended to improve safety and traffic flow, and lessen conflicts between motorists, pedestrians, and cyclists.

The following recommendations apply:

- Reduce the number of curb cuts and other driveway access points on Little River Turnpike;
- Discourage, as much as possible, full movement access locations along Little River Turnpike except at signalized intersections;
- Discourage offset and angled intersection with Little River Turnpike;
- Encourage inter-parcel access to provide connectivity between blocks and reduce the number of trips that need to access Little River Turnpike; and
- Encourage development proposals to use the grid of streets for access, provide adequate multimodal and interparcel access, and provide other measures needed to mitigate the traffic impacts.



**LINCOLNIA COMMUNITY BUSINESS CENTER (CBC)
 Conceptual Grid of Streets**

FIGURE 14

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers, and visitors. The result is more efficient use of the existing transportation system. Transportation Demand Management is a critical component of this Plan.

A broad, systematic, and integrated program of TDM strategies can reduce peak period single occupancy vehicle trips, as well as increase the percentage of travelers using transit and non-vehicular modes of transportation. TDM programs should embrace the latest information technology and techniques to encourage teleworking, provide sufficient information to enable commuters and other trip makers to choose travel modes and travel times, or decide if travel is actually necessary at that time.

Given the strategic location of the Lincolnia CBC proximate to I-395 and high-quality express bus service to the Pentagon Metrorail Station, TDM measures for this area should focus on efforts to encourage area residents to use public transportation. Additionally, parking management strategies such as shared parking should be pursued.

URBAN STREET NETWORK

Street Network

A new network of streets within the CBC Opportunity Area is critical to achieving a multimodal transportation system that serves both through traffic and local needs and facilitates high-quality redevelopment. The new blocks created by the grid should generally follow the block dimensions and characteristics described in the *Volume I Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas*. Some flexibility is permitted as described in the Implementation section.

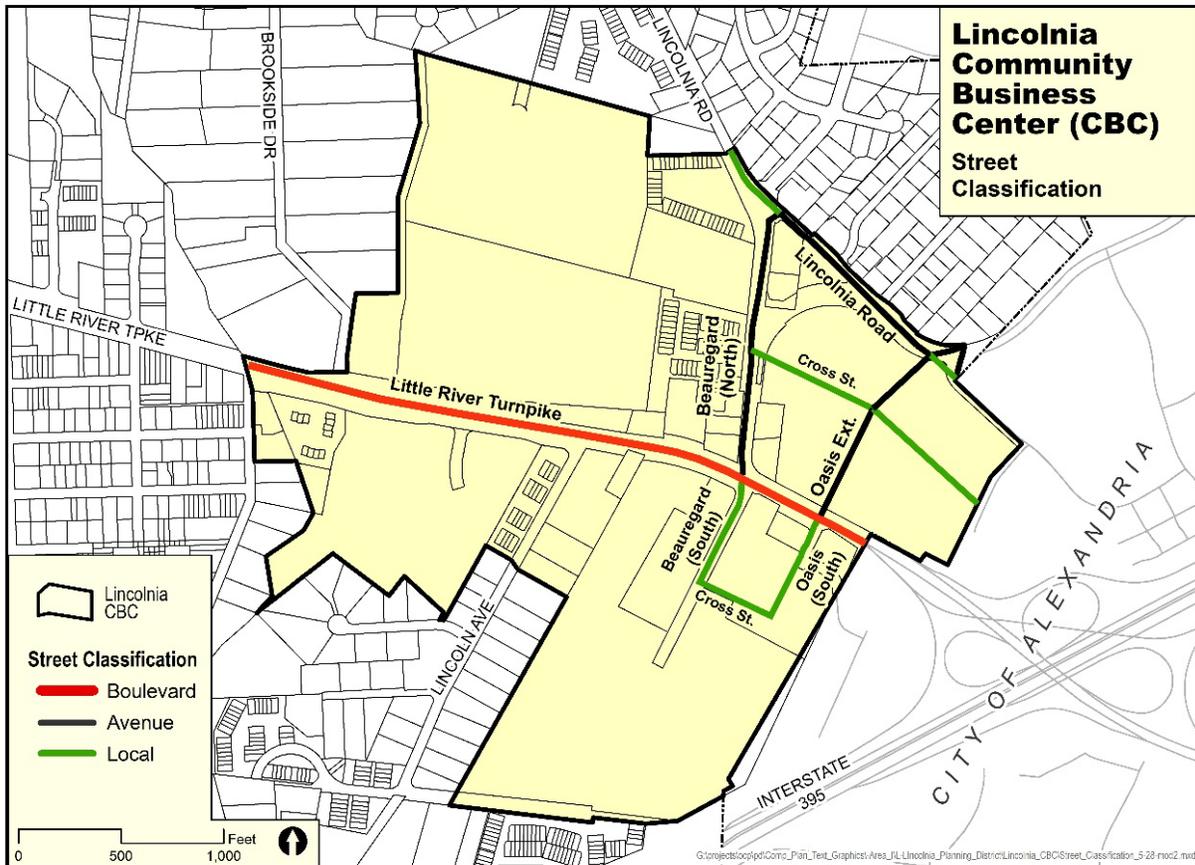
The generalized street grid network is shown in Figure 15. It is anticipated that the grid network will be implemented as redevelopment occurs, therefore development proposals within the CBC should include and implement the planned transportation improvements. Additional street segments necessary to maintain acceptable traffic circulation for an individual development should be provided by that development. Alternative grid segments may be considered by the county if they achieve the Plan goals.

Functional Classification of Streets

The Commonwealth of Virginia supports the goal of having multimodal and intermodal transportation systems. To assist in implementing this goal, the Virginia Department of Rail and Public Transportation (DRPT), in collaboration with the Virginia Department of Transportation (VDOT) and other entities, developed Multimodal System Design Guidelines in 2013. The guidelines support the principles of context sensitive street design and Transit Oriented Development. Figure 16 provides a cross-reference between the traditional and multimodal classifications. The functional classification of streets should be updated as warranted by future studies.

The design of streets based on their functional classification includes the roadway and the adjacent streetscape areas so all transportation modes are accommodated as appropriate.

Complete streets provide safe access and movement for pedestrians, bicyclists, and transit riders of all ages and abilities and should be considered in the design of the roadway network and streetscape areas.



LINCOLNIA COMMUNITY BUSINESS CENTER (CBC)
Multimodal Street Classification

FIGURE 15

Figure 16
 Cross-Reference between Traditional Highway Functional Classification and
 Multimodal Street Types

Multimodal Type	Fairfax County Functional Classification				
	Interstate, Freeway, or Expressway (50-70 mph)	Principal Arterial (30-60 mph)	Minor Arterial Type A or B (30-60 mph)	Collector (30-50 mph)	Local Street (20-30 mph)
	Multimodal Through Corridor (35-55 mph)				
		Transit Boulevard (30-35 mph)			
		Boulevard (30-35 mph)			
			Major Avenue (30-35 mph)		
			Avenue (25-30 mph)		
					Local Street (25 mph)

Note: The cross-references shown in the table above are general in nature and some variations may occur. Design speeds are depicted. There are no Multimodal Through Corridors, Transit Boulevards or Major Avenues proposed in the Lincolnia CBC.

Source: Virginia Department of Rail and Public Transportation, *Multimodal System Design Guidelines, Chapter 5 Multimodal Corridors*, October 2013.

Streetscapes

Streetscape recommendations for the Lincolnia CBC apply to public and private streets and should be used in combination with the Board of Supervisors’ endorsed *Volume I Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas* dated September 2018. The landscape panel, amenity zone, sidewalk, and building zone collectively comprise the streetscape. The *landscape panel* is typically located adjacent to the street and may include trees, other plantings, lighting, and signage. The *amenity zone* is the paved area located at intervals within the landscape panel and is designated to accommodate features such as transit shelters, bicycle racks, and trash receptacles. The *sidewalk*, located between the landscape panel/amenity zone and building zone, is reserved for unimpeded pedestrian movement. The landscape panel/amenity zone and sidewalk are usually located within the public right-of-way and typically recommended to be privately maintained. The *building zone* is the area between the sidewalk and the face of the building outside of the public right-of-way. The building zone includes building entrances, browsing areas, outdoor dining, plantings, and residential porches or stoops. The character and width of the building zone is largely determined by the adjacent land use.

The relationship between the design and placement of the streetscape components and the adjacent land uses should create a safe and high-quality multimodal environment. Although street types vary within the CBC, unifying elements should be incorporated to achieve streetscapes that visually and physically link the entire CBC and enhance the pedestrian experience. When land uses vary within a block or between blocks, consistency should be employed to avoid shifting in the placement of pedestrian amenities or building frontages.

Utilities

Utilities, utility boxes, and utility vaults should be placed underground, wherever practical, to contribute to a visually appealing and pedestrian-friendly environment. If underground utilities are not practical at the time of redevelopment, development proposals should provide underground utility conduits and commitments to facilitate future improvements as adjacent development builds out and utilities are relocated.

Pedestrian Crossings

Pedestrian crossings should be highly visible to clearly identify crossing locations at signalized intersections, especially at intersections with a high volume of vehicular traffic. Intersections within the grid of streets may be delineated with pavement markings and/or different paving materials as permitted by VDOT.

On-Street Parking

Streetscapes with on-street parallel parking should be designed to minimize vehicular conflicts with bicyclists and pedestrians, and maintain sight lines for people walking, biking, and driving. In some instances, a refuge strip may be encouraged to prevent people from stepping into landscaped areas when entering and exiting vehicles. If a refuge strip is included, trees and fixtures should be spaced in a manner that allows vehicle doors to open without obstruction.

Street and Pedestrian Lighting

Lighting strategies should consider the effect of lighting on the perception and use of the public realm. Lighting should ensure public safety without creating glare or light spillage, and conform to LEED light pollution requirements and County ordinances. Street and pedestrian lights should be located in a manner that does not conflict with street trees at their projected maturity.

Trees and Landscaping

Street trees and other plantings should be established in a manner that promotes long-term growth and survival, provides benefits to pedestrians and the environment, and has reduced maintenance needs. Plants and trees that are native to Virginia should be used where appropriate; certain non-native, non-invasive species may also be suitable. Landscaping and tree planting plans should be done in consultation with Fairfax County Urban Forestry Management.

Sidewalk and Paving

A variety of materials should be considered in the buiding and/or amenity zone that complement surrounding architectural styles and contribute to placemaking in the CBC, as well as assist in the delination of streetscape zones. Pavers, concrete scoring techniques, stone, and tiles are encouraged as a complement to concrete sidewalks within the public right-of-way.

Street Furniture and Other Elements

Benches, wayfinding signs, trash receptacles, water fountains, bike racks, and other furniture or amenities should be generally consistent throughout the CBC. Consistency includes

the style, size, finish, color, and placement of these elements. Fixed elements, such as utility poles, should be aligned to minimize the disruption of pedestrian flow.

Streetscape Design Variations

While the goal of consistent streetscape components in the CBC is a priority, existing site characteristics or phased development may limit the ability for a development to satisfy all of the streetscape recommendations, either temporarily or permanently. Limited variation in streetscapes may be considered if the proposed alternative meets or exceeds the goals for the Lincolnia CBC, Comprehensive Plan policies and Volume I Urban Design Guidelines.

STREET TYPES AND DESIGN

Recommended multimodal street types in the Lincolnia CBC, including an overview of each type's functionality, conceptual cross-section, and character are described below. Overall, streets within the Lincolnia CBC should be context sensitive and balance a walkable, urban environment with vehicular operations and capacity needs. The conceptual cross-sections do not include turn lanes, maintenance areas, curbs and/or additional buffers that may be needed to support the infrastructure and meet safety standards.

Building Zone Flexibility

A range for the building zone is recommended to provide flexibility in achieving an appropriately scaled area that considers the adjacent structure's use and form. For instance, a narrower building zone may be suitable for a commercial building, whereas a wider building zone may be important for a residential use to accommodate stoops, landscaping, or otherwise provide a transition between the public and private realm.

Although no minimum dimensions are depicted on the cross-sections, it is expected that a building zone is provided with each development. Regardless of the dimensions, the building zone should support a high-quality pedestrian realm. This can be accomplished by providing a high level of transparency/windows; pedestrian-scaled signage; façade variations; lobbies or entrances that open to the street; awnings or overhangs, and other features to foster a pleasant pedestrian experience.

Pedestrian and Bicycle Facility Flexibility

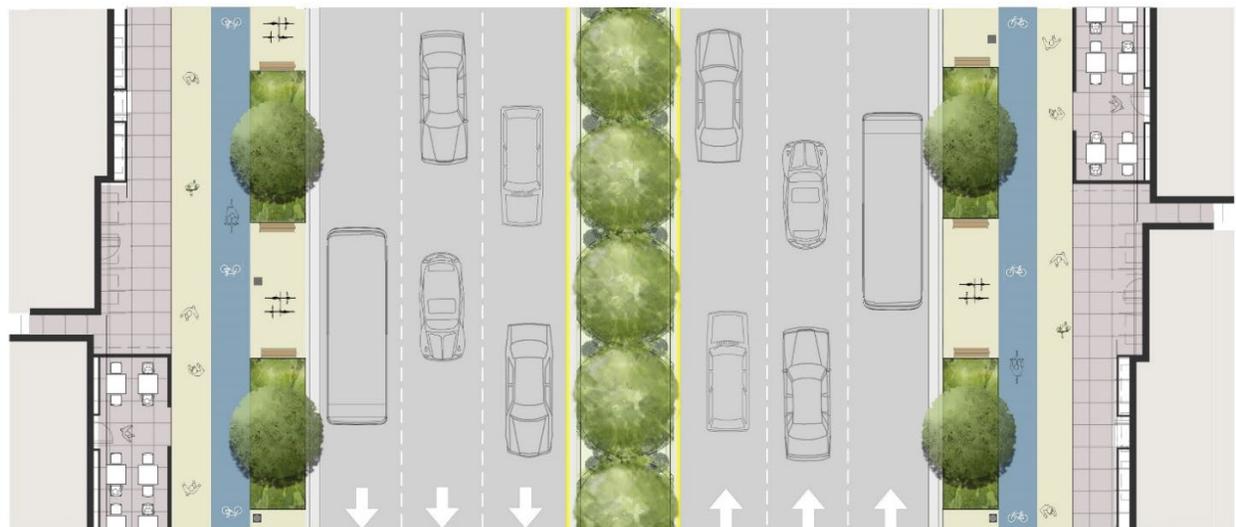
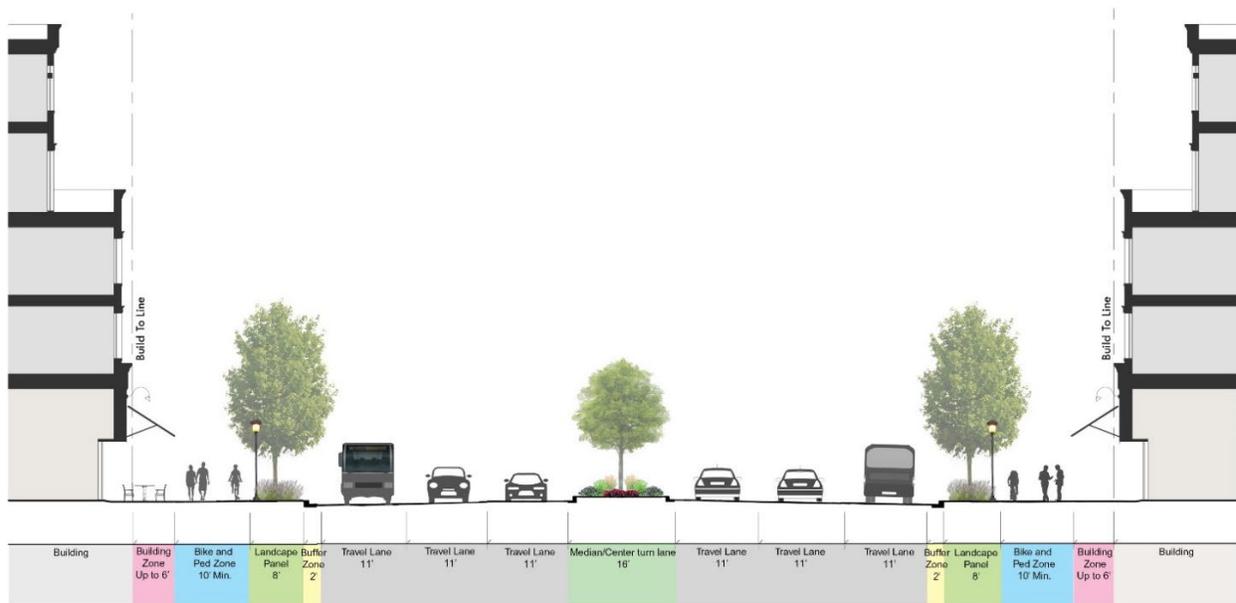
Where noted on the cross-sections, the type of pedestrian and bicycle facilities within the CBC is flexible to be responsive to future conditions and needs that are evaluated during the review of redevelopment proposals. In addition to the intensity and character of the proposed land use, the recommendations for bicycle and pedestrian facilities within the CBC should include an evaluation of the following:

- Suitability of the design in an urban context;
- Connectivity to, and to the extent practicable, continuity of similar facility types within and between blocks, and to existing or planned pedestrian and bicycle facilities in the City of Alexandria and Fairfax County outside of the CBC;
- Where applicable, the location of signalized pedestrian crossings at intersections; and

- Where applicable, the design of pedestrian and bicycle facilities at intersections, with consideration for compact intersection design to improve pedestrian and bicycle safety.

Little River Turnpike

Little River Turnpike is the only boulevard recommended in the Lincolnia CBC. A conceptual typical cross-section for the segment of Little River Turnpike within the Opportunity Area is shown in Figure 17, and also addresses the typical conceptual cross-section for the segment of the roadway outside of the Opportunity Area. Little River Turnpike should be designed to improve access for pedestrians and bicyclists while continuing to carry the largest volume of vehicular traffic to major roadways such as North Beauregard Street, Columbia Pike, Braddock Road, and I-395. As a high capacity roadway, Little River Turnpike is planned for separate, dedicated facilities for vehicular and non-vehicular modes of travel. A median should provide a safe area for pedestrian refuge for pedestrians who may need more than one cycle to cross Little River Turnpike, and also preserves the rights-of-way for turn lanes where necessary.



Within the Opportunity Area, the pedestrian and bicycle zone is recommended as either a minimum 6-foot sidewalk and minimum 8-foot bi-directional cycle track on both sides of the roadway or a minimum 10-foot shared pedestrian and bicycle facility on both sides of the roadway.

For the remainder of Little River Turnpike in the CBC, the pedestrian and bicycle zone is recommended as a minimum 10-foot shared pedestrian and bicycle path on both sides of the roadway.

LITTLE RIVER TURNPIKE **FIGURE 17**
Conceptual cross-section and plan view

Little River Turnpike, conceptual cross-section dimensions (Boulevard)

Within the right-of-way (122-foot minimum, shared bicycle and pedestrian facility. 130-foot minimum, sidewalk and cycle track):

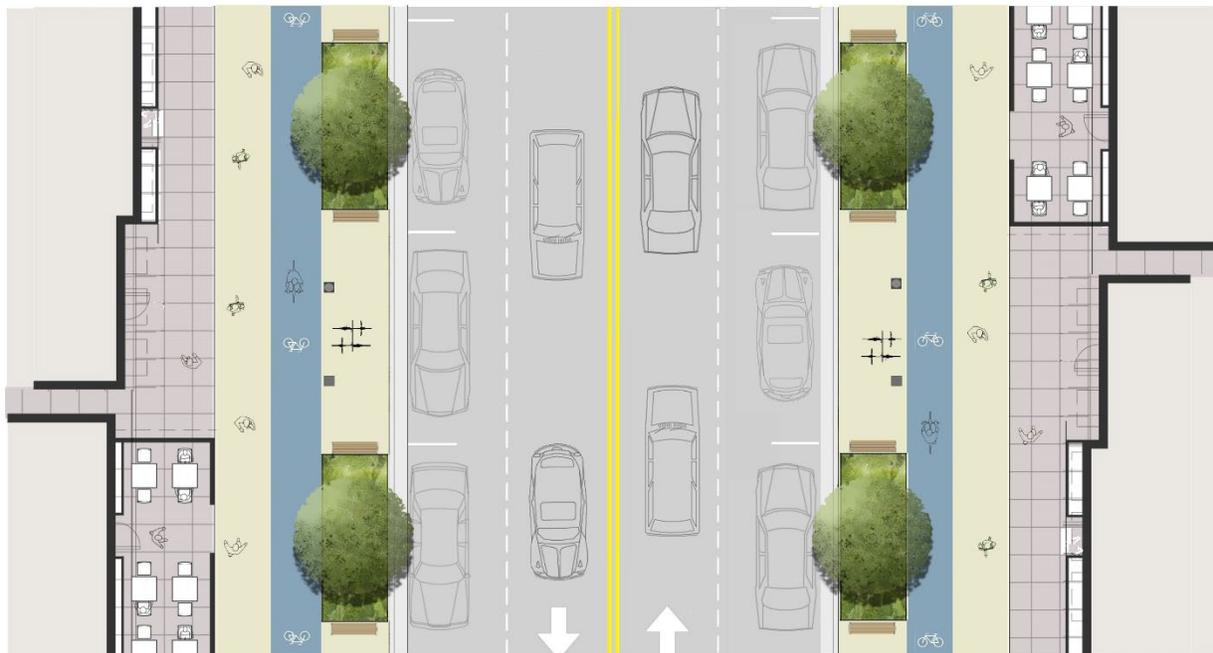
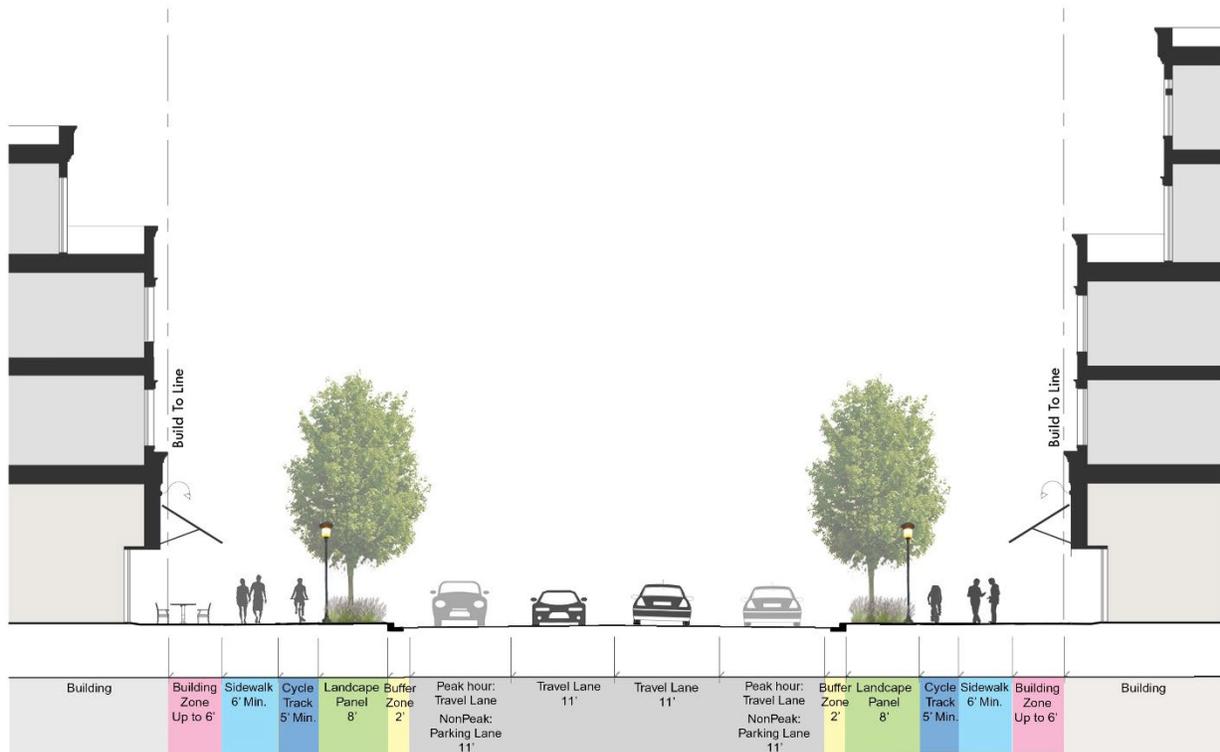
- Drive Lanes – Three travel lanes per direction (11-foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- A 2 to 2.5-foot buffer zone is recommended between the travel lane and landscape panel.
- Median – A 16-foot median should be landscaped and/or used to preserve right-of-way for turn lanes.
- Bicycle and Pedestrian Zone – Pedestrian and bicycle facilities should be located on both sides of Little River Turnpike. Within the Opportunity Area, the facility is recommended as either a 10 to 14-foot combined pedestrian and bicycle facility, or separate facilities comprised of a minimum 6-foot sidewalk and minimum 8-foot bi-directional cycle track. In the remainder of the CBC, the facility is recommended as a minimum 10-foot combined pedestrian and bicycle facility. See *Pedestrian and Bicycle Facility Flexibility* for more details.
- Landscape Panel – An 8-foot landscape area on both sides of the street.

Outside of the right-of-way:

- Building Zone: A building zone up to 6 feet in width. See *Building Zone Flexibility* for more details.

Oasis Drive Extension

Oasis Drive is recommended to be extended to cross Little River Turnpike and connect to Lincolnia Road in Land Unit A. The extension of Oasis Drive is also needed to form developable blocks with an east-west cross street. Careful consideration should be given to designing a vibrant, pedestrian-friendly environment while also accommodating vehicular trips.



A one-way, minimum 5-foot cycle track is recommended on both sides of the roadway (depicted), or a minimum 8-foot bi-directional cycle track on one side of the roadway.

OASIS DRIVE EXTENSION
Conceptual cross-section and plan view

FIGURE 18

Oasis Drive Extension conceptual cross-section dimensions (Avenue)

Within the right-of-way (86-foot minimum with cycle track on both sides; 84-foot minimum with bi-directional cycle track on one side):

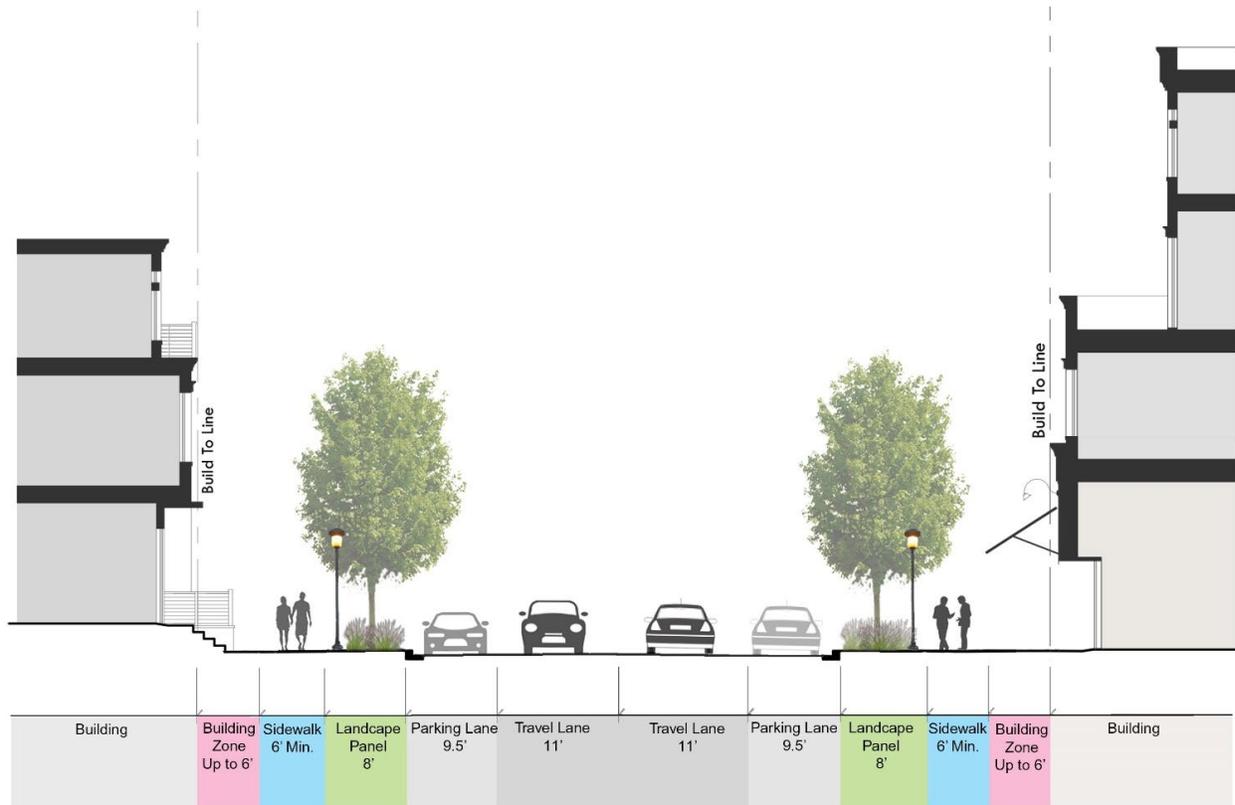
- Drive Lanes – Two travel lanes per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- A 2 to 2.5-foot buffer zone is recommended between the travel lane and landscape panel.
- Parking Lane – The two outer travel lanes are recommended as flex travel and parking lanes that may accommodate parallel parking during off-peak vehicular demand periods.
- Landscape Panel – A 8-foot wide landscape area on both sides of the street.
- Cycle Track – A one-way, minimum 5-foot cycle track is recommended on both sides of the roadway, or a minimum 8-foot bi-directional cycle track on one side of the roadway.
- Sidewalk – A minimum 6-foot sidewalk on both sides of the street. A sidewalk up to 8-feet is recommended based on the character or intensity of nearby uses.

Outside of the right-of-way:

- Building Zone – A building zone up to 6 feet in width. See *Building Zone Flexibility* for more details.

Oasis Drive (south)

Oasis Drive in Land Unit B-1 is recommended to connect to a new cross street that will provide additional connectivity to Beauregard Street south of Little River Turnpike. Figure 19 depicts a conceptual typical cross-section for Oasis Drive (south).



The cross-section does not depict a bicycle facility. At the time of redevelopment, the feasibility and need for a dedicated bicycle facility one or both sides of the roadway should be evaluated. If recommended, efforts should be made to match the design and location of the bicycle facility on the Oasis Drive Extension to the extent practicable.

OASIS DRIVE (SOUTH)
Conceptual cross-section

FIGURE 19

Oasis Drive (south) conceptual cross-section dimensions (Local)

Within the right-of-way (69-foot minimum without bicycle facility):

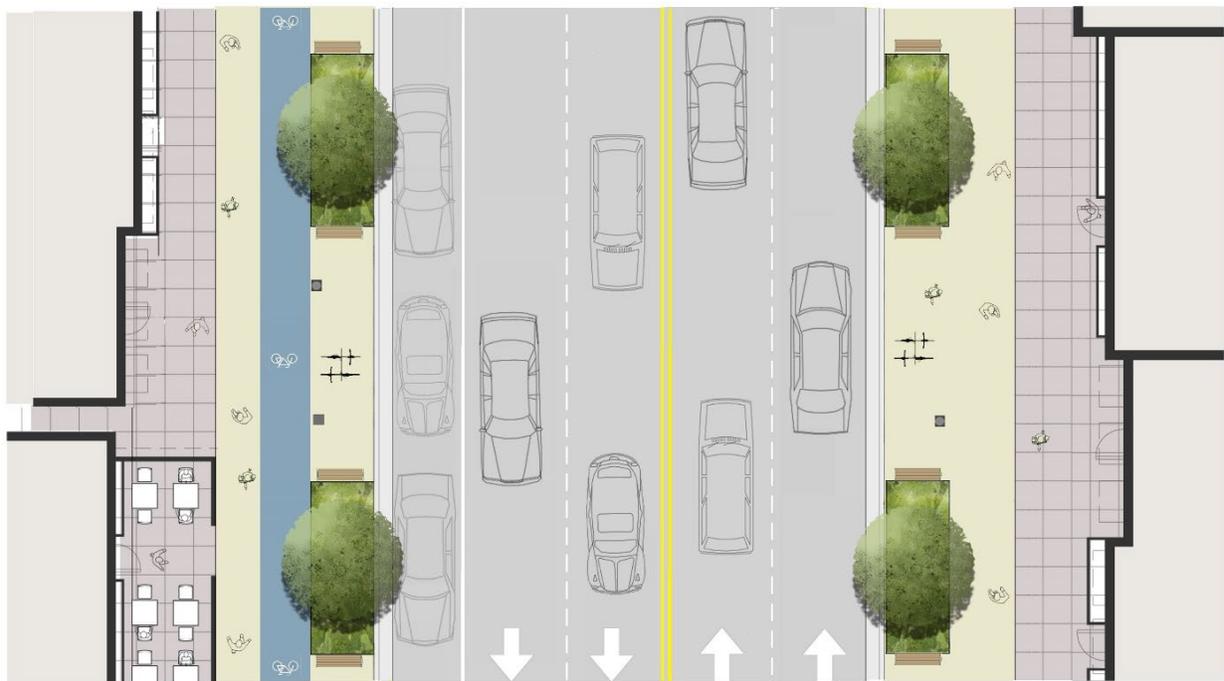
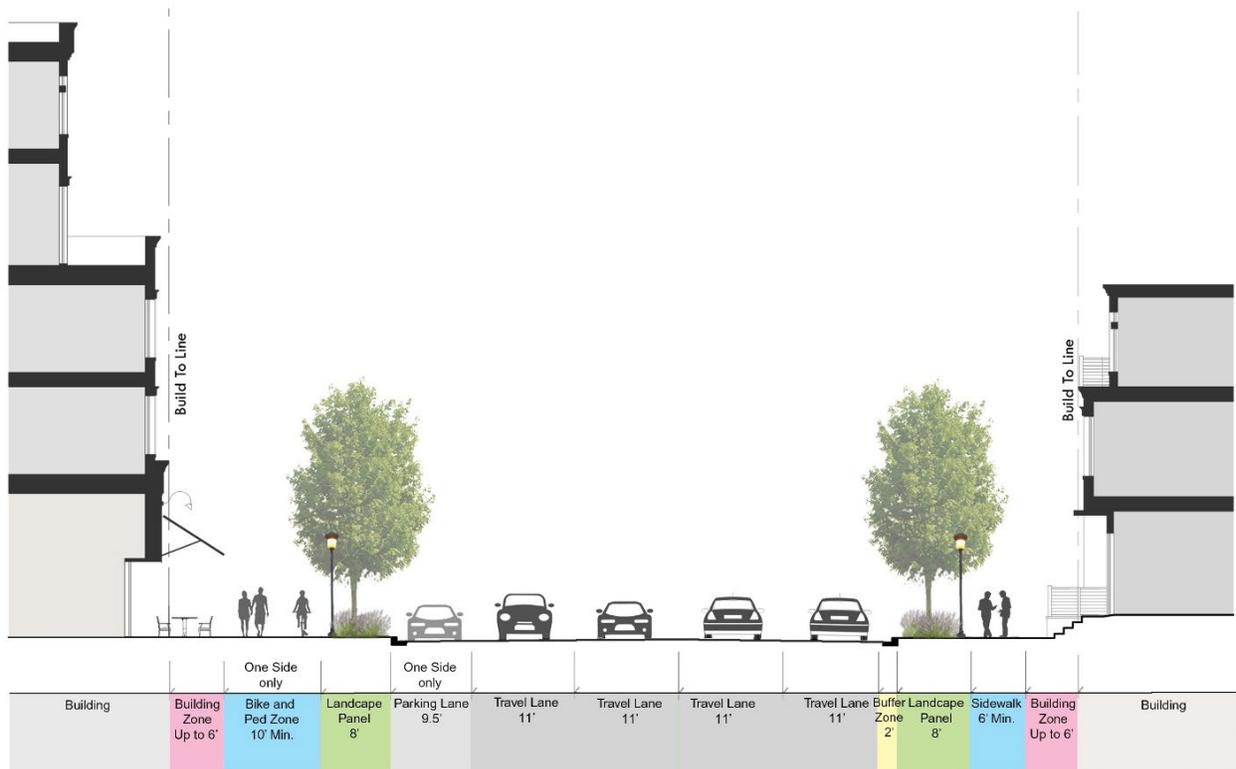
- Drive Lanes – One travel lane per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- Parking Lane – A 9.5-foot wide parallel, on-street parking lane on both sides of the street inclusive of curb and gutter.
- Landscape Panel – A 8-foot wide landscape area on both sides of the street.
- Sidewalk – A minimum 6-foot sidewalk on both sides of the roadway. A sidewalk up to 8-feet is recommended based on the character or intensity of nearby uses.
- Cycle Track (not shown) –At the time of redevelopment, evaluate the feasibility for a dedicated bicycle facility comprised of a one-way, minimum 5-foot cycle track on both sides of the roadway, or a minimum 8-foot bi-directional cycle track on one side of the roadway. If a bicycle facility is recommended, it should be located between the landscape panel and sidewalk. Efforts should be made to match the design and location of the bicycle facility to Oasis Extension to the extent practicable. See *Pedestrian and Bicycle Facility Flexibility* for more details.

Outside of the right-of-way:

- Building Zone – A building zone up to 6 feet in width. See *Building Zone Flexibility* for more details.

Beauregard Street (North)

North Beauregard Street forms the eastern edge of Land Unit A, an Opportunity Area and the western edge of Sub-unit D-1, a Minimum Change Area. As such, some components of the cross-section recommendations may primarily apply to the east side of North Beauregard Street along Land Unit A where redevelopment is planned; however, consideration should be given to the location(s) of signalized pedestrian crossings at Little River Turnpike. As shown in Figure 14, the curved portion of North Beauregard Street and associated ramp from North Chambliss Street are recommended to be removed as Land Unit A redevelops. This roadway is expected to support pedestrian and bicycle activity in a mixed-use environment. Figure 20 depicts a conceptual typical cross-section for North Beauregard Street.



The need for on-street parking should be evaluated at the time of redevelopment. For instance, it may not be needed if on-street parallel parking is provided along other grid streets within Land Unit A.

BEAUREGARD STREET (NORTH) **FIGURE 20**
Conceptual cross-section and plan view

Beauregard Street (North) conceptual cross-section dimensions (Avenue)

Within the right-of-way (87.5-foot minimum with on-street parking on one side; 78-foot minimum without on-street parking):

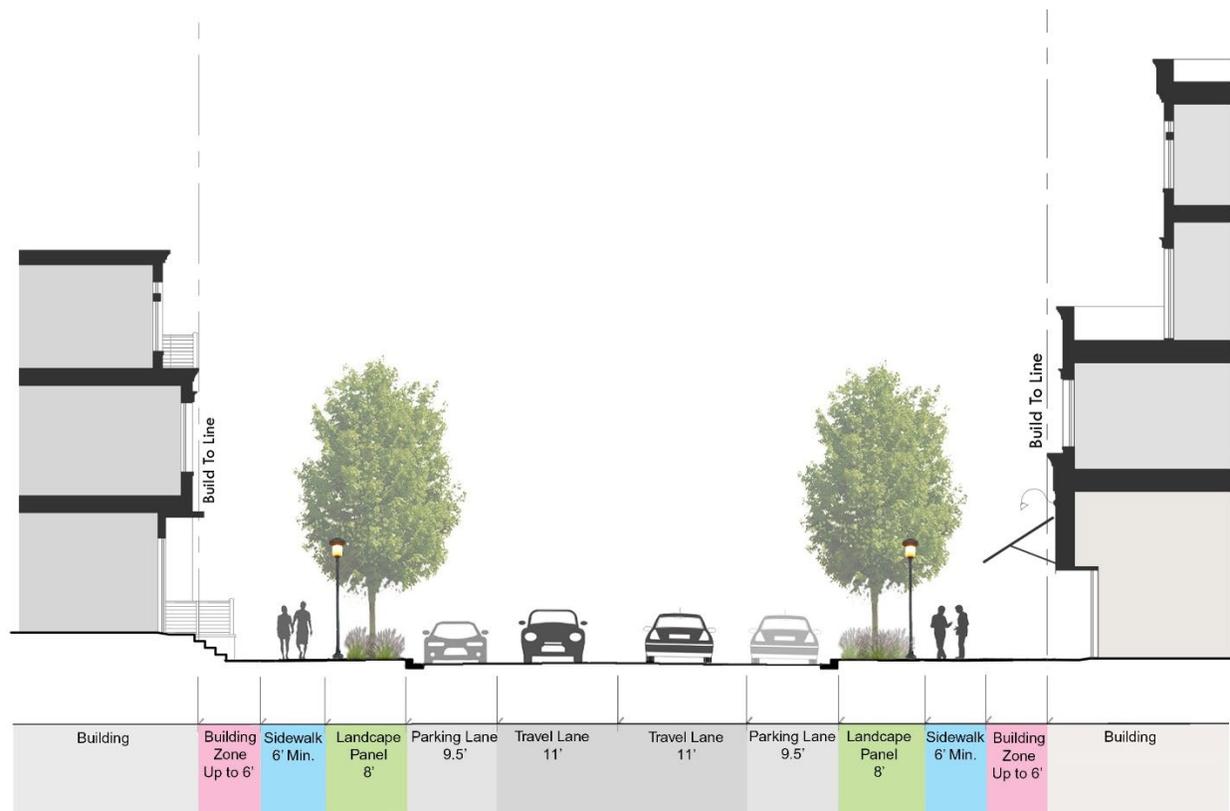
- Drive Lanes – Two travel lanes per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- Parking Lane – A 9.5-foot wide parallel, on-street parking lane on one side of the street inclusive of curb and gutter. The need for the parking lane should be evaluated at the time of redevelopment if on-street parallel parking is provided along other grid streets within Land Unit A of the Opportunity Area.
- Landscape Panel – A 8-foot wide landscape area on both sides of the street.
- Bicycle and Pedestrian Zone – A 10 to 14-foot combined pedestrian and bicycle facility is recommended on one side of the roadway.
- Sidewalk – A minimum 6-foot sidewalk on the side of the roadway without the combined pedestrian and bicycle facility. A sidewalk up to 8-feet is recommended based on the character or intensity of nearby uses.

Outside of the right-of-way:

- Building Zone – A building zone up to 6 feet in width. See *Building Zone Flexibility* for more details.

Beauregard Street (south)

Within the CBC, Beauregard Street south of Little River Turnpike forms the edge of Sub-units B-1 and B-2 in the Opportunity Area. Vehicular access is more limited compared to the Opportunity Area on the north side of Little River Turnpike. Additionally, there is less land area suitable for redevelopment as these land units abut the Morningside apartments. The access limitations and smaller land area results in a lesser amount of development potential compared to Land Unit A. Figure 21 depicts a conceptual typical cross-section for Beauregard Street (south).



At the time of redevelopment, evaluate the feasibility for a minimum 10-foot pedestrian and bicycle zone on one side of the roadway and a minimum 6-foot sidewalk between the landscape panel and building zone on the other side of the roadway (not depicted). If a pedestrian/bicycle facility is recommended, efforts should be made to match the design and location of the facility on North Beauregard Street to the extent practicable.

BEAUREGARD STREET (SOUTH) **FIGURE 21**
Conceptual cross-section

Beauregard Street (south) conceptual cross-section dimensions (Local)

Within the right-of-way (69-foot minimum without combined pedestrian and bicycle facility):

- Drive Lanes – One travel lane per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- Parking Lane – A 9.5-foot wide parallel, on-street parking lane on both sides of the street is recommended inclusive of curb-and-gutter.
- Landscape Panel – A 8-foot wide landscape area on both sides of the street.

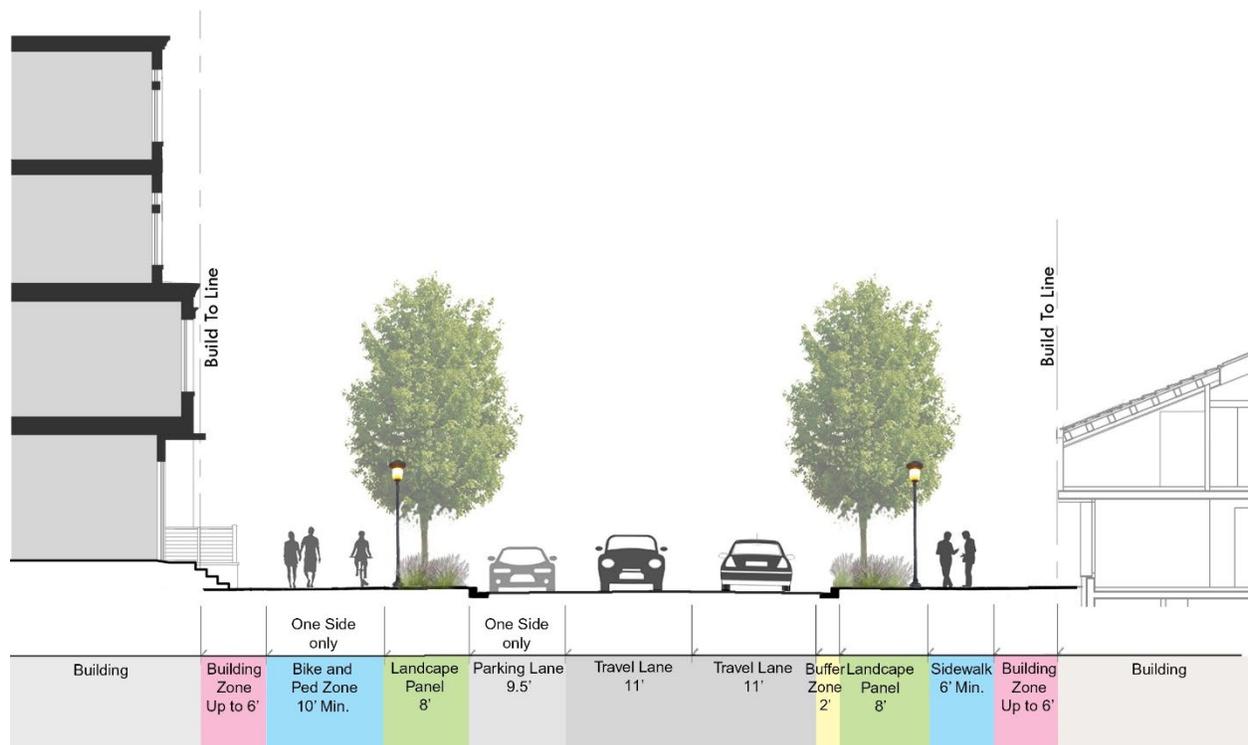
- Bicycle and Pedestrian Zone (not shown) - At the time of redevelopment, evaluate the feasibility for a dedicated 10 to 14-foot combined pedestrian and bicycle facility. If one is recommended, it should be located between the landscape panel and sidewalk. Efforts should be made to match the design and location of the bicycle facility to Beauregard Street (north) to the extent practicable. See *Pedestrian and Bicycle Facility Flexibility* for more details.
- Sidewalk – A minimum 6-foot sidewalk on the side(s) of the roadways without a shared pedestrian/bicycle zone. A sidewalk up to 8-feet is recommended based on the character or intensity of nearby uses.

Outside of the right-of-way:

- Building Zone – A building zone up to 6 feet in width. See *Building Zone Flexibility* for more details.

Lincolnia Road

Lincolnia Road serves Fairfax County and the City of Alexandria. The recommendations apply only to the segment of Lincolnia Road in Fairfax County that serves the Opportunity Area in the CBC. Lincolnia Road is anticipated to accommodate more of the through traffic between Beauregard Street (north) and Oasis Extension compared to the cross street.



LINCOLNIA ROAD
Conceptual cross-section **FIGURE 22**

Lincolnia Road conceptual cross-section dimensions (Avenue)

Within the right-of-way (65.5-foot minimum):

- Drive Lanes – One travel lane per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- Landscape Panel – A 8-foot wide landscape area on both sides of the street.
- Pedestrian and Bicycle Zone – A 10 to 14-foot shared pedestrian and bicycle facility on one side of the roadway and minimum 6-foot sidewalk on the other side of the roadway. See *Pedestrian and Bicycle Facility Flexibility* for more details.

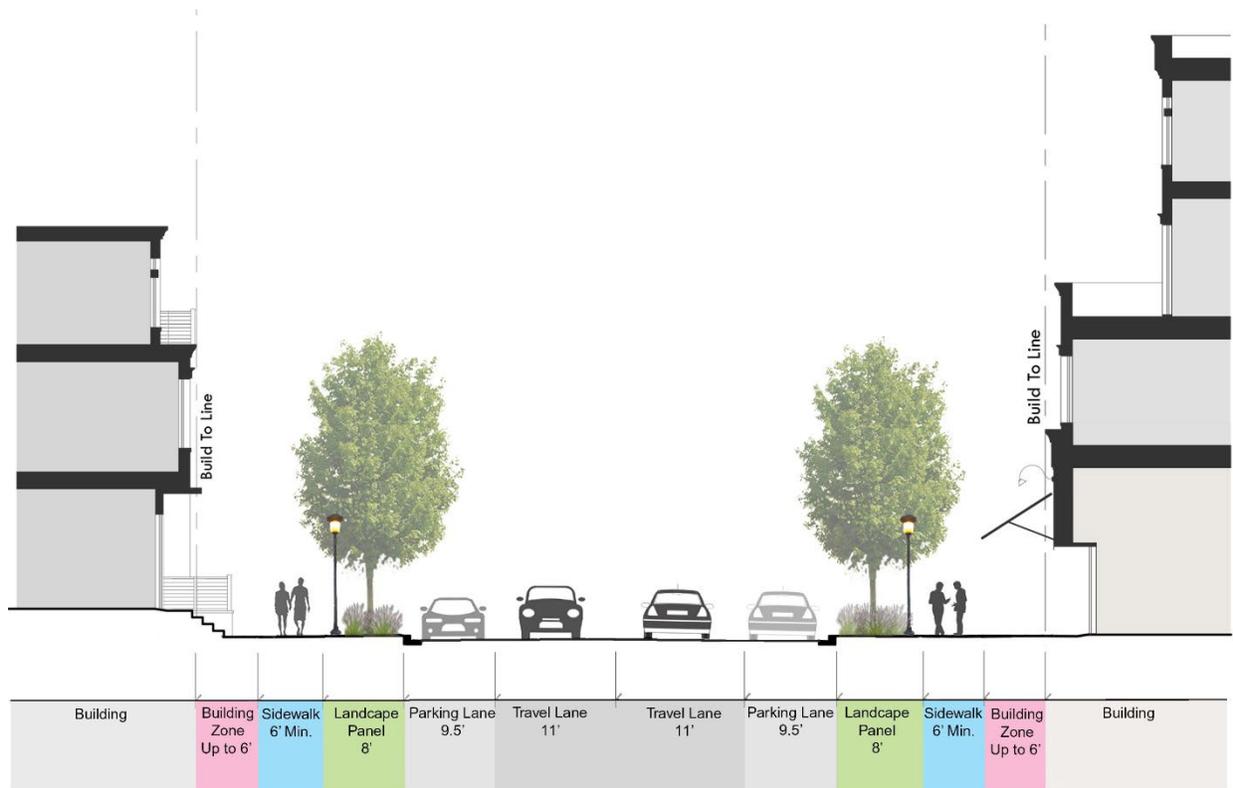
Outside of the right-of-way:

- Building Zone – A building zone up to 6 feet in width. See *Building Zone Flexibility* for more details.

Cross Streets

The cross street in Land Unit A connects North Breckinridge Place in the City of Alexandria to Beauregard Street (north) in Fairfax County. The cross street is the critical east-west link for the grid of streets. As a slower speed roadway, bicyclists are envisioned to share the roadway with vehicles. However, evaluating a dedicated bicycle facility along one or both sides of the cross street should be completed at the time of redevelopment. While a minimum six-foot sidewalk is depicted in Figure 22, a wider sidewalk up to eight feet is strongly encouraged to create a pleasant pedestrian experience and support a live-work-shop environment.

The cross street in Sub-unit B-1 is recommended to form a new east-west connection between Oasis Drive (south) and Beauregard Street (south). The cross street in Sub-unit B-1 is recommended as a local street to primarily serve residents, visitors, and workers. Figure 23 depicts a conceptual typical cross-section for the Cross Streets in Land Unit A and B-1.



At the time of redevelopment, evaluate the feasibility and need for a dedicated bicycle facility one or both sides of the roadway (not depicted). If a dedicated bicycle facility is recommended, it may be located between the landscape panel and sidewalk and comprise a one-way, minimum 5-foot cycle track on both sides of the roadway, or a minimum 8-foot bi-directional cycle track on one side of the roadway.

CROSS STREETS **FIGURE 23**
Conceptual cross-section

Cross Streets conceptual cross-section dimensions (Local)

Within the right-of-way (69-foot minimum without dedicated bicycle facility within the right-of-way):

- Drive Lanes – One travel lanes per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes). Bicyclists share the travel lane.
- Parking Lane - A 9.5-foot wide parallel, on-street parking lane on both sides of the street inclusive of curb and gutter.
- Landscape Panel – A 8-foot wide landscape area on both sides of the street.

- Cycle Track (not shown) – At the time of redevelopment, evaluate the feasibility and need for a dedicated bicycle facility one or both sides of the roadway. If a dedicated bicycle facility is recommended, it may consist of a one-way minimum 5-foot cycle track on both sides of the roadway, or a minimum 8-foot bi-directional cycle track on one side of the roadway located between the landscape panel and sidewalk. See *Pedestrian and Bicycle Facility Flexibility* for more details.
- Sidewalk – A minimum 6-foot sidewalk on both sides of the street. A sidewalk up to 8-feet is recommended based on the character or intensity of nearby uses.

Outside of the right-of-way:

- Building Zone – A building zone up to 6 feet in width. See *Building Zone Flexibility* for more details.

Service Street/Alley (Private)

The Service Street/Alley provides access to parking garages, emergency vehicles, loading docks, waste management trucks, and utilities. While service streets are not designed primarily to serve pedestrians, they should still be safe and accessible. Where space allows, landscaping should be considered to help screen parking garages or backs of buildings and provide a more pleasant pedestrian experience.

Shared Lane/Alley Cross-section dimensions

Within the right-of-way (32-foot maximum):

- Drive Lane – A maximum of two travel lanes (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- Sidewalk – A 5-foot sidewalk on both sides of the street.

IMPLEMENTATION

Successful implementation of the Comprehensive Plan will require a commitment to the overall vision set forth in the Plan, including the guiding planning principles and key components of redevelopment in the CBC such as the grid of streets, a mix of uses, and public open spaces.

Implementation will occur primarily through the rezoning process, where reviews are conducted to evaluate the extent to which a development proposal achieves the Plan recommendations and whether a development's impacts are adequately addressed. Possible mechanisms to address development impacts include commitments to high quality design and other Plan objectives, and in-kind and monetary contributions towards transportation and/or public facility improvements that are needed to support new development.

Additional Fairfax County and Commonwealth of Virginia policies and regulations also may guide decisions related to development in the Lincolnia CBC. The policies and regulations may require review, coordination, and updates as necessary for the vision to be implemented. For

example, a partnership between the county, VDOT, and DRPT will likely be required to implement the multimodal environment that is recommended in lieu of traditional VDOT design standards.

Community Business Center Concept

There is flexibility in the implementation of the CBC concept provided development proposals achieve the connectivity goals of the grid of streets and recommendations for publicly accessible open space, building heights and transitions, mix of uses, total development intensity, and the activation of streets at the ground-floor level. The form-based approach focuses on the form of buildings and their placement in relation to other structures, open spaces, and streets. Under this approach, the total planned development potential and proportion of residential/non-residential land uses are further refined through the application of the urban design, open space, and streetscape recommendations. The Plan also recommends flexibility among the square footage for types of non-residential uses, provided that the proposals contribute to and/or do not preclude a pedestrian-oriented, mixed-use community and the multimodal transportation network.

Phasing

Development in the Lincolnia CBC will likely occur incrementally over time. Incremental redevelopment must be balanced with infrastructure and public facilities such as transportation infrastructure, parks and recreational facilities, schools, and other public facilities to support an increased population and employment base. Review of development proposals will include an assessment of appropriate phasing to the provision of these public improvements. Each phase of redevelopment is expected to advance the goals of the Plan, not impede the ability to implement future phases, and construct and/or commit to the public facilities appropriate for each phase of development.

The first project within the CBC that seeks to implement the redevelopment option should establish a sound framework for redevelopment of the entire land unit or sub-unit and CBC. Priorities that are recommended to be addressed and coordinated with staff in the initial phases of site planning include the provision of the appropriate segments of roadway network, design of the corresponding cross-section(s), stormwater management and publicly accessible recreation and open spaces.

Interim Development Conditions

There are three scenarios that may be considered as interim development:

- (1) Temporary conditions that are created when a project is constructed in phases and the development plan is not fully realized;
- (2) Developments, generally those smaller in scale and potentially for a limited duration, that do not strictly conform to the vision in the Plan; and
- (3) Temporary place-making efforts that can contribute to the vitality of the area on a short-term basis such as public art or pop-up commercial uses.

Interim conditions that enhance the urban character and contribute to place-making are encouraged for the portions of a project that will not be built until later phases. Examples

include pop-up parks, interim recreational facilities, or low intensity temporary uses. It may also be acceptable to maintain existing uses in lieu of an interim use as long as they do not preclude the achievement of other priorities such as the street grid. Interim development conditions in the CBC should carefully consider the pedestrian experience in an evolving urban environment and ensure that any adverse impacts associated with an interim state of redevelopment are mitigated as appropriate. Phased developments should demonstrate how interim conditions can meet Plan objectives.

Any interim development should give particular consideration to the following, as applicable:

- Provide a pedestrian plan to determine the facilities (parks, retail streets, and transit) that should include interim pedestrian connections and streetscape improvements; Provide streetscape improvements that conform to Plan recommendations and achieve continuity of the streetscape design;
- Design buildings for the ultimate grid of streets by siting them to be compatible with the configuration of the street network. As appropriate, provide façade articulation to each building face and treatments to ensure compatible transitions, and incorporate appropriately scaled entrances;
- Demonstrate how interim parking adheres to parking design and phasing goals;
- Show how interim stormwater facilities can be incorporated and address impacts of interim development conditions;
- Provide landscaping improvements to enhance the aesthetics and functionality of spaces that are in transition;
- Demonstrate how the proposed development will not preclude future redevelopment of the site or adjacent sites in conformance with the Plan; and,
- Ensure that construction sites provide a contiguous, safe pedestrian path during construction, particularly along major grid links. Coordination with adjacent properties, including those under construction, may be needed to ensure seamless pedestrian paths are provided.

Additional guidance on interim conditions can be found in the *Guidelines for Interim Improvement of Commercial Establishments*, Appendix 6 of the Land Use element of the Policy Plan.

Grid of Streets

The recommended conceptual street grid will require refinement as part of a future analysis. Links within the network will be further refined as development proposals are reviewed by staff, property owners, the community, and other stakeholders. Implementation of the grid of streets should take the following into consideration:

- Continuity within the grid of streets should be maximized;

- Intersections that are skewed, off-set intersections and intersections with more than four legs should be avoided;
- Any block longer than 600 feet should contain a mid-block pedestrian connection; and,
- Where possible, even spacing between intersections should be maintained.

There is flexibility in implementing the conceptual grid of streets in terms of exact placement within the land units and design details. However, in general, the grid should conform to the recommended multimodal street types and advance the overall place-making and multimodal connectivity vision described in the Plan. The first development to proceed within an area should provide for its proportionate share of the grid of streets as it affects their property and will generally set the specific location and features of that portion of the grid of streets. The implementation of the initial segment(s) of the conceptual grid of streets in a particular area should demonstrate that this grid will not preclude the successful achievement of the overall vision for the street grid through later phases of development.

All development proposals should include the planned road improvements that follow the conceptual street grids and street types and described in the Urban Street Network section. For new streets not built to their full cross-section, right-of-way should be provided for the ultimate cross-section as identified in the Plan. Additional street segments identified through future analysis that are necessary to maintain acceptable traffic circulation should be provided by that development.

The planned development level is expected to occur over time. Planning for and sequencing transportation infrastructure will need to take into account actual and projected growth for different land uses based on the development pipeline as well as mid and long-range market forecasts. In addition, major transportation improvements can take many years to design, fund, and construct. Therefore, the sequencing of such public improvements will require monitoring of approved rezonings, building permits, commuting patterns, demographic trends, and population and employment growth.

Due to the proximity of the recommended Little River Turnpike/Oasis Drive intersection to the Interstate 395 interchange, an Interchange Modification Report (IMR) may be necessary to implement the planned transportation circulation system. The IMR is an analysis requiring federal approval to demonstrate that the interstate interchange can continue to function effectively.

LAND UNIT RECOMMENDATIONS

The Lincolnia CBC is divided into land units for the purpose of organizing the land use recommendations. The Opportunity Areas are recommended to redevelop with a mix of uses comprised of residential use that is mostly multifamily in type, community-serving retail use, office use, and parks and recreational spaces. Transitional Areas are not immediately planned for redevelopment; however, redevelopment opportunities could be considered in the future through a separate study process. Minimal Change Areas should retain their existing uses and are not planned for redevelopment.

The redevelopment of the Opportunity Areas could occur over time. Consolidation of entire sub-units or one or more individual sub-units is highly desirable, although it is recognized that achievement of this objective will be influenced by market and other factors. Where full consolidation is not feasible, it is expected that proposals will demonstrate that development will not prevent unconsolidated parcels from developing at the maximum planned potential, and demonstrate how coordinated development could occur over time.

Land Unit A (Opportunity Area)

Land Unit A is approximately 26.6 acres and is bounded by North Beauregard Street, Lincolnia Road and Chambliss Street to the north and west, Little River Turnpike to the south and the Fairfax County boundary with the City of Alexandria to the east. The area is entirely characterized by community serving retail uses with the Plaza at Landmark shopping center as the predominant site. The baseline plan is consistent with the existing development, which is retail and other commercial uses up to an intensity of 0.50 FAR.

Land Unit A should serve as the focal point for the Lincolnia CBC, and has the greatest amount of development intensity within the Lincolnia CBC. As an option, Land Unit A is planned for mixed-use development of up to 283,000 square feet of retail use, 120,000 square feet of office use, and 1,120,000 square feet of primarily multifamily residential use. Ground floor retail or other non-residential uses that activate the ground level of buildings should be part of the mixed-use environment. Significant parcel consolidation is encouraged. Redevelopment should demonstrate high quality urban design and achieve the guidance for a new grid of streets, enhanced pedestrian corridors, and a central public urban green space. Maximum building heights range from 4 stories to 12 stories. Taller building heights should be located to the east closer to I-395 and Little River Turnpike. Building heights should taper in proximity to existing lower density residential uses to the north and west. An opportunity exists for a signature building that can serve as a focal point for the area.

Land Unit B

Land Unit B is approximately 44.8 acres and is comprised of Sub-units B-1, B-2 and B-3.

Sub-unit B-1 (Opportunity Area)

Sub-unit B-1 is approximately 8 acres and is bounded by Little River Turnpike to the north, Beauregard Street to the west, and the Fairfax County boundary with the City of Alexandria to the east. The sub-unit primarily consists of the New Grand Mart shopping center and adjacent community serving office and retail uses. The baseline plan is consistent with existing development, which is retail and other commercial uses up to an intensity of 0.25 FAR.

As an option, Sub-unit B-1 is planned for up to 266,000 square feet of mixed-use development. Of this amount of planned development, up to 50,000 square feet of ground-floor retail use is recommended. Redevelopment is recommended to be predominately residential use and include full parcel consolidation within the sub-unit (tax map parcels, 72-4((1))14, 72-4((1))15, and 72-4((1))17A). Redevelopment of this sub-unit should provide transportation improvements consistent with planned transportation recommendations for the Lincolnia CBC, including but not limited to, the extension of Oasis Drive south of Little River Turnpike and a new cross street from Beauregard Street to Oasis Drive. Additionally, inter-parcel pedestrian access is encouraged to the south and east, where applicable. Maximum building heights within Sub-unit B-1 range from 4 to 6 stories with taller buildings closer to Little River Turnpike.

Sub-unit B-2 (Opportunity Area)

Sub-unit B-2 is approximately 4.5 acres and is bounded by Little River Turnpike to the north, Beauregard Street to the east, and the Morningside Apartments to the south and west. This sub-unit solely consists of the Beauregard Square office park. The baseline plan is consistent with existing development, which is office use up to 0.40 FAR.

As an option, Sub-unit B-2 is planned for multifamily residential use up to 82,000 square feet. Limited ground floor retail and/or office uses is recommended. Adaptive re-use of the existing structures is encouraged.

Sub-unit B-3 (Transitional Area)

Sub-unit B-3 is approximately 32.3 acres and is developed with the Morningside Towers Apartment Community. The baseline plan is consistent with existing development, which is multifamily residential use up to 16-20 dwelling units per acre. Any potential redevelopment of this sub-unit would require a separate study process. Any redevelopment proposals in the future should result in no net loss of market affordable housing units. Future considerations should follow the Guiding Planning Principles and General Land Use Recommendations for the Lincolnia CBC.

Land Unit C (Transitional Area)

Land Unit C is approximately 20.4 acres and is bounded by Little River Turnpike to the north, Cherokee Avenue to the west, Evangeline Lane to the south, and Lincoln Avenue to the east. The area is characterized by low intensity office uses to the west, with multifamily and single-family attached residential uses to the east. Prominent features include the Crystal Woods Apartments and a portion of the Turkeycock Run Stream Valley and its associated Environmental Quality Corridor. The Lincoln Mews townhomes 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. The Crystal Woods Apartments are planned for and developed with residential use at 16-20 dwelling units per acre. The Brookside Office Park is planned for office and public parks uses. As a Transitional Area, any potential redevelopment of this sub-unit could be considered in the future through a separate study process. Any redevelopment proposals in the future should result in no net loss of market affordable housing units. Future considerations should follow the Guiding Planning Principles and General Land Use Recommendations for the Lincolnia CBC.

Land Unit D

Land Unit D is approximately 57.5 acres and is comprised of Sub-units D-1, D-2, and D-3.

Sub-unit D-1 (Minimal Change Area)

Sub-unit D-1 is approximately 12.3 acres and is located along Lincolnia Road, Chambliss Street, and North Beauregard Street. It primarily consists of townhouse residential uses, including the Charleston Square Community and the Stonegate Community. The Lincolnia Senior Center [Tax Map 72-2 ((1)) 43] provides community programs and services, is planned for institutional uses and should continue to be used for public facilities such as school, local community, and recreational uses. The Lincolnian is a small age-restricted assisted living facility that is located on the Lincolnia Senior Center property. The Charleston Square townhouses are planned and developed for residential uses at 5-8 dwelling units per acre. The Stonegate townhouses are planned and developed for 12-16 dwelling units per acre.

This sub-unit is characterized as Minimal Change Area which encourages retention of the existing uses. Since access to Beauregard Street may become more limited with the future road improvements, additional pedestrian inter-parcel access should be encouraged to the west or south, to supplement the approved inter-parcel access through the Lincolnia Senior Center property.

Sub-unit D-2 (Opportunity Area)

Sub-unit D-2 is approximately 4.3 acres and located at the northwest quadrant of the intersection of Little River Turnpike and North Beauregard Street. The sub-unit is primarily characterized by community serving, highway-oriented retail services and limited office space exists within the Beauregard Office Condominiums. The baseline plan is consistent with existing development, which is retail and other commercial uses at an intensity up to a 0.20 FAR.

As part of the Opportunity Area, Sub-unit D-2 could be considered for redevelopment if significant parcel consolidation is achieved. In that instance, as an option, up to 50,000 square feet of development is recommended comprised of residential use or residential use with ancillary retail or office uses with satisfactory impact mitigation. A limited amount of ancillary retail or office uses may be appropriate. Building heights should not exceed 5 stories and should taper down in height toward the Stonegate Community.

Sub-unit D-3 (Transitional Area)

Sub-unit D-3 is approximately 41 acres and consists of the Arbor Park community. The community has a single access point onto Little River Turnpike. The baseline plan is consistent with existing development, which is multifamily and single-family attached residential uses at a density between 12-16 dwelling units per acre closest to Little River Turnpike, and 16-20 dwelling units per acre for the remainder of the property. As a Transitional Area, any potential redevelopment of this sub-unit would require a separate study process. Any redevelopment proposals in the future should result in no net loss of market affordable housing units. Future considerations should follow the Guiding Planning Principles and General Land Use Recommendations for the Lincolnia CBC.

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 24 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. 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.
5. 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.
6. 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.

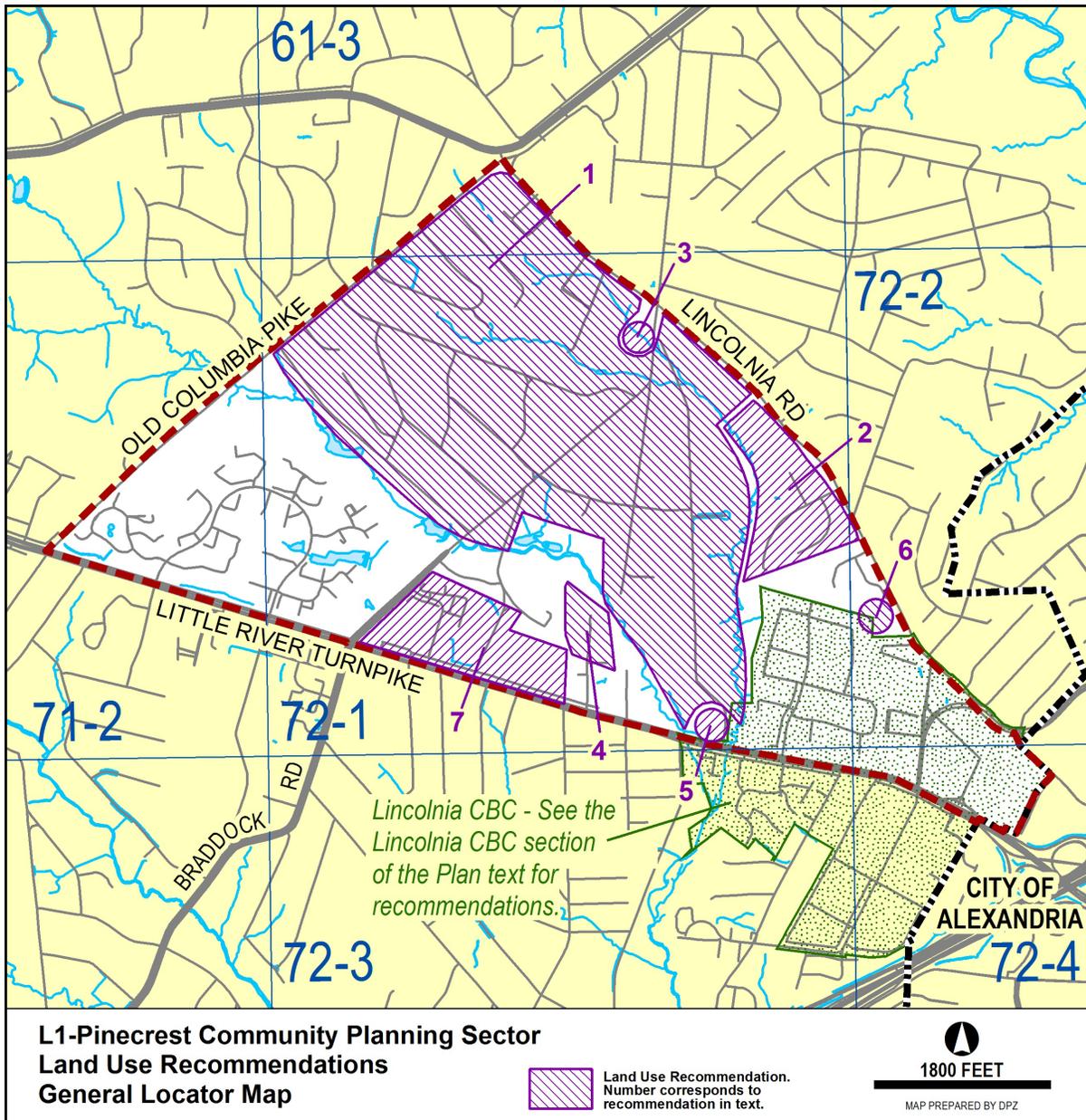


FIGURE 24

7. 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. As redevelopment occurs, provide pedestrian access to and from residential neighborhoods.

Transportation

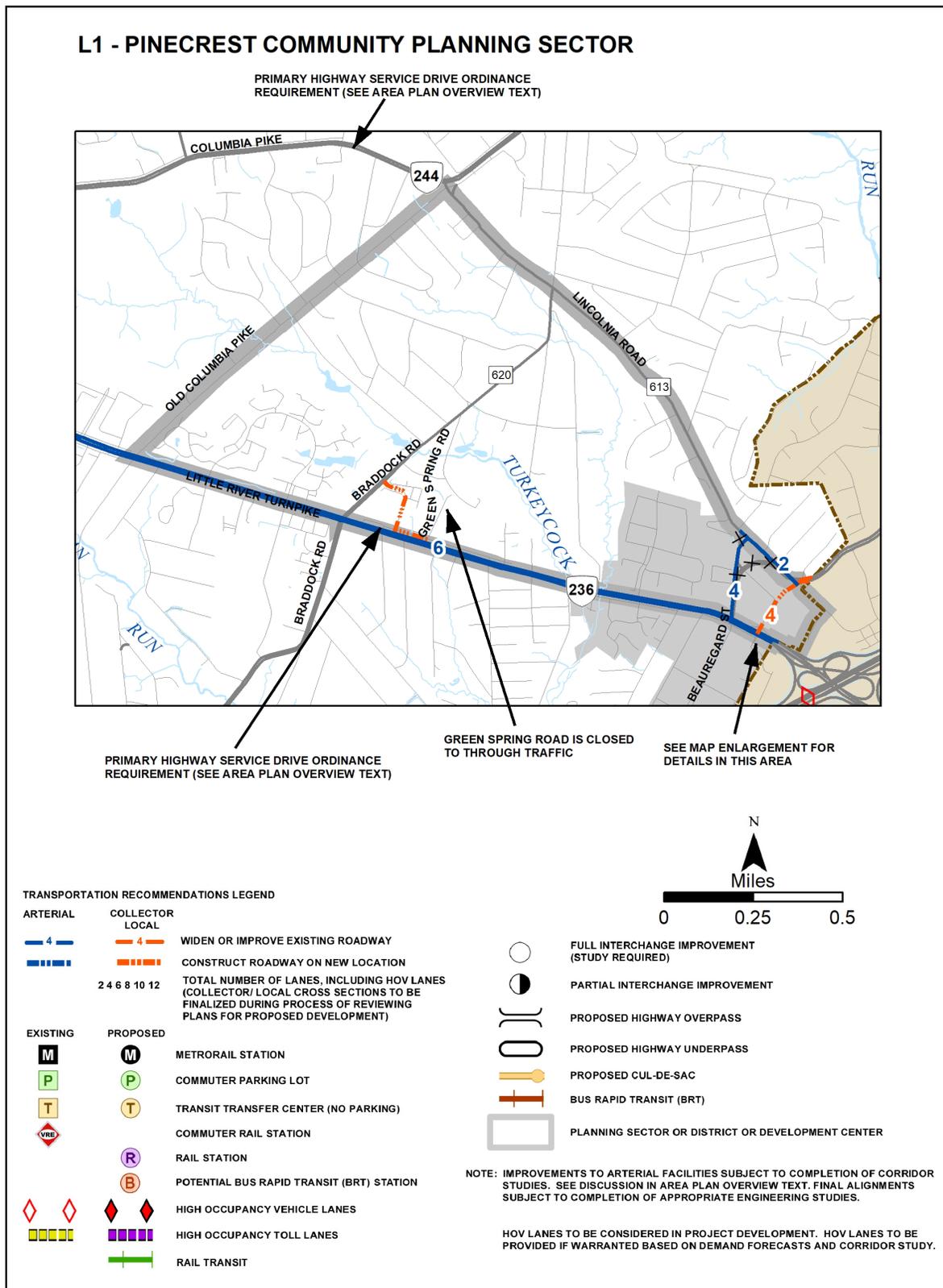
Transportation recommendations for this sector are shown on Figure 25. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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 25

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 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.

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 26 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

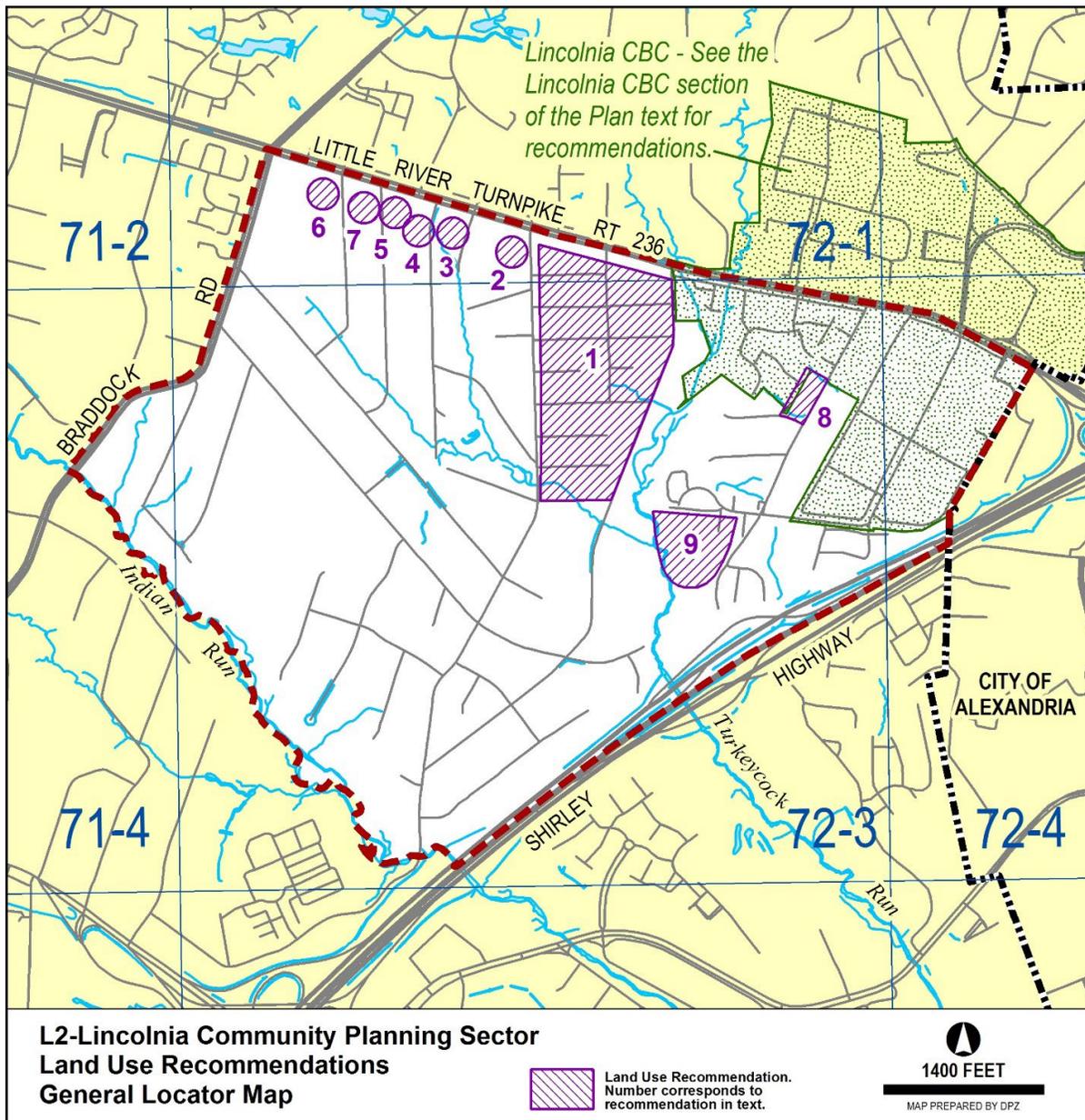


FIGURE 26

- 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 northwest quadrant of the intersection of Evangeline Lane 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

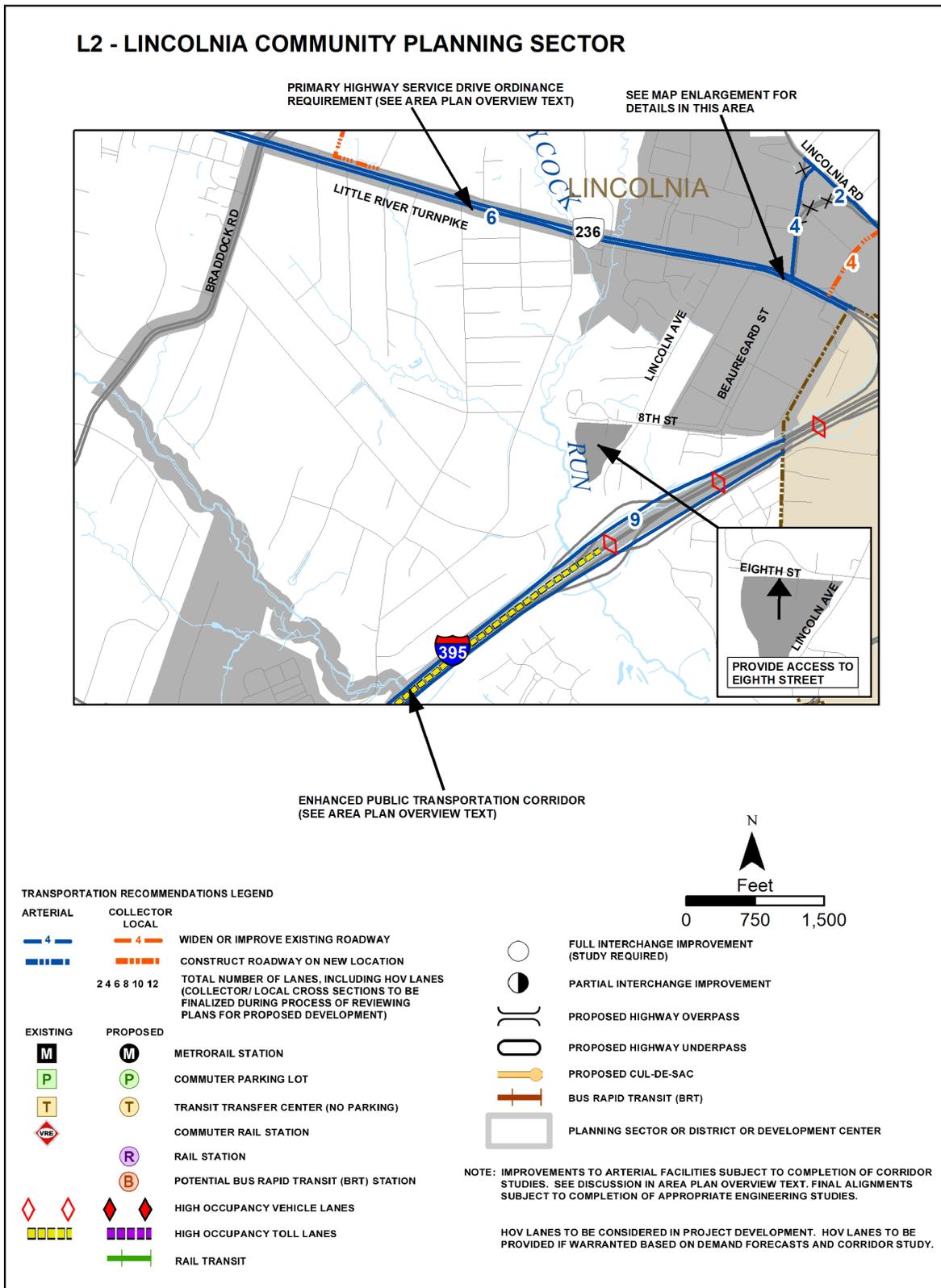
Transportation recommendations for this sector are shown on Figure 27. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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



TRANSPORTATION RECOMMENDATIONS **FIGURE 27**

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.

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 28 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 29). 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

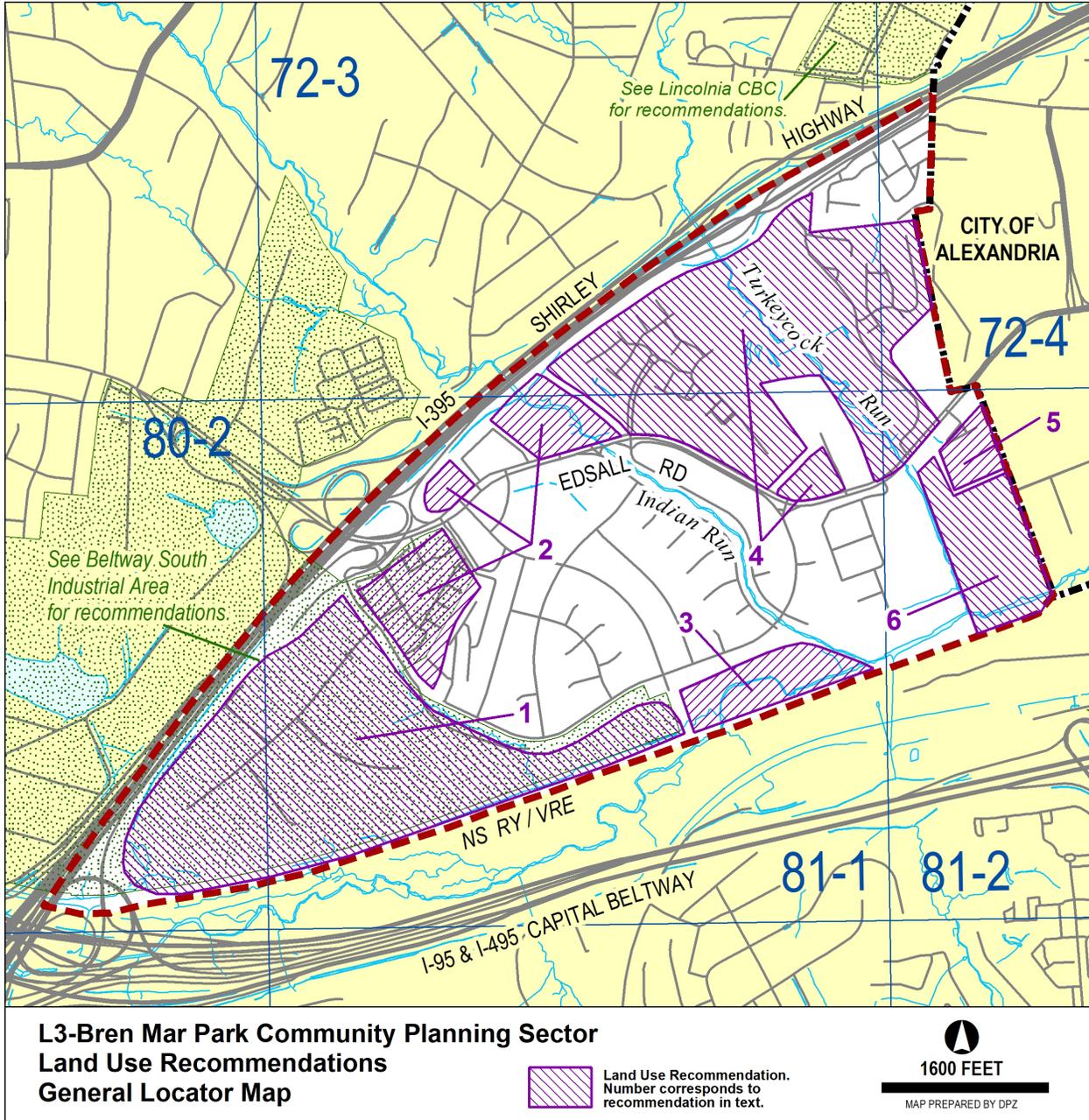


FIGURE 28

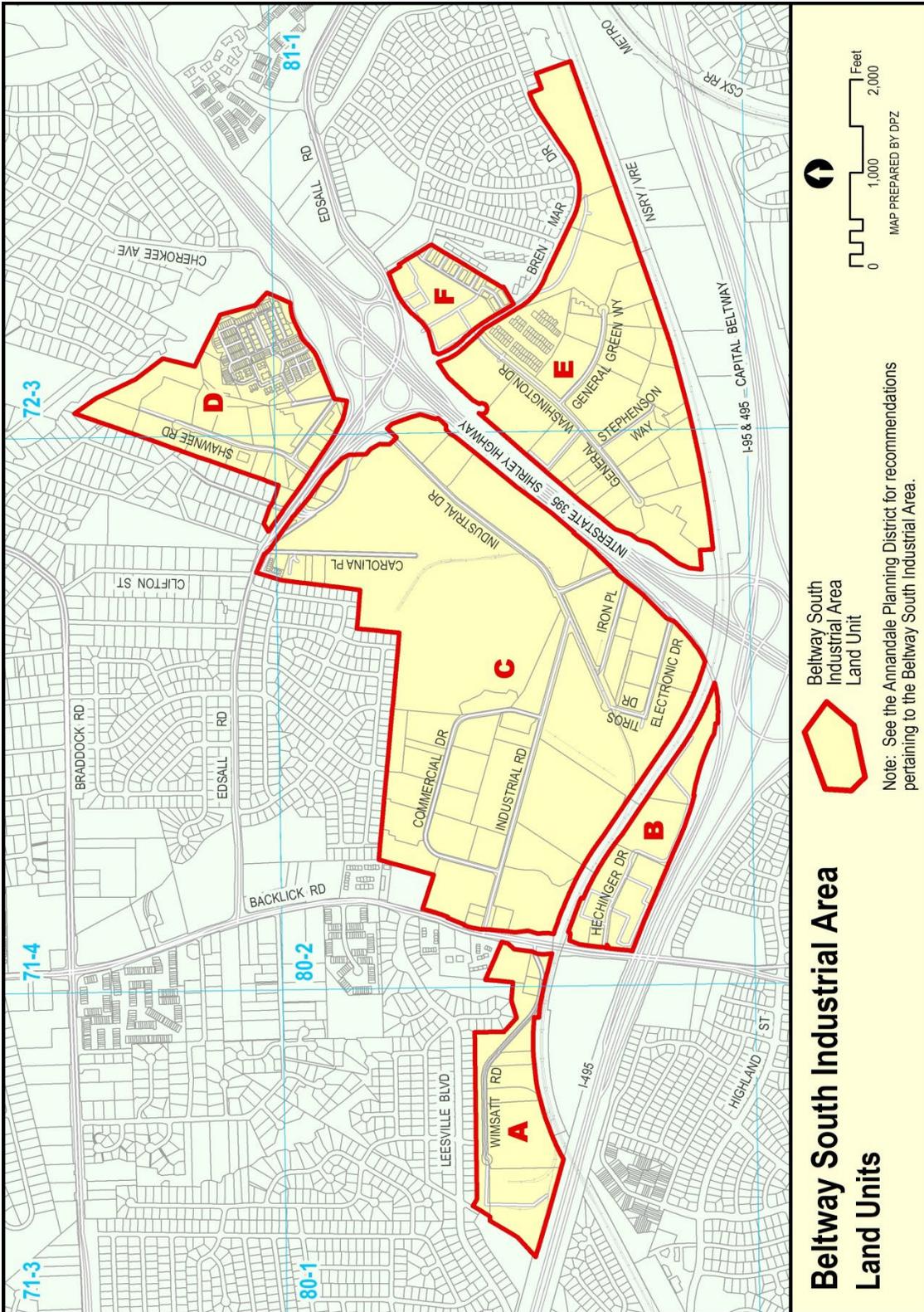


FIGURE 29

- 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 30. 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.

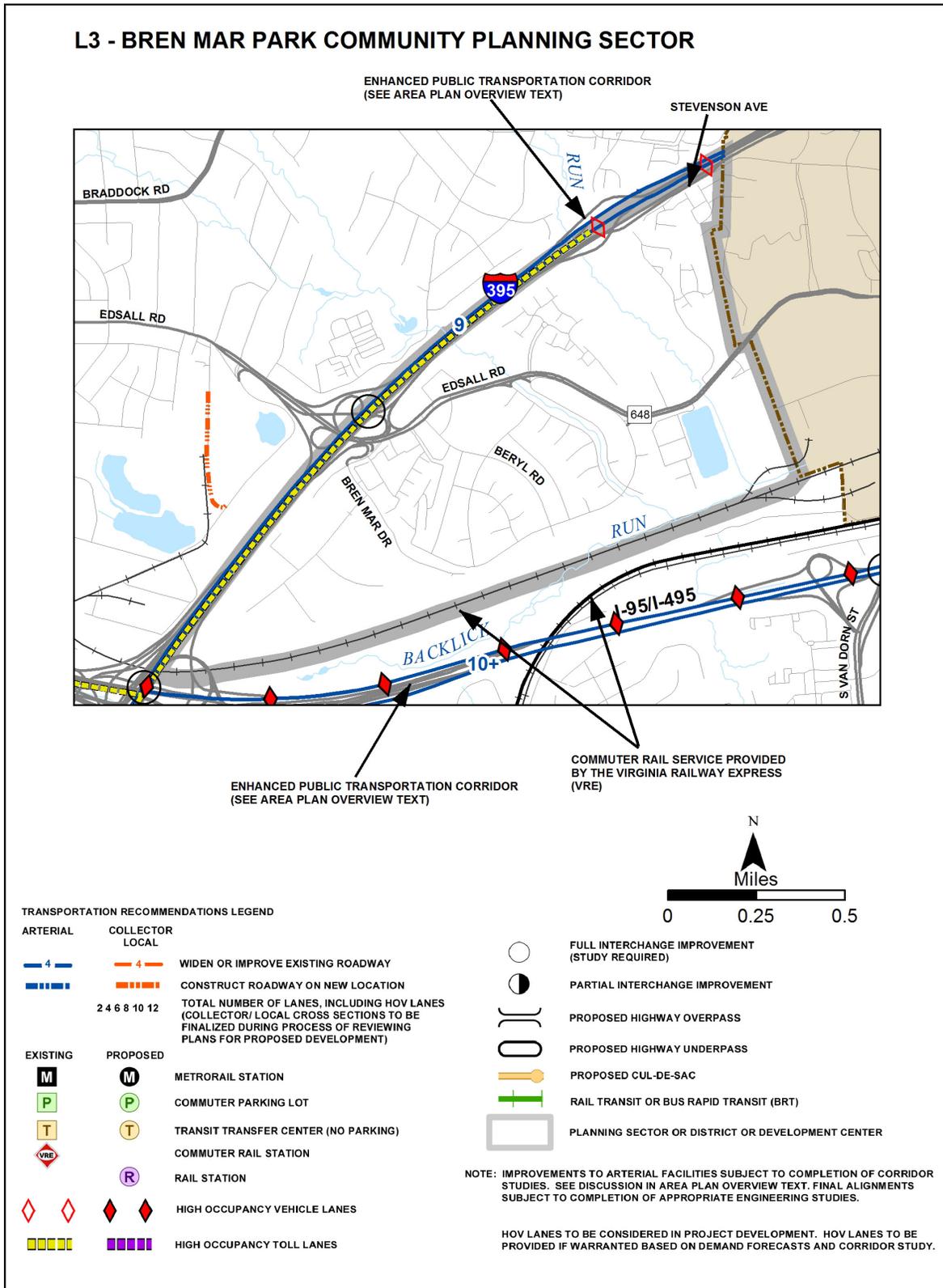
Heritage Resources

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 30

- 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.